



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

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

# Specific Design Plan 801 Prince George's Boulevard

## SDP-2001

REQUEST		STAFF RECOMMENDATION	
Construction of an office/warehouse.		APPROVAL with conditions	
<p><b>Location:</b> At the northwest corner of the intersection of Prince George's Boulevard and Branch Court.</p>			
Gross Acreage:	7.44		
Zone:	E-I-A		
Dwelling Units:	0		
Gross Floor Area:	102,455 sq. ft.		
Planning Area:	74A		
Council District:	04		
Election District:	07		
Municipality:	N/A		
200-Scale Base Map:	202SE14		
<p><b>Applicant/Address:</b> Collington Center, LLC Lot 14B 16155 Trade Zone Avenue Upper Marlboro, MD 20774</p>		Planning Board Date:	04/29/2021
<p><b>Staff Reviewer:</b> Adam Bossi <b>Phone Number:</b> 301-780-8116 <b>Email:</b> Adam.Bossi@ppd.mncppc.org</p>		Planning Board Action Limit:	04/29/2021
		Staff Report Date:	04/13/2021
		Date Accepted:	02/18/2021
		Informational Mailing:	10/27/2020
		Acceptance Mailing:	02/16/2021
		Sign Posting Deadline:	03/30/2021

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Specific Design Plan SDP-2001  
Type 2 Tree Conservation Plan TCP2-067-96-08  
801 Prince George's Boulevard

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

**EVALUATION**

This specific design plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of Zoning Map Amendments (Basic Plans) A-6965-C, A-9397-C and A-9284-C;
- b. The requirements of the Prince George's County Zoning Ordinance in the Employment and Institutional Area (E-I-A) Zone;
- c. The requirements of Comprehensive Design Plans CDP-7802, CDP-8712, and CDP-9006 and its amendments;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the 1993 Prince George's County Woodland Conservation and Tree Preservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referral comments.

**FINDINGS**

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

1. **Request:** The application is for approval of a 102,455-square-foot warehouse with office space in the Employment and Institutional (E-I-A) Zone.

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	E-I-A	E-I-A
Use	Vacant	Warehouse/Office
Acreage	7.44	7.44
Parcels/Lots	1	1
Gross Floor Area (square feet)	0	102,455

**OTHER DEVELOPMENT DATA:**

**PARKING and LOADING**

	<b>Required</b>	<b>Provided</b>
<b>Office (13,350 sq. ft.)</b> 1 space per 250 sq. ft. up to 2,000 sq. ft. of GFA 1 addition space per every additional 400 sq. ft. of GFA	37	104
<b>Warehouse (89,105 sq. ft.)</b> 3 space for the first 1,500 sq. ft. of GFA 1 additional space each additional 1,500 sq. ft. GFA up to 100,000 sq. ft.	62	
Handicap Accessible Spaces	4*	6*
<b>Total</b>	<b>99</b>	<b>104</b>

**\*Note:** The number of required and provided handicap accessible parking spaces are included in the total figures. Of the six accessible spaces provided, four will be van accessible.

- 3. Location:** The subject property is located at the northwest corner of the intersection of Prince George's Boulevard and Branch Court. The property is also in Planning Area 74A and Council District 4.
- 4. Surrounding Uses:** The site is bounded to the north, west and south by existing industrial warehouse developments in the E-I-A Zone and to the east by the right-of-way of Prince George's Boulevard. The site and general surrounding area are part of the larger development known as Collington Center.
- 5. Previous Approvals:** The subject property is part of a larger development known as Collington Center, which is a 1,200+ acre employment park. The initial phase of Collington Center consisted of 898.14 acres of land that was rezoned to the E-I-A Zone, pursuant to the adoption of the Bowie-Collington Sectional Map Amendment (SMA) on October 28, 1975. The property was included within Zoning Map Amendment (Basic Plan) A-6965, which was approved by the Bowie-Collington SMA. Later, additional land was placed in the E-I-A Zone through the adoption of Basic Plans A-9397-C and A-9284-C, which increased the overall area zoned E-I-A to 1,289 acres. On March 28, 1989, these basic plans were amended via

Zoning Ordinance No. 25-1989, into two basic plans. Collington Corporate Center was established through A-9284-C for the northern 414 acres, and the remaining 875 acres consisted of the land included in A-6569-C and A-9397-C. On May 21, 1990, A-6965-C and A-9397-C were amended for the southern 167 acres, which was amended again via Zoning Ordinance No. 22-1997, and referred to as Collington South. Of the total 1,289-acre site, 708 acres, including the subject property, remain in the original Collington Center. The basic plans included a list of permitted uses within six major land use categories, with a provision that other uses not listed must be approved by the Prince George's County Planning Board or its designee. A memorandum from John W. Rhoads, Chairman to the Prince George's County Planning Board, outlined the list of permitted uses and designated the Planning Director to approve additional uses at Collington Center. Warehouse establishments are listed as permitted uses in the memorandum and the basic plans designate the subject property for manufacturing/warehouse uses.

On November 30, 1978, the Planning Board approved Comprehensive Design Plan CDP-7802. This decision was modified and superseded with the May 19, 1988 Planning Board approval of CDP-8712 (PGCPB Resolution No. 88-224). On November 8, 1990, the Planning Board approved CDP-9006 (PGCPB Resolution No. 90-455) and amendments. CDP-9006 revised CDP-8712, subject to 16 conditions, but did not adopt new CDP text. Therefore, the CDP text of CDP-8712 remains applicable, as modified by the conditions of CDP-9006. On May 17, 2001, the Planning Board approved CDP-09006-01 (PGCPB Resolution No. 01-95) to eliminate the requirements for the provision of recreational facilities in CDP-9006, thereby eliminating 5 of the 16 original conditions. On March 31, 2005, the Planning Board approved CDP-9006-02 (PGCPB Resolution No. 05-83(C)), to add residual acreage from the vacation of Willowbrook Parkway to the CDP area. Of these CDPs, there are five conditions associated with CDP-9006 that remain applicable to the review of the subject SDP.

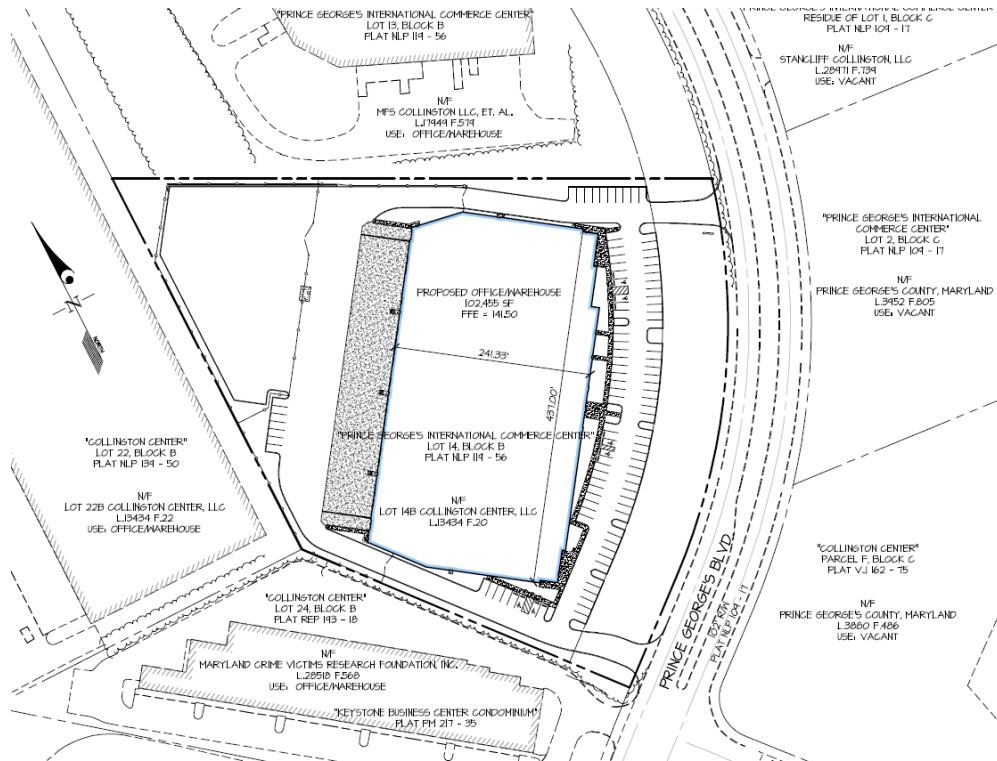
In July 1979, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-79091, for which the resolution is no longer available. Evidence was found that shows the PPS was approved subject to one condition, which is not applicable to the review of the subject application. However, PPS 4-79091 is applicable to the review of this SDP.

In 1988, the Planning Board approved PPS 4-88074, which included the subject property. The subject site was never re-platted, in accordance with this PPS, which expired in 1994, and it is no longer applicable to the site.

The site also has a valid Stormwater Management (SWM) Concept Approval Letter, 8011050-1999-01, which was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on September 7, 2020 and expires on September 7, 2023.

6. **Design Features:** The SDP proposes the development of a 102,455-square-foot warehouse with associated office space on a 7.44-acre undeveloped, cleared property within the Collington Center employment park. The subject site is described as Lot 14, Block B, on a plat of subdivision entitled "Prince George's International Commerce Center", recorded among the Land Records of Prince George's County at Plat Book NLP 119, Plat No. 56.

The proposed warehouse building is centrally located on the subject site. Access is provided through two driveway connections to Prince George's Boulevard at the site's northeast and southeast corners. Both driveways provide access to the front and rear of the building. A wide landscape area and the majority of parking spaces are provided between the building and Prince George's Boulevard on the east side of the site. On the west side of the building are a outdoor storage area, and truck loading spaces. The western portion of the property, to the rear of the building, will be fenced and gated. No outdoor trash enclosure is provided.



**Figure 1: Illustrative Site Plan**

The proposed building is a single-story structure, 42 feet in height, and roughly rectangular in shape. It will have a gross floor area of 102,455 square feet, inclusive of 89,105 square feet of warehouse space, and office space(s) totaling 13,350 square feet. The east side of the building is oriented toward Prince George's Boulevard, with two main entrances at its northeast and southeast corners for potentially two tenants. These areas are defined by additional height and high levels of fenestration. Loading docks for the warehouse are on the western façade. The entire exterior of the building will be colored in multiple tones of gray. Architectural plans do not specify cladding materials. Staff has recommended conditions for this and other technical corrections to the architectural elevations.



**Figure 2: Illustrative Building Image – Southeast Corner Entrance**

A photometric plan provided with the SDP demonstrates that adequate exterior lighting of the site will be provided. A condition has been recommended to ensure full cut-off optics are utilized. Proposed signage is limited, with no building mounted signs proposed. Only a single free standing monument sign at the northeast entrance to the site is provided. Signage area is shown for two potential tenants. The sign monument and platform are proposed to be 8 feet tall and 12 feet in length. This conforms with the applicable design guidelines established by CDP-8712, which requires all signs to be ground mounted and not exceed 10 feet in height. The general design and colors of the sign coordinate with the façade design of the building, however, calculations were not provided to demonstrate sign area. While staff estimates the sign area is within acceptable limits, a condition has been recommended for the sign area figures to be provided.

7. **Zoning Map Amendments (Basic Plan) A-6965-C, A-9284-C, and A-9397-C:** The Collington Center site was originally comprised of 1,289 acres (first known as the Prince George’s County Employment Park) in the E-I-A Zone and included Zoning Map Amendments A-6965, A-9284, and A-9397. The Prince George’s County District Council approved two amended basic plans, Collington Corporate Center (via Zoning Ordinance No. 25-1989), for the northern 414 acres, and Collington South (via Zoning Ordinance No. 36-1990), for the southern 167 acres. Of the total 1,289-acre site, 708 acres, including the subject property, remain in the original Collington Center. The basic plans designate the subject lot for manufacturing/warehouse uses. Warehouse establishments are also listed as permitted uses in the memorandum dated April 27, 1992, from John Rhoads, Chairman, to the Prince George’s County Planning Board, based on CDZ Amendment 4, County Employment Park, from Prince George’s County Council Resolution CR-108-1975.
8. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the Prince George’s County Zoning Ordinance in the E-I-A Zone, as follows:

- a. This SDP is in general conformance with the requirements of Section 27-515 of the Zoning Ordinance, which governs uses in comprehensive design zones. The proposed warehouse and accessory office are permitted uses in the E-I-A Zone, in accordance with Section 27-515(b).
- b. The SDP is consistent with those regulations in the E-I-A Zone, including the following sections of the Zoning Ordinance: Section 27-499 regarding purposes; Section 27-500, regarding uses; and Section 27-501, regarding regulations.
- c. Section 27-528(a) of the Zoning Ordinance contains the following required findings for the Planning Board to grant approval of an SDP:

**(1) The plan conforms to the approved Comprehensive Design Plan, the applicable standards of the Landscape Manual, and except as provided in Section 27-528(a)(1.1), for Specific Design Plans for which an application is filed after December 30, 1996, with the exception of the V-L and V-M Zones, the applicable design guidelines for townhouses set forth in Section 27-274(a)(1)(B) and (a)(11), and the applicable regulations for townhouses set forth in Section 27-433(d) and, as it applies to property in the L-A-C Zone, if any portion lies within one-half (1/2) mile of an existing or Washington Metropolitan Area Transit Authority Metrorail station, the regulations set forth in Section 27-480(d) and (e);**

The SDP is in conformance with the approved CDP-9006, as discussed in Finding 9 below, the 2010 *Prince George's County Landscape Manual* (Landscape Manual), as discussed in Finding 12 below, and townhouse uses are not proposed with this application.

**(1.1) For a Regional Urban Community, the plan conforms to the requirements stated in the definition of the use and satisfies all requirements for the use in Section 27-508 of the Zoning Ordinance;**

The SDP does not contain property designated as a regional urban community.

**(2) The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program, provided as part of the private development or, where authorized pursuant to Section 24 124(a)(8) of the County Subdivision Regulations, participation by the developer in a road club;**

Section 24-122.01(b)(1) of the Prince George's County Subdivision Regulations states "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval." The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 3, Community System.



The subject property is served by the Police District II, Bowie, 601 SW Crain Highway, in Bowie. Per Section 24-122.01(c)(1)(A) of the Subdivision Regulations, the Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the population. The national standard is 141 square feet per officer. There is 267,660 square feet of space in all the facilities used by the Prince George's County Police Department and the July 1, 2017 (U.S. Census Bureau) county population estimate is 912,756. Using the national standard of 141 square feet per 1,000 residents, it calculates to 128,698 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline. Per Section 24-122.01(e)(1)(A) of the Subdivision Regulations, the Police Department is required to have 1,420 officers, or 100 percent of the authorized strength of 1,420 on and after December 31, 2006. There are 1,489 sworn officers as of February 17, 2021, which is within the guideline.

The subject property is served by the Bowie-Pointer Ridge Fire/EMS Co. 843 located at 16408 Pointer Ridge Drive in Bowie. A five-minute total response time is recognized as the national standard for Fire/EMS response times. The five-minute total response time arises from the 2016 Edition of the National Fire Protection Association 1710 Standards for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. This standard is being applied to the review of nonresidential subdivision applications.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of March 1, 2021 the subject SDP passes the four-minute travel test from the closest Prince George's County Fire/EMS Station when applying the national standard, an associated total response time under five-minutes from the closest Fire/EMS Station, Pointer Ridge Fire/EMS Co. 843.

**(3) Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties;**

The application included an approved SWM Concept Approval Letter, 8011050-1999-01, to which the subject SDP must conform. Therefore, adequate provision has been made for draining surface water and ensuring that there are no adverse effects on the subject property or adjacent properties.

**(4) The plan is in conformance with an approved Type 2 Tree Conservation Plan; and**

Type 2 Tree Conservation Plan TCP2-067-96-08 was reviewed with this SDP and conditional approval is recommended.

- (5) **The plan demonstrates that the regulated environmental features are preserved and/or restored to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

There are no regulated environmental features on the subject site.

9. **Comprehensive Design Plan CDP-9006 and amendments:** On November 8, 1990, CDP-9006 (PGCPB Resolution No. 90-455), which revised CDP-8712, was approved subject to 16 conditions. On May 17, 2001, CDP-9006-01 (PGCPB Resolution No. 01-95) was approved to eliminate the requirements for the provision of required recreational facilities. On March 31, 2005, CDP-9006-02 (PGCPB Resolution No. 05-83(C)) was approved to add residual acreage from the vacation of Willowbrook Parkway. The following requirements of CDP-9006 apply to this application:

1. **No parking lot or building setbacks shall be reduced from the design standards established in the original CDP text except that the parking lot setbacks along Queen’s Court and Branch Court may be reduced from 50 to 25 feet.**

The subject site fronts on Prince George’s Boulevard only. The design standards established in the original CDP text require an 80-foot building setback, and the same setback for parking lots on sites along Prince George’s Boulevard. At their closest points, the proposed parking lot is setback 80 feet, and the proposed building is setback 131 feet from the roadway, in conformance with the CDP requirement.

3. **Amend Section 4 of the Comprehensive Design Plan text, design standards for signage as follows:**

- a. **Delete (or amend) number 3, page 4-1 only allowing ground mounted signs.**
- b. **Delete (or amend) number 8, page 4-2 requiring graphics relating to buildings to be oriented toward roadways on ground position signs.**
- c. **Amend number 2 under “Signs,” page 4-7 to read:**

**“2. Ground-mounted signs identifying industrial businesses will be oriented toward roadways and will not exceed a height of ten feet. Plant materials and earth-mounding will be used to enhance their appearance See landscaping, guidelines.”**

The SDP includes a single ground-mounted monument sign with a maximum height of eight feet and associated landscape treatment, in conformance with these requirements.

**d. Amend number 3 under “Signs”, page 4-7 to include:**

- “3. Wall-mounted signs shall be allowed only on multiple-tenant buildings, except those located on Lots 3, 4, 5, 13 and 24 in Block B of Collington Center. No signage shall be permitted at any location other than where specifically shown on the drawings approved by the Architecture Review Committee.**
- a. Signage shall be limited to one sign per tenant per building. No signage will be allowed on the upper portions of the buildings.**
  - b. Company or trade names only will be permitted. No logo, slogan, mottos or catch phrases shall be allowed.**
  - c. All exterior signage shall be composed of custom fabricated aluminum letters individually-mounted or shop-mounded on painted metal.**
  - d. All letters shall be “modula Bold” upper case type-face and shape be eight (8) inches high, and one-half (1/2) inch deep (plus or minus one-eighth (1/8) inch.**
  - e. Only one single row of lettering shall be permitted.**
  - f. Signage shall not be lighted.”**

There are no building-mounted tenant identity signs proposed with this application.

- 5. Add a condition to Section 4 of the of the Comprehensive Design Plan text: All lots shall be required to provide 20 percent green space.**

The submitted SDP demonstrates conformance with this requirement by providing 45 percent green space.

- 16. Prior to submission of any Specific Design Plans, the additional lotting area will require the submission of a new Preliminary Plat for those staged units of development.**

Additional lotting is not proposed with this application.

In addition to these conditions of CDP-9006, one condition of CDP-09006-02 is applicable to the review of this SDP, as follows:

- 7. All future specific design plans within the central portion of Collington Center shall include a tabulation of all lots within the central portion of Collington Center. The tabulation shall include, for each lot, the gross square footage and the status (i.e. built, under construction, approved, or pending approval).**

Staff has recommended a condition for the required tabulation to be provided as a general note on the SDP.

10. **2010 Prince George’s County Landscape Manual:** This SDP is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The submitted plans provide schedules and demonstrate conformance with the applicable requirements.
11. **1993 Prince George’s County Woodland Conservation and Tree Preservation Ordinance (WCO):** This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because there are previously approved tree conservation plans, TCPI-059-95 and TCP2-067-96-07. An -08 revision to TCP2-067-96-07 was submitted with this application.

The overall Collington Center development consisted of a gross tract area of 867.00-acres, with 21.56 -acres of wooded floodplain, resulting in a net tract area of 809.61-acres containing 214.04 acres of upland woodlands. TCP2-067-96 was first approved by staff on July 3, 1996 and consisted of an overall sheet which identified lots and parcels in three categories: “Areas of On-site Woodland Preservation”; “Record Plat Lots as of 1990 with Woodland Conservation Requirements”; and “New Records Lots (after 1990) and Future Lots with Woodland Conservation Requirements.”

The current application was evaluated for conformance with the woodland conservation requirement established for this lot by TCP2-067-96, and subsequent revisions. It has been determined that Lot 14, Block B has no on-site woodland conservation requirements. Minor technical revisions to TCP2-067-96-08 are required, as recommended herein.

12. **Prince George’s Country Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned E-I-A are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 7.44 acres and the required 0.74 acre of TCC is provided, satisfying the requirement. A minor correction is needed to the project name noted in the TCC schedule.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
  - a. **Community Planning**—In a memorandum dated March 24, 2021 (McCray to Bossi), staff noted that the applicable master plan recommended industrial land uses on the subject site. It was further noted that master plan conformance is not required for this application.
  - b. **Transportation Planning**—In a memorandum dated March 29, 2021 (Hancock to Bossi), Transportation staff noted that the overall traffic study for Collington Center is included in the case files for CDP-8712, CDP-8904, and CDP-9006. That study was based on 13,803,000 square feet on 1,281 acres, with an average PM trip generation rate of 0.927 per 1,000 square feet, allowing for a presumed PM trip cap of

12,795 PM peak-hour trips for all of Collington Center. There appears to have been no separate traffic study done for this SDP, and the original CDP did include the area of Karington, which is currently moving forward under its own entitlement. A check of tax records within Collington Center shows the development of 4,670,571 square feet on 781 acres. Most of this space is in light industrial and warehouse uses, with some office and other uses included in the mix. Even if all existing development were to be evaluated at the office rate of 1.85 trips per 1,000 square feet, the entitlements are more than sufficient to accommodate this proposal. By itself, this proposed warehouse with associated office space development would generate 63 AM peak-hour trips and 61 PM peak-hour trips. Site access and circulation are acceptable from the standpoint of transportation.

- c. **Subdivision**—In a memorandum dated March 29, 2021 (Diaz-Campbell to Bossi), Subdivision staff provided an analysis of the Collington Center entitlement history. The subject property is known as Lot 14, Block B, of the Prince George’s International Commerce Center and is subject to PPS 4-79091, which was approved by the Planning Board in July 1979. The resolution for this PPS is no longer available, but records indicate it was approved subject to one condition not related to this SDP. PPS 4-79091 did not include a specific development entitlement, but the subject site is included in a long sequence of zoning approvals associated with the development of Collington Center. Based on analysis of all prior approvals, staff has estimated that approximately nine million square feet of the Center’s development entitlement remains, thus the SDP will be within the remaining entitlement. No new PPS and no new final plat are required.
- d. **Pedestrian and Bicycle Planning**—In a memorandum dated March 29, 2021 (Jackson to Bossi), staff noted that the proposed development does not include any pedestrian facilities along the frontage of the subject site on Prince George’s Boulevard, nor any pedestrian facilities from the right-of-way to the entrance of the proposed building.

The submitted plans include four inverted-u style bicycle parking racks near the front entrance of the building. In addition, the applicant indicated in written correspondence (Johnston to Bossi, March 19, 2021) that while no bicycle lockers are proposed, employees who may choose to bike to work may bring their bicycles inside the warehouse. Bicycling is another viable transportation mode that will reduce vehicle miles traveled, and while indoor storage may not have the same security benefits as a bike locker, staff supports an indoor storage area for long-term bicycle parking.

Staff recommend an Americans with Disabilities Act accessible sidewalk and connecting crosswalk be provided parallel to the subject site’s driveway entrances, providing a pedestrian route between the roadway and the entrance of the building. In addition, staff recommends a detail exhibit, or revision to the plan to indicate the indoor bicycle storage area. Staff finds that while the surrounding built environment of the subject site lacks sidewalks, providing safe pedestrian accommodations along the subject site frontage is appropriate and would contribute toward an eventual complete street. However, DPIE’s final referral indicated they will not require sidewalks along the frontage. Therefore, staff does not recommend that sidewalks be required along the frontage of the subject site.

Based on the findings presented above, staff concludes that the multimodal transportation site access and circulation of this plan is acceptable, consistent with Section 27-528, for a SDP for pedestrian and bicycle purposes, if conditioned herein.

- e. **Permits**—In a memorandum dated March 5, 2021 (Jacobs to Bossi), the Permits Section noted technical corrections to the SDP, which have been recommended as conditions herein, as appropriate.
- f. **Environmental Planning**—In a memorandum dated March 26, 2021 (Rea to Bossi), the Environmental Planning Section noted there are no regulated environmental features or specimen trees located on the subject site. The site has an approved Natural Resources Inventory-Equivalency Letter, NRI-150-2020. Prior zoning approvals associated with Collington Center did not include specific environmental conditions related to the subject site. The United States Department of Agriculture Natural Resources Conservation Service Web Soil Survey indicates the predominate soils on-site are the Urban land-Marr-Dodon land complex, and Marr-Dodon complex. Marlboro clay and Christiana complexes are not found on or near this property. A soils report may be required by DPIE at time of permit.
- g. **Special Projects**—In a memorandum dated March 8, 2021 (Thompson to Bossi), the Special Projects Section provided an analysis of the required adequacy findings relative to this SDP and determined that adequate public services are available.
- h. **Historic**—In a memorandum dated March 10, 2021 (Stabler and Smith to Bossi), it was noted that the subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 24, 2021 (Giles to Bossi), DPIE provided a series of technical comments. In addition, DPIE specified safety concern with the southern driveway, noted trees are required along the County-maintained roadway, and further noted that the provision of sidewalks along Prince George’s Boulevard is not required for the proposed development. Should DPIE require the removal of the southern entrance after further technical review, an amendment to the SDP will be required to show this change.
- j. **Prince George’s County Police Department**—At the time of writing of this staff report, the Police Department did not provide comments.
- k. **Prince George’s County Health Department**—In a memorandum dated March 25, 2021 (Adepoju to Bossi), the Health Department provided recommendations regarding dust and noise control during construction. Additional comments emphasized the benefits of pedestrian connectivity, as well as recommended water conservation measures.

- l. **Prince George’s County Fire/EMS Department**—At the time of writing of this staff report, the Fire/EMS Department did not provide comments.
- m. **Washington Suburban Sanitary Commission (WSSC)**—In plan comments dated March, 1, 2021 and February 26, 2021, WSSC provided standard water and sewer design comments, which will be enforced by WSSC at the time of permit issuance.

## 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 Specific Design Plan SDP-2001 and Type 2 Tree Conservation Plan TCP2-067-96-08 for 801 Prince George’s Boulevard, subject to the following conditions:

1. Prior to certificate approval of the specific design plan (SDP), the applicant shall:
  - a. Update architectural elevations to provide exact building dimensions and to identify façade materials and colors.
  - b. Add setbacks for the proposed monument sign.
  - c. Update General Note 17 to state “An outdoor trash enclosure is not provided. Should this feature be needed in the future, a minor amendment to this SDP is required.”
  - d. Add the following note to the SDP: “All lighting shall use full cut-off optics and be directed downward to reduce glare and light spill-over.”
  - e. Provide signage area calculations.
  - f. Add a note stating that the structure shall be fully equipped with sprinkler systems, in accordance with current National Fire Protection Association standards and all applicable County laws.
  - g. Provide a minimum six-foot-wide sidewalk for Detail 8 on Sheet 6 of the site plan.
  - h. Provide a minimum five-foot-wide sidewalk parallel to each driveway, providing an Americans with Disabilities Act accessible connection between the roadway and the entrance to the proposed building.
  - i. Provide continental style crosswalks wherever pedestrian access routes cross driveways or drive aisles and a detail of the continental crosswalk on Sheet 6.
  - j. Provide a detail exhibit or location of the proposed indoor bicycle storage on Sheet 6.
2. Prior to certification of the specific design plan, the Type 2 tree conservation plan shall be revised, as follows:
  - a. Add a 08-approval line to the approval block.

- b. All information about prior approvals and revisions shall be completed in typeface.
  - c. The Owner's Awareness Certificate shall be signed by the appropriate party.
3. Provide a tabulation of all lots within the central portion of Collington Center. The tabulation shall include, for each lot, the gross square footage and the status (i.e. built, under construction, approved, or pending approval), in accordance with Condition 7 of Comprehensive Design Plan CDP-09006-02.



ITEM: 5

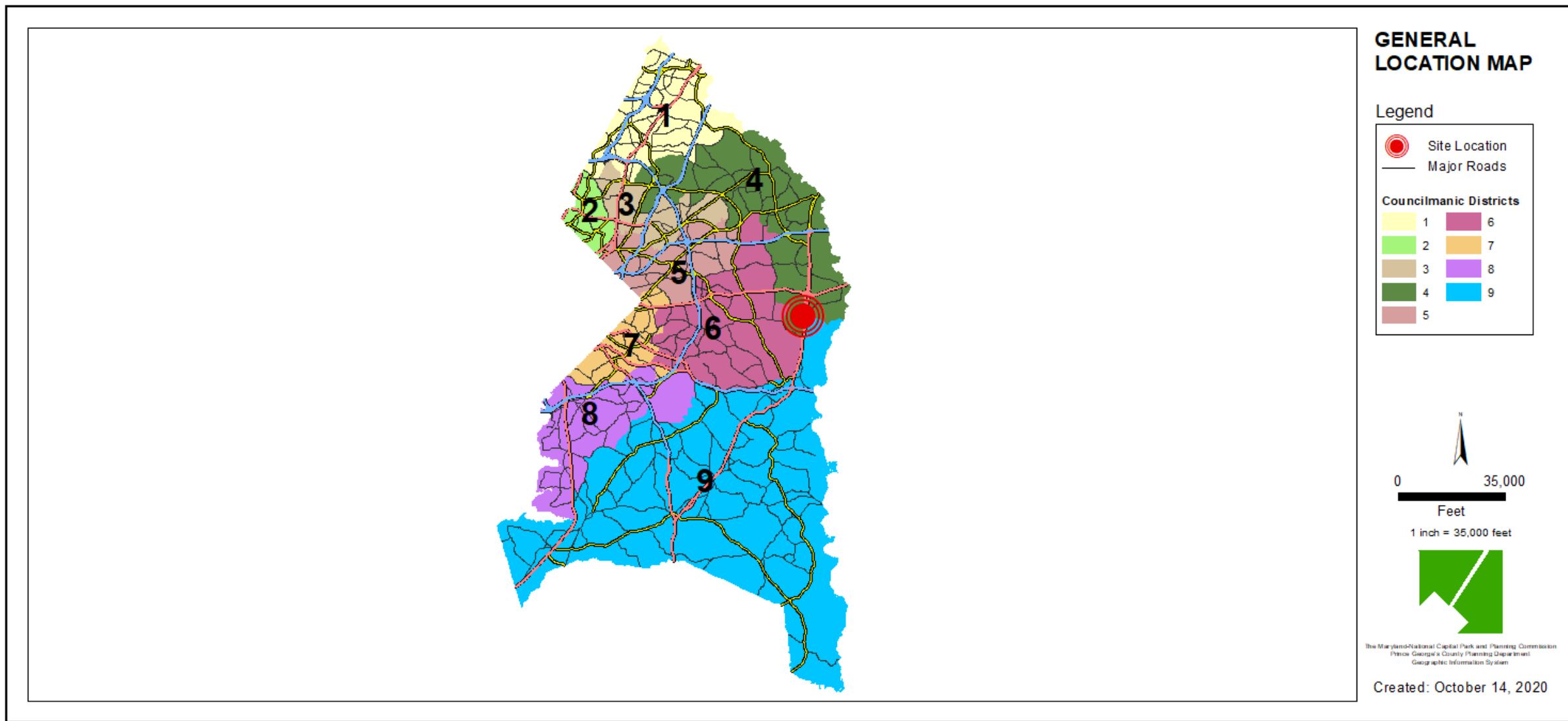
CASE: SDP-2001

# 801 PRINCE GEORGES BOULEVARD PROPERTY - OFFICE WAREHOUSE

THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



# GENERAL LOCATION MAP



## GENERAL LOCATION MAP

### Legend

- Site Location
- Major Roads

**Councilmanic Districts**

1	6
2	7
3	8
4	9
5	

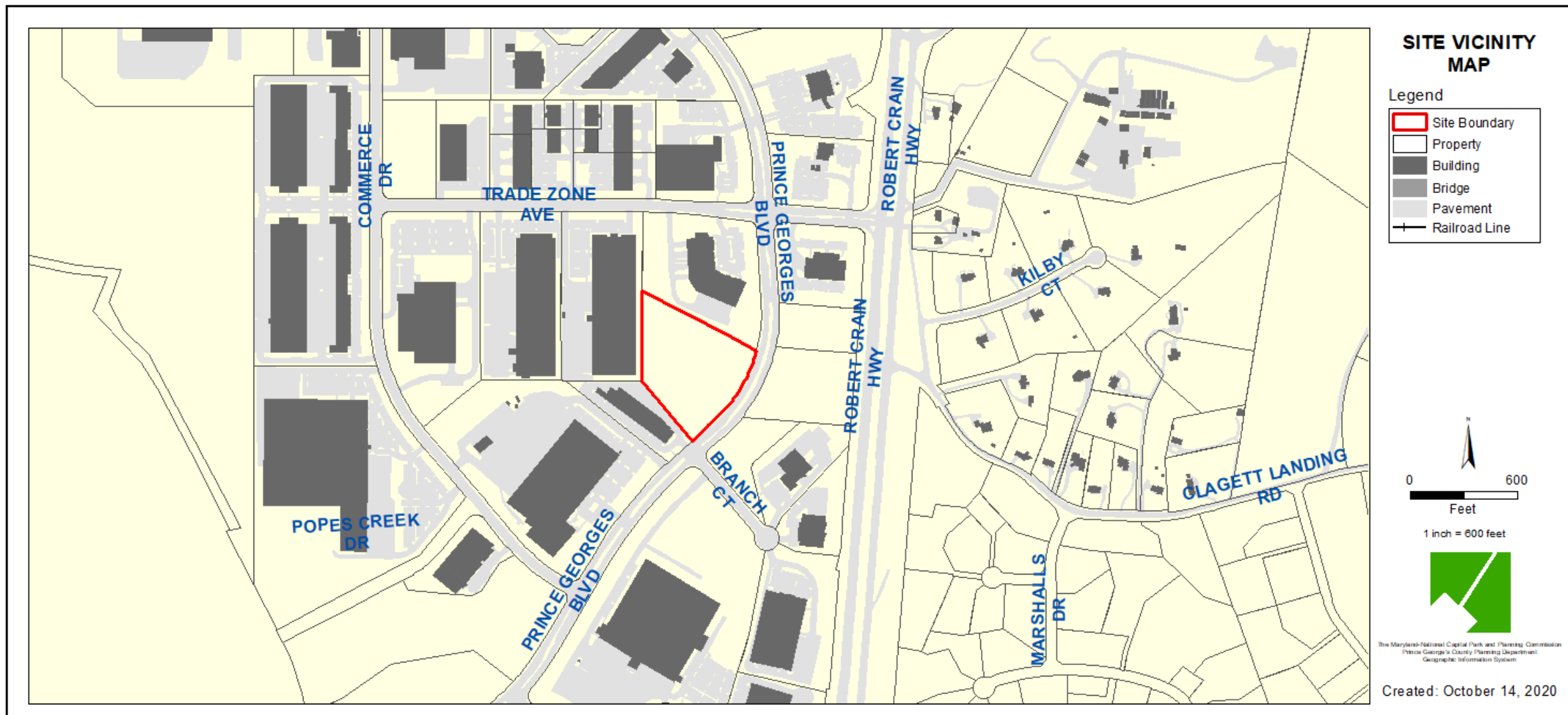
0 35,000  
Feet  
1 inch = 35,000 feet



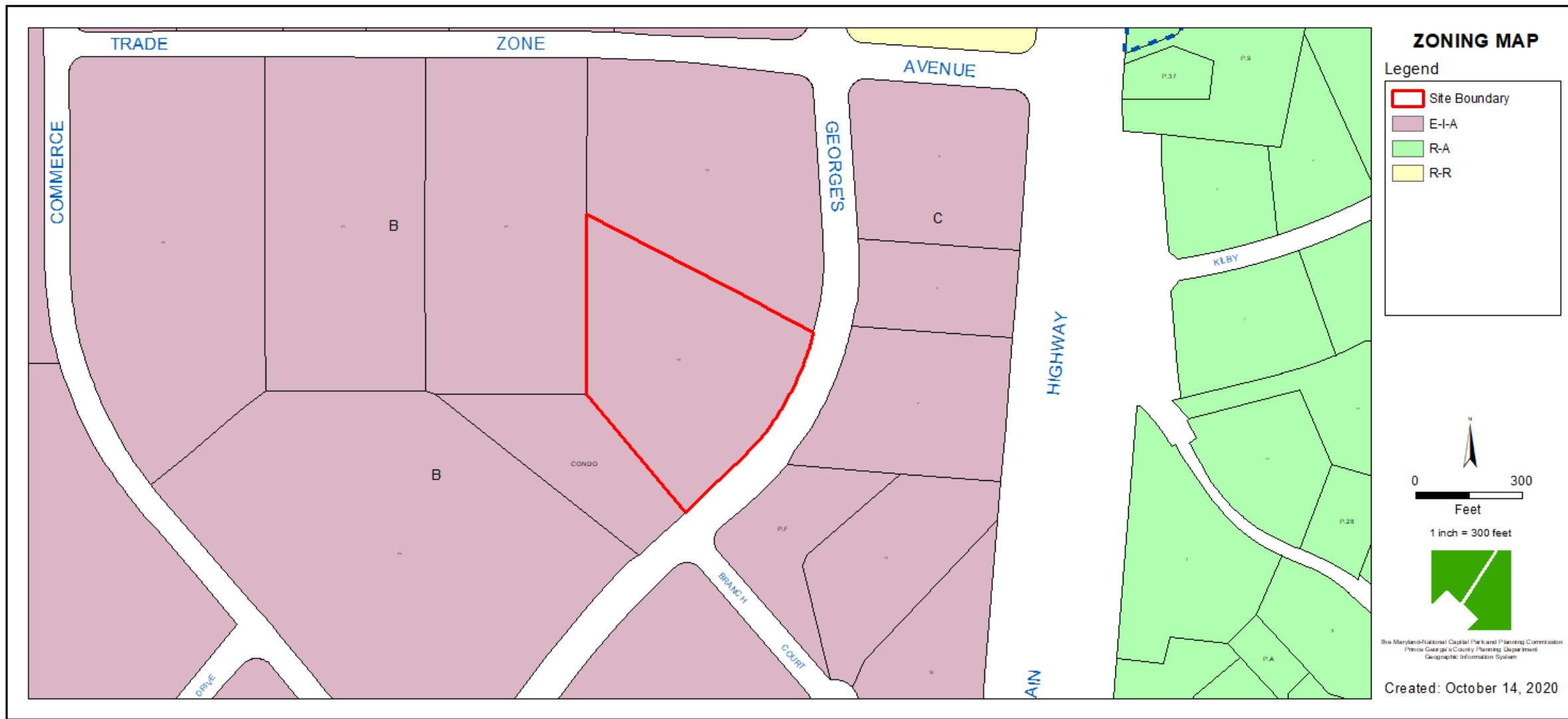
The Marietta-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Geographic Information System

Created: October 14, 2020

# SITE VICINITY



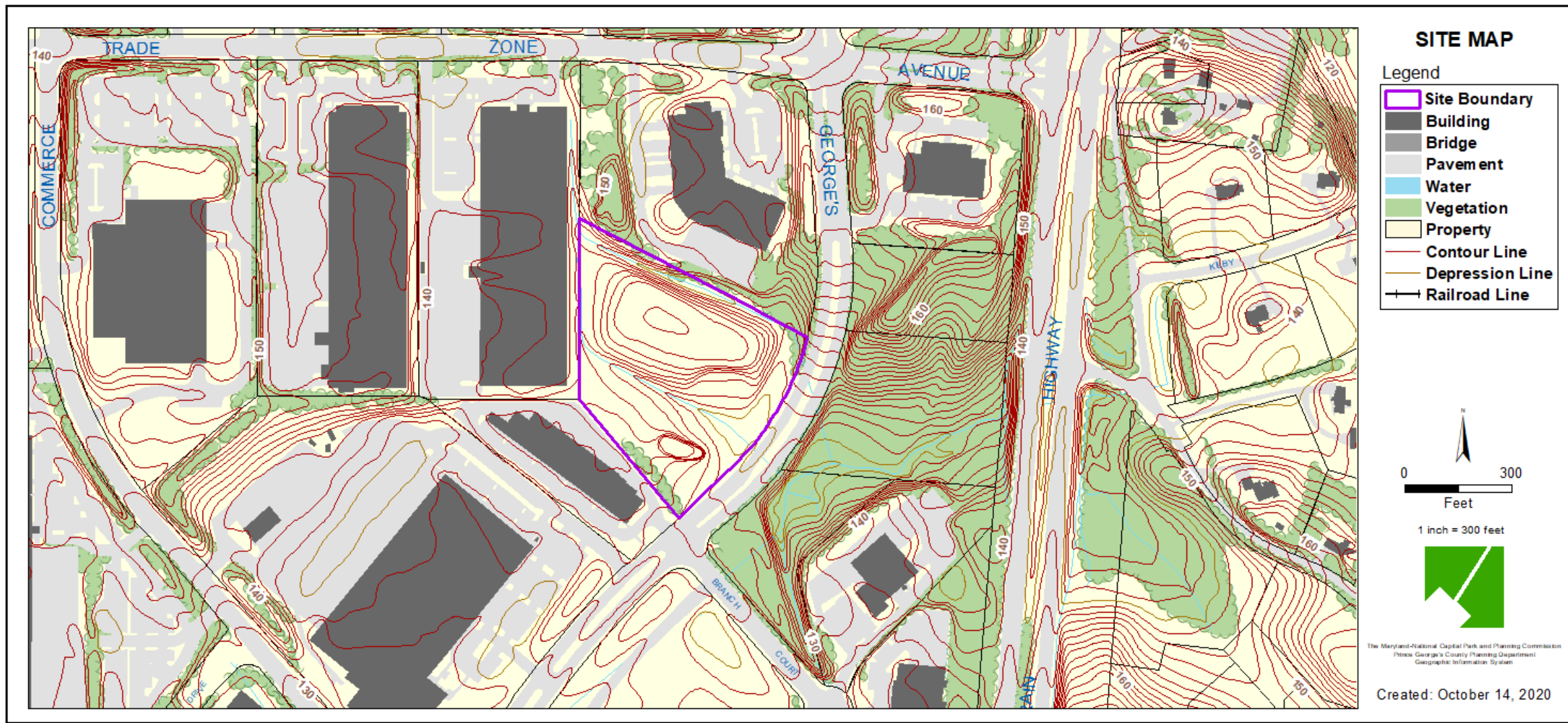
# ZONING MAP



# AERIAL MAP



# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP

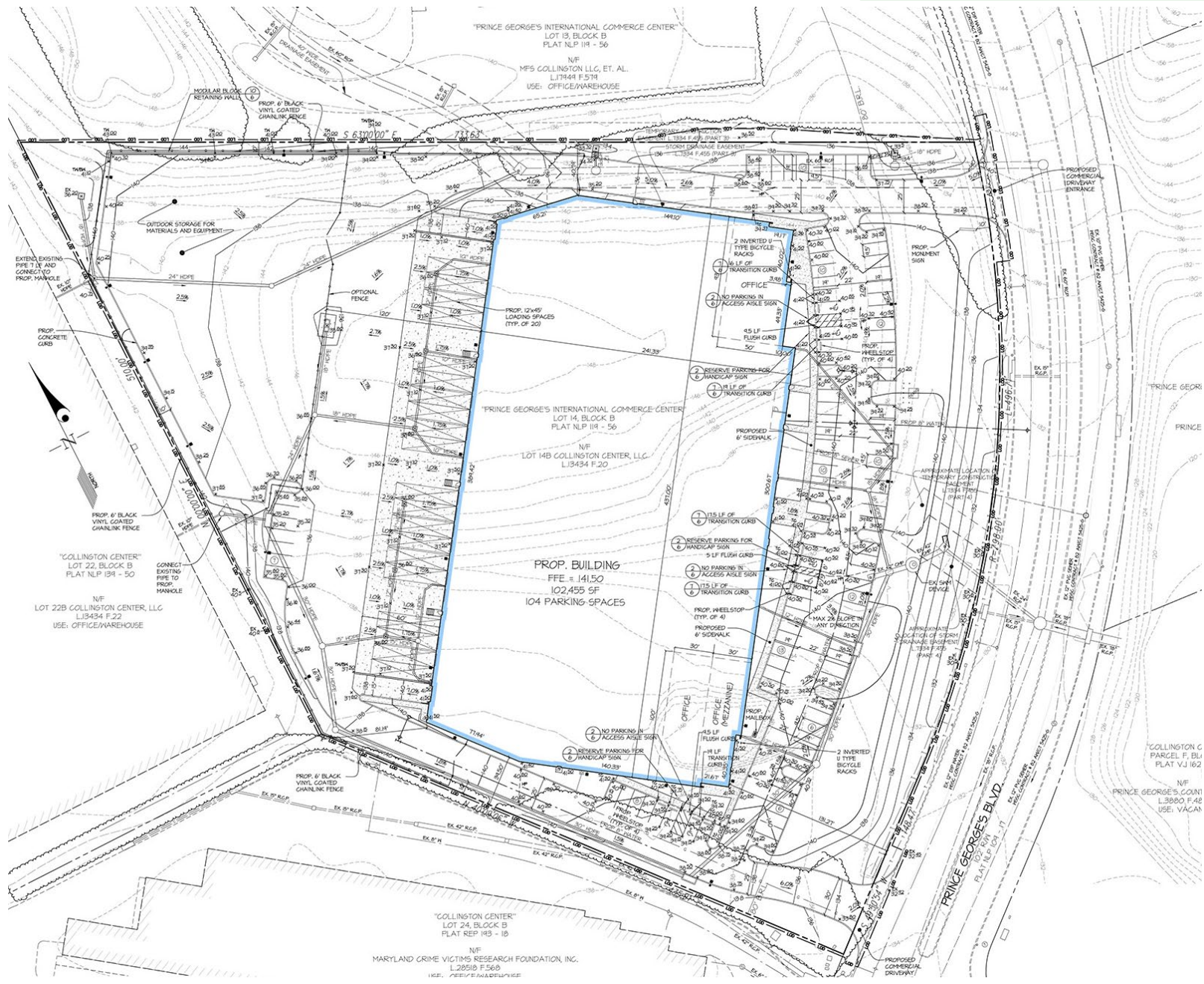


# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

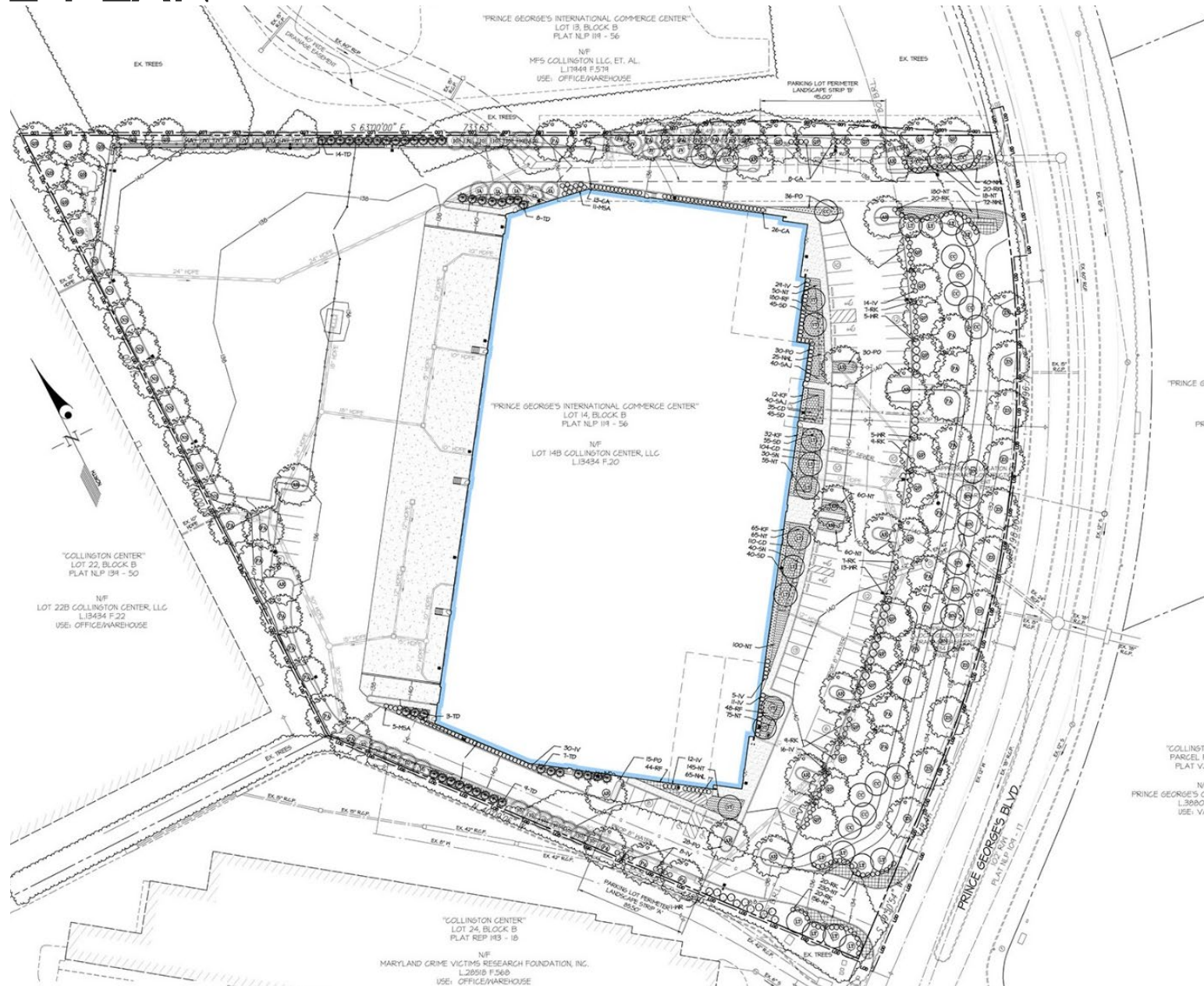




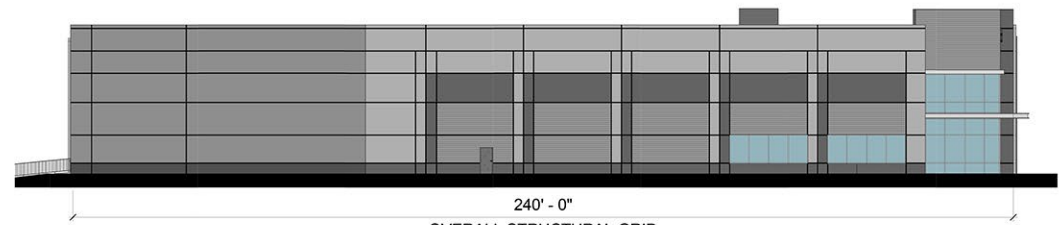
# SITE PLAN



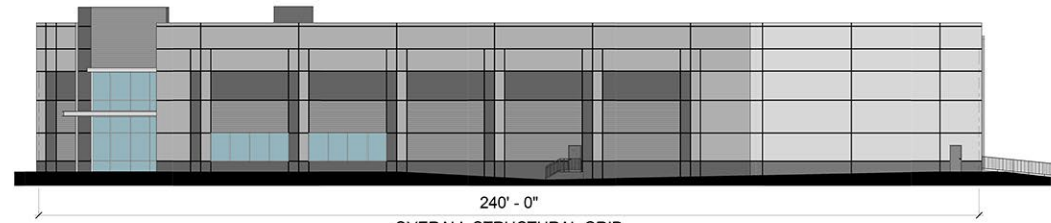
# LANDSCAPE PLAN



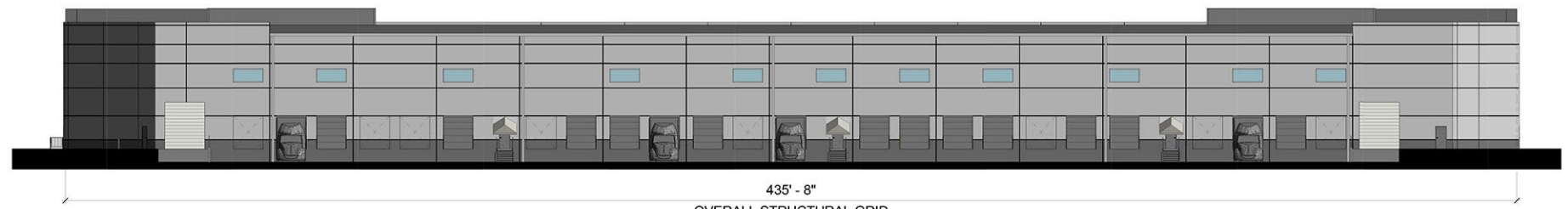
# ELEVATIONS



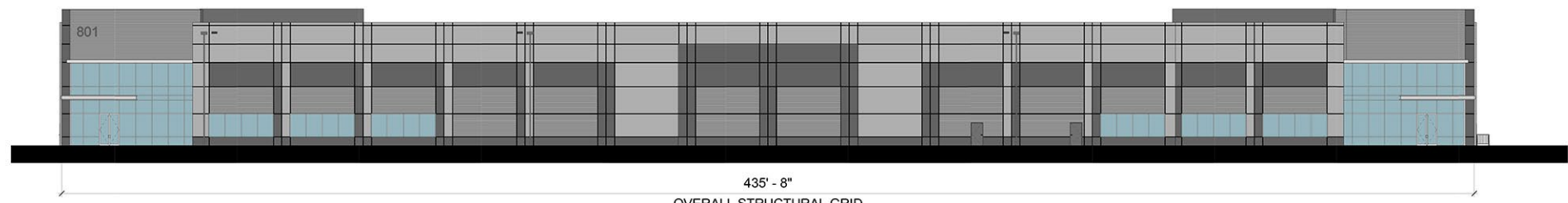
240' - 0"  
OVERALL STRUCTURAL GRID  
SOUTH ELEVATION



240' - 0"  
OVERALL STRUCTURAL GRID  
NORTH ELEVATION



435' - 8"  
OVERALL STRUCTURAL GRID  
WEST ELEVATION



435' - 8"  
OVERALL STRUCTURAL GRID  
EAST ELEVATION

# RENDERING



# RENDERING



# GREENSPACE EXHIBIT



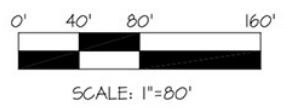
**GREEN AREA**  
 (20% OF NET LOT AREA REQUIRED)  
 REQUIRED (20% x 324,110) = 64,822 SF  
 PROVIDED = 78,903 SF (24.3%)

L:\CADD\DRAWINGS\2008\PLANS BY GLW\EXHIBITS\2008\Greenspace Exhibit for SDP.dwg  
 PLOTTED: 3/29/2021 3:16 PM, LAST SAVED: 3/25/2021 3:16 PM, PLOTTED BY: MGR, WML/100

© GLW 2021

3909 NATIONAL DRIVE | SUITE 200 | BURTONSVILLE, MD 20899 | GLWPA.COM  
 PHONE: 301-421-4024 | FAX: 410-880-1820 | DC/VA: 301-689-2524 | FAX: 301-421-4198

DES. LMW	PREPARED FOR:
DRN. LMW	LOT 14B COLLINGTON CENTER, LLC
CHK. MAJ	16155 TRADE ZONE AVE.
	UPPER MARLBORO, MD 20774
	ATTN: THOMAS AYLWARD III
	PH: 301-908-8417



**801 PRINCE GEORGE'S BLVD**  
**LOT 14, BLOCK B**  
**PLAT BK. NLP-119 PLAT NO. 56**

**GREENSPACE EXHIBIT**

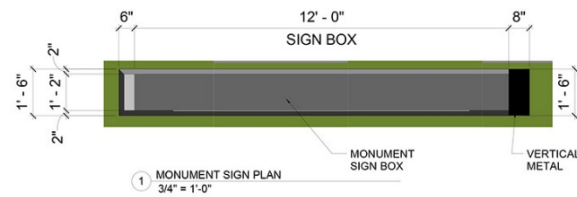
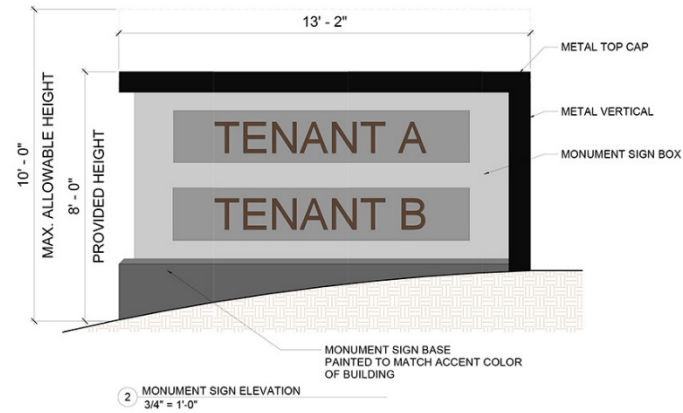
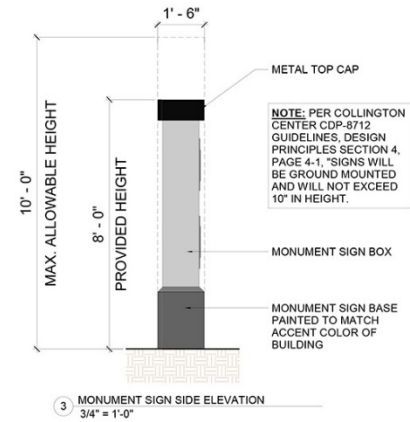
G. L. W. No.	20087
ZONING	EIA
TAX MAP/GRID	77-D2
DATE	MARCH, 2021
SCALE	1"=80'
SHEET	1 OF 1



# SIGN EXHIBIT



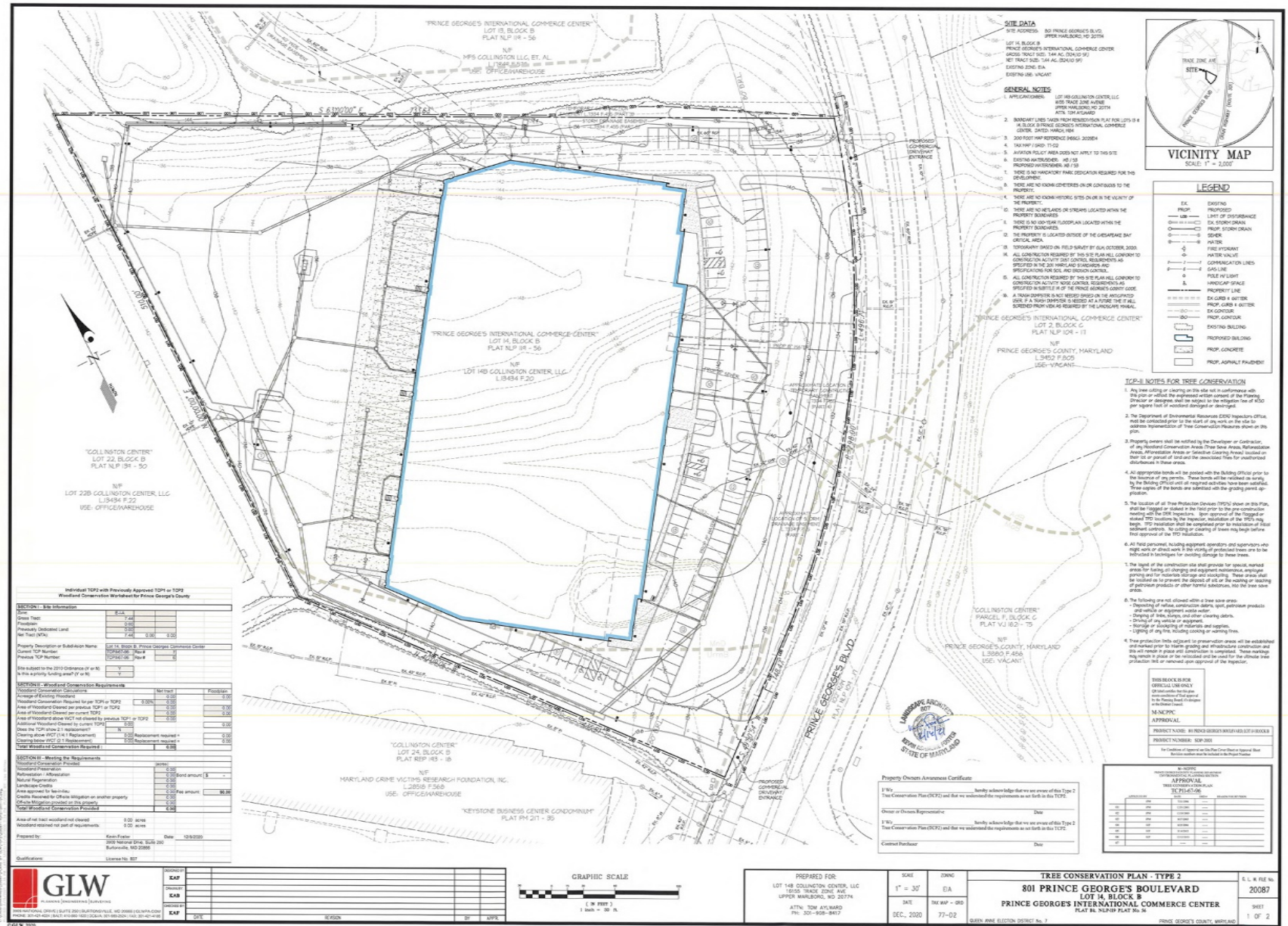
03.23.21 **MGMA**



801 PRINCE GEORGE'S BOULEVARD  
MONUMENT SIGN



# TYPE II TREE CONSERVATION PLAN



Individual TCR2 with Individually Approved TCR1 or TCR2  
Revised Construction Worksheet for Prince Georges County

SECTION 1 - Site Information	
Genus	7.00
Permits	0.00
Permits/Additional Land	0.00
Net Total TCRs	7.00

SECTION 2 - Wooded Area Conservation Requirements	
Wooded Conservation Calculation	0.00
Wooded Conservation Required per TCR1 or TCR2	0.00
Area of Wooded Conservation per TCR1 or TCR2	0.00
Area of Wooded Conservation per TCR1 or TCR2	0.00
Area of Wooded Conservation per TCR1 or TCR2	0.00
Additional Wooded Conservation by current TCR2	0.00
Over the TCR1/2 Area of Replacement	0.00
Clearing Allowance TCR1 or TCR2	0.00
Clearing Allowance TCR1 or TCR2	0.00
Clearing Allowance TCR1 or TCR2	0.00
Total Wooded Conservation Provided	0.00

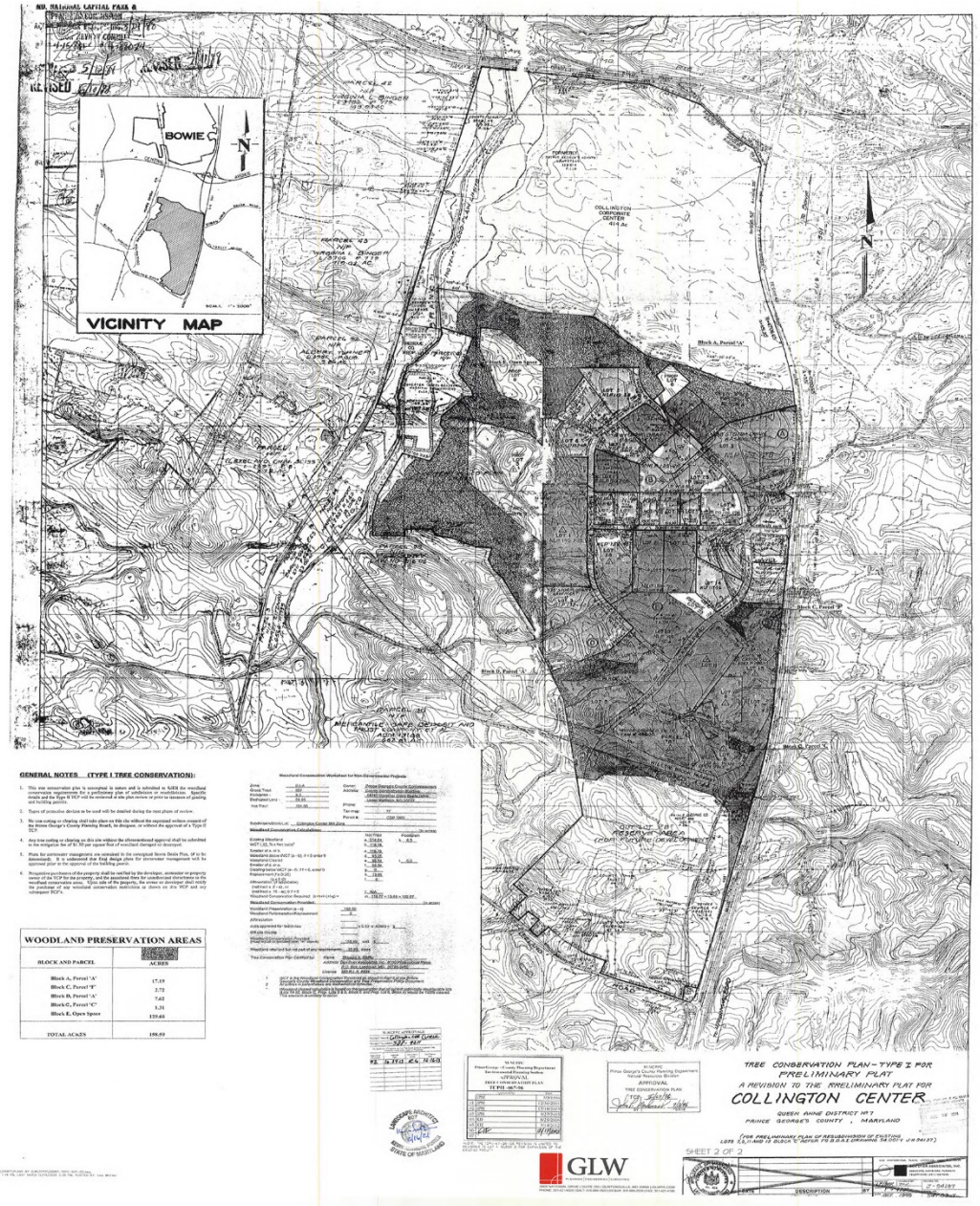
SECTION 3 - Wetland Area Requirements	
Wetland Conservation Calculation	0.00
Wetland Conservation Required per TCR1 or TCR2	0.00
Area of Wetland Conservation per TCR1 or TCR2	0.00
Area of Wetland Conservation per TCR1 or TCR2	0.00
Area of Wetland Conservation per TCR1 or TCR2	0.00
Additional Wetland Conservation by current TCR2	0.00
Over the TCR1/2 Area of Replacement	0.00
Clearing Allowance TCR1 or TCR2	0.00
Clearing Allowance TCR1 or TCR2	0.00
Clearing Allowance TCR1 or TCR2	0.00
Total Wetland Conservation Provided	0.00

Approved by: *[Signature]* Date: 12/20/2020  
 Prepared by: *[Signature]* Date: 12/20/2020  
 200 National Drive, Suite 200  
 Annapolis, MD 21403





# TYPE II TREE CONSERVATION PLAN



**STATEMENT OF JUSTIFICATION**  
**801 PRINCE GEORGE'S BOULEVARD**  
**LOT 14, BLOCK B, COLLINGTON CENTER**  
**SDP-2001**  
**February 12, 2021**

**Applicant**

Lot 14B Collington Center, LLC  
16155 Trade Zone Avenue  
Upper Marlboro, Maryland 20774  
Contact: Tom Aylward  
301-908-8417

**Attorney**

Gibbs and Haller  
1300 Caraway Court, Suite 102  
Largo, Maryland 20774  
Contact: Thomas Haller  
301-306-0033

**Engineer**

GLW  
3909 National Dr., Suite 250  
Burtonsville, MD 20866  
Contact: Mark Johnston  
301-421-4024 (x167)

**Architect**

MGMA  
131 Great Falls Street  
Falls Church, VA 22046  
Contact: Wil McBeath, AIA  
301-325-7697

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## **1.0 INTRODUCTION/OVERVIEW**

Lot 14B Collington Center, LLC, (the "Applicant") is the owner of 7.4405 acres of land located on the west side of Prince George's Boulevard in Upper Marlboro, Maryland. The property is more particularly described as Lot 14, Block B, on a plat of subdivision entitled "Prince George's International Commerce Center", which plat is recorded among the Land Records of Prince George's County at Plat Book NLP 119 Plat No. 56 (the "Subject Property"). The Subject Property is located within Collington Center and bears a street address of 801 Prince George's Boulevard. Collington Center is a 708-acre employment park in the Employment and Institutional Area (E-I-A) Zone, which is part of a larger 1,289-acre employment park comprising Collington Corporate Center, Collington Center and Collington South. More specifically, the Subject Property is located in the southwest quadrant of the intersection of Trade Zone Avenue and Prince George's Boulevard in Planning Area 74A and Council District 4. The instant application is for approval of a specific design plan to allow for construction of 102,455 square foot warehouse.

## **2.0 ZONING HISTORY OF THE SUBJECT PROPERTY**

The initial phase of Collington Center consisted of 898.14 acres of land that was rezoned to the E-I-A Zone pursuant to the adoption of the Bowie-Collington Sectional Map Amendment on October 28, 1975. The property was included within Zoning Map Amendment A-6965, which was approved by the SMA. Later, additional land was placed in the E-I-A zone through the adoption of A-9397-C and A-9284-C, which increased the overall area zoned E-I-A to 1,289 acres. On March 28, 1989, these basic plans were amended via Zoning Ordinance No. 25-1989, into two basic plans. Collington Corporate Center was established through A-9284-C for the northern 414 acres, and the remaining 875 acres consisted of the land included in A-6569-C and A-9397-C. On May 21, 1990, A-6965-C and A-9397-C were amended for the southern 167 acres, which was amended again via Zoning Ordinance No. 22-1997, and referred to as Collington South. Of the total 1,289-acre site, 708 acres, including the Subject Property, remain in the original Collington Center. The Basic Plans included a list of permitted uses within six major land use categories, with a provision that other uses not listed must be approved by the Planning Board or its designee. A memorandum from John W. Rhoads, Chairman to the Prince George's County

Planning Board, outlined the list of permitted uses and designated the Planning Director to approve additional uses at Collington. Warehouse establishments are listed as permitted uses in the memorandum and the Basic Plans designate the Subject Property for manufacturing/warehouse uses.

Being part of the initial section of Collington rezoned in 1975, the Subject Property was initially the subject of a Comprehensive Design Plan approved on November 30, 1978 referenced as CDP-7802. On May 19, 1988, the Prince George's County Planning Board later approved Comprehensive Design Plan CDP-8712 (PGCPB Resolution No. 88-224) for Collington Center, modifying and superseding the prior 1978 CDP. On November 8, 1990, the Planning Board approved CDP-9006 (PGCPB Resolution No. 90-455) which revised CDP-8712, subject to 16 conditions. However, a new CDP Text was not adopted with CDP-9006. The text of CDP-8712 is the applicable text except to the extent modified by the conditions adopted with CDP-9006. On May 17, 2001, the Planning Board approved CDP-9006-01 (PGCPB Resolution No. 01-95), to eliminate the requirements for the provision of recreational facilities in CDP-9006 and thereby removing five of the 16 conditions. The remaining 11 Conditions which are applicable to the Subject Property are addressed below. On March 31, 2005, the Planning Board approved CDP-9006-02 (PGCPB Resolution No. 05-83(C)), to add residual acreage from the vacation of Willowbrook Parkway to the CDP.

The Subject Property was subdivided in or about 1980. According to the Planning Information Services Section of the Development Review Division, records of the preliminary plan approving the Subject Property do not exist. The Applicant has exhausted all resources to locate a copy of the resolution associated with this approval.

### **3.0 SUMMARY OF DEVELOPMENT PROPOSAL**

In this application, the Applicant proposes the construction of a single building containing 102,455 square feet to be used as a warehouse. The building will be served by 104 parking spaces and 24 loading spaces. In addition, 18 loading dock doors are provided, two of which will allow for drive-in loading. A generous truck court with approximately .84 acres of paving is also provided for the staging of outdoor space.



The proposed building, depicted above, is single story with an internal clear height of 32 feet. No tenant has yet been

identified for the building. As such, the proposed architecture provides for two potential monumental entrances should two tenants be located in the building. The monumental entrances are proposed for the northeast and southeast corners of the building. These corners are designed with a pediment feature and large amounts of glass. As noted on the site plan, both corners are anticipated to be used as office space to support the warehouse use.

The site design is consistent with other buildings constructed in Collington. The building is set back 131.27 feet from Prince George's Boulevard at its closest point, far in excess of the 80-foot building/use restriction line required in this section of Collington. An 80-foot wide landscape strip



801 PRINCE GEORGES BOULEVARD (LOT 14, BLOCK B)  
**PRINCE GEORGE'S INTERNATIONAL COMMERCE CENTER**  
 PRINCE GEORGES COUNTY, MARYLAND

along the road slopes gradually up to the parking area in front of the building. This slope, which can be seen in the rendered

site plan set forth above, and the landscaping provided on it, will substantially screen the parking from view from the public roadway. Two entrances are provided to the site from Prince George's Boulevard, one in the northeast corner and one in the southeast corner. Both provide convenient access to the site. Each entrance driveway provides access to both the parking lot, located in the front of the building and the truck court, located in the rear of the building. These driveways facilitate both safe and convenient site circulation. A single monument sign is proposed at the northeast corner of the site which is twelve feet wide and eight feet in height, in conformance with the ten foot height limitation contained in the CDP.

#### **4.0 ANALYSIS OF CONFORMANCE WITH ZONING MAP AMENDMENTS A-6965-C, A-9284-C AND A-9397-C (BASIC PLANS)**

As referenced above, the Collington Center was originally comprised of 1,289 acres (first known as the Prince George's County Employment Park) in the E-I-A Zone and included Zoning Map Amendment Nos. A-6965, A-9284 and A-9397. The District Council approved two Amended Basic Plans, Collington Corporate Center (via Zoning Ordinance No. 25-1989), for the northern 414 acres, and Collington South (via Zoning Ordinance No. 36-1990), for the southern 167 acres. Of the total 1,289-acre site, 708 acres, including the Subject Property, remain in the original Collington Center. The Basic Plans designate the subject lot for manufacturing/warehouse uses. Warehouse establishments are listed as permitted uses in the memorandum dated April 27, 1992, from John Rhoads, Chairman, to the Prince George's County Planning Board based on CDZ Amendment 4, County Employment Park, from Prince George's County Council Resolution CR-108-1975.

#### **5.0 ANALYSIS OF CONFORMANCE WITH THE CONDITIONS OF COMPREHENSIVE DESIGN PLAN CDP-9006**

On November 8, 1990, CDP-9006 (PGCPB Resolution No. 90-455), which revised CDP-8712, was approved, subject to 16 conditions. On May 17, 2001, CDP-9006-01 (PGCPB Resolution No. 01-95) was approved to eliminate the requirements for the provision of required recreational facilities and removed five conditions. On March 31, 2005, CDP-9006-02 (PGCPB Resolution No. 05-83(C)) was approved to add residual acreage from the vacation of Willowbrook Parkway. The following conditions of CDP-9006 apply to this application:



1. No parking lot or building setbacks shall be reduced from the design standards established in the original CDP text except that the parking lot setbacks along Queen's Court and Branch Court may be reduced from 50 to 25 feet.

**COMMENT:** As noted above, the parking area is set back a minimum of 80 feet from Prince George's Boulevard and the building is set back a minimum of 131.27 feet. The building complies with the building setbacks defined within the CDP design standards.

3. Amend Section 4 of the Comprehensive Design Plan text, design standards for signage as follows:
  - a. Delete (or amend) number 3, page 4-1 only allowing ground mounted signs.
  - b. Delete (or amend) number 8, page 4-2 requiring graphics relating to buildings to be oriented toward roadways on ground position signs.
  - c. Amend number 2 under "Signs," page 4-7 to read:
    2. Ground-mounted signs identifying industrial businesses will be oriented toward roadways and will not exceed a height of ten feet. Plant materials and earth-mounding will be used to enhance their appearance See landscaping, guidelines."
  - d. Amend number 3 under "Signs", page 4-7 to include:
    3. Wall-mounted signs shall be allowed only on multiple-tenant buildings, except those located on Lots 3, 4, 5, 13 and 24 in Block B of Collington Center. No signage shall be permitted at any location other than where specifically shown on the drawings approved by the Architecture Review Committee.
      - a. Signage shall be limited to one sign per tenant per building. No signage will be allowed on the upper portions of the buildings.

- b. Company or trade names only will be permitted. No logo, slogan, mottos or catch phrases shall be allowed.
- c. All exterior signage shall be composed of custom fabricated aluminum letters individually-mounted or shop-mounted on painted metal "back mounting bars" (painted to match the surface on which they are mounted) on exterior walls. All visible surfaces of all letters shall have a satin black baked enamel finish.
- d. All letters shall be "modula Bold" upper case type-face and shape be eight (8) inches high, and one-half (1/2) inch deep (plus or minus one-eighth (1/8) inch.
- e. Only one single row of lettering shall be permitted.
- f. Signage shall not be lighted."

**COMMENT:** The signage included with this application conforms with the CDP requirements. The only signage proposed is a monument sign at the northeastern entrance identifying up to two tenants. The sign is eight feet high, less than the 10-foot height maximum permitted. The sign is oriented toward the roadway and will be enhanced by landscaping. Building signage, although permitted if the building is occupied by two tenants, is not proposed at this time.

- 5. Add a condition to Section 4 of the of the Comprehensive Design Plan text: All lots shall be required to provide 20% green space.

**COMMENT:** The SDP conforms to this condition. At 20%, the green space required is 64,822 square feet. The SDP proposes 78,672 square feet, or 24.3% of the net lot area as green space.

- 7. All commercial (and/or industrial) structures shall be fully sprinklered in accordance with National Fire Protection Association (NFPA) Standard 13 and all applicable County law.

**COMMENT:** The building will be fully sprinklered in accordance with applicable County laws.

16. **Prior to submission of any Specific Design Plans, the additional lotting area will require the submission of a new Preliminary Plat for those staged units of development.**

**COMMENT:** Additional lotting is not proposed with this application, nor is this proposal staged.

In addition to the conditions of the CDP, the proposed development conforms to the Design Principles set forth in the CDP Text. The materials proposed for the building will be harmonious with its surroundings. Collington includes a mixture of materials and architectural styles, including tilt up concrete construction. The proposed building will be a modern tilt up concrete building. The proposed signage is coordinated with the building design and does not exceed a height of 10 feet. A photometric plan is included with the application which enhanced the design of the building and does not cause excessive glare. The landscape plan includes attractive landscaping, including foundation planting which enhances the visual quality of the building. The wide landscape strip along Prince George's Boulevard will also be landscaped to create a natural vista into the property. Finally, the proposed building intensity, at an FAR of .316, is less than the presumed FAR utilized in the CDP of .4 FAR.

Based upon the above, the proposed SDP conforms to all applicable conditions and Design Principles adopted by the Planning Board as part of the Comprehensive Design Plan.

## **6.0 CONFORMANCE WITH PURPOSES AND REGULATIONS OF THE E-I-A ZONE.**

The purposes of the E-I-A Zone are set forth in Section 27-499 of the Zoning Ordinance, as set forth below.

- (a) **The purposes of the E-I-A Zone are to:**
  - (1) **Establish (in the public interest) a plan implementation zone, in which (among other things):**
    - (A) **Development is dependent on providing public benefit features; and**

- (B) The location of the zone is in accordance with the adopted and approved General Plan, Master Plan, or public urban renewal plan;
- (2) Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, and public urban renewal plans for employment and institutional areas) can serve as the criteria for judging individual physical development proposals;
  - (3) Assure the compatibility of proposed land uses with existing and proposed surrounding land uses; and existing and proposed public facilities and services by providing landscaping standards designed to preclude nuisances (such as noise, glare, odor, and pollution), so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District;
  - (4) Provide for a mix of employment, institutional, retail, and office uses in a manner which will retain the dominant employment and institutional character of the area;
  - (5) Improve the overall quality of employment and institutional centers in Prince George's County; and
  - (6) Allow, on properties meeting criteria for classification in the M-X-T Zone and satisfying other requirements, development of a Mixed-Use Planned Community, with high-quality, well-integrated architecture, site design, and placement of uses.

**Comment:** The Subject Property is located within Collington Center, an industrial development originally approved in 1975. The Subject Property is the last remaining undeveloped property within the core of the original Collington Center, which is bounded by Prince George's Boulevard and Commerce Drive, internal to the larger development. The proposed SDP conforms with all applicable regulations of the zone and will contribute to the existing mix of uses. As such, the proposed development advances the purposes of the E-I-A Zone.

The proposed development complies with the requirements of the Zoning Ordinance in the E-I-A Zone. This SDP is in conformance with the requirements of Section 27-515 of the Zoning Ordinance, which governs uses in comprehensive design zones. The proposed warehouse and distribution facility is a permitted use

in the E-I-A Zone, in accordance with Section 27-515(b) and in accordance with the use list adopted with the Basic Plan.

The SDP is consistent with the regulations in the E-I-A Zone set forth in Section 27-501. Specifically, the Subject Property conforms with the minimum acreage required for the zone (5 acres) and complies with the 20% green space requirement. The subject property has frontage on and direct access to a public street and provides adequate parking and loading spaces as shown on the cover sheet of the SDP.

## **7.0 CONFORMANCE WITH CRITERIA OF APPROVAL—SPECIFIC DESIGN PLANS**

The Planning Board must find that the Specific Design Plan satisfies the criteria of approval set forth in Section 27-528 of the Zoning Ordinance. These criteria are set forth below.

- (1) **The plan conforms to the approved Comprehensive Design Plan, the applicable standards of the Landscape Manual, and except as provided in Section 27-528(a)(1.1), for Specific Design Plans for which an application is filed after December 30, 1996, with the exception of the V-L and V-M Zones, the applicable design guidelines for townhouses set forth in Section 27-274(a)(1)(B) and (a)(1.1), and the applicable regulations for townhouses set forth in Section 27-433(d) and, as it applies to property in the L-A-C Zone, if any portion lies within one half (1/2) mile of an existing or Washington Metropolitan Area Transit Authority Metrorail station, the regulations set forth in Section 27-480(d) and (e);**

COMMENT: The proposed SDP is in conformance with approved CDP-9006 which is discussed in greater detail above. The proposed SDP is also in conformance with the applicable provisions of the 2010 Prince George's County Landscape Manual (Landscape Manual), as reflected on the landscape plan submitted with the application. The provisions referenced above which are applicable to townhouses are not relevant to this application as townhouse uses are not proposed with this application.

**(1.1)For a Regional Urban Community, the plan conforms to the requirements stated in the definition of the use and satisfies all requirements for the use in Section 27-508 of the Zoning Ordinance;**

COMMENT: The SDP does not contain property designated as a regional urban community.

**(2) The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program, provided as part of the private development or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, participation by the developer in a road club;**

**COMMENT:** Section 24-122.01(b)(1) of the Prince George's County Code of Ordinances, Subdivision Regulations states "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval." The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 3, Community System.

This SDP will be reviewed for adequacy of police services, in accordance with Section 24 122.01(c) of the Subdivision Regulations. The subject property is in Police District II, Bowie, in Upper Marlboro. The response time standards established by Section 24 122.01(e) are 10-minutes for emergency calls and 25-minutes for non-emergency calls. In SDP-0007-03 approved by the District Council on October 30, 2020, it was found that the police response time standards of 10-minutes for emergency calls and 25-minutes for non-emergency calls were met and that adequate equipment to meet the standards stated in Prince George's County Council Bill CB-56-2005 is available.

The subject property is served by the Bowie-Pointer Ridge Fire/EMS Co. 843 located at 16408 Pointer Ridge Drive in Bowie. A five-minute total response time is recognized as the national standard for Fire/EMS response times. The five-minute total response time arises from the 2016 Edition of the National Fire Protection Association (NFPA) 1710 Standards for the Organization and Deployment of Fire Suppression Operations, Emergency Medical

Operations, and Special Operations to the Public by Career Fire Departments. This is the standard being applied to the review of nonresidential subdivision applications by the Prince George's County Planning Board.

In the review of SDP-0007-03, it was found that as of June 17, 2020, the immediate area near the subject project fails the four-minute travel test from the closest Prince George's County fire/EMS station when applying the national standard, an associated total response time under five-minutes from the closest fire/EMS station, Bowie-Pointer Ridge Fire/EMS Co. 843. In that case, it recommended that prior to construction, the applicant shall contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility, install and maintain automated external defibrillators, in accordance with Code of Maryland Regulations (COMAR), and install and maintain hemorrhage kits next to fire extinguishers. In the event that similar conditions exist upon the review of this application, the applicant would accept a similar condition to that imposed with the adoption of SDP-0007-03.

With regard to transportation, the traffic study for Collington done with CDP was based on 13,803,000 square feet on 1,281 acres (page 3-23 of the CDP-8712/8904/9006) with an average PM trip generation rate of 0.927 per 1,000 square feet and an average ADT rate of 6.065 per 1,000 square feet (trip generation on page 7-5 of the same CDP). To the best of Applicant's knowledge, there appears to have been no separate traffic study done for the preliminary plan, and the CDP did include the area of Karington, which is has now been separated and is proceeding forward under its own entitlement. From prior information obtained by M-NCPPC from SDAT records within Collington (not including Karington), development to date consists of 4,670,571 square feet on 781 acres. Most of this space is warehouse or light industrial space. In prior SDP applications, it was determined that while no explicit trip cap was ever established for the Subject Property, development in Collington was assumed to be at an intensity of .4 FAR. Applying a floor area ratio of 0.4, which is typical of the E-I-A Zone, the site could potentially be developed with a gross floor area of approximately 129,643 square feet. The proposed building is 102,455 square feet. The Applicant has included with this application a Memorandum dated January 12, 2021 prepared by Lenhart Traffic

Consulting, Inc. demonstrating that the proposed building will not generate more AM or PM peak hour trips than would be generated by a development with an FAR of 0.4. Therefore, the original implied trip cap will not be exceeded by the proposed development and the Planning Board can find that the development will be adequately served within a reasonable period of time with existing or programmed public facilities.

- (3) Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties;**

**COMMENT:** The Subject Property is subject to the requirements of Subtitle 32 of the Zoning Ordinance related to stormwater management and grading. A Stormwater Management (SWM) Concept Plan, #8011050-1999-01, was filed and approved for the Subject Property and the proposed SDP is in conformance with the approved SWM plan. Adequate provision has therefore been made for draining surface water and ensuring that there are no adverse effects on the subject property or adjacent properties.

- (4) The plan is in conformance with an approved Type 2 Tree Conservation Plan; and**

A Type 2 Tree Conservation Plan is submitted for review with this SDP and will be reviewed for conformance to all applicable requirements.

- (5) The plan demonstrates that the regulated environmental features are preserved and/or restored to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

**COMMENT:** The Subject Property contains no regulated environmental features. Therefore, in this instance, any such features are preserved and/or restored to the fullest extent possible.

## **8.0. CONCLUSION**

In conclusion, the Applicant submits that the proposed SDP is in conformance with the approved Comprehensive Design Plan and the conditions applicable to it, as well as the regulations in the E-I-A Zone. The Applicant further submits that the application meets the applicable requirements of Section 27-



528(a). For these reasons, the Applicant respectfully requests approval of the SDP.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'THALLER', with a long horizontal flourish extending to the right.

Thomas H. Haller, Esq.  
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CERTIFICATE OF APPROVAL  
COLLINGTON CENTER  
CDP-8712

PROPOSED REVISED

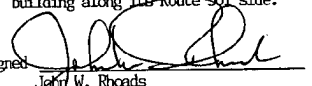
# The Comprehensive Design Plan for Collington Center

*A Planned Business  
Community*

This Comprehensive Design Plan was approved on May 19, 1988 by the Prince George's County Planning Board in accordance with Subtitle 27, Part 8, Division 4 of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 88-224 which contains the following conditions:

1. Prior to signature approval, the Comprehensive Design Plan shall be modified in accordance with the Evaluation Section of the Staff Report for CDP-8712, and as shown on Staff Exhibit "A".
2. Specific Design Plans for the expansion of the lot currently known as Pickhardt and Siebert, shall include the use of additional landscape plantings to offset the removal of existing vegetation.
3. The building restriction line provisions of the Comprehensive Design Plan notwithstanding, the building restriction line setback from the Route 301 right-of-way for the proposed addition to the existing Pickhardt and Siebert building may be reduced, to the extent of any additional dedication required for the Route 301 right-of-way from that specific property (#4-88061), so that the proposed addition does not have to be off-set from the existing building along its Route 301 side.

Signed

  
John W. Rhoads

Chairman

Prince George's County Planning Board

# Introduction

The Plan \_\_\_\_\_ 1

Environmental  
Relationships \_\_\_\_\_ 2

- CHAPTER 3 OMITTED -

Design  
Principles \_\_\_\_\_ 4

Public Benefit  
Features \_\_\_\_\_ 5

Public  
Facilities Needs \_\_\_\_\_ 6

Transportation  
Analysis \_\_\_\_\_ 7

Master  
Plan Compliance \_\_\_\_\_ 8

## Appendices

## **MAPS AND PLANS**

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**Technical Data Map**

**Soils Map**

**Slope Map**

**Physical Features Map**

**Geology Map**

**Basic Plan**

**Building Envelopes Plan**

**Circulation Plan**

**Staging Plan**

# Introduction

Prince George's County will develop a high quality business and industrial center located in the southwest corner of the intersection of Maryland Route 214, Central Avenue, and U.S. Route 301, Crain Highway. The site encompasses 1281.69 acres. A Basic Plan for the site was approved by the District Council (A-6965) for 898.14 acres on October 28, 1975, as part of the Bowie-Collington Sectional Map Amendment. A subsequent application for the E.I.A. Zone was approved for the remaining 383.55 acres (A-9284) on August 29, 1978.

The accompanying drawings and text describe the Comprehensive Design Plan. Included are maps covering soil conditions, slopes, building and parking envelopes, circulation and access points and development staging. The accompanying text describes the proposed center in detail. Descriptions of proposed uses, design principles, and landscape concept will set the guidelines for the development of the center.

The property is ideal for the development of an employment center. Accessibility is good from both the highways and rail. The amount of grading and site clearance necessary to prepare the site is minimal. Soil and slope limitations are slight and the visibility from U.S. 301 is good. The following descriptive text sets forth the proposal for a high quality business community to be known as Collington Center.

# The Plan 1

The Comprehensive Design Plan for Collington Center provides Prince George's County with a campus-like employment center which is an attractive place to work. Because of its high quality it attracts business and industry to the County.

The major entrance to the Center will be enhanced by additional landscaping. Businesses occupying the Center will be clean industrial users in architecturally attractive facilities. Public access to the open space will allow picnicking and other outdoor activities for the general public and for employees during the work day. Approximately 474 (37%) acres of the property will be in open space. Owners will be encouraged, through design guidelines, to create attractive landscapes around their buildings.

The project, named after the Collington Branch which forms most of its western boundary, will be a model for future industrial development in the County. The Center is planned through use of the Comprehensive Design Zone provisions of the Prince George's County Code. The property was rezoned to the Employment/Industrial Area (E-I-A) category in the first of a three part process known as the Basic Plan. Land use densities and intensities were established to provide direction for the preparation of this Comprehensive Design Plan. The final part of the process involves the preparation of Specific Design Plans or site plans for the industrial parcels as they are marketed.

Collington Center is being developed in three sections including a large area set aside as a land reserve. The central section, developed in the period from 1981-1990 contains approximately 700 acres of developable land exclusive of streets. The north section, to be developed in the period 1988-2000, contains approximately 400 acres. The Southern land reserve contains approximately 150 acres. Table 1 indicates the approximate acres of the parcels and sections indicated on the plan. There are five categories of land use in the Center: (1) Commercial/Recreation; (2) Research Office; (3) Manufacturing/Wholesale; (4) Manufacturing/Office and (5) Manufacturing/General. The numbers attached to the parcel sizes refer to the above numbered land uses.

Table 1: Lots and Uses

<u>NORTH SECTION</u>				<u>CENTRAL SECTION</u>			
<u>Block</u>	<u>Lot #</u>	<u>Acreage</u>	<u>Use</u>	<u>Block</u>	<u>Lot #</u>	<u>Acreage</u>	<u>Use</u>
A	6	4.9	1	A	1	5.3	2
F	1	15.3	1		2	6.1	5
	2	5.7	4		3	25.0	5
	3	5.4	4		4	5.5	5
	4	5.2	4		5	5.9	5
	5	5.6	4	B	1	7.9	3
	6	6.4	4		2	6.7	3
	7	9.2	4		3	4.0	3
	8	8.9	4		4	4.0	3
	9	4.3	4		5	3.8	3
	10	4.7	4		6	3.8	3
	11	3.0	4		13	8.9	3
G	1	5.3	2		14	8.0	3
	2	4.3	2		15	3.8	3
	3	4.4	2		16	6.9	3
	4	4.6	2		17	8.7	3
	5	3.3	2		18	5.0	3
	6	3.2	2		19	7.2	3
	7	3.2	2		20	11.3	3
	8	4.1	2		21	7.3	3
	9	5.4	2		22	7.9	3
	10	6.7	2		23	6.4	3
	11	6.0	2		24	6.5	3
	12	6.5	2		25	4.2	3
H	1	4.2	2		26	5.2	3
	2	4.4	2		27	5.2	3
	3	4.2	2		28	4.2	3
	4	3.9	2	C	3	7.0	5
	5	4.4	2		4	5.0	5
	<b>Total...156.7</b>				5	4.8	3
					6	4.6	5
					7	4.1	5
					8	7.0	5
					9	4.8	3
					10	6.5	3
					11	6.1	3
					12	7.3	3
					13	4.7	3
					14	5.4	3
					15	5.2	5
					16	5.1	5
					17	5.1	3
					18	6.4	3
					19	6.7	3
					20	6.4	3
				D	1	7.0	3
					2	7.0	3
					3	27.9	3
					4	5.1	3
					5	3.7	3
					6	4.5	3
					7	5.0	3
				E	1	7.2	3
					2	8.2	3
					3	5.4	3
					4	3.0	3
					5	5.3	3
					6	5.0	3
					7	4.0	3
					8	10.4	3
					<b>Total.... 395.6</b>		

The staging plan drawing shows some parcels divided with dotted lines. These lines are intended to show that the parcels can be subdivided or grouped as needed.

The property is designed with the following distribution of uses:

Commercial/Recreation	20 acres
Research/Office	83 acres
Manufacturing/Wholesale	320 acres
Manufacturing/Office	58 acres
Manufacturing/General	81 acres
Land Reserve	150 acres
Open Space	474 acres
Streets, etc.	95 acres
	<u>1281 acres</u>

The Central Section has access from U.S. 301 adjacent to the existing Bowie/Marlboro Police station. The main entrance has a wide landscaped island which creates a boulevard entrance reaching deep into the property.

An attractive 15 acre site for a motor hotel and convention facility is planned for the North Section. It will be the major focus for that portion of the property. The provision of a restaurant, meeting rooms, etc. will provide an attractive setting for conducting business and will help to draw new clients to the Center.

As many of the existing trees as possible will be preserved. The sites have been laid out with the preservation of natural features in mind. Building envelopes have been established which will encourage tenants to preserve the existing trees and add new ones which will help create a visually pleasing environment.

The land reserve of 150 acres established in the southern portion of property is separated from the rest of the sites by a right-of-way for the proposed Inter-County Connector. If constructed, this road will provide access to the property directly from Route 50 and areas to the north.



# Environmental Relationships \_\_\_\_\_ 2

## BACKGROUND

The environmental investigation of Collington Center was conducted under four major environmental areas:

- o Water Resources - An analysis of the site with respect to hydrology, hydraulics, (hydrologic engineering), water quality, water and sewerage facilities and solid wastes.
- o Geotechnical - An analysis of soils, slopes and geology of the site.
- o Air Quality and Noise
- o Energy Conservation and Use

## SUMMARY

Consistent with the Comprehensive Design Zone criteria for the Phase II Comprehensive Design Plan, this Section presents the results of the Environmental Investigation of Collington Center.

### 100 Year Flood

On the basis of this analysis, the effect of the proposed development on the present 100 year water surface elevation is minimal. The present 100 year elevation at the southern most boundary (Leeland Road) as computed is 58.00 feet mean sea level (M.S.L.) and the after-development elevation is 58.30 feet. The discharge at Leeland Road would be increased by approximately 900 cfs.

### 10 Year Flood

The proposed development will increase the 10 year flood discharge significantly at certain locations within the site. This increase in discharge would be detained in storm water management installations. The following means of storm water detention may be investigated in Phase III:

1. Surface pond storage - to store the excess water with a release mechanism allowing for outflow at the pre-development level.
2. Maintenance of existing swales and grassed channels to delay runoff thereby allowing for more infiltration.
3. Routing flow over lawn to delay runoff, thereby increasing infiltration.
4. Detention basins-using the proposed Lake in H.U. 6A and expanding the existing sediment basins for use as storm water reduction facilities.
5. Parking lots-allowing vegetated ponding areas around parking lots.

These measures are by no means the only acceptable mechanisms but have been listed because of their additional esthetic and recreational benefits.

### Water Quality

On the basis of inspection of historical records, the water quality of Collington Branch in the site vicinity is considered good. No dumping of industrial or commercial waste is anticipated. As such the highly-unlikely introduction of industrial and commercial wastes into the stream system is not postulated.

### Sediment Plan

Final grading plans are not available, therefore sediment volumes and storages were not calculated. However, preparing the site with respect to grading and site clearance will be reduced considerably because of the grading done for the now-defunct airpark that had been proposed on this site (Reference 1). During land grading, adequate measures are being taken to minimize sediment loads into the stream.

### Water Facilities

Existing and programmed water supply facilities are adequate to serve the Central Section of the Center. Additional storage and/or transmission facilities may be needed for later stages.

### Sewerage Facilities

Existing Sewerage facilities with additional transmission line additions will provide adequate service to the proposed development.

### Solid Wastes

Disposal of solid wastes does not pose any major problem to the development of the Center.

### Soil and Slopes

Generally, the site is suitable for development aside from the floodplain of Collington Branch and the steep slopes associated with the tributaries.

### Geology

With the exception of the Marlboro Clay member of the Nanjemoy Formation, the geologic features do not pose significant constraints.

### Energy Conservation

With proper design, building orientation, and utilization of buffers, substantial energy conservation can be achieved.

### Air Quality

With proper control of potential stationary sources, the development of the Collington Center does not contribute significantly to the regional air pollution problem.

### Noise Pollution

With proper site design techniques the noise impact on the Collington Center is minimal. Noise propagation from the site is also minimal due to the existence of natural and other buffers.

## WATER RESOURCES

### Introduction

This section describes an investigation of the general hydrologic and hydraulic characteristics in the area of Collington Center. An estimate of discharges due to the 10 and 100 year frequency floods has been determined. The methods of storm water management control and preliminary information on site locations of the controlling facilities are given. In addition the floodplains associated with the 100 year floods have been delineated.

### Objectives

The objectives of this investigation are summarized as follows:

1. Estimation of the discharges due to the 10 and 100 year frequency floods at the site.
2. Estimation of the water surface elevations due to the 100 year flood at different locations within the site.
3. Provision of preliminary recommendations on storm water management facilities and Sediment Control measures.
4. Determination and delineation of the floodplains associated with the 100 year flood.
5. Provision where available, of historical information on water quality of the Collington Branch in the site vicinity.

### Data Base Generation

Available topographic, meteorological and hydrological data from published and unpublished sources were collected. Personal interviews with various County staff members regarding flooding were conducted.

### Flood Analysis

The 100 year peak discharge upstream from the Collington Center site was determined by using a discharge-drainage area-relationship developed for the Coastal Plains of the Anacostia River basin (Reference 2). This discharge was compared with discharges obtained by using regression equations determined for Maryland streams (References 3 and 4). The discharge obtained by the discharge-drainage area-relationship was the most conservative and thus was used. The discharge value was then progressively routed through the stream reach within the site, for the present and future conditions. The water surface elevations were determined by using the U.S. Army Corps of Engineers HEC II program (Reference 5). Cross sectional data and Manning's "n" values for the

channel and the overbank areas were obtained from the Maryland State Department of Natural Resources, Water Resources Administration (W.R.A.). The present and future condition discharges for the 10 year frequency event were computed using the Soil Conservation Service (S.C.S.) method as outlined in Technical Release (T.R.) 55 (Reference 6).

### Water Quality Analysis

The historical water quality of the Collington Branch are summarized including a discussion on potential water quality problems.

### Hydrologic Description

#### General

Collington Center is located in the east central portion of Prince George's County, Maryland. The site is approximately equidistant from Washington D.C. which lies to the West and Annapolis which lies to the East. Baltimore is approximately 20 miles to the North. The location of Collington Center is shown in Figure 1. The area is in a currently undeveloped, rural/agricultural section of Prince George's County with an average elevation of 125 feet above mean sea level. Surface soils consist generally of fine sandy loam with some sandy areas along the stream bed at the northern boundary of the area. There are recent deposits on the site consisting chiefly of mud, silt, and fine sand deposited along Collington and Black Branches as well as along several minor streams. There is also an extensive area of graded and filled land that was created in preparation for the now defunct airpark. The site drains generally in a westerly direction with average ground surface slopes ranging from 1 percent to 4 percent.

#### Drainage Basin

Collington Center is located adjacent to the Collington Branch, a tributary of Western Branch which drains into the Patuxent River. Collington Branch which originates just south of the intersection of Route 450 and Hillmeade Road measures approximately 13.6 miles from its headwaters to its junction with Western Branch, and has a total catchment area estimated at 22.5 square miles. Drainage is generally in a north to south direction.

#### Climate

The climate of the area is influenced by the general west to east movement of weather in the middle latitudes of the continent. During the colder half of the year, a frequent succession of high and low pressure systems brings alternate surges of cold dry air from the north and of warm humid air from the South. July and August are the hottest months with daily maximum temperature averaging 87° F. Precipitation is fairly evenly distributed throughout the year and averages 42.5 inches. Snowfall in the area occurs between November and April. A seventeen year record of snowfall values at the Upper Marlboro Precipitation Station indicates a mean annual recorded depth of 18.2 inches. The mean daily minimum temperature at the Upper Marlboro station is 49° F.

## Floods

### Causes of Flooding

The Center is located immediately adjacent to the Collington Branch and portions of the employment park site will be subject to flooding caused by floodwater overspill from the stream channel.

### Site Characteristics

Collington Center encompasses 1,253 acres. Flow patterns crossing the site include sheet flow and small drainages that are tributary to Collington Branch. Off-site flow is controlled by the embankments of Central Avenue and U.S. 301 on the north and east perimeters respectively.

### Physiographic Features

Within the site are some identifiable physiographic features (Reference 7). These are:

- (a) Isolated knolls or groups of knolls dotting the upland areas.
- (b) Tributary valleys dissecting the upland areas. These vary in depth and cross-sectional shape.
- (c) Generally sloping land, moderately steep slopes.
- (d) Generally flat land. These occur mostly on the east and north parts of the site.

### Vegetation

The site comprises farmlands, meadow fields, pasture and woods. About a third to one half of the site is woods and about a third is meadow land. The woody vegetation is a mixture of upland and floodplain woods, hedgerows and horticultural groupings.

### Hydraulic and Hydrologic Features

Two debris basins exist in the lower portion of the site area. These basins were apparently constructed during the grading, clearing, and later operation for the now defunct airport and serve to control runoff from the sludge entrenchment areas. Several storm drainage systems of varying diameters transverse the area and feed into the many swales and tributaries of Collington Branch. A sewage lagoon is also located adjacent to the site approximately mid-way between Route 214 and Leeland Road adjacent to Collington Branch.

### Other Features

The site also was the location of a sludge entrenchment project, a shooting range, and a model airplane flight area.

## Soils

Soil properties greatly influence the amount of runoff from rainfall and are considered in the estimation of runoff. The potential of a soil to water infiltration and transmission is the basis used by S.C.S. for classifying soils into four major soil groups. These are:

- A. High infiltration potential. Soils in this class have high infiltration rates even when thoroughly wetted. These soils have a low runoff potential.
- B. Moderate infiltration potential. These soils have moderate infiltration rates when thoroughly wetted.
- C. Slow infiltration potential. These soils have slow infiltration rates when thoroughly wet, and have a layer that impedes downward movement of water.
- D. High runoff potential. Soils in this class have very slow infiltration rates when thoroughly wetted and consist chiefly of clay soils with a high swelling potential.

According to the Soils Survey, Prince George's County (Reference 8), the major soil associations within the Center site include:

Adelphia Series - consisting of deep-moderately well-drained soils that have a mottled lower subsoil through which water moves readily (Soil Group C).

Bibb Series - consisting of deep, level or nearly level poorly drained soils on floodplains along streams of the coastal plain (B/D).

Colemantown Series - consisting of poorly drained soils having an olive to greenish-colored clay subsoil through which water moves slowly (D).

Collington Series - consisting of deep, well drained soils that developed in shady materials containing a moderate amount of greensand (B).

Elkton Series - consisting of poorly drained, nearly level to gently sloping soils on upland flats (D).

Howell Series - consisting of deep, well-drained soils that developed in thick beds of silty material (C).

Keyport Series - consisting of deep moderately well-drained soils that have fine textured sub-soil (C).

Marr Series - consisting of deep well-drained soils that developed in old deposits of fine and very fine sandy materials (B).

Monmouth Series - consisting of deep, well-drained soils that developed in old deposits of clayey and sandy materials that contain a fairly large amount of green sand (C).

Shrewsbury Series - consisting of fairly deep, poorly drained soils that have a fairly dark surface layer (D).

Westphalia Series - consisting of deep, well-drained soils that developed in thick deposits of fine sand and very fine sand containing a small amount of fine material, mostly clay (B).

The Bibb, Collington, Marr and Westphalia Series, comprise approximately 95 percent of the Soil Series within the site.

The development of the site as an employment park is changing the land use and soil cover of the area. These changes affect the quantity and quality of surface runoff and infiltration. The surface water hydrology for the site is analyzed with reference to three conditions; -- existing (pre-development) condition, post-development condition without on-site runoff control and post-development with on-site runoff control. The discharges computed under the three conditions were compared. Flood elevations of the Collington Branch were also compared for the different conditions.

#### Design Storm Duration

In order to effectively estimate the maximum rate of runoff from an area, the design storm duration should be at least equal to the time of concentration. The time of concentration is defined as the time for a particle of water to travel from the most hydraulically distant point of the area to the outlet. For a basin with a short time of concentration an intense short duration rainfall is the most critical and for a basin with a long time of concentration, a long duration rainfall is the most critical. The 24 hour duration however, was used in all the computational analysis because of its "built-in" range of 30-minute intensities and thus is appropriate for areas with short times of concentration as well as for areas with long times of concentration.

#### Rainfall Losses

The amount of rainfall that contributes directly to runoff and flows over the ground before ultimately reaching the stream or channel is termed rainfall excess or effective rainfall. The difference between total amount of rainfall and rainfall excess is defined as rainfall loss. The rainfall loss is further broken down into initial losses and infiltration losses. Initial losses include, rainfall intercepted by vegetation, initial saturation of dry watershed soils and filling of small ground depressions and irregularities. The infiltration losses are estimated from the ability of soil to absorb rainfall, and is dependent upon ground surface slopes, soil type and ground cover. Initial



loss and infiltration losses are ideally determined by reconstructing the observed rainfall-runoff relationships of past storms for a given area. However, due to the lack of sufficient recorded data in this area, the rainfall-runoff relationships could not be determined in this manner. Instead, they were determined using the S.C.S. rainfall-runoff relationship (Reference 9).

### Hydrologic Determination

#### 100 Year Flood Discharge

Flooding at the site will be caused by runoff from the area above the site. The most detailed topographic map at a scale of 1:2400 (Reference 10) with 5 foot contours was used to delineate the area draining to the proposed site. The peak discharge at the outlet of this area (Route 214 bridges over Collington) was conservatively determined by using a discharge-drainage area-relationship developed for the Coastal Plains of Anacostia River (Reference 1). The Collington Center site was then divided into 19 sub-basins called Hydrologic Units (H.U.). (Figure 2). The 100-year discharge values for each unit for the present and future conditions were determined by using the tabular method of determining peak discharges as outlined by the Soil Conservation Service (S.C.S.) in T.R. 55 (Reference 6). (The future condition is the condition of the site after the proposed development). The tabular method was used to develop composite hydrographs at the outlet of each H.U., by firstly computing the drainage area (D.A.), the runoff curve number (RCN), the time of concentration, (Tc), and the travel time (Tt), through that reach. These are shown in Table 1 in the Appendix. The hydrograph coordinates under time-hours for each H.U. were computed using appropriate sheets from Table 5-3 in T.R. 55 and tables in T.S.C. UD-20. The following equation was then used:

$$q = q_p (D.A.) (Q)$$

where  $q$  = hydrograph coordinate discharge  
in cfs (cubic feet per second)

$q_p$  = csm/in (cubic feet per second per  
square mile per inch of runoff)

D.A. = drainage area in square miles

$Q$  = runoff in inches

The runoff in inches was determined by applying the R.C.N. for each H.U. to the 100 year rainfall depth and utilizing S.C.S. TR-16 charts to determine the runoff values in inches. A composite hydrograph at the end of H.U. 13 was developed by summing the hydrographs from each H.U. This summation procedure provides for the adjusting of the timing of each hydrograph by allowing for the travel time (Tt). The derivation of a composite hydrograph was performed for the present and future conditions and the results of the computations are shown in Tables 2 and 3 in the Appendix.

### 10 Year Flood Discharge

The 10 year flood peak discharge for each H.U. was computed by using the S.C.S. method of estimating the rate of runoff in small watersheds (Reference 11). This method which is graphical, is used to determine discharges for watersheds less than 2,000 acres in area, if the slope of the area, the R.C.N. and the amount of rainfall in a 24 hour duration are known. The discharges so determined were then adjusted for slope and where applicable for ponds and water bodies. The peak discharge determination for each H.U. was made for both the present and future conditions. Tables 4, 5, 6 and 7, in the Appendix show the stepwise computational procedure used in determining the present and future peak discharges for H.U. 1 and H.U. 9. As shown in the peak discharge summary table (Table 8 in Appendix), the future peak discharges are significantly greater than the present peak discharges in some hydrologic units.

### Storage Volumes

According to the resolution (PGCPB No. 74-18) adopted by the Prince George's County Planning Board on storm water management, the release rate at which water will be allowed to leave a site would be equivalent to the peak discharge rate of a 10 year frequency storm prior to development. Compliance with this resolution would be possible by temporarily storing the excess water on the site. The volume of water to be stored was calculated for each H.U. within the site by using the S.C.S. method for controlling peak discharges from urbanizing areas (Reference 6). The stepwise procedure used is illustrated in the computation of storage volumes for H.U. 1 and 9 in Tables 9 and 8 in the Appendix. A summary of storage volumes for the hydrologic units is given in Table 11 in the Appendix, including the total storage needed for the entire site.

### 100 Year Flood Elevation

Hydraulic analyses were performed to determine the effect of the proposed development on the 100 year flood elevation. Cross sectional data for the analyses were obtained from W.R.A. Manning's "n" of 0.065 and 0.125 for the channel and the overbank areas respectively. These were estimated on the basis of field inspection. The water surface elevations were obtained by using a computer program HEC II, developed by the U.S. Army Corps of Engineers (Reference 5). The future present condition elevations determined here were used to delineate the boundary of the 100 year flood, on Collington Branch within the site (Figure 3 in the Appendix). This boundary was compared with the flood boundary as

shown in the Flood Hazard Boundary Maps of Prince George's County (Reference 12). No significant differences are evident. Table 12 in the Appendix shows a comparison of the present and future condition elevations. Appendix A is the output from the HEC II computer program.

### Storm Water Management Concepts

To maintain the rate of runoff from the site at pre-development levels, storm water management mechanisms would have to be incorporated into the development. Individual mechanisms or facilities could be designed and constructed to attenuate the peak from each H.U. or a large facility could be constructed to service the entire site or a combination of some individual units and a large facility.

### Individual Units

The summary table (Table 11 in the Appendix) details the amount of storage volumes needed to reduce the post-development peak flow to the pre-development level. A postulation is made here on storage methods, that could be used.

### Temporary Storage of Water in Swales

Swale systems or tributaries run through the Hydrologic Units. These bifurcations could be used to temporarily store water and provide an opportunity for infiltration of runoff. The soil group, based on S.C.S. soil group classification (Reference 9) that predominates in the site is the B Group. This group consists of soils with moderate rate of water transmission. With the water table within the site at a depth of at least 3 feet beneath the surface, water could be stored and allowed to infiltrate without causing foundation problems. Land requirements should not pose a problem since the natural drainage swales and areas subject to wet conditions will remain in their natural state.

### Temporary Storage in Open Space

Runoff could be temporarily stored in open space areas by integrating permanent water areas in open space with provision for flood storage. This method also would allow for water to infiltrate into the ground. The planned open space area within HU 4 and 6B could also be used. Approximately 37% of the site area is proposed as permanent, public and private open space with the Collington Branch floodplain forming the backbone of the open space system. There is therefore adequate area for use as runoff storage areas.

## Ponding

H.U. 14A is the largest hydrologic unit within the site. It also would undergo the most intense development. The storage volume needed to attenuate the post development peak discharge is also the largest. The area is very flat and the swale system would not readily lend itself to damming. However it is possible to use the culvert under U.S. 301 as a control if it is inadequate to handle the post-development runoff. Also in H.U 14A are located 2 debris basins designed with spillways. These basins could be upgraded or redesigned to also serve as storm water runoff abaters.

## A Large Single Unit

A large single storm water management system to abate the post-development discharge could be employed. The acreage that would be needed for this could be extracted from the open space areas. To be effective such a unit would require extensive grading, storm drain systems and collector systems feeding into it. It would also require detailed engineering design and construction of unit and spillway structures. The failure of such a unit could be quite expensive.

In all the cases mentioned, the existing storm drain system could be fully utilized as an integral part of feeder lines to the storm water detention facilities.

## Integration of some Individual Units with a Large Unit

It is possible to integrate some individual units with a large storm water detention unit using pipelines, overflow systems and existing stream bifurcations. For such a system to be optimally effective, every unit would have to function efficiently, since a total system dislocation is possible from a single malfunction.

The above control schemes are by no means the only methods that should be investigated in the third phase. All possible mechanisms should be analyzed from various standpoints including cost-effectiveness, efficiency, and aesthetics.

## Conclusions

The County, applying its own concept of "maximum open space allocation" by earmarking approximately 37 percent of the area to open space of varying nature, would significantly reduce the peak discharge normally associated with such a development. Management of runoff excess could very easily be handled by integrating the runoff controls

into the open space concept. The highly unlikely release of manufacturing and industrial wastes at the site would be diluted and dispersed before reaching the stream.

### Recommendations for Phase III Investigation

The objectives of the Phase III hydrological and hydraulic investigation would be:

- (1) The selection of storm water runoff control mechanisms and their specific locations.
- (2) Provision of design data for the selected storm water control facilities.
- (3) Provision of data on the effect of these controls on flood peaks.
- (4) Location of sediment basins.

### Water Quality

Water quality describes the physical, chemical and biological constituents, their quantity and levels of concentration in water.

The overall water quality of Collington Branch has been rated "good" by the Metropolitan Washington Council of Governments (MWCOG) (Reference 13). With respect to the Collington Center area, the Prince George's County Health Department has routinely sampled water quality at three stations in the vicinity on a monthly "grab sample" basis. All three stations are on Collington Branch with PA-W-5 located above Route 214, PA-W-4 at Leeland Road and PA-W-3 near the confluence of Collington and Western Branch. Water sampling reports for the stations are available from 1976 to May 1978 and include measurements of the Dissolved Oxygen (D.O.), total coliform and fecal coliform contents of the water samples. Levels or concentrations of chemical constituents are not included in the regular monthly reports.

While such sampling reports have limited applicability, they do provide basic background dry weather conditions and an indication of trends over time and over the length of the stream bed. Figures 4 and 5 graphically depict the sampled water quality for May 1976 and May 1978 respectively at the three stations within the site and an additional station upstream of the site. Based upon these figures and the other sampling reports, there appears to be a trend toward improved water quality with respect to Total and Fecal Coliform counts in Collington Branch. If this trend continues the water quality of Collington Branch could be considered excellent.

Since the industries located within Collington Center are to receive public sewerage service, no point discharges are to impact Collington Branch. The potential does exist, however, for some impact from runoff-related non-point sources. While management of non-point sources is still in the research stage, it is known that problems can be minimized by land management practices which minimize surface runoff and maximize infiltration through the use of retention/detention reservoirs or other mitigating measures. The MWCOG as part of the Metropolitan Washington Water Quality Management Plan is investigating methods of controlling the pollution from non-point sources. A manual of Best Management Practices (BMP) is currently being developed which will include an applicability matrix for various controls based upon runoff characteristics. Table 13 lists the urban non-point source control measures which are being evaluated for the manual. MWCOG also intends to develop a "desk top model" to estimate the load reduction of a single or a mixture of control devices for any given site.

Prince George's County should monitor these efforts closely and where practical integrate proven control methods into the storm water management system for Collington Center.

#### Water Facilities

Prince George's County along with the entire metropolitan area faces potential water supply deficits during low flow periods due to a lack of sufficient storage capabilities on the Potomac and Patuxent Rivers. This potential problem has been recognized for some time and resulted in the initiation of a Bi-County Water Supply Study for Montgomery and Prince George's Counties (Reference 14). This study which was completed in April 1978 found that potential water supply deficits through the year 2005 could be alleviated by any one of several alternatives. The study went on to recommend that two of the alternatives be pursued further. Final action by the two counties has not been reached; however, implementation of any of the alternatives would provide sufficient water to carry Montgomery and Prince George's Counties through the year 2005.

Water supply transmission facilities should not be a problem for the Collington Center. A 24 inch water main borders the property along Route 214 in the north and Route 301 as far as Trade Zone Avenue on the east. This line can deliver approximately 5.4 MGD to the project area. An extension of this line to Leeland Road South is included in the Capital Improvement Program (CIP-BW012601). A 2 million gallon storage tank located at Pointer Ridge also provides some water storage for the project area. Program size lines will also be required in the interior streets.

Based upon the preliminary staging schedule of acreage to be developed and using a conversion factor of 2,700 gal/acre/day for the EIA Zone an average day water demands can be estimated. The average day demand when multiplied by 2.0 results in an estimate of maximum day water demand which is 5.75 MGD upon complete development of the Central and North Sections.

While available water supply is sufficient, the need to provide for fire fighting and contingency measures will require additional transmission facilities for development beyond 1988.

This possibility should be more closely examined during development of the North Section. The County CIP currently contains a project to identify water storage needs through the WSSC system. This project (BW000602) will identify those areas of the distribution system where additional water lines may be necessary to provide for system growth and redundancy for water supply and fire protection. Future storage needs of the Collington Center should be identified through this project. Figure 6 indicates the water facilities in the vicinity of Collington Center.

While public water supplies are proposed for the Collington Center, ground water is also available beneath the site for use as a supplemental supply. Wallace, McHarg, Roberts and Todd have estimated that 6.8 MGD of ground water is theoretically available below the site. (Reference 7).

If such quantities of groundwater are verified through field testing, a significant supplemental source of water is available to the property. Such uses as air conditioning and irrigation could utilize available ground water. It is also possible that surface water retained in storm water management ponds could be used irrigation. It is recommended that ground water and local surface water be utilized for irrigation of open space areas particularly the agricultural and recreational areas. Other uses may be possible.

### Sewerage Facilities

The Collington Center is located entirely within the service area of the Western Branch Wastewater Treatment Plant (WWTP). The Western Branch WWTP has a current capacity of 15 million gallons per day (MGD) and is programmed for expansion to 30 MGD by 1980. A policy adopted by Council Bill 150-1974 allocates 20% of the total plant capacity for Commercial, Industrial, and Revenue Producing Institutional uses. In accordance with this policy, the availability of sewage treatment capacity for Commercial and Industrial uses is defined as follows:

$$\begin{aligned} \text{Available Capacity} &= \text{Allocated Capacity} - \text{Current Sewage flow} - \text{Commitments*} \\ &= 3.000 \text{ MGD (20\% of 15 MGD)} - \\ &\quad 1.0800 \text{ MGD} - 0.7333 \text{ MGD} \\ &= 1.1867 \text{ MGD} \end{aligned}$$

$$\begin{aligned} \text{Figure (programmed) Capacity} &= \text{Available capacity \& programmed expansion} \\ &= 1.1867 \text{ MGD} + 3.000 \text{ MGD} \\ &= \underline{4.1867 \text{ MGD}} \end{aligned}$$

Based on the preliminary staging schedule of acreage to be developed and using a conversion factor of 2,700 gal/acre/day for the EIA Zone plus an allowance for infiltration, a projection of the potential sewage flow from the Collington Center is 3.2 MGD for the Central and North Section.

A comparison of projected sewage flow to the programmed capacity for Commercial and Industrial uses indicates that this treatment plant capacity would be adequate to service the additional sewage flow from the Center.

Transmission facilities are also available to the Collington Center. An existing 36 inch diameter line abuts the western boundary of the property along Collington Branch. This line has a peak flow capacity of 19.5 MGD. Actual peak flows of less than 1.4 MGD were monitored in 1975 as part of an Infiltration/Inflow study for the Western Branch watershed. Based upon final grades and subdivision plan, lateral extensions into the property would be required. A programmed size lateral line might be necessary to serve the area to the south of Leeland Road North. It is recommended that this area be examined closely by Washington Suburban Sanitary Commission (WSSC) to determine the most cost effective method of service. Because of the relatively flat grade in this area some potential exists for providing service by deep sewers in a northwest direction rather than by a much longer extension in a southwest direction. Figure 7 indicates the sewerage facilities in the vicinity of Collington Center.

The availability of sewerage service is also reflected in the System Area classification for the property. The entire property is in System Area 3 which indicates that service will be given immediate priority and can be provided within 2 years.

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\* Commitments - areas authorized by WSSC for water and sewer services - must be in systems area 1, 2 and 3.



While sewerage facilities are adequate for development of Collington Center, individual businesses locating there should be encouraged to minimize their wastewater treatment needs. Many industries find that it is profitable to recycle their waste water where it is used for cooling, material transport, or washing of raw materials and where adequate treatment is not too costly. Such re-cycling efforts should be strongly encouraged by the management authority.

### Solid Wastes

Estimates of the quantity and type of solid waste potentially generated from raw industrial land are difficult to determine due to the variety of uses which could occur. Past experience in Prince George's County indicates an average generation of about 0.16 tons/acre/year industrial land. Based upon this generation factor and proposed staging schedule of acreage to be developed, the following solid waste disposal needs can be estimated:

	<u>North</u>	<u>Central</u>
Land Developed (acres)	156.7	395.6
Solid Waste (tons/yr)	25	63

Since disposal of solid waste is a prohibited use in the EIA zone all refuse generated must be transported off-site for disposal. Since Prince George's County does not provide County-supervised collection services to commercial or industrial establishments, the business locating in Collington Center must enter into agreements with private contractors to collect and transport their wastes to the County-owned and operated solid waste disposal facilities. The Collington Center is located within each access of the County's major solid waste disposal facility at Brown Station Road. Solid waste could also be transported to the County's other major facility, Sand Hill, which is located north of Bowie. It is not possible to precisely determine which facility will be used since they would be largely dependent upon the collection routes of the private contractors. Transport of refuse will result in a minor increase in truck traffic from the Collington Center to the disposal facilities.

Potential for resource/recovery depend greatly on the actual industries which locate in Collington Center. It is expected, however, that a large percentage of the industrial wastes will be in the form of corrugated containers and printing and writing papers. This offers an opportunity for the recycling of paper products and a subsequent lessening of solid wastes in need of disposal. Source separation at the point of generation should be encouraged within the Collington Center to encourage the recycling of paper products.

Industries locating in Collington Center should also be encouraged to reduce the volume of their solid wastes through product reuse, reduced material use in production, and increased product lifetime.

Hazardous wastes generation is not expected to be a major problem at the Collington Center; however, should such wastes be generated, their control and disposal will be governed by Section 08.05.05 of the Annotated Code of Maryland.

#### Recommendations

1. All Designated Hazardous Substances as defined by Section 08.05.05 of the Annotated Code of Maryland which are produced, stored or utilized in any way within Collington Center should be registered with the Management Authority.
2. The Management Authority should investigate the feasibility of a coordinated collection and recycling of waste paper products generated within Collington Center.

## GEOTECHNICAL

### Geology

Prince George's County lies in the Coastal Plain physiographic province. It is underlain by a wedge-shaped mass of unconsolidated sedimentary deposits consisting of stratified layers of sand, gravel, silt and clay. To the northwest of Prince George's County rise the hard crystalline rocks of the Piedmont Plateau. These crystalline rocks form the basement for the Coastal Plain sediments and slope down from the fall line in a southeasterly direction.

The geologic makeup of the site is shown in Table 14 in the Appendix. A few of these formations outcrop at the surface of the Collington Center site, namely Recent Deposits, Chesapeake group, and the Nanjemoy and Aquia formations. Recent deposits on-site consist chiefly of mud, silt and fine sand deposited along Collington Branch and several minor streams (Reference 7).

The Chesapeake group is observable at the higher elevations of the site, overlying the Nanjemoy formation. The Nanjemoy outcrops in areas of moderate elevation in the southern and eastern portions. This formation contains a distinctive basal pink clay member (the Marlboro clay) which is generally found between the overlying Nanjemoy and underlying Aquia formation. The clay layer can be anywhere from 20-30' thick and generally outcrops on the slopes along the minor streams which extend as fingers from the Collington Branch.

The Aquia formation outcrops extensively along Collington Branch and minor streams where erosion has removed the overlying formations. Recent exposures of the Aquia are very dark green and are distinctive from the overlying clay.

There are several different perspectives from which the geology of the site can be discussed:

1. constraints to development
2. aquifer recharge
3. groundwater use

### Constraints to Development

These uppermost geologic formations are important in that they present constraints to the proposed industrial development. The most critical element of geology is the unstable nature of the Marlboro Clay member of the Nanjemoy formation. The Marlboro Clay is considerably less permeable than the overlying formations and similarly, less permeable than the underlying Aquia formation. A problem may surface during periods of extensive and/or prolonged rainfall. The water

percolates down to the impervious Marlboro Clay layer, and, from there, moves horizontally along the top of the clay. Eventually, the water reaches the edge of the plateau, where the Marlboro outcrops, and flows out of the hillside as springs. The water flowing out of the soil has a natural tendency to erode the slopes. During periods of heavy rainfall, large water pressures are developed on the slope at the vicinity of the outcrop. These pressures can and do result in landslides (Reference 21).

#### Aquifer Recharge

Also, the site lies within the recharge area of the Aquia formation, which is an extremely valuable source of groundwater in areas to the southeast (e.g., southern Anne Arundel County) (Reference 22). The outcrop of the Aquia formation on-site coincides with areas of steep slopes and poor soils and, hence, will be left in its natural state thus preserving its recharge characteristics.

#### Groundwater Use

The major water-bearing units on or beneath the site of Collington Center are the Patuxent, Patapsco, Magothy, and Aquia formations. There are many studies that have documented the potential yields from these aquifers, one of the most authoritative of which is Bulletin 29 of the Maryland Geological Survey entitled "Ground Water in Prince George's County." (Reference 22). Despite the acknowledged potential of these water supply sources, Washington Suburban Sanitary Commission does not generally consider water supply from underground sources for three reasons:

1. It is difficult to maintain a constant supply due to variations in the water table.
2. The presence of iron make water purification more difficult and expensive.
3. Well screens must be maintained regularly at high cost.

The location of water lines on the site (24" on west side of Route 301) gives further evidence of how WSSC intends to provide water. However, should a water-intensive industrial use choose to locate in the employment community, groundwater appropriation should be further considered in conjunction with innovative industrial waterwater reuse opportunities.

## Soils and Slopes

### Objectives

The objectives of this section on soils and slopes are to:

- o prepare maps showing soil limitations, slopes, and physical features based on published information plus detailed, on-site investigation and analysis
- o briefly describe soil types and topographic characteristics with emphasis on compatibility with proposed uses
- o Make recommendations on measures to be used to improve minor soil and slope problem areas
- o Draft guidelines for the utilization, conservation, and preservation of various areas based on soil and slope considerations

### Soil Series

The soil and slope conditions of Collington Center present both opportunities and constraints to the various land uses both existing and proposed. The soil types on-site are as follows:

Adelphia Series - consisting of deep, moderately well-drained soils that have a mottled lower subsoil through which water moves readily.

Bibb Series - consisting of deep, level or nearly level, poorly drained soils on floodplains of streams in the Coastal Plain.

Colemantown Series - consisting of poorly drained soils which have an olive to greenish - colored clay subsoil through which water moves slowly.

Collington Series - consisting of deep, well-drained soils that developed in sandy materials containing a lot of greensand.

Elkton Series - consisting of poorly drained, nearly level to gently sloping soils on upland flats.

Howell Series - consisting of deep, well-drained soils that developed in thick beds of silty material.

Keyport Series - consisting of deep, moderately well-drained soils that have a yellowish-brown silty clay loam subsoil.

Marr Series - consisting of deep, well-drained soils that developed in old deposits of fine and very fine sandy materials.

Mixed Alluvial Land - consisting of miscellaneous soil materials ranging from sand to clay occurring in flood plains.

Monmouth Series - consisting of deep, well-drained soils that developed in old deposits of clayey and sandy materials which contain fairly large amounts of greensand.

Ochlockonee Series - consisting of deep, well-drained, level to nearly level soils on floodplains.

Sandy Land, Steep - consisting of sandy Coastal Plain sediments exposed mainly on steep slopes along ravines and stream valleys.

Shrewsbury Series - consisting of deep, poorly drained soils in low positions which have formed in Coastal Plain deposits containing glauconite.

Westphalia Series - consisting of deep, well-drained soils on uplands that developed in thick deposits of fine and very fine sand containing small amounts of fine material, mostly clay.

The predominant soil series in the upland areas are the Westphalia, Collington, Adelphia, and Marr series. These soils are well-suited for foundations with a fair bearing strength and only a moderate shrink-swell/frost heave hazard. All but the Westphalia soils have good stability, with little tendency to slump on moderate slopes. In designing footings and foundations, it should be taken into account that the Westphalia soils can be somewhat unstable on steeper slopes (Reference 8). All of these soils also have a moderate to severe erosion potential, the control of which should be a prime consideration throughout the interim, construction, and permanent periods of the employment center.

The Bibb, Elkton, and Shrewsbury soils are found in the stream valleys of Collington Branch and its tributaries. These soils characteristically have a high water table, poor drainage, and, in the Bibb soils, the potential for frequent flooding. In addition, these soils are prone to frost action. The combination of factors makes these soils unsuitable for all urban-type uses.

The steeply-sloped transition area between the lowland, flat areas and the undulating uplands is dominated by the Sandy Land soils and steep-slope members of the Collington, Marr and Westphalia soils. Slopes in these areas typically exceed 15% and are severely limiting to all urban-type uses, according to the Department of Agriculture's Soil Survey for Prince George's County published in 1967 (Reference 8 & 23). The slope map shows the areas of up to fifteen percent slope, fifteen to twenty five percent slope, and over 25% slope. The fifteen percent slope limitation should not be accepted as an absolute; the Soil Survey recommends that slope limits be reduced by 50 percent (to 8%) for those soils susceptible to hillside slippage. On the Collington Center property, no soils per se have this propensity; however, the underlying Marlboro Clay member of the Nanjemoy formation is prone to slippage and thus the overlying soils carry this additional slope limitation.

## Detailed Soils Analysis

To this point, the soils and slope problems have been examined using published, somewhat dated information which assumes the soils and slopes have remained in their natural state. However, there have been recent changes which have modified the soil and slope profiles in some areas. These changes include:

1. the extensive grading performed in anticipation of the now-defunct airport
2. the utilization of a portion (36 acres) of the graded area to trench undigested Blue Plains sludge
3. the recent agricultural uses of the land

To further determine the effects of these changes on soil profiles, the assistance of the Soil Conservation Service (SCS) was solicited. Their report on soil evaluation complete with the available soils borings are included in the Appendix. The focus of their study was on the disturbed areas as per the memorandum from the Environmental Planner, M-NCPPC dated July 17, 1978. Utilizing field analysis techniques and soil test borings, the soil scientist was able to supply additional information on the present character of the soils, their compatibility with the proposed uses as shown on the Comprehensive Design Plan and recommended conservation techniques for interim uses (predominately agriculture).

As part of this investigation, overlays of the soils map were prepared showing the limitations for various land uses including intensive cropping, tent and trailer camp areas, pond/reservoir areas, local roads and streets, and dwellings without basements. The latter category can also be appropriately used in all cases involving industrial uses. These limitations were taken from the "National Soils Group of Maryland" publication (Reference 24) which assembled types of soils having similar properties and features from the Soil Survey and grouped them. From there a determination of the various restrictions and constraints offered by these groups was made.

In the graded area, soil test borings taken by the SCS Soil Scientist indicated that the nearest soil type the borings resemble would be the soils of the Westphalia Series - fine sand and very fine sand containing a small amount of clay. Based on this preliminary study, there would seem to be no major soil limitations for industrial uses where community sewerage systems could be utilized. Minor limitations can be found in flat areas where wetness is a problem. However, these limitations can be eliminated through land grading and underground tile drains.

To supplement these preliminary investigations, further soils evaluation should be done to evaluate the type of fill, its bearing strength, and stability.

The Soil Scientist found the agricultural areas in need of "conservation alternatives" to reduce soil erosion, increase water quality, and increase crop yield. Therefore, a soil conservation plan, including at least those measures discussed on page three of the soils report, should be developed and should guide all further agricultural use on the site.

#### Recommendations

- o Present interim agricultural uses should be continued and should consider the conservation practices outlined in the "Soil Evaluation" report. Further, a soil conservation plan should be developed and its' recommendations strictly adhered to in all future agricultural operations.
- o Industrial development should not occur on soils classified as having severe limitations for such uses. Development may occur in areas of moderate limitations only with assurance by qualified personnel that the problem(s) can be ameliorated through various engineering methods.
- o Industrial development should not be allowed in areas of slope greater than 15%. This limitation should be reduced to 8% in areas of the Marlboro clay outcrop.
- o Special considerations should be given to controlling erosion and resulting sedimentation both during and after construction of the Collington Center. Applicable County regulations including the control measures enumerated in the Soil Conservation Service's "Standards and Specifications for Soil Erosion and Sediment Control in Urbanizing Areas" should be strictly followed (Reference 25).
- o Further soil analysis should be performed to determine the bearing strength and stability of soils in the graded area. Based on this investigation, this area should be remapped and, if necessary, building sites changed accordingly.
- o Further work should be done to determine effective management practices for critical stabilization areas.



## AIR QUALITY

### Objectives

The objectives of this section on air quality management are to:

- o Discuss regional air quality problems
- o Identify appropriate agencies and their roles in controlling air pollution.
- o Give direction for future actions by tenants of Collington Center.

### Regional Air Pollution Problems

Air pollution refers to the presence of contaminants in the air in concentrations that prevent the normal dispersal ability of the air and that interfere with man's health, safety, or comfort. Air pollutants in this area include total suspended particles, sulphur dioxide, photochemical oxidants (ozone), nitrogen dioxide and carbon monoxide. Presently, the principal air pollutant in the Washington Metropolitan area is photochemical oxidants, or smog. Thirty-one of the thirty-two COG air pollution alerts have been called due to high levels of this pollutant. A major component of smog is ozone ( $O_3$ ), which is formed by the photochemical reaction of hydrocarbons and nitrogen oxides in the presence of sunlight. The principal sources of these hydrocarbons are motor vehicles and hence the reduction of the smog problem hinges on control of these mobile sources.

Another pollutant, carbon monoxide (CO) has exceeded Federal standards on several occasions at monitoring stations in Prince George's County, and comprises the second most significant component of regional air pollution. According to a draft Council of Governments (COG) report (Reference 17), the highest concentrations of carbon monoxide can be expected to occur at locations that typically experience the highest traffic volumes and levels of congestion. Again, as with smog, the source of air pollution is transportation-related.

### Regulatory Agencies

There are several levels of government which have some control over the regional air pollution problem. At the federal level, the Environmental Protection Agency (EPA) has promulgated regulations concerning air pollutant emissions from new cars and trucks. EPA has also performed technical studies on the control of various air pollutants for use by state and local air pollution control agencies.

The Maryland Department of Health and Mental Hygiene, in conjunction with local health agencies, has responsibility for enforcing existing controls included in Title 10.03.39 of the Annotated Code of Maryland entitled, "Regulations Governing the Control of Air Pollution in Area IV", (Reference 18) which includes both Montgomery and Prince George's County, Maryland. Also, the Metropolitan Washington Council of Governments (COG), as regional coordinator for implementing the dictates of the Clean Air Act Amendments of 1977, has done many technical studies on the regional problem, and recommended both mobile and stationary source controls for adoption by local authorities.

#### Air Quality and Proposed Collington Center

The location of the Collington Center some distance away from the dense urban centers (air pollution "hot spots") puts it in an advantageous position in terms of regional air quality. However, this assumes that emissions, particularly from stationary sources, are stringently controlled.

In the vicinity of the Center, the greatest source of air pollution is the Washington Beltway, due to its high traffic volumes and congestion. The highways adjacent to the site contribute slightly by comparison. Collington Center will generate additional motor vehicle trips, but these sources should contribute little to the regional problem. Many of these trips are necessary for the economic vitality of the Center. Nonetheless, efforts should be made to reduce non-essential trips through carpooling programs and the like. A reasonable assumption can be made that contributions from mobile sources will decline over time as EPA regulations take effect and vehicle fleets retire their older vehicles.

The emissions of stationary sources is largely controlled through existing state regulations. However, the revision of the State Implementation Plan (SIP), in accord with the COG efforts and the Clean Air Act Amendments of 1977, will most probably bring about more regulations specifically designed to bring the photochemical oxidants (smog) and carbon monoxide levels below Federal standards. All industries located in Collington Center should meet or exceed all applicable standards, and further, should investigate and, if economically feasible, implement, state-of-the-art air pollution control measures. Prospective tenants of Collington Center should consult and cooperate with State and local health authorities in this effort.

#### Recommendations

It is recommended that:

- o All tenants of Collington Center should meet or exceed all applicable standards in regard to air pollution control.
- o State and local health authorities should be consulted concerning "state-of-the-art" pollution control measures.

- o Efforts should be made to reduce total vehicle miles through formulation of carpools, vanpools, and the like.

## NOISE POLLUTION

### Objectives

The objectives of this section on noise pollution are to:

- o Assess the impact of surrounding noise sources on industrial development within the proposed Collington Center
- o Assess the impact of industrial development within the proposed Collington Center on the surrounding neighborhood
- o Recommend various noise attenuation strategies based on noise impact

### Noise Pollution and Proposed Collington Center

Noise impact is basically dependent on two factors: the sound level intensity of the source and the noise sensitivity of the receiver.

The evaluation of noise impact within the proposed Collington Center is looked at from two perspectives:

1. the impact on the employment center of noise from the surrounding areas
2. the impact of noise from the employment center on surrounding uses

The primary source of noise intrusion on the site are the highways forming the northern and eastern boundaries of the property: State Route 214 (Central Avenue) and U.S. Route 301, respectively. Other sources, such as airplanes, farm equipment, etc., are insignificant by comparison.

A basic consideration in all noise impact evaluations is the sensitivity of the receiving land use. Industrial uses, such as those proposed for Collington Center, are considered to be one of the most noise-tolerant land uses and, in fact, are often recommended in areas of high noise impact (around airports, major highways, etc.). A prime example can be found in the Air Installation Compatible Use Zone (AICUZ) report (Reference 20), for Andrews AFB, where industrial uses were recommended near the ends of the major runways.

Although in general the proposed uses are tolerant of highway noise intrusion, there are several simple approaches to noise control that should be considered in site layout and architectural design:

1. Putting distance between the source and receiver of highway noise is a sure-fire method of reducing the impact. The Comprehensive Design Plan for Collington Center shows a 100' buffer from the highway right-of-way for all buildings, which should bring about a perceptible reduction in noise levels.
2. Building orientation should be toward the interior of the site with solid walls or walls with double-glazed windows facing the noise source. Double-glazed windows would also serve to conserve energy.
3. Rooms within the buildings should be arranged so as to place the employee-intensive, noise sensitive areas further away from the noise source. An example would be a warehouse/office building with the warehouse section being placed closest to the noise source thereby buffering the office areas.

The discussion of noise generated from within the employment center is somewhat more difficult since we are dealing with many unknowns concerning the noise-producing capability of future operations. Generally, Collington Center is well buffered from adjoining uses on the north, east, and south by existing and proposed highways, which provide both a buffer area and an intercepting noise source which would probably overwhelm any noise generated within the Center. The land adjoining the Center on the west is buffered by the existing vegetation and extreme distance (at least 1,000') from the buildable areas of the Center.

Within the site, the only noise source identifiable at this time is truck noise. Any berms or landscape areas proposed for aesthetic purposes around the parking areas and buildings would also function as partial screens from truck noise.\*

All prospective tenants should be made aware of the regulation concerning noise impact on adjacent properties included in Title 10.03.45 of the Annotated Code of Maryland entitled "Rules and Regulations Governing the Control of Noise Pollution in the State of Maryland (Reference 19)." Generally, the standards state that noise levels at the property line should not exceed certain levels compatible with the zoning of the adjacent use. Reference to the regulations is strongly recommended.

#### Recommendations

- o Prospective tenants should consider noise intrusion in site layout and architectural design.
- o State regulations concerning noise pollution should be strictly followed.

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\* Although vegetation is in actuality a very poor noise barrier, the psychological effect of visual interruption on noise perception is well documented.

- o Stationary noise sources associated with particular operations should be evaluated by qualified personnel and reviewed by the County Health Department as part of the Phase III process.

## ENERGY

### Objectives

The objectives for this section on energy are to:

- o examine potential energy conservation measures that could be used in the site layout and architectural design of the employment center.
- o examine potential energy sources.
- o suggest methods of providing economic incentives to clients for energy system development.
- o recommend courses for further action.

### Background

Since the beginning of the "energy crisis" in the early 1970's, energy conservation has become a national goal. To achieve this goal, both the public and private sectors involved in the development process have given increased attention to all available conservation techniques. Locally, the Prince George's County Council, in Council Bill 100-1977, adopted by reference the Building Officials and Code Administrators' (BOCA) Basic Energy Conservation Code. This Code is concerned with: heat transfer through the building envelope; energy leakage through various appurtenances, efficiency ratings for heating, ventilating, and air conditioning equipment and general practices regarding duct and pipe insulation. The bill mandates that all new buildings incorporate these energy conservation measures. However, there are many other approaches to energy conservation that could be used within Collington Center.

### Potential Conservation Measures

The first opportunity for energy conservation presents itself during the site planning stages. Examples include constructing buildings in wind shadows of natural or man-made screens or orienting them to take advantage of seasonal variations such as cooling summer breezes. The side of a building exposed to major weather forces could be protected with landscaping and/or berms.

Building design also plays a very important role in energy conservation. In addition to the regulations in the BOCA code, there are many other means available for this purpose: orientation of windows to the east and south; reduction in size and number of windows; use of shading devices (overhangs, movable or stationary slats, shutters, etc.); use of air locks at large openings, such as warehouse doors; use of double doors at entranceways.

Deciduous trees could be used to screen buildings from the sun's direct rays in summer, and the shedding of their leaves in autumn allows sunlight to penetrate. Trees could be put into service as windbreaks, visual barriers, and noise barriers (Reference 16).

A prime example of total energy system management is the R.M. Thornton Research and Demonstration Building in the Ritchie Industrial Park in Prince George's County. This building incorporates many of the energy conservation ideas previously discussed plus solar heating and cooling, waste heat recovery system, variable air volume control, heat pumps, and the like. It is strongly suggested that the management of the Employment Center arrange to have prospective clients tour this building as an example of what can be done with energy systems.

### Potential Energy Sources

It is not possible to examine the plethora of potential energy sources within the scope of this report. However, some of the more promising potential sources are briefly discussed:

#### 1. Solar Heating and Cooling

In combination with an effective energy conservation package, solar systems could handle a portion of industrial heating and cooling needs.

#### 2. Wind Power

Although admittedly in its infancy as an energy source, wind power is currently being used to power submersible pumps which provide water for water to air heat pumps in a townhouse development in Virginia.

#### 3. Passive Solar Heating

By appropriate use of various solar-absorptive and solar-reflective materials within a structure, solar energy can be used directly without the need for an energy transmission medium, such as the fluids used in conventional solar systems.

#### 4. Full or Partial Undergrounding of Buildings

By utilizing the excellent insulation capacity of earth, extreme fluctuations in energy usage are minimized and energy stored for longer periods within the building envelope. A local example is the Terroset Elementary School in Virginia.

#### 5. Recycling of Waste Heat

The industries within the Employment Park that generate large amounts of heat in their operations, should be encouraged to capture and reuse such heat for space heating needs.

## Incentives

The basic roadblock to the installation of non-conventional energy sources is the cost associated with such installations. The management of Collington Center, in recognition of this economic disincentive, should make concerted efforts to ease this burden. The management could do so by:

- (1) providing educational material on the long-term economic benefits of energy system management.
- (2) making available information on Federal, State, or local funding possibilities.
- (3) suggesting that industries which use innovative energy systems be given preferential consideration in Maryland Industrial Development Finance Authority (MIDFA) loan applications.
- (4) encouraging the passage of Council Resolution 24-1978, which would, if adopted, grant tax credits for solar energy installations.

## Recommendations

It is recommended that:

- o in Phase III of the Comprehensive Design process, site planners, architects, engineers, and others involved in the development of an industrial site within Collington Center give utmost consideration to all energy-saving opportunities.
- o the management authority encourage energy savings by investigating all possible economic incentives and by making prospective clients aware of the available methods for this purpose.



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## Figure 1: Employment Area Guidelines of the Bowie-Collington Plan

1. Employment areas shall be developed in accordance with the principles of good site design.
2. Potential employment areas shall be protected from encroachment by other permanent land uses.
3. Industrial developers should be permitted to enter into agreements with public agencies in the provision of necessary public improvements, such as road access, water and sewer facilities, etc.
4. Industrial development should be in accordance with performance standards, in order to protect the environment of neighboring residential uses.
5. Access roads to employment areas shall not pass through residential neighborhoods.
6. Industrial areas shall be separated from residential areas by appropriate buffering techniques.
7. Employment areas shall be park-like in nature, with landscaped vistas and well sited structures, served by a well designed internal circulation system.
8. Reservation of future employment sites by public agencies and private enterprise shall be encouraged.
9. Development of industrial parks, which provide a selection of potential sites, served by roads and utilities, adequately landscaped and buffered from the surrounding areas, and governed by an overall design, shall be encouraged.
10. Small, scattered employment areas, under five acres in size, shall be prohibited.
11. Employment area proposals shall include analyses of internal circulation and the potential impact of the development on the local and regional transportation systems.
12. Employment activities that will generate substantial vehicular traffic shall be located with access points designed to minimize disruptive effect on traffic circulation.
13. Industrial uses shall not be approved until there are adequate existing or funded highways with circulation capacities to service them.
14. Employment areas shall be located so that they will be serviceable by mass transit.
15. Manufacturing and warehousing activities, where permitted, shall be so located as to have adequate rail and heavy truck access.
16. Certain areas east of Crain Highway shall be considered for employment use, provided that: the conservation areas within these enclaves are maintained as open space; the employment use shall extend no farther than 1,500 feet east of the Crain Highway right-of-way; the industrial use shall be buffered from adjacent residential areas; and the potential use shall be sewered through the Collington Branch sewer or the Belair treatment system.
17. The conditional employment areas along the east side of Crain Highway which are eligible for employment use shall be designed to provide service roads within planted greenways, so as to avoid disruption of traffic movement along Crain Highway.
18. Maintenance of an appropriate setback (100 feet in most locations) shall be required, in connection with the employment uses along the east side of Crain Highway.
19. The employment areas north of the Airpark, within the land use control area of the proposed Airpark approach zone, shall be of low intensity, with one- and two-story structures covering no more than 35 percent of the land area.
20. The maximum employee density of the employment area within the land use control area of the proposed Airpark approach zone shall be from 7 to 15 people per acre.

**ACKNOWLEDGEMENTS**

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# Design Principles

# 4

The following section of the descriptive text will present in detail the design principles to be followed in the development of Collington Center. The provisions described will be enforced by the Prince George's County government or by a County government created development authority which will have the responsibility for the comprehensive development of the center. The sketches provided with the text are intended to illustrate the desired concept but are not design solutions for each situation.

## Views, Orientation and Building Groupings

Buildings constructed within Collington Center will be one of three basic types: 1) Single buildings on individual parcels; 2) Two or more buildings arranged to create external open space; 3) Two or more buildings (see illustration) arranged to create interior courtyards. The detailed design of each building will be left to the individual owners who will contract for the services of an architect. However, in order to create a harmonious appearance for the Center, the following guidelines are established:

1. materials will be harmonious with surroundings
2. graphics identifying company, firm, etc., will be coordinated with the building design
3. signs will be ground mounted and will not exceed a height of 10 feet
4. lighting will enhance the design of the building and not cause excessive glare
5. plantings will be provided along foundations to enhance the visual quality of the building
6. views will be preserved where physically possible
7. buildings will be oriented in such a way as to create internal open space in courts or in linear patterns relating to parking lots and pedestrian areas (i.e. activity areas, paths, etc.)

8. graphics relating to buildings will be oriented toward roadways on ground positioned signs.
9. landscaping combining of plant materials and earth mounding will embellish the overall appearance of the site by improving or creating natural vistas.

#### Basic Plan Compliance

The material developed for the Comprehensive Design Plan is in strict compliance with the approved Basic Plan. The land uses, transportation network, physical feature limitations, open space network, utilities network and zoning provisions established on the Basic Plan have been used to guide the planning and design of Collington Center. Deviations from specific details established by the Basic Plan have been made necessary by changes in standards and regulations which have taken place since the approval date. The only major deviation occurs in the transportation network. This is explained more fully in the "Transportation Analysis." No uses approved in the Basic Plan have been omitted and none have been added. The golf course as described under the recreation facilities section of this chapter has not been omitted from the plan. A decision will be made later in the development of the Center as to whether the golf course will be an economically viable use or whether the open space will be used for other recreational purposes.

#### Utility Services

All utility services will be placed underground. Equipment boxes and maintenance points will be enhanced with plant materials to lessen their visual impact. Buildings will have parapet walls to conceal rooftop mechanical equipment and/or will be screened with plant material. Where topography permits, plant materials will be used to provide screening. Any outside storage which is visible from the main roads will be screened by a minimum 6 foot evergreen hedge. Any fences will be of an attractive design where visible from the main road.

#### Building Envelopes

Building envelopes are intended to show the proposed location of buildings within a designated area. The area is described as buildable on the basis of the physical characteristics of the site and any limitation which exists. It can also include areas to be preserved as green space, buffers, saving of existing trees, etc. The topography for the area within the site was previously graded, to a large extent, to provide runways for a previously proposed airport. Limitations due to slope conditions and most vegetation was removed to create clear acreage for the runways. At present, the area remains relatively flat with little vegetation and no significant physical restrictions. The only areas which have physical restrictions, defined through the physical features analysis are shown as preserved areas included in the open space of the Center. As development of the Center moves into the fourth stage, the data developed

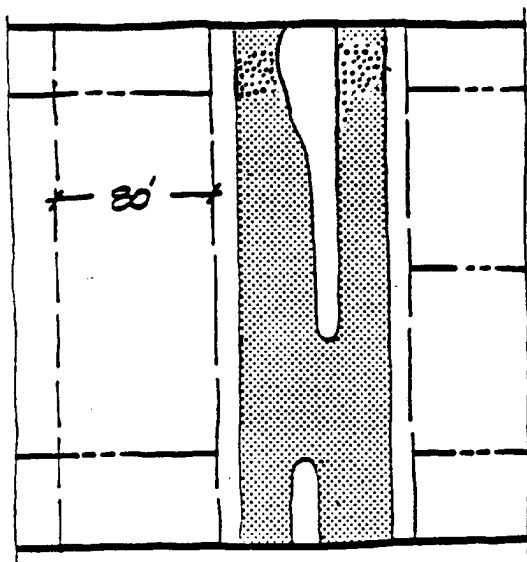
at this time will have to be updated before the design of that portion is undertaken. The status of the sludge entrenchment areas will be one of the major physical features consideration for the future. Any establishment of building envelopes will thus be based upon the desire to create a particular environment. It will be an additive process.

Prince George's County is seeking to attract potential clients who will require 5-10 acre parcels or larger to accommodate their business needs. Any development of building envelopes and subsequent parcel sizes should be designed to allow for a full range of sizes including smaller sizes where needed. Flexibility will allow the assembling of parcels to provide multiples of the 5-10 acre basic module.

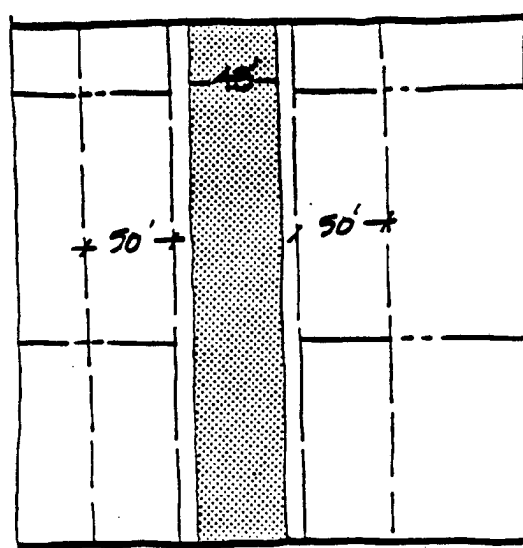
The main boulevard, Prince George's Boulevard, a 102 foot right-of-way will have an 80 foot building restriction line along the full length of the drive. The other major streets with 70 foot rights-of-way will have a 50 foot building restriction line. Intersections will be kept clear as shown. (See illustrations accompanying "Landscape Concepts" section).

The building envelope drawing indicates those sites which have building restriction lines established due to various physical restriction such as soils and slopes. The parcels depicted on the plan which do not have these physical restrictions are subject to the limitation described in this section. The sites shown within the sludge entrenchment areas will be reserved until such time as a determination is made regarding the building capacity of that area.

MAIN BOULEVARD: 102' R/W



PRIMARY ROADS: 70' R/W



### Parking Envelopes

The required parking to be provided on any site regardless of size will be constructed within the limits indicated by the accompanying drawings. In most cases the building envelope and parking envelope may coincide. Those parcels which have additional restrictions are shown as shaded areas on the building envelope map. The accompanying drawings show how the parcels are generally affected by the building/parking restrictions described earlier.

### Height Limitations

The land uses approved with the Basic Plan will generate a range of needs for floor area. The manufacturing/wholesale uses, which constitute a majority of the land area, will not be likely to generate a building higher than three stories. The nature of the uses approved will dictate the heights of the buildings on the basis of economics, parking requirements, and the established building envelopes. On the other hand, the office/research may require multistory structures. A 10 story height limitation will be placed on these uses in order to minimize the effects on neighboring residential uses.

### Building Appearance

Businesses which locate in the Center will be encouraged through the review of their Specific Design Plans to provide architecturally attractive facilities which fit well with the surrounding landscape as well with other buildings on the property. The submittal of building elevations is required during the Specific Design Plan review at which time the County can control the kind of buildings it allows in the Center. Covenants, to be recorded after the Specific Design Plans are approved, will spell out specific restrictions which will be placed upon the properties.

### Building Intensity

When the Basic Plan was approved, the District Council established limits on the gross floor area which will be allowed for each approved land use. These limits, listed previously in this report, will have to be distributed through the individual lots and will have to be monitored through subsequent review stages and the development authority which will manage the Center. Restrictions established through the use of the prescribed building envelopes will also effect the layout of each lot. In addition, the economics of building construction coupled with off street parking requirements will have an effect on the intensity of each site as well as the entire project.



Recreation

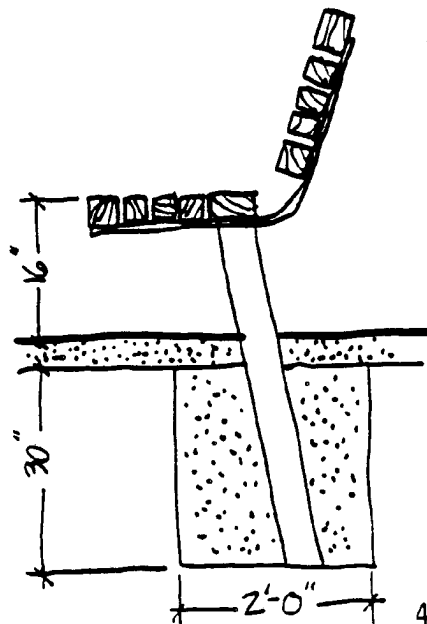
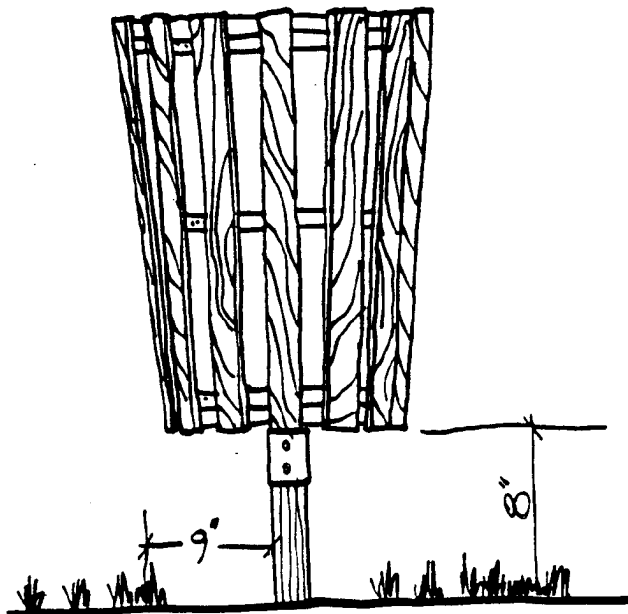
Collington Center, a Planned Business Community, will afford an opportunity for a wide range of recreation facilities in a comprehensively designed business community. The promotion of recreation for a business community is in keeping with the growing nationwide concern of employers with the general health and physical fitness of their employees.

A lake to be constructed adjacent to U.S. 301 will be the focal point for the development of the Center. The lake will be surrounded with open space to be used for recreational purposes it is anticipated that the lake will be a beneficial design feature which will help the County attract a hotel/motor inn franchise at what will eventually be the main entrance to the Center.

The facilities for this complex might include, but not be limited to a small par-three or executive 3-hole golf course, softball/football fields, driving range, putting green, tennis courts, multi-purpose courts, and a physical fitness course. However, by allowing flexibility in this stage of the design, the potential will exist in the final phase of the Comprehensive Design Zone process to tailor the facilities to the desires of the occupants of the community. The golf course, for which space was allotted in the Basic Plan, is not precluded by this plan.

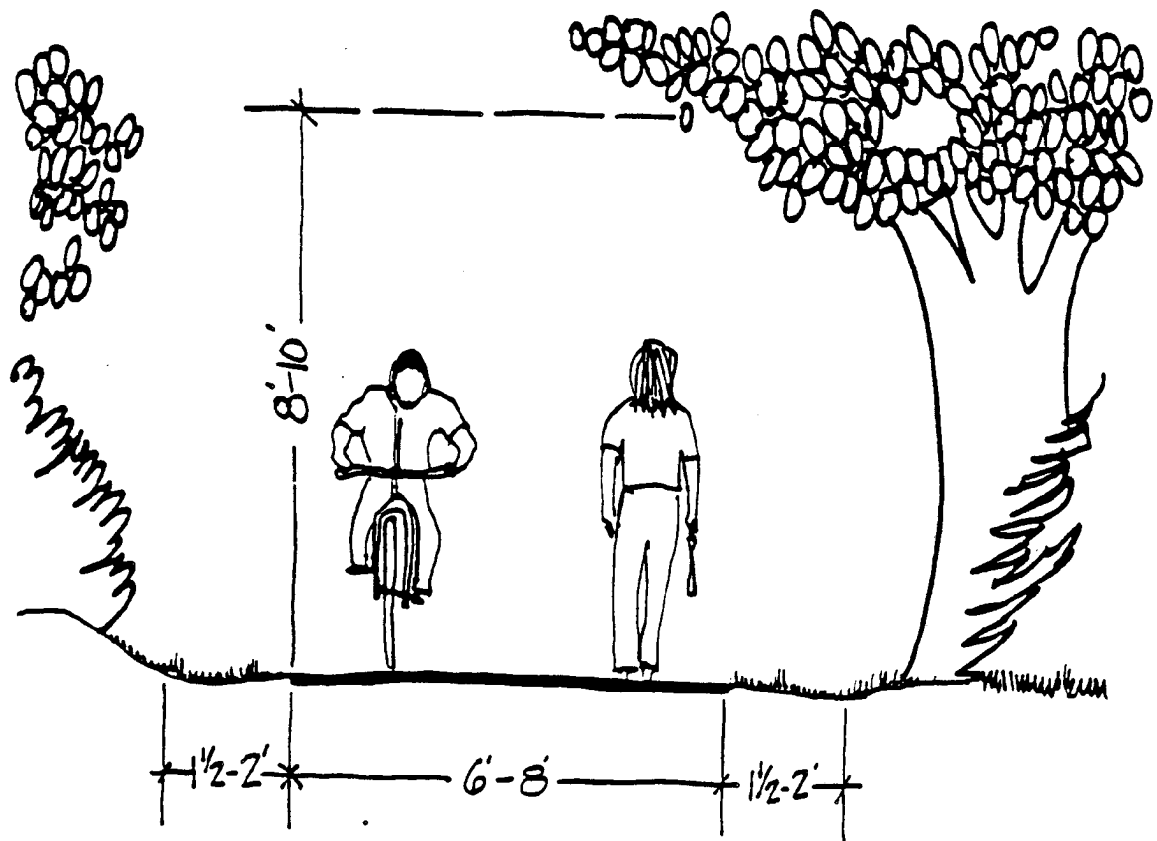
All pedestrian paths and hiker/biker trails to be provided within Collington Center will be constructed to the standards specified by the M-NCPPC Department of Parks and Recreation.

All recreational facilities will be connected to the proposed lake by a continuous pedestrian, hiker/biker trail. Visitors to the Collington Center Motor Inn will be able to walk to all areas of the Center. The path system will provide the means for a connection to any future public trail along the Collington Branch floodplain. The drawings below show details of the paths and outdoor furniture to be provided.



4-5

The open space network of the Basic Plan is respected by the Comprehensive Design Plan. A portion of recreation facilities will be available for general public use after certain hours and on weekends. Currently, a county-wide hiker-biker trail system exists north of Central Avenue in the Pointer Ridge area. This hiker/biker system will be extended to the southern end of the project and be brought into the project to promote walking and biking to work. Construction of recreation facilities will be in phase with development of the business community.

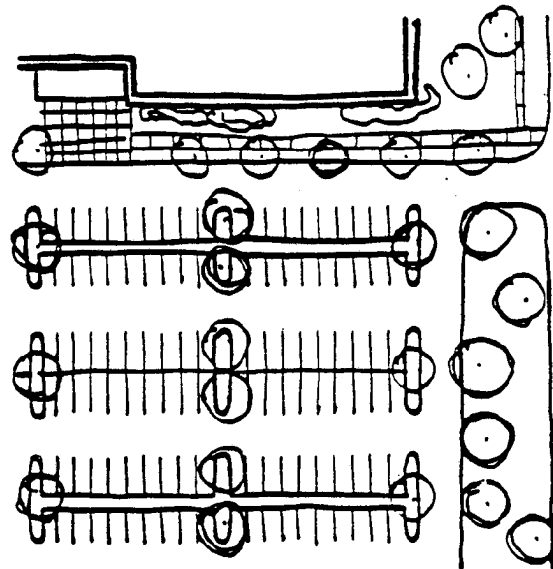


### Signs:

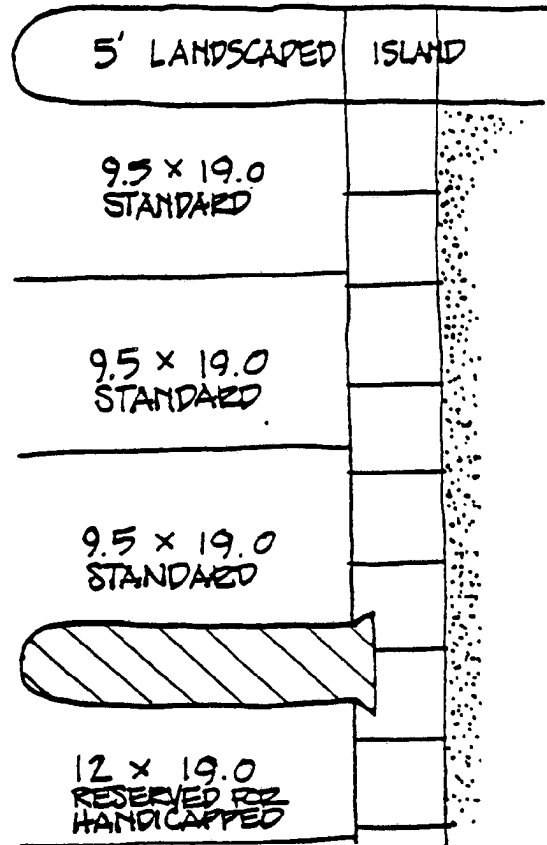
1. Signs to be used throughout the park as guide/informational signs will have a Modula Bold typeface. Stop-signs, yield and other traffic signs will be those symbol signs adopted by the U.S. Department of Transportation.
2. Signs identifying industrial businesses will be ground mounted only. No wall mounted signs will be permitted. Plant materials and earth mounding will be used to enhance their appearance. See landscaping guidelines.

### Parking Lots

1. All parking bays will have grass planted islands at the extremities of the rows.
2. Any bay having 20 or more spaces will have an intermediate planter equal to the width of one parking space (9.5' x 19').
3. At least every other bay will have a three foot minimum lawn strip in the center.
4. All bays which are the first bay adjacent to a building or main aisle will have a three foot minimum width lawn strip grass planter in the center.
5. All perimeter aisles will be 24 feet wide.
6. Screen planting will be provided in islands between major streets and parking lots.
7. Open space, associated with lots, other than that required for internal landscaping will be clustered where possible to create useful green areas.



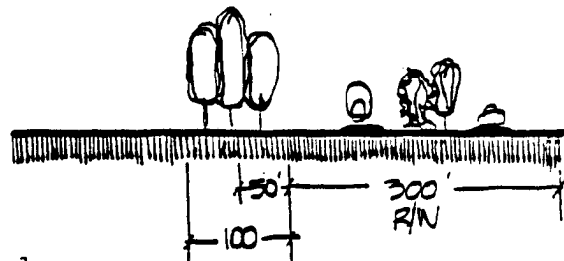
8. All spaces will be 9.5' x 19' unless designated for use by the handicapped. Those spaces will be 12' x 19' including a 4' aisle and curb ramp.



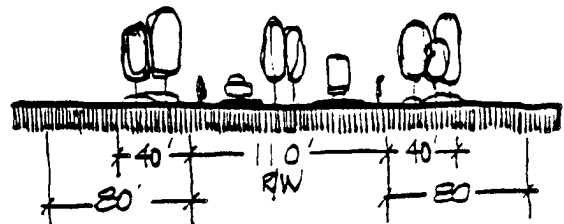
### Landscape Concepts

1. Properties adjacent to U.S. 301 will be screened from the highway by earth mounding and evergreen screen planting combinations. Existing vegetation will be saved where it can become part of the screen.
2. Prince George's Blvd. (102' RW) will have street trees planted in the median in a natural setting with trees and shrubs in attractive groupings. Light fixtures will be on sides at established intervals. Low growing shrubs and flowering material will be placed in islands where acceleration/deceleration lanes are provided.

### U.S. 301

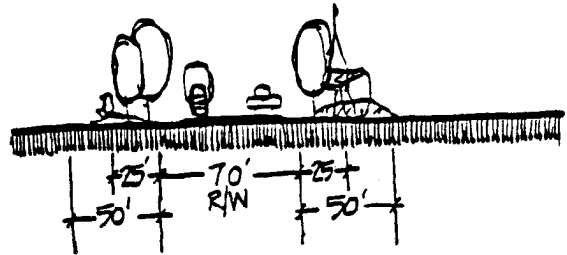


### MAIN BOULEVARD

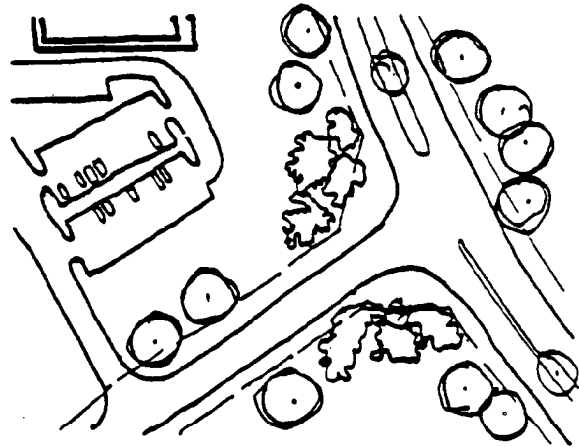


3. The primary streets (70' R/W) have street trees planted along the curb line. Street lights will be staggered.

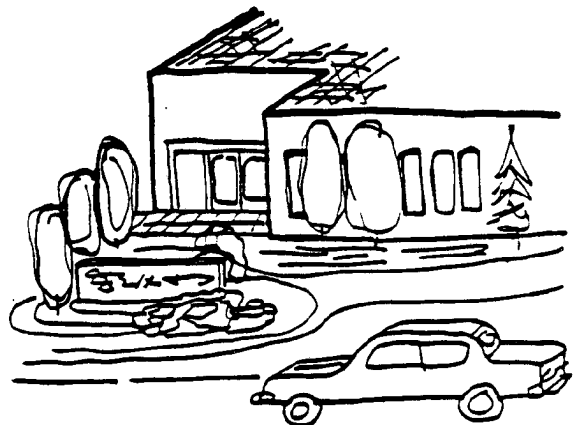
### PRIMARY STREETS



4. Corners of intersections will be planted with low-growing, broad-leaved shrubs in combination with flowering annual beds. Sight distance will not be obstructed by these plant materials.



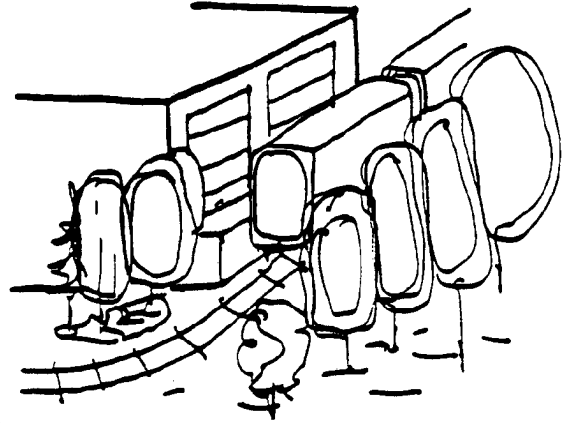
5. Signs provided as identification for individual businesses will be enhanced by the provision of plant materials and earth mounding. These structures will be well placed to complement the building design and its grounds. Vistas will be created where feasible which will center attention on the facility to be identified.



6. All parking lots will have shade trees provided at the ends of parking bays and at intermediate points as appropriate, according to the guidelines established for parking lots.

See Parking Lot Detail!

7. Loading areas visible from public streets will be screened with evergreen plant materials.



8. The recreational/open space areas will be enhanced with selective plantings which will provide shade for sitting areas and a variety of seasoning color variation. In addition evergreen and flowering shrubs will be distributed around public assembly areas to add to their appeal.

PAGE 4-11 OMITTED

### Proposed Access Points

The property will be served ultimately by three or four access points. The main access will be from U.S. 301 approximately one mile south of its intersection with Central Avenue and will connect with Prince George's Boulevard, having a 102 foot right-of-way with a wide planting island. A second access point will be provided north of the main entrance. It will provide an additional primary access point which will make the property easily accessible from U.S. 301. Ultimately, a third access point to the property will be provided through the Inter-County Connector. This entrance will provide access to the property from areas to the south and west. The fourth entry point will be from Central Avenue (Md. Route 214). It will be contained in a 70 foot right-of-way and will provide access to the office/research facilities located in the northern quarter of the site. A graphic description of these points is provided on the circulation plan.

The Transportation Planning Division has conducted a detailed analysis of the trips to be generated and the staging of the circulation system. The overall staging program for the site is described both graphically and with descriptive text detailing the staging plan.

### Fire Safety

In order to insure adequate fire protection, the construction of any three story or higher structure within the Collington Center will be subject to a covenant requiring sprinkler installation unless already required by law.

### Provisions for the Handicapped

All Facilities constructed in the Collington Center will be easily accessible to the handicapped. Ramps and elevators will be provided to assist the handicapped. Specifically marked parking spaces will be provided according to the requirements of the Prince George's County Code. These spaces will be located as close to the buildings as possible in order to reduce hazards encountered in gaining access to the buildings. These provisions will be included in the covenants to be used in the development of the Center.

### Enforcement of Design Principles

The design principles presented in this section are intentionally general in order to give prospective users the flexibility to create the desired environment through their own designs. These principles are intended to guide the users as they prepare their Specific Design Plans to be reviewed by The Maryland-National Capital Park and Planning Commission. The Commission staff will be seeking to assure that the intent of these general guidelines have been met and that the overall appearance of the Center will be enhanced.



The Commission staff along with other agencies of the Prince George's County Government will work together to set up the basic framework of the Center. The Department of Public Works and Transportation will be constructing the necessary roads as part of the spine of the Center. Landscaping in the median strips and peripheral street trees in the rights-of-way will set the tone for the Center. Subsequent reviews of proposed designs will seek to guarantee that the tone is carried successfully throughout the development of the property. Additional, more restrictive covenants and/or standards may be established by the future users of a particular parcel to create the kind of atmosphere desired for that particular business. The reviewing staff will work closely with future clients to achieve the desired environment.

# Public Benefit Features

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5

This proposal calls for a variety of land uses to be developed in Collington Center. There will be traditional industrial uses as well as administrative, professional and research offices; commercial sales and display areas for goods produced on the premises; and commercial sales and service areas designed to serve the dominant industrial and institutional uses and their employees.

The provision of such non-industrial uses is regulated by Section 27-331 of the Zoning Ordinance which states that such uses are only allowed if the project provides: 1) twenty percent (20%) of the lot area retained as open space and improved by landscaping and design amenities; and 2) the landscaping of parking compounds in such a way that expanses of parking will be relieved by natural features and changes in grade.

This project does provide these required features. 474 acres out of 1,281 acres will be retained as open space and the parking areas will be sensitively designed (See Design Principles).

## LIBRARIES

Like schools, library needs are determined based on residential population. Because residential population will not be generated from within the proposal, the Center will not have an impact on the adequacy of existing libraries or create the need for new facilities. Although library facilities have traditionally been located near or in residential areas, the Library System is currently reviewing a concept of providing mini-libraries in commercial areas, primarily retail shopping centers. While the Collington Center proposal includes some commercial uses, the location and nature of these uses will be oriented toward serving the Center employees. These facilities are not intended to attract users from outside the park. Therefore, the need for construction of a mini-library facility in the Center, should the concept be endorsed, is not anticipated.

## HEALTH AND HOSPITAL FACILITIES

Standards relating to health and hospital care other than emergency services are normally associated with residential population. Therefore no additional needs can be identified as a result of the development of the Collington Center. For this reason, neither hospital nor public health facilities are proposed in the Center.

Employees and visitors to the Center will be adequately served for emergency medical care. Adequate ambulance service is presently provided by two ambulance units at the Bowie Volunteer Fire Department and Rescue Squad No. 3 in the Pointer Ridge section of Bowie, approximately one mile north of Md. Route 214. Ambulance service to the Center will be within the five minute response time standard recommended by the Prince George's County Fire Department. The Center will also be served by rescue squad service from the Marlboro Volunteer Fire Department, Company 20. Rescue squads provide emergency rescue service required in high-speed automobile accidents, serious structural fires, and cave-ins. In addition, the Center will be well within the 30 minute travel time standard (for emergency care) to the Bowie Ambulatory Care Center. The Ambulatory Care Center, located at the southwest quadrant of the U.S. Route 50/Md. Route 197 interchange, is scheduled to begin operations by late 1978.

The Center will also be served by a paramedic unit specially equipped to provide advanced emergency medical care similar to that available in a hospital emergency room. This unit will be located in either Company 43 (Pointer Ridge) or in Company 39 (Belair) and is expected to be in operation by early 1979. While the Pointer Ridge location is preferable from the standpoint of the Collington Center, and has been recommended by the Emergency Medical Services Advisory Council, a determination to locate the unit at Company 39 would also result in adequate coverage for the Center. An official response time standard for paramedic units has not yet been adopted. Current Fire Department allocates the units to areas of high ambulance service demand. The Emergency Medical Services Advisory Council is expected to recommend a ten minute response time in urban areas. If such a standard is adopted, the

the Collington Center will be adequately covered for paramedic service at either location. It should also be noted that in the event of a serious medical emergency, an ambulance unit will arrive at the scene within a five minute response in order to provide basic emergency care.

## POLICE FACILITIES

The Collington Center will be served by the Bowie (District II) Substation located on Md. Route 301 within Collington Center. No additional police facilities are therefore required.

## FIRE FACILITIES

Adequacy of fire protection for the Collington Center will be assured for three reasons. First, existing stations and apparatus locations are adequate for engine, ambulance, and rescue squad service to the site. Second, state and local ordinances require the installation of automatic sprinkler systems for most manufacturing, warehousing, commercial, office, and institutional structures. Finally the construction of any building, not adequately protected by ladder truck service and not specifically covered under state and local law, will be subject to a covenant requiring automatic sprinkler installation, until such time as adequate ladder truck service can be provided.

The Collington Center is located in Fire Demand Region 6 as identified in A Systems Analysis of the Prince George's County Fire Department, (M-NCPPC Research and Special Studies Division, August 1977). The Center will be served by the Bowie Volunteer Fire Department and Rescue Squad No. 3 (Company 43) located in the Pointer Ridge section of Bowie, as well as the Marlboro Volunteer Fire Department No. 1 (Company 20).

Company 43 is equipped with two engines and two ambulances. It is located approximately three-quarters of a mile north of the Route 214/Route 301 interchange. Due to its proximity to the Center and the favorable travel time factors associated with Route 301, a four-lane divided highway, average travel times to the site are expected to compare favorably with the 4.07 minute travel time estimated for the demand region as a whole. This would apply particularly to the areas scheduled for development in stages 1 through 3.

Existing ladder truck service to the Center, however, cannot be provided within the adopted response time standards. Ladder trucks are required to provide rescue services in cases of serious structural fires in buildings three or more stories in height. The first due ladder company is located in Upper Marlboro (Company 20) located approximately five to six miles from the site. While it is difficult to accurately predict expected travel times, travel times from Company 20 to the Center will probably fall in the six to eight minute range, well outside the County standard for ladder trucks in urban regions.

A fire station to be located in the Bowie New Town Center was proposed in the FY 1978-83 Capital Improvement Program. However, funding for this facility was not programmed until after year five of the CIP. When the station is constructed, ladder service will be provided at that site.

Due to the limited nature of existing ladder service, it is necessary to examine the alternatives for providing adequate protection in buildings of over two stories in height. Transferring the ladder truck currently located in Company 39 in the Belair section of Bowie to the Pointer Ridge location is one such option. However, current manpower information indicates that the addition of ladder service in the Pointer Ridge station would require the hiring of five additional career fire-fighters at a cost of \$87,542 per year for compensation and operating expenses (1978 dollars).

An alternative to reliance on ladder service for fires in structures of over two stories, is the use of automatic sprinkler systems. Such sprinkler systems have been estimated to be 99 percent effective in extinguishing or containing fires until the arrival of ladder service at the scene. Due to the potential for lost time in reporting a fire, sprinkler systems are often considered to be more effective in saving life and property than ladder truck service, even when such service can be provided within acceptable response times.

The Prince George's County Building Code (Section 1204.00) currently requires the installation of automatic sprinkler systems in all structures used for the manufacture, storage, or sale of combustible materials when they meet certain size, height, and construction criteria. Depending on the fire resistance qualities of the type of construction used, sprinklers are required for structures ranging from one story in height and 3,000 square feet in area to more than three stories or forty feet in height or more than 10,000 square feet in area. Generally speaking where less protection is provided by the type of construction used, automatic sprinkler systems requirements are more stringent. Given the requirements (for sprinkler systems) provided for in the ordinance, fire protection for manufacturing, warehousing, and commercial structures is considered to be adequate.

Office buildings and institutional buildings are not subject to the same requirements provided for other uses in the County Building Code. However, state law requires the use of automatic sprinkler systems in all buildings constructed for human occupancy over 75 feet in height. In areas where the local fire department determines that ladder service to a site is adequate, requirements for sprinkler systems for buildings of more than three stories or more than 45 feet but less than 75 feet in height may be waived. Given the fact that existing ladder service to the area does not meet travel time standards set for ladder trucks, the state law requiring automatic sprinkler systems for structures of four or more stories will apply.

State and local ordinances provide for sprinkler systems in all structures which would require ladder service with two exceptions: three-story office and institutional buildings. Since the County's Fire Department has determined that three story buildings require ladder protection, it becomes necessary to insure that automatic sprinkler systems be installed in such buildings where existing ladder service is not adequate. To insure that such protection will be available, the construction of any three story office or institutional structure within the Collington Center will be subject to a covenant requiring sprinkler installation. In this way, the adequacy of fire protection can be assured.

# Transportation Analysis

# 7

## SUMMARY

The purpose of this chapter is to present a traffic study to determine the development that can be accommodated with the existing road system and to present a staging of development based on planned improvements to the road network.<sup>1</sup>

Development of the regional road network is staged according to current capital improvement programs, needs projections, and master plans. An internal road system and land development schedule is correlated with the regional road network stages to produce a staged development plan.

## SITE SITUATION

### Study Area

Figure 1 shows the relationship of the site to the regional road network. U.S. Route 301 provides access north to Baltimore and south to southern Maryland. U.S. Route 50 provides access east to Annapolis and U.S. Route 50 and Maryland Routes 214 and 4 provide access west to I-95 and the District of Columbia.

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<sup>1</sup> The traffic study was based upon the following assumed land use pattern:

Commercial Recreation	41 acres
Research/Office	52.5 acres
Manufacturing/Wholesale	468 acres
Manufacturing/Office	101.5 acres
Manufacturing/General	161 acres
Industrial Reserve	173 acres
Open Space and Reserve	284.5 acres

Since completion of the traffic study, refinements to the proposed land use have been made (See chapter entitled "The Plan"). The result is a reduction in traffic over that shown in this chapter. However, the general conclusions remain valid.

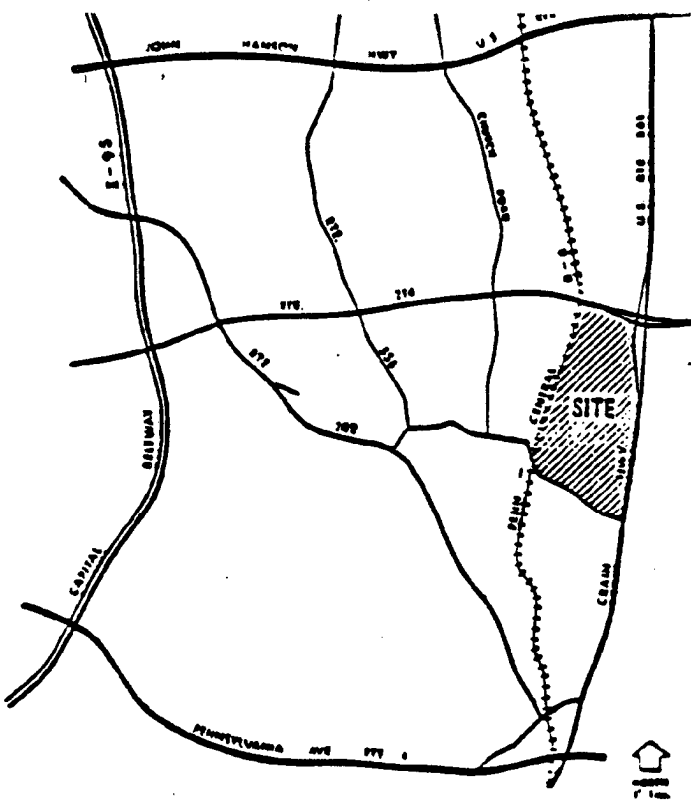


FIGURE 1  
REGIONAL ROAD NETWORK

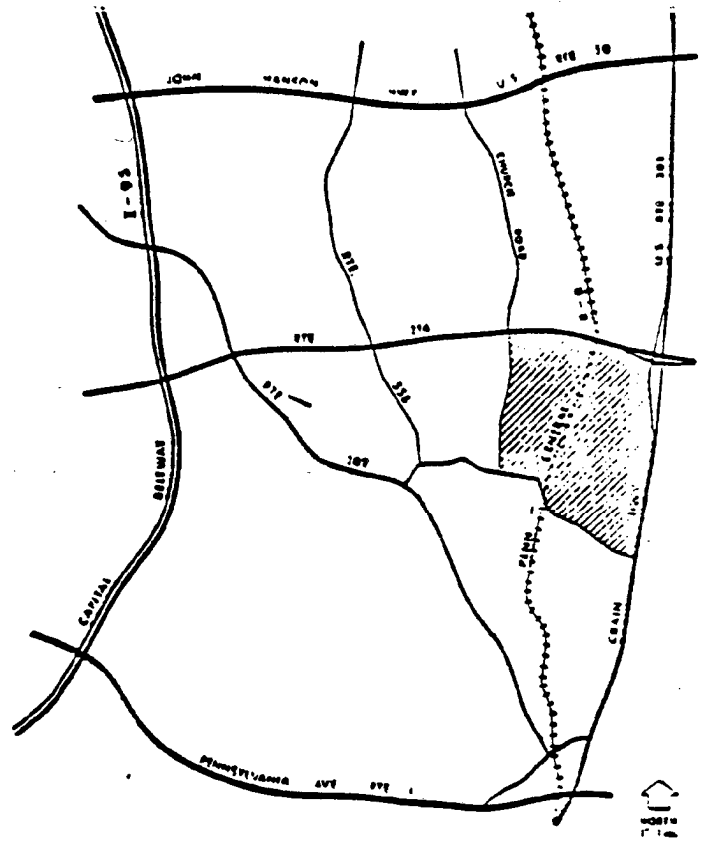


FIGURE 2  
STUDY AREA

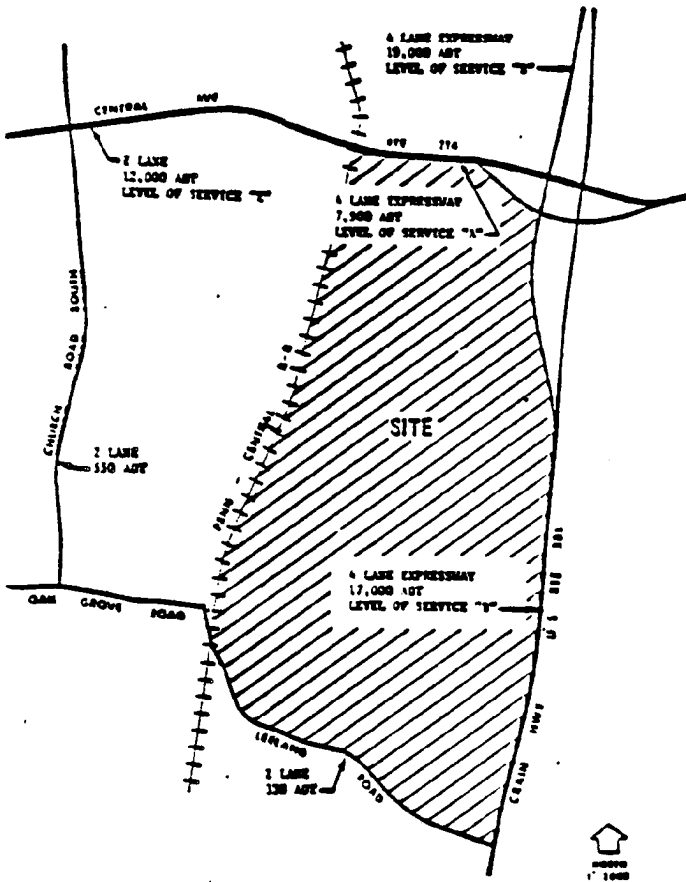


FIGURE 3  
EXISTING ROAD INVENTORY

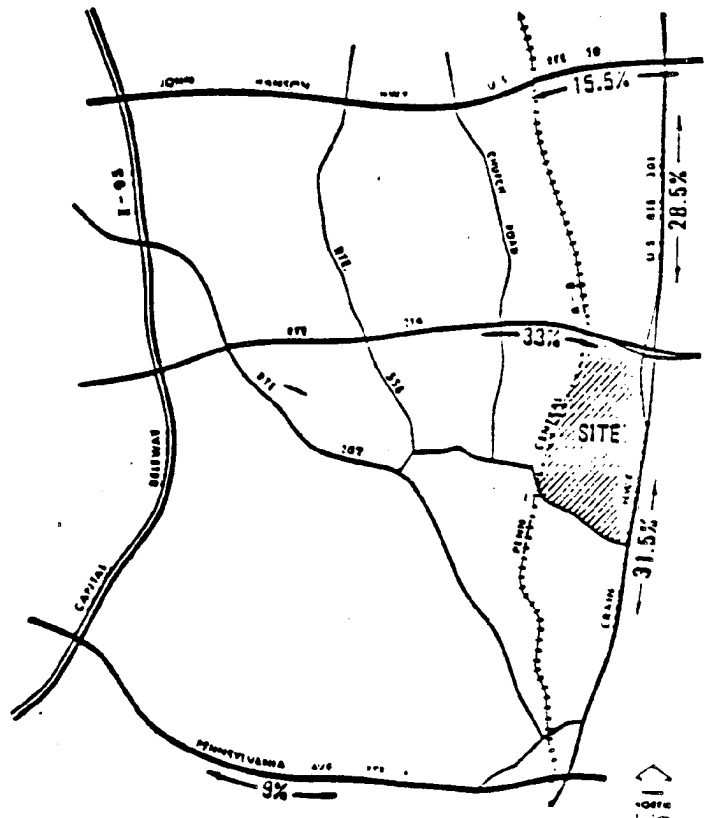


FIGURE 4  
TRIP DISTRIBUTION  
EXISTING ROAD SYSTEM



The study area (Figure 2) is bounded by U.S. Route 301, Leeland Road, Church Road and Maryland Route 214 (Central Avenue). The study area adds that area proposed by the Master Plan for employment uses which should be integrated with Collington Center via the proposed Inter-County Connector and the Penn Central Railroad. North of the study area is the Pointer Ridge subdivision of Bowie and further vacant land proposed for employment on the Bowie-Collington Master Plan. West of the study area is the developing residential area of Kettering. South and east of the study area is mostly undeveloped land with several small subdivisions on Queen Anne Road and the Marlboro Meadows Subdivision south on U.S. Route 301.

### Inventory

U.S. Route 301 is a 4-lane divided expressway adjacent to the site. It carries 19,100 vehicles per day north of the interchange with Maryland Route 214, 17,000 vehicles per day south of Maryland Route 214, and 16,800 vehicles per day south of Leeland Road. Leeland Road is a narrow 2-lane road without shoulders and having a number of one-lane bridges. It carries 330 vehicles per day. Church Road is a 2-lane road carrying 550 vehicles per day. Maryland Route 214 (Central Avenue) is a 4-lane divided expressway from just east of U.S. Route 301 to west of the site. From there west it is a 2-lane roadway to the Capital Beltway. It carries, 7,900 vehicles per day west of U.S. Route 301 and 12,000 vehicles per day east of Maryland Route 556. Figure 3 summarizes the existing road inventory showing existing average daily traffic (ADT), and the existing level of service based on ADT.

### Proposed Improvements

#### A. Prince George's County Capital Improvement Program 1978-1983:

Rehabilitation of on-grade Penn Central Railroad crossings with Oak Grove Road and Leeland Road will include horizontal and vertical realignment, clearing of heavy vegetation and installation of more prominent warning signs.

#### B. State's 5-Year Improvement Program 1979-1983:

1. Reconstruct Maryland Route 214 (Central Avenue) as a 4-lane divided arterial from a proposed interchange with Maryland Route 202 to west of U.S. Route 301. Funds for project engineering are projected through FY 1980.
2. Reconstruct Maryland Route 556 as 2-lane from Maryland Route 202 to Maryland Route 214. Funds for project engineering are projected through 1982.
3. U.S. Route 50 has been designated I-97 and is proposed as a 6-lane freeway from I-95 to the Anne Arundel County line. Construction funds are projected for 1983.

#### C. State's 20-Year Highway Needs Study 1979-1998:

1. Reconstruct U.S. Route 301 as a 6-lane divided roadway from Leeland Road to U.S. Route 50, critical.

2. Reconstruct U.S. Route 301 from a four to a six lane divided roadway from Leeland Road to the Charles County line, non-critical.
3. Reconstruct Maryland Route 4 to a six-lane freeway from U.S. Route 301 to Maryland Route 223, non-critical.
4. Reconstruct Maryland Route 214 to a six-lane divided roadway from Maryland Route 202 to west of U.S. Route 301, non-critical.

D. Master Plan for Bowie-Collington:

1. A collector road (C-266) is shown extending south from Central Avenue into the subject property and then west to connect to Church Road.
2. Oak Grove Road - Leeland Road is proposed as an arterial (A-94) between Maryland Route 556 and U.S. Route 301.

TRAFFIC ANALYSIS

Trip Generation

Table 1  
Trip Generation Rates

Development	Average Daily Traffic	Percent In PM Peak Hour	PM Peak Hour Directional Split
Commercial/ Recreation <sup>1</sup>	5.1 trips/ day/acre	-	-
Research/ Office <sup>2</sup>	4.8 trips/ day/1,000 sq. ft.	22%	20% in/ 80% out
Manufacturing/ Wholesale <sup>2</sup>	3.1 trips/ day/1,000 sq. ft.	13%	20% in/ 80% out
Manufacturing/ Office <sup>2</sup>	14 trips/ day/1,000 sq. ft.	15%	20% in/ 80% out
Manufacturing/ General <sup>2</sup>	4.8 trips/ day/1,000 sq. ft.	18%	20% in/ 80% out
Industrial/ Reserve <sup>2</sup>	5.9 trips/ day/1,000 sq. ft.	17%	20% in/ 80% out
Golf Course <sup>1</sup>	9.1 trips/ day/acre	-	-

*REVISE*

<sup>1</sup> Source: Institute of Transportation Engineers, Trip Generation

<sup>2</sup> Source: M-NCPPC publication, Guidelines for the Analysis of the Traffic Impact of Development Proposals

Table 2  
Vehicle Trips

Development	ADT	PM Peak Hour	
		In	Out
Commercial/Recreation	209	-	-
Reserach/Office	3,293	145	579
Manufacturing/Wholesale	25,278	657	2,629
Manufacturing/Office	24,759	742	2,971
Manufacturing/General	13,465	484	1,939
Industrial/Reserve	15,561	529	2,116
Golf Course	1,051	-	-
	<u>83,616</u>	<u>2,557</u>	<u>10,234</u>

REVISE

Trip Distribution

Trip distribution was obtained from data used in developing the transportation network of the 1977 Proposed General Plan Amendment. Figure 4 shows the trip distribution which would apply to the ultimate road system and was used as a guide for distribution at other stages in the development of the road system. It was assumed that as road links are improved and development progresses the trip distribution will change as drivers seek the minimum time path to their destinations. No trips were assigned to transit.

Network Evaluation

To obtain a general overall picture of the traffic situation resulting from the development, the average daily traffic at several points on the road network were observed. It was assumed that the development traffic would distribute itself so that the critical roadway links would all operate at the same level of service. The critical roadway links become Maryland Route 214 west of U.S. Route 301 and U.S. Route 301 north and south of Maryland Route 214. The amount of traffic that could be added to existing traffic to bring the critical links to the upper limit of Level of Service "D" divided by the percentage of development traffic distributed to that link gives the total development traffic dictated by that point.

To allow for through traffic from development off-site the existing traffic was projected at 3 percent per year. The 3 percent is lower than the historical growth on Maryland Route 214 and higher than the historical growth on U.S. Route 301. The 3 percent rate should, therefore, account for such extensive development as the Bowie Town Center and the continued residential expansion of Bowie.

Figure 5 shows the existing situation. The two-lane section of Maryland Route 214 can accommodate 11,200 vehicles per day at Level of Service "D". Its existing volume exceeds this amount and, thus, no development traffic would be assigned to this critical link. Equal

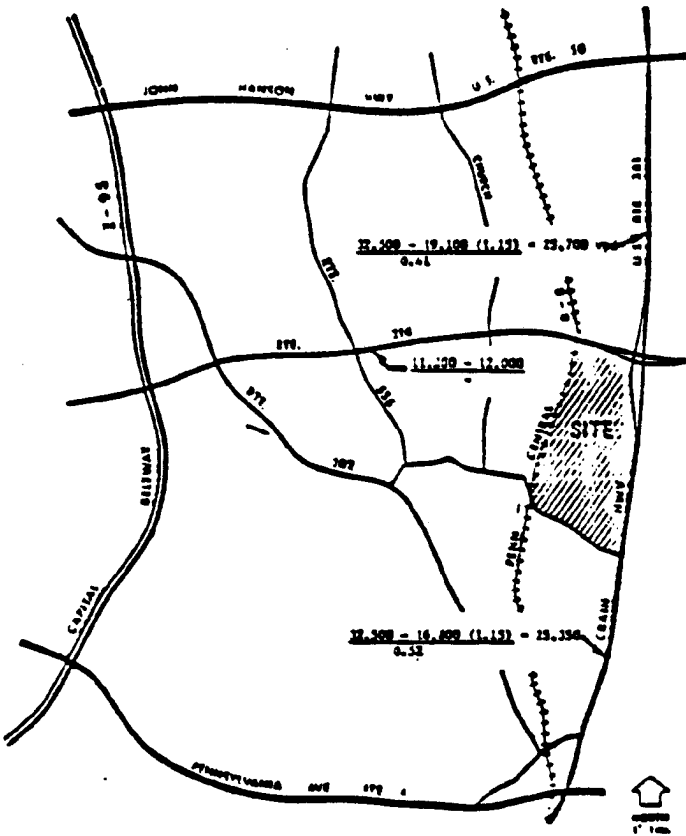


FIGURE 5  
EXCESS CAPACITY  
EXISTING ROAD SYSTEM

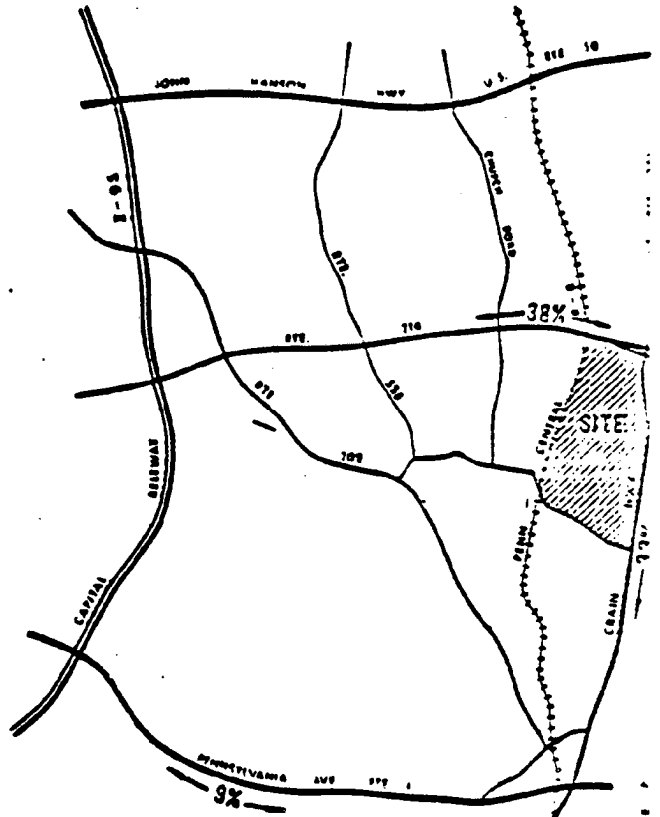


FIGURE 6  
TRIP DISTRIBUTION  
ROUTE 214 - 4 - LANE  
STAGE II

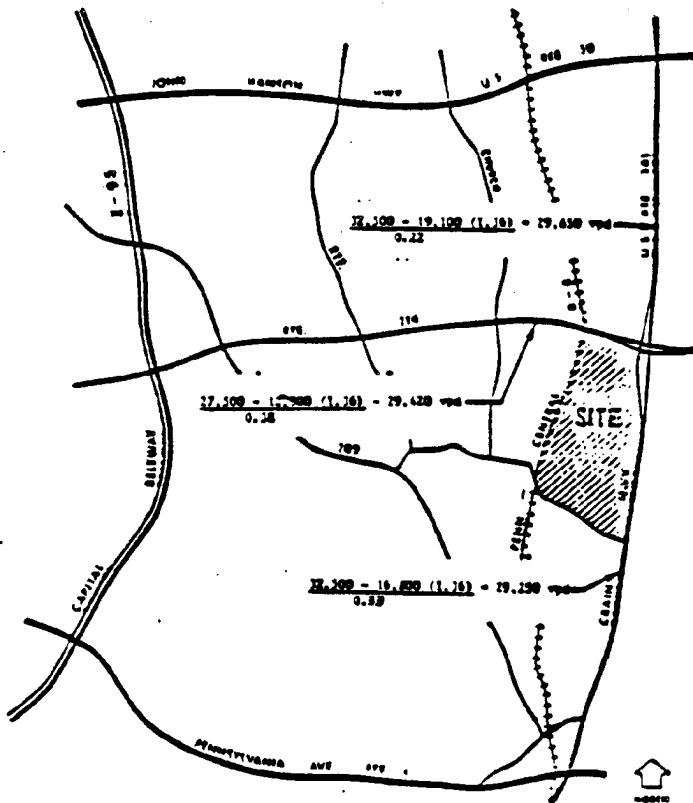


FIGURE 7  
EXCESS CAPACITY  
ROUTE 214 - 4 - LANE

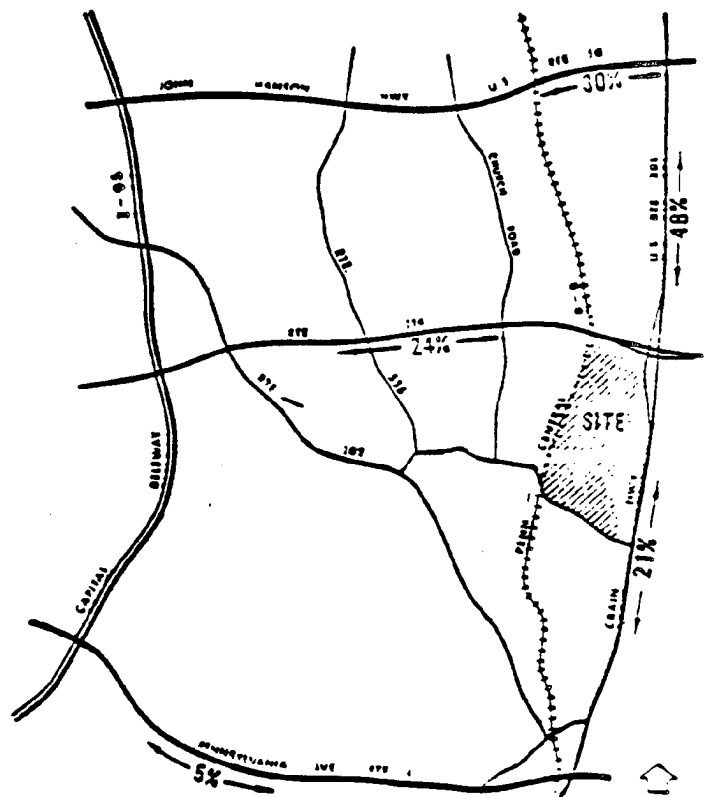


FIGURE 8  
TRIP DISTRIBUTION  
U. S. ROUTE 301 - 6 - LANE  
STAGE III

Loading of the two remaining links produces the distribution shown in Figure 5. This distribution is not really reasonable since some traffic would use Maryland Route 214 and with the traffic going to the Capital Beltway mostly going north the distribution should be more heavily toward U.S. Route 50.

As a check the traffic analysis was compared to the traffic report for the Bowie Town Center prepared by R. H. Pratt Associates, Inc. The first phase of development for the Bowie Town Center corresponds with the first phase development of the employment park in terms of timing. The Bowie Town Center report also assumed a 3 percent annual growth in traffic to estimate development outside of the Town Center. The study considered all development within the area bounded by U.S. Route 301, U.S. Route 50, Maryland Route 556 and Maryland Route 214. The report indicates that for a phase I development completed in five years improvements to Maryland Route 214 and U.S. Route 50 would be needed.

Taking the two analyses together would indicate that the first phase development of both proposals cannot be handled by the existing road system.

The Phase I Comprehensive Design Zone application proposed a three phase development as outlined in Table 3.

Table 3  
Vehicle Trips by Phase

Development During Phase I		PM Peak Hour	
	ADT	In	Out
Commercial/Recreation	25	-	-
Research/Office	502	22	22
Manufacturing/Wholesale	4,861	127	505
Manufacturing/Office	-	-	-
Manufacturing/General	-	-	-
Industrial/Reserve	1,529	52	208
Golf Course	-	-	-
	<u>6,917</u>	<u>201</u>	<u>801</u>
Development During Phase II		PM Peak Hour	
	ADT	In	Out
Commercial/Recreation	61	-	-
Reserach/Office	972	43	171
Manufacturing/Wholesale	12,234	318	1,272
Manufacturing/Office	5,854	176	702
Manufacturing/General	4,433	160	638
Industrial/Reserve	720	24	98
Golf Course	1,051	-	-
	<u>25,325</u>	<u>721</u>	<u>2,881</u>

Development During Phase III	ADT	PM Peak Hour	
		In	Out
Commercial/Recreation	123	-	-
Research/Office	1,819	80	320
Manufacturing/Wholesale	8,183	213	851
Manufacturing/Office	18,905	507	2,269
Manufacturing/General	9,032	326	1,300
Industrial/Reserve	13,312	453	1,810
Golf Course	-	-	-
	<u>51,374</u>	<u>1,639</u>	<u>6,550</u>

The first scheduled road improvements would be the upgrading of Maryland Route 214 to a four lane arterial and U.S. Route 50 to a 6-lane freeway. These facilities were assumed to be in place by 1990 to correspond to the second phase development proposed for Collington Center. Equal loading of the three critical links produces the distribution shown in Figure 6 and the development traffic capacity shown in Figure 7. Maryland Route 214 can accommodate 27,500 vehicles per day at Level of Service "D". Its existing volume is 12,000 vehicles per day projected at 3 percent for 12 years. The 11,180 vehicles per day excess represents the 38 percent of the development traffic distributed to that link. Thus, a second phase development generating about 29,000 trips per day could be accommodated. The phase I and II development proposals would generate a total of 32,240 trips per day. Development through phase II could not be handled by the road system as improved to stage II.

The Bowie Town Center report projects traffic volumes for a 1990 intermediate development of the Town Center which could not be handled by this stage II road system.

The next stage in the development of the road network was assumed to be the improvement of U.S. Route 301 to six lanes from Leeland Road to U.S. Route 50. This is a critical item in the Twenty Year Needs Study. Again, it was assumed that the development traffic would distribute itself so that the critical roadway links would all operate at the same level of service. Equal loading of the three critical roadway links produces the distribution shown in Figure 8 and the development traffic capacity shown in Figure 9. U.S. Route 301 south of Leeland Road where it would still be a four-lane section can accommodate 32,500 vehicles per day at Level of Service "D". Its existing volume is 16,800 vehicles per day projected at 3 percent for 12 years. The 9,652 vehicles per day excess represents the 21% of the development traffic distributed to that link. The road system could thus support a development generating 45,960 trips per day. This is less than the 83,000 trips per day for full development. The improvement of U.S. Route 301 provides a road system which can nearly accommodate the intermediate phase development proposed by the Bowie Town Center report.

The fourth stage in the development of the road network was assumed to be the upgrading of Maryland Route 214 to a six-lane facility from U.S. Route 301 to I-95. This is a non-critical item in the Twenty Year

Needs Study. Equal loading of the three critical roadway links produces the distribution shown in Figure 10 and the development traffic capacity shown in Figure 11. The road system in this configuration could support development beyond the second phase, but not full development.

The Bowie-Collington Master Plan shows the Outer Beltway as a freeway running north-south parallel between the Penn Central Railroad and Church Road. The 1977 proposed General Plan Amendment, which reflects the current thinking on the Inter-County Connector (Outer Beltway), shows the road as a freeway to U.S. Route 50. From there south it becomes an expressway. At Maryland Route 214 it swings east across the subject property to a terminal interchange with U.S. Route 301. The Inter-County Connector south of the Baltimore-Washington Parkway has been deleted from the State 20-Year Highway Needs Study 1979-1998. The character and alignment of the Inter-County Connector as proposed by the General Plan Amendment is endorsed by this study. The segment between U.S. Route 301 and Maryland Route 214 is essentially an internal road for the subject site. It would have no effect on the regional distribution and capacity discussed here. Adding the segment from Maryland Route 214 to U.S. Route 50 adds additional capacity to the regional road system, but not enough to allow full development of Collington Center. As the final step in improvement of the road system the Inter-County Connector would be completed and U.S. Route 301 upgraded to six lanes from Leeland Road south. At that time full development of the Center can be realized.

### Internal Road System

Five stages for the development of the internal road system are proposed to correspond with the five stages in the development of the external road system. A level of development was assigned to each internal road system stage and the intersection levels of service tested.

Figure 12 shows the proposed Stage I internal road system. To this was added the phase I development proposal as given in Table 3. The north entrance would serve the research office development and the south entrance the manufacturing/wholesale and industrial/reserve.

At Stage II the two portions of the main arterial are connected around the lake (Figure 13) and the connection to Maryland Route 214 is made. This roadway configuration would handle phase I of the development proposal as given in Table 3 with Maryland Route 214 upgraded to four lanes.

Stage III (Figure 14) of the internal road system adds a third connection to U.S. Route 301 in the location of the Inter-County Connector. U.S. Route 301 has been upgraded to six lanes. Development of the phase II development proposal can be accommodated by this road system.

Stage IV (Figure 15) of the internal road system adds the Inter-County Connector from U.S. Route 301 to Maryland Route 214. This road is not strictly an internal road and its construction would have to

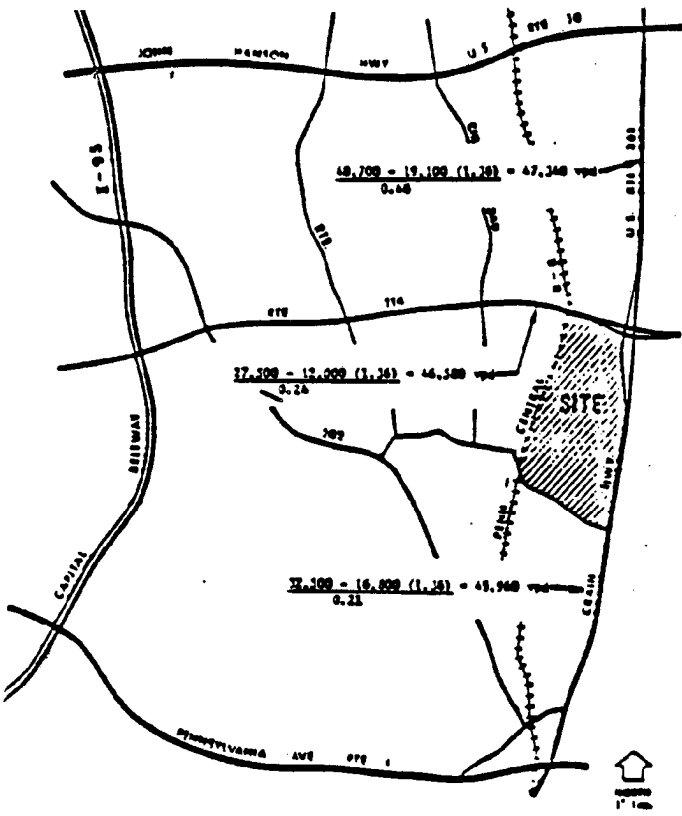


FIGURE 9  
EXCESS CAPACITY  
U.S. ROUTE 301 - 6 - LANE  
STAGE III

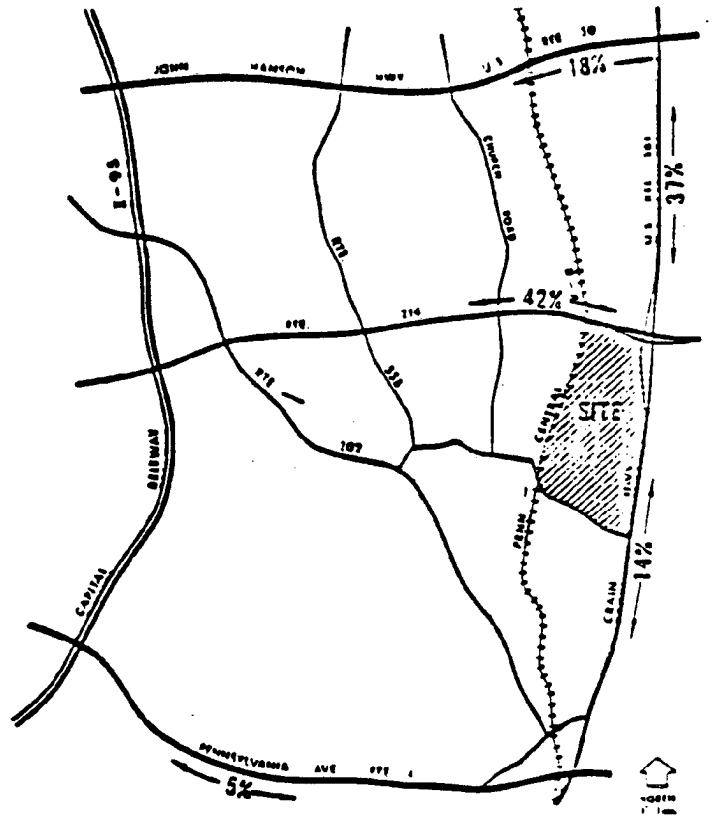


FIGURE 10  
TRIP DISTRIBUTION  
ROUTE 214 - 6 - LANE  
STAGE IV

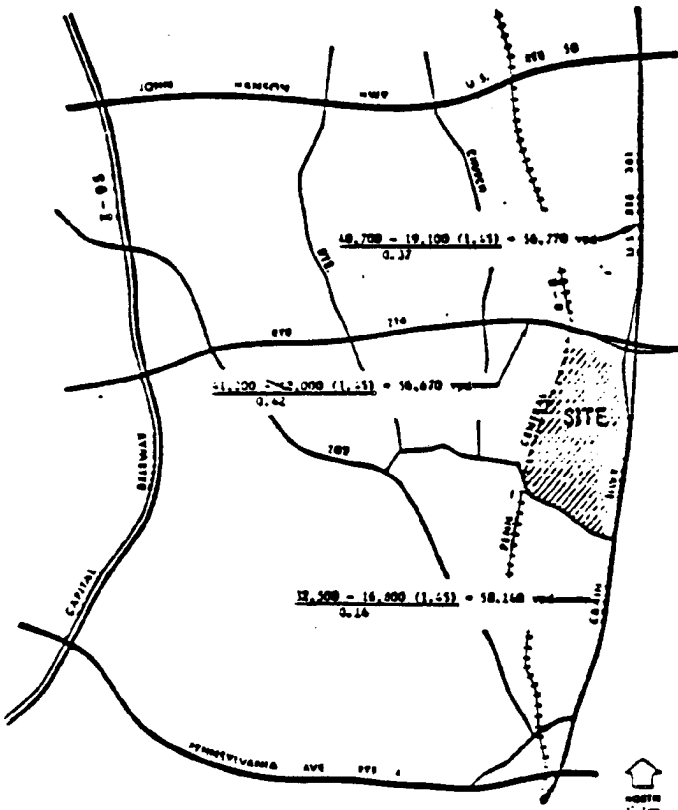


FIGURE 11  
EXCESS CAPACITY  
ROUTE 214 - 6 - LANE  
STAGE IV

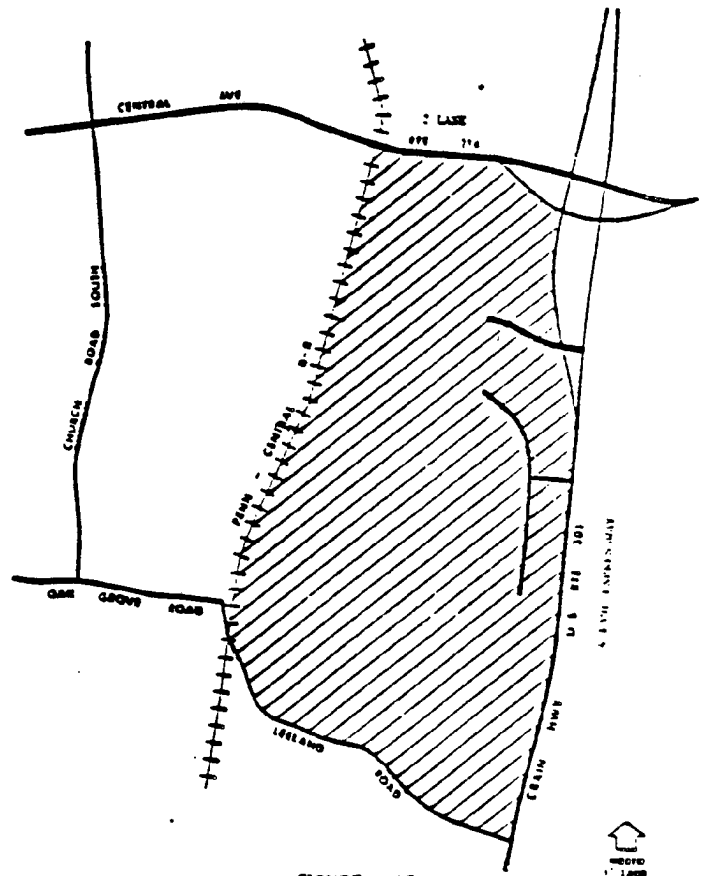


FIGURE 12  
INTERNAL ROAD SYSTEM  
STAGE I



coincide with development of the parcel adjacent to the west. Maryland Route 214 has been upgraded to six lanes.

Stage V (Figure 16) of the internal road system adds a loop south of the Inter-County Connector as part of the main internal arterial. This would serve development beyond the 1,281 acres in the original site. The completion of the Inter-County Connector and the upgrading of U.S. Route 301 to six lanes south of Leeland Road completes the road system and allows full development of the site.

The Inter-County Connector as an expressway forms the main spine for the study area with the internal road system for the site feeding into it. A north-south arterial parallels U.S. Route 301 forming the main intersection with U.S. Route 301 and the Inter-County Connector. An east-west arterial forms the second intersection with U.S. Route 301. An addendum discusses the spacing of intersections on U.S. Route 301 in greater detail. A secondary road system ties into the internal arterials with one connection to Maryland Route 214. Maryland Route 214 is a denied access roadway. The intersection is placed to coincide with a proposed subdivision road north of Maryland Route 214. The intersection would replace the existing crossover and would not come until the final stages when the interchange of Maryland Route 214 and U.S. Route 301 is rebuilt.

## CONCLUSIONS

The proposed circulation plan follows the recommendations of the 1977 proposed General Plan Amendment in providing an expressway extension of the Inter-County Connector south from U.S. Route 50 turning east across the subject property to an interchange with U.S. Route 301. This expressway forms the main spine for the study area with the internal road system designed to feed traffic into it. An arterial roadway forms the north-south axis parallel to U.S. Route 301 and forming the second major intersection with U.S. Route 301. Secondary roadways connect the arterial to Maryland Route 214 and with another intersection with U.S. Route 301.

Staging of the development is tied to planned improvements to the regional road network. Five stages are proposed with the land development phased accordingly. (Table 4)

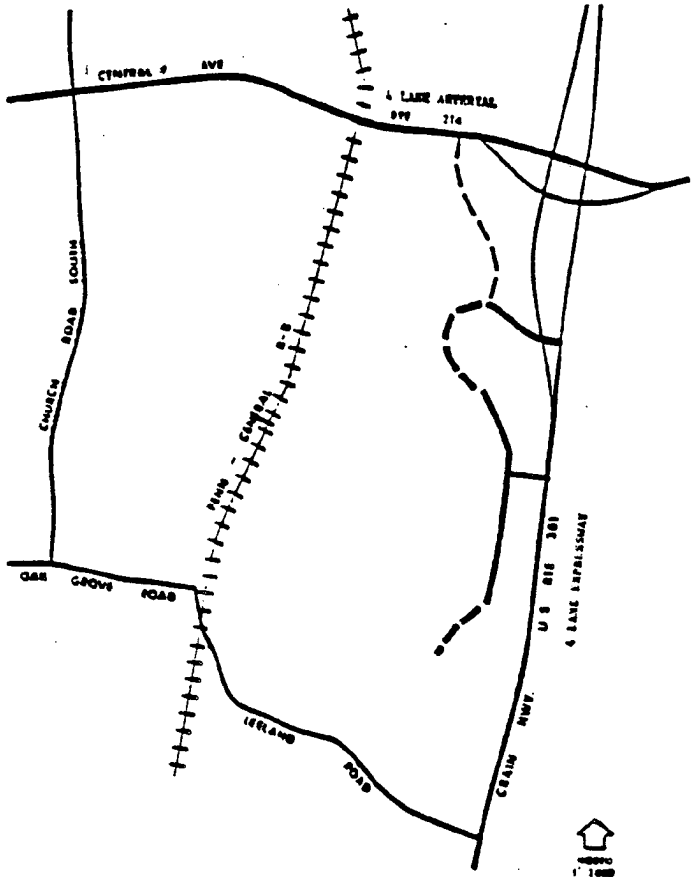


FIGURE 13  
INTERNAL ROAD SYSTEM  
STAGE II

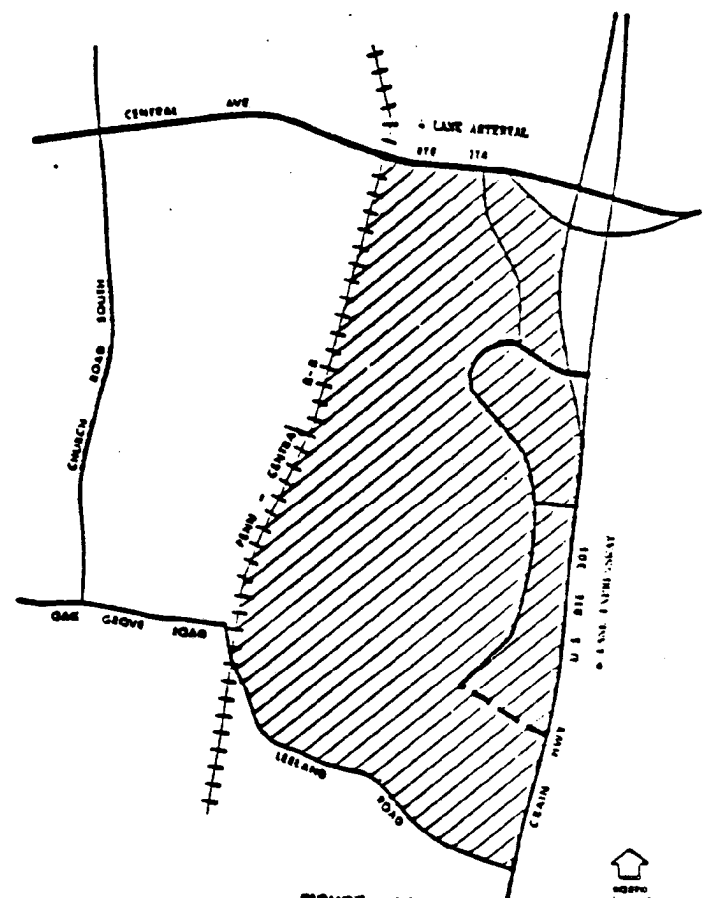


FIGURE 14  
INTERNAL ROAD SYSTEM  
STAGE III

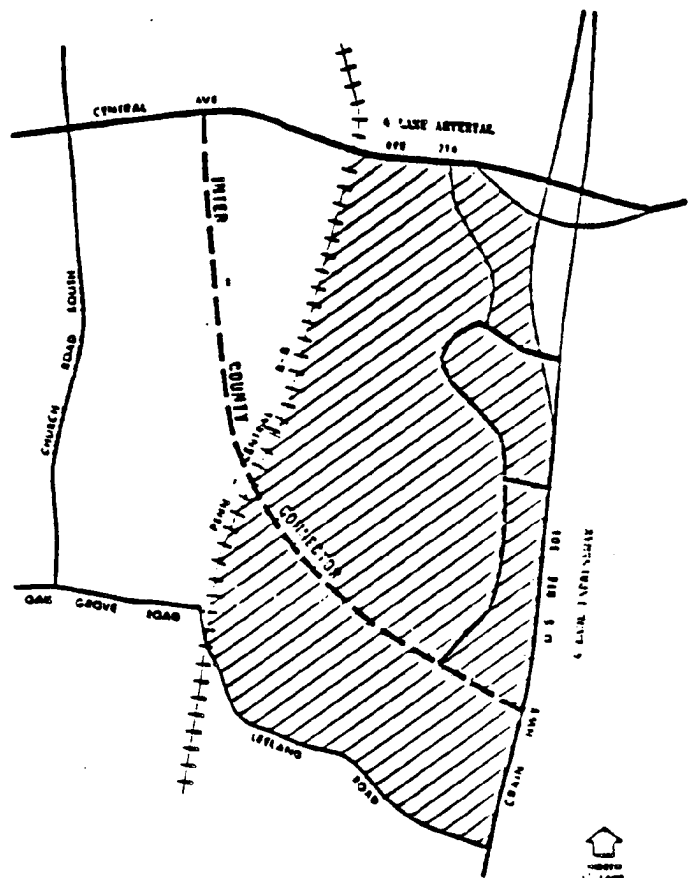


FIGURE 15  
INTERNAL ROAD SYSTEM  
STAGE IV

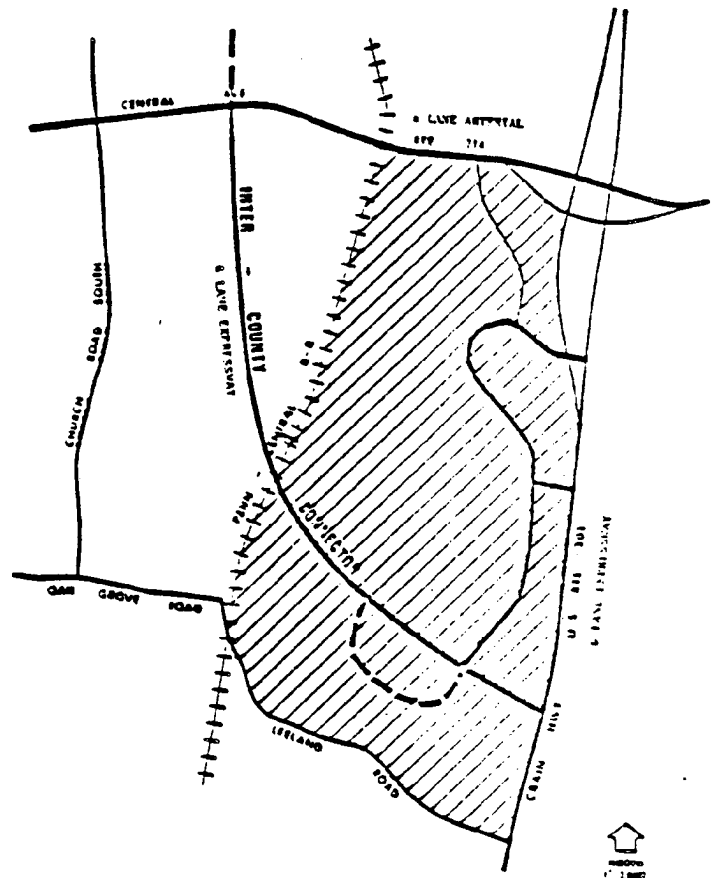


FIGURE 16  
INTERNAL ROAD SYSTEM  
STAGE V

Table 4  
Development of County Employment Park

Road System	Development
Stage I - Existing	minimal
Stage II - Md. Rt. 214 to 4-lane divided, U.S. Rt. 50 to 6-lane freeway	Phase I
Stage III - U.S. Rt. 301 to 6-lane expressway	Phase II
Stage IV - Md. Rt. 214 to 6-lane arterial, Md. Rt. 4 to 6-lane freeway	Phase II+
Stage V - Inter-County Connector from U.S. Rt. 50 to U.S. Route 301	Phase II+
Stage VI - Complete Inter-County Connector, U.S. Rt. 301 to 6-lane south of Leeland Rd.	Phase III

#### ADDENDUM

One of the traffic issues raised by this study concerned the access points to the development from U.S. Route 301 and the spacing of median crossovers along U.S. Route 301. The Maryland State Highway Administration with the concurrence of the Maryland-National Capital Park and Planning Commission recommends that median crossovers be spaced at least 2000 feet apart. The Bowie-Collington Master Plan and the Subregion VI Master Plan call for Leeland Road to become an arterial, thus the median crossover serving Leeland Road stays. 4,300 feet north is a median crossover which was selected as the location for the interchange with the Inter-County Connector. The 4,300 foot spacing allows one other median crossover between Leeland Road and the Inter-County Connector. 2600 feet further north is the existing median crossover serving Claggett Landing Road. Continuing north 900 feet is a median crossover serving the police station. 950 feet north of the police station is a median crossover serving Queen Anne Bridge Road and 1750 feet north of Queen Anne Bridge Road is the median crossover used for the main entrance to the employment park. From here north the median widens through the interchange with Maryland Route 214.

From a purely transportation perspective the best situation would be to leave the median crossovers as they are. The crossover serving the police station would become essentially a driveway allowing access for emergency vehicles. The crossovers immediately north and south of the police station would serve existing public roads. The spacing of 1850 feet from Claggett Landing Road to Queen Anne Bridge Road and 1750 feet from Queen Anne Bridge Road to the main entrance to the employment park, while not ideal would certainly be adequate.

When considering an ideal spacing and the best service to the land requiring access from U.S. Route 301 the recommended scheme appears best.

The proposed initial entrance to Collington Center from U.S. 301 at the Bowie-Marlboro police station was selected for a variety of reasons. From a marketing point of view this entrance provides access to the heart of the most developable and most visible portion of the property. Placing the entrance as shown will allow the County to make the best possible use of the existing police station. The existing building is a sign of activity of the site and can be used as a marketing factor. The topography at the proposed entrance will require a minimum of preparation and thus reduce initial costs for the project.

The proposed road as it enters the center of the property will allow the County a significant degree of flexibility in preparing and developing sites. Maximum flexibility is the key to success for a project of this nature. Entrances at other locations cause severe problems of unsafe road frontage due to the Maryland-Environmental Services sludge entrenchment area to the south and reduced visibility of parcels available to a more northerly entrance point.

Existing commercial zoned land on the east side of U.S. Route 301 opposite the main entrance to the employment park would provide the opportunity through subdivision procedures to obtain the proposed relocation of Queen Anne Bridge Road. Claggett Landing Road could be extended north as a service road to the police station crossover. Right-turn only movements from the northbound lane of U.S. 301 to Claggett Landing Road could be maintained. This arrangement for Claggett Landing Road is not good, but adequate, and would solve the problems encountered with the entrance to the employment park at Claggett Landing Road. The existing crossovers at Claggett Landing Road and Queen Anne Road would be closed.

With the secondary entrance to the employment park at the police station and the relocation of Queen Anne Bridge Road and Claggett Landing Road the 2000 foot crossover spacing is realized and the best possible access to properties adjoining U.S. Route 301 achieved.

# Master Plan Compliance \_\_\_\_\_ 8

Collington Center is located within the area covered by the Bowie-Collington Master Plan. The Master Plan recommends the site for employment use and is placed in the second priority area for the development district. The staging designation implies that the property lies within a path of imminent growth and will be eligible for programmed public facilities in the near future.

The Bowie-Collington Sectional Map Amendment of October 1975 reclassified 898.14 acres to the E.I.A. Zone. Another Basic Plan for 383.55 acres is now being processed requesting reclassification to the E.I.A. category. An Employment Park developed under the E.I.A. category would be in substantial compliance with the Master Plan recommendations.

The basic objectives of the Master Plan for Employment Areas are stated as:

- o To expand the economic base of the County; to provide increased job opportunities for County residents; and to assure a balance of land uses inherent in the new town concept by providing a choice of prime sites for various kinds of businesses and industries and establishing a clear separation of such uses from residential neighborhoods and communities.

Collington Center offers an opportunity for increasing the tax base and providing a balanced employment area with jobs for county residents, reducing their journey to work and increasing local control. The Center will provide a choice of prime sites for various businesses, clearly-separated from residential neighborhoods. Its development by the public sector will provide a unified, integrated system, maximizing coordination of the public resources. Thus the Center will more than adequately fulfill the basic objectives of the Master Plan.

## Adherence to Master Plan Guidelines

The preparation of the Comprehensive Design Plan for the Center included the use of the highest standards of site design which can be applied at this stage of the comprehensive design zone process. Residential areas are to be properly buffered and protected from possible

nuisances. No access road to the Center will pass through any residential area. Landscaping concepts have been established which will provide for a natural setting throughout the entire development. Each individual user will be required to meet the landscaping concepts through subsequent review procedures. The transportation analysis included in this report is a comprehensive review of the effects which the Center will have in the surrounding road network. No adverse impact is anticipated. It is likely that the traffic situation along U.S. 301 will be improved through the eventual closing of several median breaks. The plan, as proposed, places manufacturing/wholesale users in the closest proximity to rail and truck service. The transportation network compliments the layout of the land uses.

Collington Center through its location will be protected from encroachment by other permanent land uses. Major highways and Collington Branch form the boundaries of the Center. Uses to the west can only serve to compliment the Center since the majority of it is zoned E.I.A. All of the sites proposed for the Center are open to both public agencies and private enterprise. Attached in Figure 1 is a list of the guidelines as they appear in the Master Plan. Guidelines #3, 10, 16, 17, 18, 19 and 20 do not apply to the proposed Collington Center.

Prince George's County Planning Board

(301) 952-3561  
(301) 952-3796 TDD

April 27, 1992

MEMORANDUM

TO: Prince George's County Planning Board  
FROM: John W. Rhoads, Chairman  
SUBJECT: PERMITTED USES - COLLINGTON CENTER EMPLOYMENT PARK

The County's Collington Center Employment Park on U.S. 301 was approved a number of years ago as a comprehensive design zone (EIA) for approximately 900 acres. A detailed list of permitted uses within six major land use categories was approved by the District Council with the provision in each land use category that other uses not listed must be approved by the Planning Board or its designee. As the Park has developed and properties were sold, the County has provided a project manager to continue to market the Center, coordinate the architectural review committee, and generally manage the Park. Mr. Donald Spicer has been that project manager for a number of years by contract with the County. A number of owners have approached Mr. Spicer and the Planning Department to request an administrative review and approval for uses not listed in the Comprehensive Design Plan but found to be compatible with the listed uses. The Planning Director and I have devised the following process which is intended to provide owners in the Park the ability to quickly obtain review and approval of proposed uses but still ensure that the County's interests are protected.

~~\* Applicants for uses not included in the detailed use list for the Center must apply in writing providing any information necessary for the Planning Director to determine that the new use is not a net generator of trips in the a.m. or p.m. peak hours, that the use is not of a primary retail character and that it is compatible with the uses listed. The letter application will be referred to the Transportation Planning Division, and the Development Review Division for review and comment and to Mr. Spicer, the County's Park Project Manager. Following receipt of comment from these sources, the Planning Director is authorized to approve or disapprove the proposed use. Appeals from the decision go to the Planning Board.~~

Action Recommended:

Designate the Planning Director to approve additional uses at the Collington Center Employment Park pursuant to the above described process.

Macy



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Prince George's County Planning Board

(301) 952-3561  
(301) 952-3796 TDD

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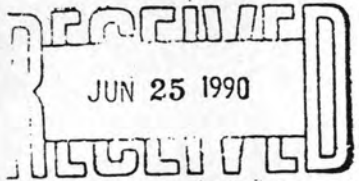
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Action Recommended:

Designate the Planning Director to approve additional uses at the Collington Center Employment Park pursuant to the above described process.



*Reggie*



CDZ Amendment 4

County Employment Park

(Land Use Types, Relationships and Quantities  
Being Part of the Basic Plan)

LAND USE TYPES

The basic plan, being the Comprehensive Plan for the County's Employment Park, was prepared for a total land area of approximately 1,700 acres. It envisions an integrated employment park composed of areas allocated for various combinations of employment-oriented land uses with the necessary supporting commercial, recreational, and open space uses. With this amendment, only 898.14± acres will be included in the E-1-A Zone (See Zoning Map Amendment A-6965). The following is a summary of the development proposal for the area included:

<u>Land Use</u>	<u>Acres</u>	<u>(Square Feet)</u>		
Commercial/Recreation (Includes 15 acre lake)	40	( 1,742,400)	0.22	500,000
Research/Office	6	( 261,360)	.3	
Manufacturing/Wholesale	468	(20,386,080)	.4	8,154
Manufacturing/Office	10	( 435,600)	.4	174,24
Manufacturing/General	161	( 7,013,160)	.4	2,400
Industrial Reserve	173	( 7,535,880)	0.75	3,000
Golf Course	24	( 1,045,440)		
Preservation Conservation	16	( 695,960)		
	898	(39,116,880)		

14,784,264.5

A detailed list of permitted uses within the six (6) major land use categories along with a listing of interim and prohibited uses follows:

Permitted Uses:

Commercial/Recreation

Commercial Uses

- a. Motel or hotel
- b. Employment park administrative offices
- c. Employment office
- d. Banks, savings and loan associations and other financial institutions
- e. Newspaper and magazine stands
- f. Convenience store
- g. Restaurant (excluding carry out)
- h. Beauty shop
- i. Barber shop
- j. Post office
- k. Drug store
- l. Dry cleaning or laundry pick-up
- m. Day care center and private schools
- n. Service station
- o. Any other use not included in the above or listed in the prohibited uses must be approved by the Planning Board or its designee.

Recreation Uses

- a. Tennis courts
- b. Swimming pool
- c. Tot lots
- d. Sport fields
- e. Playgrounds
- f. Picnic areas
- g. Sitting areas
- h. Horse shoe pits
- i. Golf course and supporting facilities
- j. Any other use must be approved by the Planning Board or its designee.

Research/Office

Medical arts center and supporting pharmacy

Office and business parks

Data processing and supporting storage

Research development and testing laboratories, including testing facilities and equipment, manufacturing and/or fabricating of same incidental to such research and development

Manufacture of pharmaceutical preparations.

Compounding of drugs, including biological products, medical and chemical substances

Light manufacturing, fabrication, assembly and/or repair of the following from materials or parts produced elsewhere:

- a. Artists' supplies and equipment
- b. Business machines
- c. Drafting supplies and equipment
- d. Electrical and electronic equipment and component parts thereof, for radio telephone, computer, and similar equipment
- e. Jewelry and silverware
- f. Light machinery and machine parts, including electrical household appliances but not including such things as clothes washers and dryers and refrigerators
- g. Musical instruments
- h. Optical goods and equipment
- i. Photographic equipment and supplies
- j. Scientific and precision instruments and equipment
- k. Surgical, medical and dental instruments and supplies
- l. Toys, sporting and athletic equipment, except firearms, ammunition, or fireworks
- m. Watches, locks, and similar timing devices

Photographic developing and processing plant

Scientific and technical trade school

Educational institutions *private day care*

Office for architectural, engineering, and professional consulting firms

Golf course and supporting recreational facilities

Any other use not included in the above or listed in the prohibited uses must be approved by the Planning Board or its designee.

3) Manufacturing/Wholesale

Bookbinding, looseleaf binders and paper lining

Bottling plants, beverages

Compounding of drugs, including biological products, medical and chemical, as well as pharmaceutical

Light manufacturing, fabrication, assembly, and/or repair of the following from materials or parts previously produced elsewhere:

- a. Artists' supplies and equipment
- b. Business machines
- c. Drafting supplies and equipment
- d. Electrical and electronic equipment, and component parts thereof, for radio, telephone, computer, and similar equipment
- e. Jewelry and silverware
- f. Light machinery and machine parts, including electrical household

- appliances but not including such things as clothes washers and dryers and refrigerators
- g. Musical instruments
  - h. Office supplies and equipment
  - i. Optical goods and equipment
  - j. Photographic equipment and supplies
  - k. Scientific and precision instruments and equipment
  - l. Surgical, medical and dental instruments and supplies
  - m. Toys, sporting and athletic equipment, except firearms, ammunition or fireworks
  - n. Matches, clocks and similar timing devices
  - o. Garments and apparel
  - p. Plastic products
  - q. Metal products
  - r. Paper and cloth products

Medical and dental laboratories, including optician offices

Photographic developing and processing plant

Printing and publishing of newspapers, periodicals, and books and similar products

Public building when owned and/or operated by a government agency

Publishing, printing, engraving, and lithographing

Research, development, and testing laboratories, including testing facilities and equipment, manufacturing and/or fabricating of same, incidental to such research or development

Scientific and technical trade school

Warehouses and wholesaling establishments

Typesetting and preparation of printing plates

Underground pipelines, underground electric power, and energy transmission and distribution lines, underground or overhead telephone or telegraph lines, overhead electric power and energy transmission and distribution lines, towers, accessory structure, and railroad sidings

Food processing

Retail and service commercial uses intended to serve the principal employment uses:

- a. Banks, savings and loan associations and other financial institutions
- b. Newspaper and magazine stands
- c. Convenience store
- d. Restaurant
- e. Beauty shop
- f. Barber shop

i. Service station

Textile manufacturing

Golf course and supporting recreational facilities

Heliport and supporting facilities

Any other use not included in the above or listed in the prohibited uses must be approved by the Planning Board or its designee.

Manufacturing/Office

Professional offices and services

Administrative headquarters

Data processing and supporting storage

Post office

Miscellaneous office uses

Bookbinding, looseleaf binders and paper lining

Bottling plant, beverages

*some text*  
Compounding of drugs, including biological products, medical and chemical, as well as pharmaceutical *how did this get on here*

Light manufacturing, fabrication, assembly, and/or repair of the following from materials or parts previously produced elsewhere:

- a. Artists' supplies and equipment
- b. Business machines
- c. Drafting supplies and equipment
- d. Electrical and electronic equipment, and component parts thereof, for radio, telephone, computer, and similar equipment
- e. Jewelry and silverware
- f. Light machinery and machine parts, including electrical household appliances but not including such things as clothes washers and dryers and refrigerators
- g. Musical instruments
- h. Office supplies and equipment
- i. Optical goods and equipment
- j. Photographic equipment and supplies
- k. Scientific and precision instruments and equipment
- l. Surgical, medical and dental instruments and supplies
- m. Toys, sporting and athletic equipment, except firearms, ammunition, or fireworks
- n. Watches, clocks, and similar timing devices
- o. Garments and apparel
- p. Plastic products
- q. Metal products

r. Paper and cloth products

Medical and dental laboratories, including optician offices

Photographic developing and processing plant

• Printing and publishing of newspapers, periodicals, and books and similar products

• Public building when owned and/or operated by a government agency

Publishing, printing, engraving, and lithographing

Research, development, and testing laboratories, including testing facilities and equipment, manufacturing and/or fabricating of same, incidental to such research or development

Typesetting and preparation of printing plates

Underground pipelines, underground electric power, and energy transmission and distribution lines, underground or overhead telephone or telegraph lines, overhead electric power and energy transmission and distribution lines, towers, and accessory structures

Food processing

In multi-story office buildings, the first floor may be used for the following retail commercial uses that are intended to serve the principal employment uses:

- a. Banks and savings and loan associations
- b. Newspaper and magazine stands
- c. Convenience store
- d. Restaurant (excluding carry out)
- e. Barber shop
- f. Beauty shop
- g. Dry cleaning and laundry pick-up
- h. Drug store

Golf course and supporting recreational uses

Any other use not included in the above or listed in the prohibited uses must be approved by the Planning Board or its designee.

Manufacturing General

Bookbinding, looseleaf binders and paper lining

Bottling plants, beverages

Compounding of drugs, including biological products, medical and chemical, as well as pharmaceutical.

Light manufacturing, fabrication, assembly, and/or repair of the following materials or parts previously produced elsewhere:

- a. Artists' supplies and equipment
- b. Business machines
- c. Drafting supplies and equipment
- d. Electrical and electronic equipment, and component parts thereof, for radio, telephone, computer, and similar equipment
- e. Jewelry and silverware
- f. Light machinery and machine parts, including electrical household appliances but not including such things as clothes washers and dryers and refrigerators
- g. Musical instruments
- h. Office supplies and equipment
- i. Optical goods and equipment
- j. Photographic equipment and supplies
- k. Scientific and precision instruments and equipment
- l. Surgical, medical and dental instruments and supplies
- m. Toys, sporting and athletic equipment, except firearms, ammunition, or fireworks
- n. Watches, clocks, and similar timing devices
- o. Garments and apparel
- p. Plastic products
- q. Metal products
- r. Paper and cloth products
- s. Leather products
- t. Glass products
- u. Rubber products

Textile manufacturing

Medical and dental laboratories, including optician offices

Photographic developing and processing plant

Printing and publishing of newspapers, periodicals, and books and similar products

Public building when owned and/or operated by a government agency

Publishing, printing, engraving, and lithographing

Research, development, and testing laboratories, including testing facilities and equipment, manufacturing and/or fabricating of same, incidental to such research and development

Typesetting and preparation of printing plates

Underground pipelines, underground electric power, and energy transmission and distribution lines, underground or overhead telephone or telegraph lines, overhead electric power and energy transmission and distribution lines, towers, and accessory structures

Food processing

Retail and service commercial uses intended to primarily serve the principal employment uses of the subject:

- a. Banks, savings and loan associations and other financial institutions
- b. Newspaper and magazine stands
- c. Convenience store
- d. Restaurant (excluding carry out)
- e. Beauty shop
- f. Barber shop
- g. Drug store
- h. Dry cleaning or laundry pick-up

Office developments

Any other use not included in the above or listed in the prohibited uses must be approved by the Planning Board or its designee.

Industrial Land Reserve

Breweries (auxiliary promotional attractions)

Distilleries

Corporation maintenance or service yards

Manufacture or assembly of household appliances

Manufacture of stone products

Manufacture of mobile and modular homes

Manufacture of tobacco products

Food processing (excluding slaughter houses and rendering plant)

Manufacture of garments and apparel

Assembly of automobiles and other transportation equipment

Manufacture of boats, and other marine equipment

Manufacture of communications equipment

Manufacture of drugs, pharmaceuticals, cosmetics, perfumes, and other toilet preparations

Manufacture of containers made from glass, metal, wood, paper, plaster, cardboard, and

Manufacture of furniture

Manufacture of construction materials (excluding cement)

Manufacture of electronic equipment and components

Printing and publishing

Broadcasting and televising stations including antennas, transmission towers, supporting studios and offices



Assembly of mechanical equipment

Manufacture and assembly of machine tools

Manufacture of precision instruments

Manufacture of glass products, including china and optical equipment

Manufacture of baked goods including supporting storage

Manufacture of professional instruments including jewelry, silverware and research instruments

Sewerage disposal treatment plant and disposal sites

Manufacture of firearms

Trade or vocational schools, training facilities, technical colleges, and private schools

Manufacture of chemical products

Public buildings where owned and/or operated by a public agency

Bottling plants for non-alcoholic and alcoholic beverages

Golf course and supporting recreational facilities

Helicopter and supporting facilities

Any other use not included in the above or listed in the prohibited uses must be approved by the Planning Board or its designee.

Interim Uses Permitted in All Areas

Agriculture including pastural activities

Carnival

Circus

County fair

Drug treatment facility

Existing residential uses

Group homes

Model airplane flying field

Plant nursery

Public uses not requiring permanent construction

Storage of heavy equipment that is not visible from adjoining public roads

Temporary recreational uses not requiring permanent construction

Prohibited Industrial Uses in All Development Areas

Abattoir

Asbestos manufacture

Acetylene gas

Acid manufacture

Asphalt manufacture

Blast furnaces and foundries

Babbit metal manufacture

Bronze powder manufacture

Burlap manufacture

Brick, cement, or cinder block, tile or terra cotta manufacture

Candle manufacture

Carbon, lamp black or graphite manufacture

Coal yards

Celluloid or pyroxylin manufacture

Chlorine or bleaching manufacture

Coke ovens

Coal tar products

Creosote manufacture

Disinfectant or insecticide manufacture

Distillation of bones, coal or wood

Dyestuff manufacture

Emery cloth or sandpaper manufacture

Enameling, japanning or lacquering



Sandblasting or curring  
Shoe-blackening manufacture  
Starch and dextrine manufacture  
Stove polish manufacture  
Soda, ash, caustic soda or washing compound manufacture  
Stone quarry  
Slag dump  
Tanning, curing or storage of raw hides or skins  
Tar distillation or manufacture  
Tar roofing or tar water-proofing manufacture  
Vinegar manufacture  
Wire or rod drawing  
Wool pulling, scouring or shoddy manufacture  
Wood distillation  
Yeast manufacture  
Airports or airstrips  
Junk and salvage yards  
Tank farms  
Fuel Distributors  
Grain elevators  
Manufacture of cement

And in general those uses which are hazardous to health or life, noxious or offensive by reason of the emission of odor, dust, smoke, gas, vibration or noise.

LAND USE RELATIONSHIPS

The Comprehensive Plan for the County's Employment Park shows the overall relationships and a development schedule for the major land use types. The basic plan includes pages 5 through 17 inclusive of "The Comprehensive Plan for the Prince George's County Employment Park" (Fall 1973). Detailed land use relationships within the employment park proposal can be examined by inspection.

aforementioned basic plan. A generalized Land Use and Circulation Plan can be found on page 9 to include an overlay showing the land area included in the E-I-A Zone as proposed. The relationship of the land use elements can be found on page 12 together with an area overlay.

LAND USE QUANTITIES

<u>Land Use Types</u>	<u>Maximum Floor Area</u>	
Commercial/Recreation	552,700 square feet	
Research/Office	78,400 square feet	0.3
Manufacturing/Wholesale	8,154,400 square feet	0.4
Manufacturing/Office	174,200 square feet	0.4
Manufacturing General	2,805,300 square feet	0.4
<u>Industrial Land Reserve</u>	<u>2,637,600 square feet</u>	0.35
Total Intensity	14,402,600 square feet	

ART:trf  
10/8/75

USE CATEGORIES:

	1	2	3	4	5
Administrative headquarters				X	
* Artist's supplies & equipment		X	X	X	X
** Banks, savings & loan associations & other financial institutions	X		X	X	X
** Barber shop	X		X	X	X
** Beauty shop	X		X	X	X
Bookbinding, looseleaf binders and paper lining			X	X	X
Bottling plants, beverages			X	X	X
* Business machines		X	X	X	X
Compounding of drugs, including biological products, medical & chemical substances		X			
Compounding of drugs, including biological products, medical & chemical as well as pharmaceutical			X	X	X
** Convenience store	X		X	X	X
Data processing and supporting storage		X		X	
** Day care center & private schools	X				
Distilleries				X	
* Drafting supplies & equipment		X	X	X	X
** Drug store	X		X	X	X
** Dry cleaning or laundry pick-up	X		X	X	X
Educational institutions		X			
* Electrical & electronic equipment & component parts thereof for radio, telephone, computer & similar equipment		X	X	X	X
** Employment office	X				
** Employment park administrative offices	X				
Food processing (excluding slaughter houses & rendering plant)			X	X	X
* Garments & apparel			X	X	X
* Glass products					X
Golf course & supporting recreational facilities		X	X	X	
Heliport & supporting facilities			X		
* Jewelry & silverware		X	X	X	X
* Leather products					X
* Light machinery & machine parts including electrical household appliances but not including such things as washers, dryers & refrigerators		X	X	X	X
Manufacture of pharmaceutical preparations		X			
Medical arts center & supporting pharmacy		X			
Medical & dental laboratories, including optician offices			X	X	X
* Metal products			X	X	X
Miscellaneous office uses				X	
** Motel or hotel	X				
* Musical instruments		X	X	X	X
** Newspaper & magazine stands	X		X	X	X
Office & business parks		X			
Office for architectural, engineering & professional consulting firms		X			
Office developments					X
* Office supplies & equipment			X	X	X
* Optical goods & equipment		X	X	X	X
* Paper & cloth products			X	X	X
Photographic developing & processing plant		X	X	X	X
* Photographic equipment & supplies		X	X	X	X
* Plastic products			X	X	X
Post office				X	
** Post office	X				
Printing & publishing of newspapers, periodicals & books & similar products			X	X	X
Professional offices & services				X	
Public building when owned and/or operated by a government agency			X	X	X
Publishing, printing, engraving & lithographing			X	X	X
Research, development & testing laboratories, including testing facilities & equipment, manufacturing and/or fabricating of same, incidental to such research or development		X	X	X	X
** Restaurant			X	X	X
** Restaurant (excluding carry out)	X			X	X
* Rubber products					X
* Scientific & precision instruments & equipment		X	X	X	X
Scientific & technical trade school		X	X		
Service station			X		
** Service station	X		X		
* Surgical, medical & dental instruments & supplies		X	X	X	X
Textile manufacturing			X		X
* Toys, sporting & athletic equipment, except firearms, ammunition or fireworks		X	X	X	X
Typesetting & preparation of printing plates			X	X	X
Underground pipelines, underground electric power & energy transmission & distribution lines, underground or overhead telephone or telegraph lines, overhead electric power & energy transmission & distribution lines, towers & accessory structures				X	X
Same as uses in category immediately preceding, plus railroad sidings			X		
Warehouses & wholesaling establishments			X		
* Watches, clocks & similar timing devices		X	X	X	X

1 = Commercial / Recreation

2 = Research/Office

3 = Manufacturing/Wholesale

4 = Manufacturing/Office

5 = Manufacturing/General

Any other use not included in the above or listed in the prohibited uses must be approved by the Planning Board or its designee.

\* Light manufacturing, fabrication, assembly, and/or repair of the listed items from materials or parts previously produced elsewhere.

\*\* Retail and service commercial uses intended to primarily serve the principal employment uses of the subject.

\*\*\* In multi-story office buildings, the first floor may be used for these retail commercial uses that are intended to serve the principal employment uses.

Case Nos.: A-6965, A-9284 & A-9397

Applicant: Collington Corporate  
Center

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,  
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 25 - 1989 (REVISED)  
(TECHNICAL CORRECTION; Property Location)

AN ORDINANCE to amend the Zoning Map for the Maryland-  
Washington Regional District in Prince George's County, Maryland, by  
amending an approved basic plan, with conditions.

WHEREAS, on October 28, 1977, upon adoption of CR-108-1975,  
the District Council approved Application No. A-6965, for E-I-A  
zoning, with basic plan, on approximately 898.14 acres of land,  
located on the west side of Route 301, south of Central Avenue,  
east of Collington Branch, north of Leeland Road, Mitchellville,  
Maryland; and

WHEREAS, on September 5, 1978, the District Council approved  
Application No. A-9284, for E-I-A zoning, with basic plan, on  
approximately 383.55 acres of land, located on the west side of  
Route 301, south of Central Avenue, north of the existing Collington  
Center, (A-6965), east of Collington Branch, Mitchellville,  
Maryland; and

WHEREAS, on November 23, 1981, the District Council approved  
Application No. A-9397, for E-I-A zoning, with basic plan, on  
approximately 8.16 acres of land, contiguous to A-9284, located on  
the west side of Route 301, approximately one mile south of Central  
Avenue and 400 feet north of Queen Anne Road, east of Collington  
Branch, Mitchellville, Maryland; and

WHEREAS, the applicant has filed a request with the District Council to amend the basic plan for Application Nos. A-6965, A-9284 and A-9397; and

WHEREAS, the request was reviewed by the Technical Staff and the Planning Board, who filed recommendations with the District Council; and

WHEREAS, the applicant's request was given public notice, in accordance with all requirements of law, and a public hearing on the request was held by the District Council; and

WHEREAS, having reviewed the record in this case and the testimony and exhibits presented at the public hearings, the District Council has determined that the request to amend the basic plan should be approved, with conditions, as recommended by the Technical Staff and Planning Board; and

WHEREAS, as the basis for this action, the District Council adopts the Technical Staff Report and the Planning Board Resolution as its findings and conclusions in this case; and

WHEREAS, to protect adjacent properties and the general neighborhood, approval of the amended basic plan is granted subject to conditions.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The basic plan for Application Nos. A-6965, A-9284 and A-9397 are hereby amended into two Basic Plans of approximately 414 acres and approximately 875 acres each in accordance with Exh. A-28, subject to the following Land Use Quantities, Land Use Types, Conditions, and Comprehensive Design Plan Review Considerations:

Land Use Types and Quantities

Intensity (square feet)



<u>Land Use*</u>	<u>Acreage+</u>	<u>Maximum .45 FAR</u>
Commercial/Office	55	1,088,000
General Office	7	137,200
Office/Industrial	161	3,146,000
Institutional	20	392,000
Open Space	136	NA
Roads	<u>35</u>	<u>NA</u>
Total	414	4,763,000
		(Maximum 4,500,000)

1. A maximum of 60,000 square feet of retail and restaurant space, not to include hotel, shall be permitted. Cafeterias contained within a building for the sole use of that building shall not be included in the 60,000 square foot maximum. No independent or freestanding retail uses (excluding restaurants) shall be permitted in Land Bays A and D. The hotel is limited to a single user.
2. The following uses may be permitted in all categories: day care center; eleemosynary or philanthropic institution (excluding hospital); institutional use of a medical, religious or research nature; school or studio for artistic or technical instruction; public/quasi-public uses; and uses similar to or associated with permitted use, except as designated in paragraph 7.
3. Commercial/Office uses include: all permitted Commercial uses [Section 27-515(b)(7)], plus hotel and restaurant, research facilities and those uses specified in paragraph 2.
4. General Office uses include those permitted in the E-I-A Zone and those uses specified in paragraph 2.
5. Office/Industrial uses include all Office and Industrial uses permitted in the E-I-A Zone and those uses specified in paragraph 2 and excluding those uses specified in paragraph 7.
6. Institutional uses include those uses specified in paragraph 2.
7. The uses shall include all permitted uses in the E-I-A Zone except the following:

brewery or distillery; industrial metal, waste, rag, glass or paper salvage operation; manufacturing and assembly of metal products, such as automobiles and appliances; structural steel fabricating shops, machine shops, forges and foundries; manufacturing involving primary production from raw materials; warehouse and distribution (except as an

accessory use); and all agricultural uses (except floriculture, horticulture or gardening which may include a private noncommercial greenhouse are permitted.)

- \* The following uses listed in the applicant's Retail Demand Analysis are not permitted in the E-I-A Zone: bookstore, florist and newsstand.

#### Conditions

1. The free-standing retail component of Collington Corporate Center shall be designed in a unified manner in terms of architecture, building materials, signs, on-site traffic circulation, and landscaping, notwithstanding that the retail center may be subdivided for individual users.
2. To the extent practicable in light of the terrain, parking areas oriented toward either Central Avenue or Crain Highway shall be effectively screened from view from those roadways by utilizing landscaped earth berms, walls, or landscaping, or a combination thereof. Loading bays, service docks, and storage areas shall not be visible from U.S. 301 or MD 214.
3. All Specific Design Plans (SDP's) which contain a retail use and/or a restaurant shall be automatically referred to the District Council for review and approval. (This shall not apply to retail activities which are wholly within a hotel or office building.)
4. No portion of the retail component, automobile filling stations, or any fast food restaurants shall be located on Parcels A, D, G, H or I as depicted on Comprehensive Design Plan 8809.
5. Architectural Guidelines shall be established prior to submission of the first SDP for the project which will provide for harmony of appearance of all structures, including any retail component. Such guidelines shall be submitted to the Planning Board for review and recommendations and to the District Council for approval. The Architectural Guidelines shall provide for special design treatment and a unified design theme for buildings constructed on Parcels A, D, G, H, and I. The view of these parcels from Routes 214 and 301 shall project a high quality image for Prince George's County; to that end, views from these roads shall consist only of high quality office-type facades or heavily landscaped areas

which include a combination of berms, walls, or landforms.

6. An adequate public facilities test shall be required in conjunction with any proposed Basic Plan amendment which involves an increase in intensity (i.e. square-footage) of overall site utilization as approved herein.
7. Monument signs identifying the entire Collington Corporate Center development shall be reviewed at the SDP stage.
8. The Declaration of Covenants of Collington Corporate Center prepared as Exhibit 6.1 to the Land Disposition Agreement shall be amended to provide for County representation on the Architectural Review Board until completion of construction of major buildings and improvements on all developable parcels in the Center, and the Covenants shall be recorded in a timely manner following settlement and prior to submittal of any Specific Design Plans. At least one of the County's appointees to the Architectural Review Board shall be a qualified design professional (urban designer, landscape architect, or registered architect) employed by the Maryland-National Capital Park and Planning Commission or the County government. County appointments to the Architectural Review Board shall be made by County Executive nomination and County Council approval. The Planning Board shall take into consideration design related provisions contained in the covenants during SDP review.
9. There shall be no grading or cutting of trees on the site prior to approval of the Comprehensive Design Plan, except on a selective basis with the written permission of the Prince George's County Planning Board.
10. The public open space system shall be comprised of 110+ acres as identified in Exhibit A, CDP-8809.
11. All structures shall be fully sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable County laws.
12. The Basic Plan map shall be modified to show:
  - a. The entrance to Central Avenue (Md. Route 214) shall be opposite both Pennsbury Drive and Hall Road, the final location of such entrance to be determined by the State Highway Administration. The Basic Plan shall contain a note declaring individual use access to be limited to the internal roadway system.
  - b. The proposed public open space system and proposed trails system shall be conceptually illustrated.

13. The applicant shall prepare a noise study for approval by the Planning Board at the Specific Design Plan Phase. The study shall specify noise mitigation measures that will be incorporated into the development adjacent to Central Avenue (Md. Route 214) and U.S. Route 301 to maintain an interior level as set forth in Md. Title X, Noise Pollution.

#### Comprehensive Design Plan - Phase II Considerations

1. All perennial streams shall be shown on the Comprehensive Design Plan and shall have a minimum 50-foot limit of disturbance measured from the stream bank and expanded to include floodplains, nontidal wetlands, slopes in excess of 25 percent and slopes of 15 percent or greater found in combination with soils having K-factors greater than .35.
2. The applicant shall prepare a tree stand delineation plan for approval by the Planning Board. Where practical and feasible, major stands of trees shall be preserved, especially along streams, adjoining roads, between development pods and property lines.
3. The applicant shall prepare a 100-year floodplain study and stormwater management concept plan for approval by the Department of Environmental Resources. The study shall include proposed channel condition. Encroachment or disturbance into the floodplain, except for road crossing and utilities and stormwater management facilities, is unacceptable.
4. The applicant shall prepare a detailed soils study for approval by the Planning Board to include soil types delineation, Marlboro Clay outcrops, soils boring locations and soils boring log findings to demonstrate that the site is geologically suitable for development.
5. Access to the public parkland shall be provided from the interior loop road either directly or by easement. Such access shall be over lands suitable in soils and slope for the provision of access by maintenance vehicles to the parkland.
6. The applicant shall provide tennis courts, as designated by the Planning Board, either as part of the open space system or in conjunction with the proposed hotel, to also be available to employees working in Collington Corporate Center.

- 7. The open space network shall be continued east from Land Bay M through the woodlands adjacent to the contiguous boundary of Bays G, D, E and F to U.S. Route 301 subject to approval by the Planning Board.
- 8. In the event that environmental and engineering constraints preclude development of the loop road as proposed in the Basic Plan, this approval shall not prevent the applicant from eliminating a portion of the loop road.

SECTION 2. This Ordinance shall take effect on the date of its enactment.

Enacted this 28th day of March, 1989, by the following vote:

In Favor: Council Members Bell, Castaldi, Casula, Herl, Mills and Wilson

Opposed:

Abstained:

Absent: Council Members Cicoria, Pemberton and Wineland

Vote: 6-0

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

By: JoAnn T. Bell  
JoAnn T. Bell, Chairman

ATTEST:

Jean M. Schmuhl  
Jean M. Schmuhl, CMC  
Clerk of the Council

Case No.: A-6965-C & A-9397-C

Applicant: Collington <sup>South</sup> Corporate  
Center

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,  
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 36 - 1990

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, by amending an approved basic plan, with conditions.

WHEREAS, on October 28, 1975, the District Council adopted the Bowie-Collington and Vicinity Sectional Map Amendment which approved Application No. A-6965-C, for E-I-A Zone, with basic plan, which was later amended to approximately 875 acres of land, located on the west side of Route 301, south of Central Avenue, south of the existing Collington Center, east of Collington Branch, north of Leeland Road, Upper Marlboro, Maryland; and

WHEREAS, on November 23, 1981, the District Council approved Application No. A-9397-C, for E-I-A zoning, with basic plan, on approximately 8.16 acres of land, located on the west side of Route 301, approximately one mile south of Central Avenue and 400 feet north of Queen Anne Road, east of Collington Branch, Upper Marlboro, Maryland; and

WHEREAS, the applicant has filed a request with the District Council to amend the basic plan for Application Nos. A-6965-C and A-9397-C; and

WHEREAS, the request was reviewed by the Technical Staff and the Planning Board, who filed recommendations with the District

Council; and

WHEREAS, the applicant's request was given public notice, in accordance with all requirements of law, and a public hearing on the request was held by the District Council; and

WHEREAS, having reviewed the record in this case and the testimony and exhibits presented at the public hearings, the District Council has determined that the request to amend the basic plan should be approved, with conditions, as recommended by the Technical Staff and Planning Board; and

WHEREAS, as the basis for this action, the District Council adopts the Technical Staff Report and the Planning Board Resolution as its findings and conclusions in this case; and

WHEREAS, to protect adjacent properties and the general neighborhood, approval of the amended basic plan is granted subject to conditions.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The basic plan for Application Nos. A-6965-C and A-9397-C is hereby amended, subject to the following Land Use Quantities, Land Use Types, Conditions, and Comprehensive Design Plan Review Considerations:

Land Use Types and Quantities:

<u>Land Use</u>	<u>Acreage+</u>	<u>Intensity (sq. ft.) Maximum .32 FAR</u>
Light Manufacturing and Warehouse/Distribution (including ancillary office and retail commercial.)	159.3	2,200,000 sq. ft.
Open Space, Parks	7.6	N/A
	166.9	

A maximum of 15,000 square feet of office and retail space shall be permitted. Total development of all uses shall generate a maximum of 1,892 a.m. or p.m. peak-hour vehicle trips. The following uses shall be permitted:

(1) Commercial:

- \* Eating and drinking establishment; Offices, such as administrative or executive offices; or banks and lending institutions which principally serve other uses (and employees) in the zone/development;
- \* Dry cleaning or laundry operations, limited to pick-up stations; and
- \*\* Trade (generally retail, consistent with the purposes of the E-I-A Zone) such as: commercial outlet for the sale or display of items produced on the premises.

(2) Industrial:

Laboratories: experimental, testing or film manufacturing activity, such as:

- (A) Manufacturing, assembly or packaging of products from previously prepared materials such as cloth, plastic, paper and the like;
- (B) Manufacturing of electric and electronic equipment and component parts for radios, television, telephone, computer and similar equipment; and
- (C) Manufacturing of food products;

Printing and lithograph shop;  
Research facility; and  
Warehouse and distribution facility.

(3) Institutional/Educational:

Day care center for children;  
Institutional uses of a medical, religious or research nature which may include a private spa;  
\* School, private:

- (A) School or studio for artistic or technical instruction; and
- (B) All others.



(4) Miscellaneous:

\* Accessory structures and uses:

- (A) Conveyor systems;
- (B) Laboratory;
- (C) Warehouses; and
- (D) Repair of vehicles associated with principal employer;

Collection of recyclable materials, as a temporary use in accordance with Sections 27-260 and 27-261; Contractor's office (must include sanitary facilities), construction yard, shed or building in connection with a construction project as a temporary use subject to Sections 27-260 and 27-261; Interim uses involving minor improvements, as approved by the District Council either at the time of rezoning or upon later petition; Signs identifying the principal use, in accordance with Part 12 of the Zoning Ordinance; and Uses which can be justified as similar to a listed allowed use.

(5) Public/Quasi Public:

Ambulance service, private;  
Library;  
Post Office;  
Public building and uses; and

(6) Recreational/Entertainment/Social/Cultural:

- \* Carnival, circus, fair or similar use not exceeding 17 days duration and only on parking lot, as a temporary use in accordance with Sections 27-260 and 27-261;  
Museum, art gallery, aquarium, cultural center or similar facility (noncommercial);
- \* Parks, playgrounds, and other outdoor recreation areas; and  
Public or quasi/public recreational uses.

(7) Transportation/Parking/Communications:

Heliport or helistop;  
Parking lot, garage or loading area in accordance with Part II;  
Satellite dish antenna, in accordance with Section 27-488.1;

Public utility use or structure; and  
Towers, poles, whip or antenna.

\* Intended to serve the principal employer only.

\*\* Intended for wholesale commercial outlet only -- not for  
the general public.

Conditions:

1. The Basic Plan map shall be modified to show:
  - a. The Basic Plan shall express the intent and conceptually illustrate buffering of the subject property along Leeland Road and U.S. Route 301.
  - b. The proposed acreage for open space and roads shall be stated and conceptually illustrated.
  - c. Prince George's Boulevard shall be dedicated and constructed as a four-lane divided arterial roadway from a point north of proposed Willowbrook Parkway (A-44) to its intersection with Leeland Road.
  - d. No driveways shall have direct access to U.S. Route 301 or Leeland Road. All access shall be from the internal roadway systems onto Prince George's Boulevard.
2. Prior to approval of the Comprehensive Design Plan, the applicant shall submit a Type I Tree Conservation Plan for approval by the Planning Board or its designee.
3. All structures shall be fully sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable County laws.
4. At Phase II, Specific Design Plan, the applicant shall submit a traffic study identifying the a.m. and p.m. peak-hour vehicle trips for the subject individual parcel, including the cumulative total of previously approved Specific Design Plans. The cumulative total for all development shall not exceed 1,892 vehicle trips during the a.m. or p.m. peak hours.

Comprehensive Design Plan - Phase II Considerations:

1. Development of each building lot shall not exceed .32 FAR.

2. All perennial streams and nontidal wetlands shall be shown on the Comprehensive Design Plan and shall have a minimum 50-foot limit of disturbance measured from the edge of the nontidal wetlands. A note shall be placed on the record plats that states:  

"A nondisturbance buffer is described by limits as shown on this plat and precludes any disturbance to plant materials greater than two inches in caliper or any installation of any structure within said area without prior written consent from the M-NCPPC Planning Director or designee. The removal of any dead material (i.e., branches, limbs, trunks) is allowed."
3. Prior to Specific Design Plan submission, the applicant shall submit a conceptual stormwater management plan for approval by the Department of Environmental Resources.
4. The applicant shall submit a 100-year floodplain study for approval by the Department of Environmental Resources prior to Phase III, Specific Design Plan submission. The study shall include proposed channel conditions; encroachment or disturbance into the floodplain, except for road crossing and utilities, is unacceptable.
5. The applicant shall submit a soils study for approval by the Planning Board or its designee prior to Phase III, Specific Design Plan.
6. At preliminary plan submission, prior to Phase III, Specific Design Plan, approval, the applicant shall submit a traffic study for approval by the Planning Board or its designee. The study shall address adequacy and safety and identify improvements necessary to maintain acceptable levels of service for the following intersections: U.S. Route 301/Leeland Road; U.S. Route 301/Willowbrook Parkway; U.S. Route 301/Village Drive; U.S. Route 301/Md. Route 725; U.S. Route 301/Collington North access; U.S. Route 301/Trade Zone Avenue; U.S. Route 301/Md. Route 214; Prince George's Boulevard/Leeland Road; Prince George's Boulevard/Willowbrook Parkway; Leeland Road-Oak Grove Road/Church Road; and Leeland Road-Oak Grove Road from U.S. Route 301 to Md. Route 193.
7. Prior to Specific Design Plan approval, the following security measures shall be planned and incorporated into the design of buildings, parking lots and landscaping:
  - a. Audible building alarms. Alarms connected to private security companies are suggested.

- b. State of the art deadbolt locks and secure doors and window construction shall be provided.
  - c. Building numbers and front entranceways shall be provided with bright lighting.
  - d. Parking lots shall be visible to the buildings that they serve, with unisolated outer limits and with bright lighting provided throughout.
  - e. Border plantings inside the parking areas shall be low growing types of shrubbery.
  - f. Trees in the parking area shall be trimmed approximately six to seven feet from the ground.
8. The character and visual image of the Collington Center original Basic Plan shall be protected and maintained through design techniques such as trees, berms and vegetative buffers. The layout of building lots and internal streets shall be planned so that the rear view of buildings will not be clearly visible from U.S. Route 301, Prince George's Boulevard or Leeland Road.
9. To assure the character and visual image of a campus-type setting is maintained, development shall occur with minimal disturbance to tree stands, existing steep slopes and other natural features.
10. The ridge line of the east boundary shall be retained and supplemented with additional plant material to buffer development and lessen the visual impact on the vistas from Montpelier of Moore's Plains, Prince George's County Historic Site #79-2.
11. Prior to Phase III, Specific Design Plan, approval, the applicant shall submit Types I and II Tree Conservation Plans for approval by the Planning Board or its designee.
12. Prior to Phase III, Specific Design Plan, approval, the applicant shall obtain all necessary U.S. Army Corps of Engineers permits and Maryland Department of the Environment permits.
13. The developer shall consider recreational opportunities as part of the Comprehensive Design and Specific Design Plans for use of the employee population of Collington South.

SECTION 2. This Ordinance shall take effect on the date of its enactment.

Enacted this 21st day of May, 1990, by the following vote:

In Favor: Council Members Bell, Castaldi, Casula, Mills,  
Pemberton and Wineland

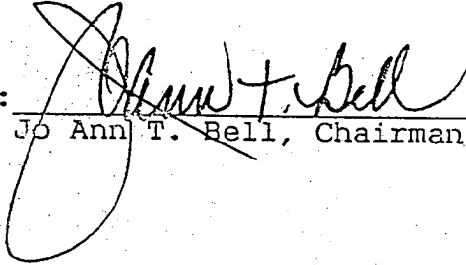
Opposed: Council Member Wilson

Abstained:

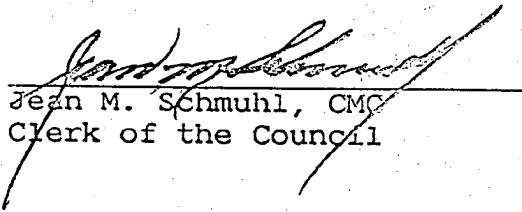
Absent: Council Members Cicoria & Herl

Vote: 6-1

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF  
THE MARYLAND-WASHINGTON REGIONAL  
DISTRICT IN PRINCE GEORGE'S  
COUNTY, MARYLAND

By:   
Jo Ann T. Bell, Chairman

ATTEST:

  
Jean M. Schmuhl, CMC  
Clerk of the Council

Case No.: A-6965-C &  
A-9397-C

Applicant: Safeway, Inc.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 22 - 1997

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, by amending an approved basic plan and conditions.

WHEREAS, on May 21, 1990, the District Council approved Application Nos. A-6965-C and A-9397-C, for E-I-A zoning, with basic plan, on approximately 167 acres of land, located on the north side of Leeland Road and west side of U.S. Rt. 301, Upper Marlboro, Maryland; and

WHEREAS, the applicant has filed a request with the District Council to amend the basic plan for Application Nos. A-6965-C and A-9397-C and conditions; and

WHEREAS, the request was reviewed by the Technical Staff and the Planning Board, who filed recommendations with the District Council; and

WHEREAS, the applicant's request was given public notice, in accordance with all requirements of law, and a public hearing on the request was held by the District Council; and

WHEREAS, having reviewed the record in this case and the testimony and exhibits presented at the public hearings, the

District Council has determined that the request to amend the basic plan meets the requirements of Section 27-195(b) and should be approved, with conditions, as recommended by the Zoning Hearing Examiner; and

WHEREAS, as the basis for this action, the District Council adopts the Decision of the Zoning Hearing Examiner; and

WHEREAS, to protect adjacent properties and the general neighborhood, approval of the amended basic plan is granted subject to conditions.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The basic plan for Application Nos. A-6965-C and A-9397-C is hereby amended, subject to the following Conditions:

1. The Preliminary Plat of Subdivision shall show dedication along US 301 and Leeland Road consistent with the Master Plan recommendations for these facilities. Improvements within the right-of-way of Leeland Road shall be determined by the DPW&T, and shall include at a minimum a right-turn lane into the site and a receiving lane eastbound to accommodate left-turning traffic exiting the site.
2. At the time of initial building permit, the applicant will be allowed to apply for the construction and grading portions of the permit, but need not apply for the use portion of the initial building permit until the facility is largely constructed. Prior to issuance of the use portion of the building permit (which shall occur prior to the use and occupancy permit), the applicant

shall pay to Prince George's County the following share of costs for improvements to US 301 between MD 725 and MD 214:

A fee calculated as  $\$456,000.00 \times$   
(Engineering News-Record Highway  
Construction Cost Index at the  
time of payment)/Engineering News-  
Record Highway Construction Cost  
Index for the 2nd quarter, 1989)

The total payment shall be prorated at the time of the use portion of the building permit at a rate of \$0.24 per gross square feet of building.

3. Prior to the issuance of any building permit for the subject property, the following improvements at the intersection of US 301 and Leeland Road shall (a) have full financial assurances, and (b) have an agreed-upon timetable for construction with the SHA or the DPW&T:
  - a. Provision of a three-lane approach along eastbound Leeland Road at US 301 to provide dual left-turn lanes and exclusive right-turn lane.
4. Prior to the approval of the Specific Design Plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to the State Highway Administration (SHA) and the Department of Public Works and Transportation (DPW&T) for the intersection of US 301 and Leeland Road. The applicant should utilize a new 12-hour count, and should analyze signal warrants based upon total future traffic as well as and existing traffic volumes and conditions. If deemed warranted by the SHA or the DPW&T, the applicant shall bond the signal and install the signal at a time to be determined by the SHA or the DPW&T prior to the issuance of the use portion of the building permit.



5. Prior to the issuance of any building permit for the subject property, the following improvements at the intersection of Trade Zone Avenue and Prince George's Boulevard shall (a) have full financial assurances, and (b) have an agreed-upon timetable for construction with the DPW&T:
  - a. Restripe existing pavement along westbound Trade Zone Avenue to provide a shared through/right-turn lane, and an exclusive left-turn lane.
  - b. Restripe existing pavement along northbound Prince George's Boulevard, to provide exclusive right-turn lanes, an exclusive through lane and an exclusive left-turn lane.
  - c. In conjunction with the lane changes identified in a. and b. above, a traffic signal shall be provided at the intersection of Prince George's Boulevard and Trade Zone Avenue as approved by SHA or DPW&T.
6. There shall be no public access ways to provide north-south through travel through the subject property. The south access point from Parcel 1 onto Leeland Road shall serve primarily truck traffic accessing the distribution facilities on Parcel 1. The north access point from proposed Parcel 1 onto Prince George's Boulevard shall serve primarily employee and visitor traffic.
7. Total development of this 167-acre site shall be limited to 1,900,000 square feet of uses as permitted in the E-I-A Zone. Any development other than that identified herein above shall require a Basic Plan Amendment with a new determination of the adequacy of transportation facilities.

8. All structures shall be fully equipped with automatic fire suppression systems in accordance with National Fire Protection Association Standard 13.
9. A minimum 100-foot-wide landscaped buffer shall be provided from the ultimate right-of-way of US 301, Willow Brook Parkway and Leeland Road. If the applicant can demonstrate conclusively that total screening can be accomplished with less than 100 feet, then in some selected areas the buffer may be reduced but in no case shall be less than 50 feet wide. The buffer shall be primarily utilized for berming and landscaping to ensure adequate screening of warehouse and loading operations. Loading operations and loading doors shall be screened from US 301, Willow Brook Parkway, and Leeland Road. Views of buildings from US 301 shall be permitted only if the architecture is attractive.
10. A minimum 100-foot-wide landscape buffer with a minimum 50-foot-wide tree preservation area and a 100-foot building restriction line shall be provided between any adjacent residential property and the subject development. Emphasis shall be placed on tree preservation with berming and supplemental plantings in areas where there are no existing woodlands to screen the facility from the residences in accordance with Section 4.4 of the *Landscape Manual*."
11. Every effort shall be made to locate the stormwater management ponds in already cleared areas on the site. The disturbance to the PMAs should be minimized. Disturbance of other steep slopes, existing woodlands and wetlands shall also be minimized. Other stormwater management techniques such as underground storage or additional piping, shall be explored to minimize disturbance of sensitive environmental features and allow for berming in the buffer adjacent to US 301.

12. The Patuxent Primary Management Area (PMA) including all perennial streams, shall be shown on the CDP and shall have a 50-foot limit of disturbance measured from the stream bank and expanded to include floodplains, nontidal wetlands, slopes in excess of 25 percent and slopes of 15 percent or greater found in combination with soils having K factor greater than 0.35.
13. A detailed geotechnical report is required for areas where Marlboro Clay can affect structural stability, prior to any preliminary plans, subject to the review of the Natural Resources Division.
14. A variation request for wetlands and buffer impacts is required at the time of preliminary plan submittal. The request should include the impacts to Water of the U.S. or Waters of the State. The applicant shall provide the Natural Resources Division with evidence that all Federal and State approvals have been obtained prior to the issuance of any building permits that directly impact such waters.
15. The applicant shall submit an overall conceptual stormwater plan to address the provision of roads, utilities and stormwater management prior to the submittal of a preliminary plat.
16. The project requires coordination with the County's Willow Brook Parkway Project (A-44 Corridor). Necessary design and right-of-way easements information should be shown on the Comprehensive Design Plan.
17. The applicant shall provide justification to allow any disturbances to the PMA and woodland areas adjacent to the PMA with each succeeding development plan for this site. Justification for the disturbances shall be evaluated with each succeeding plan, based on the increased level of information available at that stage of the development process. Approvals during any stage of the

development process shall not constitute an irrevocable approval. Instead the justification and approval shall be used as a basis to build onto for each ensuing stage of the development process which will have increasingly detailed information and justification requirements.

- 18. To provide consistency throughout the entire development, design guidelines for Collington South should be the same as for the approved Comprehensive Design Plans for Collington Central and Collington North, including, but not limited to, lot coverage, minimum green space, setbacks, views of parking and loading from major roads and residential property, and signage.
- 19. The Basic Plan text should include Employment Area Guidelines 1, 6 and 7 (page 140 of the Master Plan) or provide an explanation for their deletion. These guidelines may be applicable during later phases of the Comprehensive Design Zone process. If it is later determined that these guidelines are not applicable, they may be deleted from the Basic Plan.

SECTION 2. This Ordinance shall take effect on the date of its enactment.

Enacted this 17th day of June, 1997, by the following vote:

In Favor: **Council Members Bailey, Del Giudice, Estepp, Gourdine, MacKinnon, Maloney, Russell, Scott and Wilson**

Opposed:

Abstained:

Absent:

Vote: 9-0

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF THE  
MARYLAND-WASHINGTON REGIONAL DISTRICT  
IN PRINCE GEORGE'S COUNTY, MARYLAND

BY: *Dorothy F. Bailey*  
Dorothy F. Bailey, Chair

ATTEST:

*Joyce T. Sweeney*  
Joyce T. Sweeney  
Clerk of the Council

## Reid Townsend

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**From:** Thomas Conroy <tconroy@nasafcu.com>  
**Sent:** Friday, May 30, 2014 11:25 AM  
**To:** Reid Townsend  
**Cc:** Barry Caison ; Charlie morris (morrill1@gmail.com)  
**Subject:** Construction

Hello Reid, The board of directors of the Collington Trade Zone association ,along with the architectural review committee has not been in existence for quite some time. The CEO of the NASAFUCU, Doug Allman, is the treasurer and collects the Association fees so that we can pay the landscapers, do other repairs around the park ,and pay the electric bills . Since the ARC has no appointed members by the county ,Doug is not in a position to usurp the counties authority. We have been suggesting that all entities desiring to get building permits go thru the county permitting process which also includes the Maryland National capital parks and planning reviews . We feel that since they were involved with the original C&R's they have the Collington Trade Zones interests and compliance issues covered. Feel free to call if you need further amplification or need other help.

**Tom Conroy**  
**Assistant Vice President-Facilities Management**  
**NASA Federal Credit Union**  
**500 Prince Georges Blvd**  
**Upper Marlboro,MD 20774**  
**Office 301.249.1800 ext 232**  
**Fax 301.249.0586**  
**Cell 301.758.2996**



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

PGCPB No. 90-455

CDP-9006

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Comprehensive Design Plans pursuant to Part 8, Division 4 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on October 18, 1990, regarding Comprehensive Design Plan CDP-9006 for Collington Center the Planning Board finds:

1. The Comprehensive Design Plan, CDP-9006, will be in general conformance with the Basic Plan when Condition No. 1 is met.
2. The proposed plan would result in a development with a better environment than could be achieved under other regulations when Conditions 1, 4, 5, 6, 8 and 10 are met, which provide for green space on all lots, screening of parking lots and docks, and preservation of views.
3. Approval is warranted by the way in which the Comprehensive Design Plan includes design elements, facilities, and amenities and satisfies the needs of the residents, employees or guests of the project per Conditions 1, 4, 5, 6, 8 and 10, which provide for green space on all lots, screening of parking lots and docks, and preservation of views.
4. The proposed development will be compatible with existing land use, zoning and facilities in the immediate surrounding.
5. When Condition Nos. 1, 4, 5, 6 and 14 are met, land uses and facilities covered by the Comprehensive Design Plan will be compatible with each other in relation to:
  - a. amounts of building coverage and open space;
  - b. building setbacks from streets and abutting land uses; and
  - c. circulation access points.
6. Each staged unit of development (as well as the total development) can exist as a unit capable of sustaining an environment of continuing quality and stability when Condition No. 16 is met.
7. The staging of development will not be an unreasonable burden on available public facilities.

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 Comprehensive Design Plan for the above-described land, subject to the following conditions:

1. No parking lot or building setbacks shall be reduced from the design standards established in the original CDP text except that parking lot setbacks along Queens Court and Branch Court may be reduced from 50 feet to 25 feet.
- ✓ 2. Prior to the approval of any grading or building permit for the additional lots, Lots 1-E and 1-D, a geotechnical study shall be submitted to the Natural Resources Division for review.
- ✓ 3. Amend Section 4 of the Comprehensive Design Plan text, design standards for signage as follows:
  - a. Delete (or amend) number 3, page 4-1 only allowing ground-mounted signs.
  - b. Delete (or amend) number 8, page 4-2 requiring graphics relating to buildings to be oriented toward roadways on ground-positioned signs.
  - c. Amend number 2 under "Signs", page 4-7 to read:
    - "2. Ground-mounted signs identifying industrial businesses will be oriented toward roadways and will not exceed a height of ten feet. Plant materials and earth-mounding will be used to enhance their appearance. See landscaping guidelines."
  - d. Add number 3 under "Signs", page 4-7 to include:
    3. Wall-mounted signs shall be allowed only on multiple-tenant buildings, except those located on Lots 3, 4, 5, 13 and 24 in Block B of Collington Center. No signage shall be permitted at any location other than where specifically shown on the drawings approved by the Architecture Review Committee.
      - a. Signage shall be limited to one sign per tenant per building. No signage will be allowed on the upper portions of the buildings.



- b. Company or trade names only will be permitted. No logos, slogans, mottos or catch phrases shall be allowed.
  - c. All exterior signage shall be composed of custom fabricated aluminum letters individually-mounted or shop-mounted on painted metal "back mounting bars" (painted to match the surface on which they are mounted) on exterior walls. All visible surfaces of all letters shall have a satin black baked enamel finish.
  - d. All letters shall be "Modula Bold" upper case type-face and shall be eight (8) inches high, and one-half (1/2) inch deep (plus or minus one-eighth (1/8) inch).
  - e. Only one single row of lettering shall be permitted.
  - f. Signage shall not be lighted.
- ✓ 4. Amend Section 4 of the Comprehensive Design Plan text, design standards for parking lots to conform to the current Landscape Manual standards.
  - ✓ 5. Add a condition to Section 4 of the of the Comprehensive Design Plan text: All lots shall be required to provide 20% green space.
  - 6. Views from US 301 and proposed A-44 shall be as pleasing as possible. Large parking lots, loading spaces and docks, service or storage areas are discouraged and shall be completely screened from both roads in all directions. Screening may consist of walls, berms, or landscaping, in any combination.
  - ✓ 7. All commercial (and/or industrial) structures shall be fully sprinklered in accordance with National Fire Protection Association (NFPA) Standard 13 and all applicable County laws.
  - 8. The applicant, his successors and/or assigns, shall execute and record a formal agreement with the M-NCPPC to dedicate about 123 acres for permanent public open space as delineated on Staff Exhibit "A".
  - 9. In accordance with Sections 24-134 and 24-135 of the Subdivision Regulations of the Prince George's County Code, the Planning Board, on the recommendation of the Department of Parks and Recreation, required of the applicant, his successors and/or assigns, that land

to be dedicated to The Maryland-National Capital Park and Planning Commission shall be subject to the following:

- a. The dedication to The Commission by special warranty deed of the acreage indicated on the cover sheet, to be submitted at the time of Final Plat of Subdivision. This deed shall be accompanied by a receipt showing payment of all outstanding tax bills on the dedicated property.
- b. The M-NCPPC shall be held harmless for the cost of public improvements associated with the land to be dedicated, including but not limited to sewer extensions, adjacent road improvements, drains, sidewalks, curbs and gutters, and front-foot benefit charges, prior to and subsequent to Final Plat.
- c. The boundaries of land to be dedicated or conveyed shall be indicated on all plans from Preliminary Plat forward (i.e., rough grading, water and sewer, sediment control, storm drain).
- d. All manmade debris and/or other discarded material shall be removed from the land prior to dedication. The Department of Parks and Recreation shall inspect the site and certify that it is in acceptable condition for conveyance prior to Final Plat approval.
- e. The dedicated parkland shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse or similar waste.
- f. The land due in mandatory dedication shall not be disturbed in any way without the expressed written consent of the Department of Parks and Recreation. If the land is to be disturbed, a performance bond shall be posted to warrant restoration, repair or improvements made necessary or required by The Maryland-National Capital Park and Planning Commission approval process.
- g. Storm drain outfalls shall be designed so that they will not adversely affect land to be dedicated to The Maryland-National Capital Park and Planning Commission. If the outfalls require drain work within the park, a bond and an agreement will be required.
- h. No stormwater management facilities or utility easements shall be proposed on any plan for lands to be conveyed to The Maryland-National Capital Park and Planning Commission, without prior expressed written consent of the Department of Parks and Recreation. If such proposals are approved by staff, a perfor-

mance bond and an agreement shall be required of the applicant, prior to the issuance of grading permits.

10. Prior to submission of Final Plats, the applicant, his successors and/or assigns, shall record and execute a formal agreement with the M-NCPPC to provide a combination of public and private recreational facilities. This Recreation Facilities Agreement shall be reviewed by the Department of Parks and Recreation (DPR) prior to execution. To ensure the satisfactory construction of the recreational facilities, a performance bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office of The M-NCPPC) shall be posted. The bond for the public recreational facilities shall be submitted to DPR. The bond for private recreational facilities shall be submitted to the Development Review Division. All bonds shall be posted within two weeks of applying for building permits. The facilities to be constructed on public park lands shall include the following:
  - a. two (2) lighted tennis courts;
  - b. parking facility with a minimum of 40 spaces;
  - c. a minimum 8-foot wide asphalt hiker-biker trail along Collington Branch; and
  - d. a secondary pathway system to link the recreational facilities within the park.
11. The applicant, his successors and/or assigns, shall submit a detailed recreational/landscape plan for the public park site to DPR for review and approval prior to the next Specific Design Plan approval.
12. The developable land behind Lots 1 and 2, Block E, shall be used for active recreational amenities.
13. All recreational facilities shall be built in accordance with standards set forth in the Parks and Recreation Facilities Guidelines.
14. Access to the active recreational area behind Lots 1 and 2, Block E, shall be provided via Prince George's Boulevard.
15. All plans which propose disturbance to the dedicated parklands, including but not limited to storm drain, grading, paving, stormwater management and utility plans, shall be submitted to DPR for review prior to approval.

16. Prior to submission of any Specific Design Plans, the additional lotting area will require the submission of a new Preliminary Plat for those staged units of development.

\* \* \* \* \*

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 Dabney, seconded by Commissioner Wootten, with Commissioners Dabney, Wootten, Yewell, Botts and Rhoads voting in favor of the motion at its regular meeting held on Thursday, October 18, 1990, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8th day of November 1990.

John F. Downs, Jr.  
Executive Director

*Frances J. Guertin*  
By Frances J. Guertin  
Planning Board Administrator

JFD:FJG:GH:lg

APPROVED AS TO LEGAL SUFFICIENCY

10/30/90  
MNCPPC Legal Department  
Date *Elizabeth Swales*

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Comprehensive Design Plans pursuant to Part 8, Division 4 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on April 26, 2001, regarding Comprehensive Design Plan CDP-9006/01 for Collington Center the Planning Board finds:

1. The requested revision to the Comprehensive Design Plan is to eliminate requirements for provision of recreational facilities in CDP-9006, the Comprehensive Design Plan for Collington Center. CDP-9006 was approved for Collington Center by the Planning Board on October 18, 1990 (PGCPB No.90-455) with 16 conditions of approval.

Condition #10 of CDP-9006 reads as follows:

“Prior to submission of Final Plats, the applicant, his successors and/or assigns, shall record and execute a formal agreement with the M-NCPPC to provide a combination of public and private recreational facilities. This Recreation Facilities Agreement shall be reviewed by the Department of Parks and Recreation (DPR) prior to execution. To ensure the satisfactory construction of the recreational facilities, a performance bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office of the M-NCPPC) shall be posted. The bond for the public recreational facilities shall be submitted to DPR. The bond for private recreational facilities shall be submitted to the Development Review Division. All bonds shall be posted within two weeks of applying for building permits. The facilities to be constructed on public park lands shall include the following:

- a. two (2) lighted tennis courts;
  - b. parking facility with a minimum of 40 spaces;
  - c. a minimum eight-foot wide asphalt hiker-biker trail along Collington Branch; and
  - d. a secondary pathway system to link the recreational facilities within the park.”
2. A number of Specific Design Plans have been filed after the Comprehensive Design Plan was approved. During the review of a Specific Design Plan application (SDP-9904) for Lot 14, Block C, in Collington Center in December 1999, the County Executive's office

indicated that the specific applicant in that case should not be considered responsible for provision of the facilities (memorandum from Errico to Piret, December 21, 1999). The memorandum indicated that the county would be submitting a revision to the Comprehensive Design Plan to address Condition #10.

3. The subject revision to the Comprehensive Design Plan is being filed to eliminate CDP conditions requiring provision of public recreational facilities in the Collington Center development. The county (Holtz to Adams, February 1, 2001) has stated that the park is nearly fully developed and there has been no interest from the tenants in having recreational facilities included as a part of the park. Therefore, the county requests that the CDP be amended and the requirement for recreational facilities be eliminated. Since the county is the owner of Collington Center, a fee waiver is also being requested for the subject revision to the Comprehensive Design Plan.
4. Condition #10 of CDP-9006 was carried forward and applied to the Preliminary Plat application (4-96051) for subdivision of Lot 6, Parcel A, Block A, and Lots 5 and 8, Parcel B, Block E, in Collington Center. Preliminary Plat 4-96051 was approved by the Planning Board on November 21, 1996 (PGCPB No. 96-318) with 15 conditions of approval. Condition #10 of CDP-9006 was retained as Condition #9 of Preliminary Plat 4-96051. Preliminary Plat 4-96051 expires on November 21, 2002. The county is, at present, pursuing a record plat for one of the last remaining parcels in the park. Therefore, it is requesting that the subject revision to the Comprehensive Design Plan be approved prior to the recordation of the final plat. Revision of Condition #9 of Preliminary Plat 4-96051 may also be required.
5. Staff agrees with the applicant regarding the lack of interest in recreational facilities in the park. The park is substantially built out and Condition #10 was never implemented during the Specific Design Plan stage for all the previous projects in Collington Center. The Department of Parks and Recreation and the Subdivision Section have no Public or Private Recreational Facilities Agreements on file for Collington Center as required by the above condition. However, the ability to eventually implement the hiker-biker trail segment through Collington Center should be retained to maintain the connectivity of the trail system recommended by the *Master Plan*. The referral comments below also address the issue of retaining the hiker-biker trail in Collington Center. Condition #8 of the Preliminary Plat 4-96051 requires the county to dedicate 144+ acres to M-NCPPC as open space along with the Final Plat. Some portions of the trail will be included in the subject 144+ acres. The applicant will have to dedicate the subject 144+ acres prior to approval of the next Final Plat in Collington Center.

#### Referral Responses

6. The Subdivision Section has no comments at this time.

7. The Transportation Planning Section (Shaffer to Srinivas, March 8, 2001) has stated that the Collington Branch Stream Valley Trail should be retained for conformance with the Adopted and Approved *Bowie-Collington-Mitchellville and Vicinity Master Plan*. The trail is an important link within the area-wide trail and bikeway network and will ultimately link to the Western Branch Stream Valley Trail and Chesapeake Beach Rail-Trail to the south and the MD 450 trail to the north. The County Executive's office has agreed to dedicate land that will accommodate the trail. A condition of approval requiring dedication of land along Collington Branch to accommodate the future multi-use trail has been added, along with a condition to eliminate conditions requiring other recreational facilities.
8. The Transportation Planning Section (Masog to Srinivas, March 17, 2001) has expressed concerns that the elimination of on-site recreational facilities may result in increased trips due to workers travelling off-site to other recreational facilities. However, the proposal technically meets the requirements pertaining to transportation facilities.
9. The Environmental Planning Section (Markovich to Srinivas, February 8, 2001) has stated that the site was previously evaluated by the Environmental Planning Section during the review of various Basic Plans, Comprehensive Design Plans, Preliminary Plans, Specific Design Plans and Tree Conservation Plans. A Type I Tree Conservation Plan (TCPI/59/95) and a Type II Tree Conservation Plan (TCPII/67/96) were previously reviewed and approved for the overall site. The elimination of the recreational facilities will not result in adverse impacts to any environmental features.
10. The Community Planning Division (D'Ambrosi to Srinivas, February 15, 2001) has stated that the master plan shows a trail connection from Leeland Road to Commerce Drive. A private open space for the Collington Center near US 301 and around Collington branch is shown on the plan. The Division recommends that the trail segment be retained.
11. The City of Bowie (Robinson to Hewlett, April 2, 2001) has stated that the elimination of the trail segment through the Collington Center would be contrary to the *Master Plan* and would create a gap in the Collington Center Branch Trail network. Therefore, the hiker-biker trail should be retained.
12. The Department of Parks and Recreation (Palfrey to Srinivas, February 27, 2001) has no comments at this time.
13. In addition to Condition #10, other related conditions as indicated below deal with recreational facilities and should also be eliminated if Condition #10 is eliminated:

- #11 The applicant, his successors and/or assigns, shall submit a detailed recreational/landscape plan for the public park site to DPR for review and approval prior to the next Specific Design Plan approval.
- #12 The developable land behind Lots 1 and 2, Block E, shall be used for active recreational amenities.
- #13 All recreational facilities shall be built in accordance with standards set forth in the Parks and Recreation Facilities Guidelines.
- #14 Access to the active recreational area behind Lots 1 and 2, Block E, shall be provided via Prince George's Boulevard.

Therefore, a condition of approval has been added to eliminate the above conditions.

14. Section 27-521 of the Zoning Ordinance, Required Findings for Approval, requires the Planning Board to find conformance with the following findings for approval of a Comprehensive Design Plan:

(1) *The plan is in conformance with the approved Basic Plan;*

The subject CDP revision will be in conformance with the approved Basic Plan. Although Consideration 6 of the approved Basic Plan references provision of tennis courts to be available to employees of Collington Center, the circumstances of this case

justify the conclusion that the consideration should not be enforced when the tenants have not expressed any desire for the tennis courts.

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

The subject CDP revision will not alter the existing development in Collington Center.

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

With the proposed conditions, the elimination of the tennis courts will not significantly alter the previous findings regarding the existing and proposed design elements, facilities, and amenities that are intended to satisfy the needs of the residents, employees, or guests of the project.



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

The elimination of the recreational facilities proposed by the subject CDP revision will not significantly impact the previous determination that the Collington Center is compatible with existing land uses, zoning, and facilities in the immediate surroundings.

- (5) *Land uses and facilities covered by the Comprehensive Design Plan will be compatible with each other in relation to:*
- (A) *Amounts of building coverage and open space;*
  - (B) *Building setbacks from streets and abutting land uses; and*
  - (C) *Circulation access points;*

With the proposed conditions, the subject CDP revision will not alter the existing land uses and facilities that have previously been determined to be compatible with each other in the ways stated.

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

Collington Center is almost built out. Each phase of development in Collington Center has existed as a unit capable of sustaining an environment of continuing quality and stability. The proposed elimination of the recreational facilities will not alter the project's capability to exist as staged units and as total development.

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

Almost all the parcels in Collington Center are built out and therefore, the subject CDP revision will not be an unreasonable burden on public facilities that are existing, under construction, or for which 100% construction funding is contained in the county CIP or the State CTP, and so the request technically meets the requirements pertaining to public facilities.

- (8) *Where a Comprehensive Design Plan proposal includes an adaptive use of a Historic Site, the Planning Board shall find that:*
- (A) *The proposed adaptive use will not adversely affect distinguishing exterior architectural features or important historic landscape features in the established environmental setting;*

- (B) *Parking lot layout, materials, and landscaping are designed to preserve the integrity and character of the Historic Site;*
- (C) *The design, materials, height, proportion, and scale of a proposed enlargement or extension of a Historic Site, or of a new structure within the environmental setting, are in keeping with the character of the Historic Site;*

The above section is not applicable to this CDP revision.

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

The above section is not applicable to this CDP revision.

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

The elimination of the recreational facilities will not alter the approved Tree Conservation 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 Comprehensive Design Plan for the above-described land, subject to the following conditions:

1. Prior to approval of the next Final Plat in Collington Center, the applicant, his successors and/or assigns shall dedicate the land (approximately 144 acres) along the Collington Branch Stream Valley to M-NCPPC for the planned stream valley park and to accommodate the future multiuse trail according to the requirements and specifications for land dedication specified by the Department of Parks and Recreation.
2. Conditions #10, #11, #12, #13 and #14 of CDP-9006 shall be eliminated.

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 Brown, seconded by Commissioner Lowe, with Commissioners Brown, Lowe, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, April 26, 2001, in Upper Marlboro, Maryland.


Adopted by the Prince George's County Planning Board this 17th day of May 2001.

Trudye Morgan Johnson  
Executive Director

*Frances J. Guertin*  
By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:LS:rmk

APPROVED AS TO LEGAL SUFFICIENCY.

  
\_\_\_\_\_  
M-NCPPC Legal Department  
Date 5/8/01



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-3796

PGCPB No. 05-83

File No. CDP-9006/02

## RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Comprehensive Design Plans pursuant to Part 8, Division 4 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on March 31, 2005, regarding Comprehensive Design Plan CDP-9006/02 for Collington Center the Planning Board finds:

1. **Request:** This revision to the Comprehensive Design Plan was submitted to Development Review Division by Marlo Furniture and Prince George's County, as co-applicants and is limited to the proposed vacation of A-44 (also known as Willow Brook Parkway) and the land area will be added to Collington Center for future development. The applicant has a list of changes to the plans as stated in letter dated March 21, 2005:
  - "a. The vacation of approximately 30 acres of the Willowbrook [sic] Parkway right-of-way: 22.81 acres reverting to Prince George's County within this part of Collington Center, and 6.95 acres reverting to Safeway, Inc. within Collington Center South. Also, an abutting 0.11-acre portion (a fillet) of the Prince George's Boulevard right-of-way is to revert to Prince George's County;
  - "b. The vacation of 1.15 acres of Prince George's Boulevard right-of-way reverting to the adjoining lot owner in the northern part of this development, where a street connection north to Karington is no longer desired;
  - "c. The updating to reflect current lot configurations and numbering, and the development status of the lots;
  - "d. The elimination of an outdated and generally ignored portion of the Legend, i.e. the subtle classification of the type of industrial development for each lot;
  - "e. The extension of Queen Court eastward, beyond the existing cul-de-sac, to connect to U.S. Route 301; and
  - "f. The updating of the companion TCP I/59/95 to agree with all the changes to the CDP listed above."

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	E-I-A	E-I-A
Use(s)	A-44	Warehouse
Acreage	640.1	662.9
Lots	2	3
Parcels	0	0
Square Footage/GFA	0	900,000

3. **Location:** The site is in Planning Area 74 and Council District 4. Collington Center is located within the approved 1991 Bowie-Collington-Mitchellville and Vicinity Master Plan area, on the west side of Robert Crain Highway (US 301) and south of Central Avenue.
4. **Surroundings and Use:** The area of change within this Comprehensive Design Plan is south of existing Queen's Court, west of US 301, east of existing Prince George's Boulevard, and north of the Safeway site within Collington Center South. The surrounding properties are zoned E-I-A and the uses are mainly industrial uses consisting of warehousing.
5. **Previous Approvals:** On October 28, 1975, the District Council adopted the Bowie-Collington and vicinity sectional map amendment, which approved A-6965-C for the E-I-A Zone on 898.14 acres of land. Subsequently, additional E-I-A zoning (A-9284) was approved on August 29, 1978, for 383.55 acres of land, making the entire Collington Center property a total of 1,281.69 acres of land in the E-I-A Zone.

On November 30, 1978, the Planning Board approved Comprehensive Design Plan CDP-7802. On May 19, 1988, the Planning Board approved CDP-8712, which was a revision to the previously approved plan. On March 2, 1989, the Planning Board approved another revision to the Comprehensive Design Plan, CDP-8809. On July 17, 1997, the Planning Board approved CDP-9702 for a revision to the area known as Collington Center South.

6. **Design Features:** The proposed changes to the comprehensive design plan are primarily for the purpose of creating additional land area to be included for purposes of additional developable area. The details of the development proposal will be reviewed at the time of the Specific Design Plan. However, the staff is concerned with the ultimate appearance of the development as viewed from US 301.

**COMPLIANCE WITH EVALUATION CRITERIA**

7. Section 27-521 of the Zoning Ordinance, Required Findings for Approval, requires the Planning Board to find conformance with the following findings for approval of a Comprehensive Design Plan:

(1) *The plan is in conformance with the approved Basic Plan;*

The subject CDP revision is in conformance with the approved Basic Plan.

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

The subject CDP process is more flexible than conventional regulations, yet allows for the achievement of high standards for development. This revision will create a compatible environment when compared to the existing development in Collington Center.

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

This approval will allow for the development of additional land area, which will include design elements for the future employees of the park that are similar or superior to those in the existing portions of Collington Center.

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

Collington Center is compatible with existing land uses, zoning, and facilities in the immediate surroundings.

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

- (A) *Amounts of building coverage and open space;*  
(B) *Building setbacks from streets and abutting land uses; and*  
(C) *Circulation access points;*

The subject CDP revision will not alter the existing land uses and facilities that have previously been determined to be compatible with each other in the ways stated.

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

Collington Center is almost built out. Each phase of development in Collington Center has existed as a unit capable of sustaining an environment of continuing quality and stability. The proposed addition of land area to the central portion of Collington Center will not alter the project's capacity to sustain a quality environment.

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

As explained in Finding 9 below, the subject CDP revision will not be an unreasonable burden on public facilities that exist, are under construction, or for which 100 percent construction funding is contained in the county CIP or the state CTP, and so the request technically meets the requirements pertaining to road systems and public facilities.

- (8) *Where a Comprehensive Design Plan proposal includes an adaptive use of a Historic Site, the Planning Board shall find that:*
- (A) *The proposed adaptive use will not adversely affect distinguishing exterior architectural features or important historic landscape features in the established environmental setting;*
  - (B) *Parking lot layout, materials, and landscaping are designed to preserve the integrity and character of the Historic Site;*
  - (C) *The design, materials, height, proportion, and scale of a proposed enlargement or extension of a Historic Site, or of a new structure within the environmental setting, are in keeping with the character of the Historic Site;*

The above section is not applicable to this CDP revision.

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

The plan incorporates the applicable design guidelines as set forth in Section 27-274.

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

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because there are previously approved Tree Conservation Plans, TCPI/59/95 and TCPII/67/96, for the entire Collington Center complex. The approved TCPI and TCPII for Collington Center assumed that all woodlands found on existing lots, including the lots in this application, would be cleared and the overall requirements were calculated accordingly. The overall site requirements were then satisfied on several of the open space parcels that are part of the Collington Center complex. No additional information is required with respect to the Prince George's County Woodland Conservation Ordinance.

## Referral Responses

8. The Environmental Planning Section previously reviewed this site in conjunction with the Comprehensive Design Plan, CDP-9006; CDP-9006/01; Preliminary Plans of Subdivision, 4-93047 and 4-03140; Type I Tree Conservation Plan, TCPI/59/95; and Type II Tree Conservation Plan, TCPII/67/96; all of which were approved. The current Conceptual Design Plan revision is proposed for the purpose of vacating the right-of-way for the Willow Brook Parkway, which occupies approximately seven acres on the southern portion of the Collington Center, in order to incorporate the right-of-way into the adjoining parcel to the north.

This 640.00-acre property in the E-I-A Zone is located on the west side of Crain Highway (US 301) south of Central Avenue (MD 214). A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, areas of steep slopes with highly erodible soils, and Marlboro clay are found to occur on the property. The Pope's Creek Railroad right-of-way runs along the western boundary of this property, which has noise and vibration impacts on the property. Crain Highway, running along the eastern boundary of the site, is a transportation-related noise generator. The overall site includes a variety of commercial, industrial and office uses, which are not generally noise sensitive. The soils found to occur on-site according to the Prince George's County Soil Survey, which has no significant limitations that would affect the development of this site under the CDP revision, proposed. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication entitled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," dated December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in close proximity to this property. This property is located in the Collington Branch watershed of the Patuxent River Basin and in the Developing Tier as reflected in the adopted General Plan.

### ENVIRONMENTAL REVIEW

- a. A Forest Stand Delineation (FSD) was submitted with prior applications for the entire Collington Center site including the lot that is the subject of this application. The FSD was found to address the requirements for an FSD. No additional information is required with respect to the Forest Stand Delineation.
  - b. The Preliminary Plan of Subdivision references the Stormwater Management Concept Plan approval but no information has been provided indicating that approval. Information with respect to the Stormwater Management Concept Plan approval should be required at the time of subdivision or Specific Design Plan, whichever comes first. This is included as a condition of the approval of this plan.
9. The Transportation Planning Section (Shaffer to Lareuse, dated February 28, 2005) states that the Collington Branch Stream Valley Trail should be retained and the land dedicated to M-NCPPC for conformance with the Adopted and Approved Bowie-Collington-Mitchellville and Vicinity Master



Plan. The applicant submitted a deed as evidence that the land was conveyed (liber 16399, folio 333) on February 1, 2002.

10. The Transportation Planning Section (Masog to Lareuse, March 21, 2005) stated that the applicant has submitted a traffic study dated September 2004. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The study has been referred to the appropriate operating agencies, and comments from the County Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) are attached.

#### **Growth Policy—Service Level Standards**

The subject property is located within the Developing Tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

**Unsignalized intersections:** The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

#### **Staff Analysis of Traffic Impacts**

The applicant has prepared a traffic impact study in support of the application using new counts taken in May 2004. With the development of the subject property, the traffic consultant has determined that adequate transportation facilities in the area can be attained. The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

US 301/Trade Zone Avenue

US 301/Leeland Road

The following conditions exist at the critical intersections:

<b>EXISTING TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
US 301 and Trade Zone Avenue	1,187	1,505	C	E
US 301 and Leeland Road	1,254	1,238	C	C

The list of nearby developments is extensive if only because three of the background developments are large in size. The background situation includes approximately 3,680 residences and 3.1 million square feet of commercial space. The county's Capital Improvement Program (CIP) includes a project to widen US 301 by a lane in each direction between MD 214 and MD 725. This project is shown in the current CIP with 100 percent funding within six years. Full funding in this circumstance includes an assumption that the majority of funding would come from developer contributions and from the State of Maryland. The widening of US 301 is also assumed with the provision that area developments would contribute to the funding of the improvements.

Given the growth assumptions without the improvements to be provided through the CIP project, the following background traffic conditions were determined:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
US 301 and Trade Zone Avenue	1,767	2,209	F	F
US 301 and Leeland Road	1,771	1,759	F	F

The subject application is intended to enable the construction of approximately 900,000 square feet of space on existing Lots 9C and 20C within Collington Center. The use is described as "a large showroom and furniture distribution center." The traffic study continues by using current trip rates from the "built" portion of the Collington Center to estimate the trip generation for the proposed use. However, the traffic study clearly distinguishes 847,500 square feet as warehouse space and 55,000 square feet as office/retail space. In staff's view, the trip rates are certainly appropriate to use for the warehouse portion, but trip rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual for a use such as "furniture store" would have been much more credible for use in this analysis. In this circumstance, the AM rate is about half of that used, while the PM rate is 50 percent higher.

It is unclear why the study states that a trip distribution of 62 percent northbound and 38 percent southbound is used, but the trip distribution for the site is reversed (38 percent northbound and 62 percent southbound) for trips leaving the site. This error causes the US 301/Trade Zone Avenue

intersection to appear much better in the traffic study than it actually operates under the staff analysis.

The resulting site trip generation would be 289 AM peak-hour trips and 299 PM peak-hour trips. With site traffic and without the improvements to be provided through the CIP project, the following operating conditions were determined:

<b>TOTAL TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
US 301 and Trade Zone Avenue	1,949	2,287	F	F
US 301 and Leeland Road	1,815	1,801	F	F

With the CIP improvements in place, the following operating conditions were determined:

<b>TOTAL TRAFFIC CONDITIONS WITH CIP IMPROVEMENTS</b>				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
US 301 and Trade Zone Avenue	1,429	1,521	D	E
US 301 and Leeland Road	1,281	1,292	C	C

The traffic analysis makes a number of statements regarding the deficiency at US 301 and Trade Zone Avenue. It terms the deficiency to be “marginal” and “theoretical” and attempts to suggest that “a Transportation Management Plan under the county’s TFMP” would bring the intersection to adequacy. This statement completely muddles two key tools contained in the guidelines, while attempting to sweep an inadequate situation under the rug. With six through lanes and double/triple left-turn lanes, the US 301/Trade Zone Avenue intersection will become clearly inadequate if the central portion of the Collington Center is allowed to develop with a single median break at Trade Zone Avenue and a right-in/right-out access point as shown at Queens Court. An alternate means of reaching US 301 must be identified and must be implemented prior to the buildout of the central portion of the Collington Center.

The CDP shows a stub street connection of Prince George’s Boulevard into Parcel 30 (also known as Willowbrook) to the southwest. This property has an approved Basic Plan that continues that connection through the site to Leeland Road. This connection would provide a back door for traffic entering and leaving the central portion of Collington Center, but it would also provide a primary connection for traffic oriented toward westbound Leeland Road.

Staff has done an analysis of the US 301/Trade Zone Avenue intersection and its operations with and without the planned development within the central portion of Collington Center, as shown below:

<b>TOTAL TRAFFIC CONDITIONS WITH CIP IMPROVEMENTS</b>				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
US 301 and Trade Zone Avenue less background and site development (but with existing development) in central portion of Collington Center	1,048	1,286	B	C
Plus Background – 2,143,225 square feet				
Plus Site – 902,500 square feet				
US 301 and Trade Zone Avenue with estimated buildout of central portion of Collington Center	1,429	1,521	D	E

Focusing upon the critical PM peak hour, it is apparent that there is a point at which additional development, when added to the existing development, would result in a CLV of 1,450, which is the upper limit of LOS D. Staff estimates this number to be 2,125,000 square feet. The applicant estimates existing development to total 3.3 million square feet; staff has reviewed tax records and found 3.075 million square feet. Allowing the more conservative estimate, it is determined that to ensure continued adequate traffic operations at US 301/Trade Zone Avenue, the second connection through Parcel 30 to Leeland Road must be in place prior to development within the central portion of Collington Center exceeding 5.2 million square feet.

The condition will allow further analyses to be provided with the review of future comprehensive design plans or specific design plans that could extend the amount of development that would be allowed without the connection. Nonetheless, it is essential from this point that development quantities be monitored with each specific design plan approved within the central portion of Collington Center. To that end, each specific design plan must include an enumeration by lot of all square footage that is built, under construction, or approved.

SHA and DPW&T both reviewed the traffic study. DPW&T had several comments that are summarized below:

1. DPW&T raised an objection to the proposed location of the Queen’s Court intersection with US 301. However, SHA has the authority to grant access to US 301 and to cause the applicant to make any improvements needed for safe and efficient vehicle operations. SHA has approved the Queen’s Court access point.
2. DPW&T requested an analysis of the Trade Zone Avenue/Prince George’s Boulevard intersection. Due to the limited nature of this CDP application in amending the access to the site, staff did not believe it appropriate to require that internal circulation issues be addressed.

3. DPW&T discussed the need of the applicant to participate in the funding for the US 301 CIP project. First, the development of Collington Center has been included as background for all projects in the US 301 corridor. Therefore, the development proposed under this CDP has been included all along. Second, Prince George's County is the underlying landowner and developer within the Collington Center. Presumably, Prince George's County will be participating in the funding of the US 301 improvements.
4. The discussion under the third point above also covers SHA's comments. The purpose of this CDP was not to approve more development for the Collington Center site, but to amend the access.

The traffic study notes that Collington Center has Basic Plan approval for up 14.4 million square feet of development. It should be noted, however, that a portion of the Basic Plan is Collington South, which is developed with the Safeway distribution facility (731,000 square feet). Also, the original approved plan assumed A-44 northward from the site, access through the Safeway site to Leeland Road, and access through Collington North (now Karington) to MD 214.

#### **Transportation Staff Conclusions**

Based on the preceding findings, the Transportation Planning Section concludes that the proposed development will not be an unreasonable burden on transportation facilities that exist, under construction or for which 100 percent construction funding is contained in the county CIP or the state CTP. Therefore, the transportation staff believes that the requirements pertaining to transportation facilities under Section 27-521 of the Prince George's County Code would be met if the application were approved with the following conditions:

1. Prior to development exceeding 5,200,000 square feet within the central portion of Collington Center, the following road improvements shall have full financial assurances, have been permitted for construction, and have an agreed-upon timetable for construction with DPW&T; or be otherwise constructed by others and open to traffic:
  - a. A southward extension of Prince George's Boulevard across Parcel 30 to Leeland Road.

The quantity of development to be allowed without the connection may be amended by future comprehensive design plans or specific design plans with the submittal and subsequent Planning Board approval of a traffic study indicating that greater development can be served adequately by the US 301/Trade Zone Avenue intersection. Such a traffic study shall include US 301/Trade Zone Avenue, US 301/Leeland Road, and Trade Zone Avenue/Prince George's Boulevard as critical intersections, and shall include analyses of existing, background, and total future traffic in accordance with the guidelines.

2. All future specific design plans within the central portion of Collington Center shall include a tabulation of all lots within the central portion of Collington Center. The

tabulation shall include, for each lot, the gross square footage and the status (i.e., built, under construction, approved, or pending approval).

11. The Community Planning Division (D'Ambrosi to Lareuse, March 1, 2005) has stated that this comprehensive design plan revision is to vacate Willow Brook Parkway and add acreage to the Collington Center for the development of a Marlow Furniture warehouse in the right-of-way. Development proposed by CDP-9006/02 is inconsistent with the 1991 Bowie-Collington-Mitchellville and Vicinity Master Plan which shows this property as Willow Brook Parkway. The County Council subsequently approved CR-19-2004, "rejecting the intrusion of the Intercounty Connector (A-44) and all of its extensions including (A-58) as well as the Public Transportation Facility (PT-1) into the planning area." Also, the resolution directed that the new Bowie and Vicinity Master Plan not include the Intercounty Connector and any of its extensions including Willowbrook Parkway. This resolution would appear to justify vacating the right-of way for future development.

The submitted application is located in the Developing Tier as defined by the 2002 General Plan. Development Pattern policies and strategies for the Developing Tier do not specifically address development applications in industrially zoned, planned employment areas. Regardless, economic development is a high priority of the 2002 General Plan. Development of planned employment in the Collington Center area, in accordance with existing regulations, is not inconsistent with the 2002 General Plan policies for the Developing Tier.

12. The Prince George's County Health Department, in letter dated February 14, 2005, provided the following comments:
  - "1. A raze permit is required prior to the removal of the existing house found in the southwest corner of the site (area labeled as 'Willowbrook Parkway to be Vacated'). A raze permit can be obtained through the Department of Environmental Resources, Office of Licenses and Permits. Any hazardous materials located in the house on site must be removed and properly stored or discarded prior to the structure being razed. A note needs to be affixed to the plan that requires that the structure is to be razed and the well and septic system properly abandoned before the release of the grading permit.
  - "2. Any abandoned well found within the confines of the above referenced property must be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department as part of the grading permit. The location of the well should be located on the plan.
  - "3. Any abandoned septic tank must be pumped out by a licensed scavenger and either removed or backfilled in place as part of the grading permit. The location of the septic system should be located on the plan."

Comment: These conditions have been included in the recommendation section of this report.

13. The City of Bowie has not submitted comments on this case.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type I Tree Conservation Plan (TCPI/59/95), and further APPROVED the Comprehensive Design Plan CDP-9006/02, Collington Center for the above described land, subject to the following conditions:

1. Prior to the submittal of a Specific Design Plan, the applicant shall provide evidence of an approved Stormwater Management Concept Plan.
2. A raze permit is required prior to the removal of the existing house found in the southwest corner of the site (area labeled as 'Willowbrook Parkway to be Vacated'). Any hazardous materials located in the house on site shall be removed and properly stored or discarded prior to the structure being razed. A note shall be affixed to the plan that requires that the structure is to be razed and the well and septic system properly abandoned before the release of the grading permit.
3. Any abandoned well found within the confines of the above referenced property shall be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department as part of the grading permit. The location of the well shall be located on the plan.
4. Any abandoned septic tank shall be pumped out by a licensed scavenger and either removed or backfilled in place as part of the grading permit. The location of the septic system shall be located on the plan.
5. No loading areas shall be visible from US 301.
6. Prior to development exceeding 5,200,000 square feet within the central portion of Collington Center, the following road improvements shall have full financial assurances, have been permitted for construction, and have an agreed-upon timetable for construction with DPW&T; or be otherwise constructed by others and open to traffic:
  - a. A southward extension of Prince George's Boulevard across Parcel 30 to Leeland Road.

The quantity of development to be allowed without the connection may be amended by future comprehensive design plans or specific design plans with the submittal and subsequent Planning Board approval of a traffic study indicating that greater development can be served adequately by the US 301/Trade Zone Avenue intersection. Such a traffic study shall include US 301/Trade Zone Avenue, US 301/Leeland Road, and Trade Zone Avenue/Prince George's Boulevard as critical intersections, and shall include analyses of existing, background, and total future traffic in accordance with the guidelines.

7. All future specific design plans within the central portion of Collington Center shall include a tabulation of all lots within the central portion of Collington Center. The tabulation shall include, for each lot, the gross square footage and the status (i.e., built, under construction, approved, or pending approval).

Consideration

1. The Specific Design Plan shall address the appearance of the development from US 301 through buffering and screening. Any visible portions of the building should exhibit quality design and materials.

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

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Harley, with Commissioners Squire, Harley, Vaughns and Hewlett voting in favor of the motion, and with Commissioner Eley absent at its regular meeting held on Thursday, March 31, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 21st day of April 2005.

Trudye Morgan Johnson  
Executive Director

*Frances J. Guertin*  
By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:SL:rmk

APPROVED AS TO LEGAL SUFFICIENCY.  
4-8-05  
M-NCPPC Legal Department  
Date Mac





Angela D. Alsobrooks  
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT  
Department of Permitting, Inspections and Enforcement  
Site/Road Plan Review Division



MEMORANDUM

March 24, 2021

**TO:** Adam Bossi, Urban Design Section  
Development Review Division, M-NCPPC

**FROM:** Mary C. Giles, P.E., Associate Director *Mary Giles*  
Site/Road Plan Review Division, DPIE

**Re:** 801 Prince George's Boulevard (Warehouse) Property  
Specific Design Plan, SDP-2001

**CR:** Prince George's Boulevard

This is in response to the Specific Design Plan, SDP-2001, referral for the development of an office/warehouse building and associated infrastructure, the Department of Permitting, Inspections, and Enforcement (DPIE) offers the following:

- The property is located at the northwest corner of Prince George's Boulevard and Branch Court intersection (located within the Prince George's International Commerce Center subdivision).
- Prince George's Boulevard is a County-maintained urban arterial roadway to the west of the subject property with a 102' right-of-way width. Sidewalk along Prince George's Boulevard property frontage is not required for this proposed development.
- The proposed southern entrance is only 50 ft away from the entrance of the neighboring property (Keystone Business Center Condominium). The existing driveway is the fourth leg the existing four-legged intersection of Prince Georges Boulevard and Prince Place. The proposed entrance provides a potential safety hazard. This concern needs to be addressed.
- The applicant needs to provide intersection sight distance analysis for the proposed northern driveway entrance.
- Full-width 2-inch mill-and-overlay along county roadway frontages are required.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.

9400 Peppercorn Place, Suite 230, Largo, Maryland 20774  
Phone: 301.636.2060 ♦ <http://dpie.mypgc.us> ♦ FAX: 301.925.8510

- Compliance with DPW&T's Utility Policy is required. Based upon the plans submitted, proper temporary and final patching and the related mill and overlay in accordance with "DPW&T Policy and Specifications for Utility Installation and Maintenance Permits" is required.
- Conformance with DPIE street lighting specifications and standards are required. Adjustments to street lighting, to accommodate the proposed plan improvements, are required in accordance with Section 23-140 of the Prince George's Road Ordinance.
- Trees are required along County-maintained roadways within the limits of the permit area.
- All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA).
- The Site Plan filed under Specific Design Plan case no. SDP-2001 is consistent with the Site Development Concept Letter filed under Case No. 8011050-1999-01 approved by DPIE on September 7, 2020.
- All stormwater management facilities and drainage systems, including their recreational features and visual amenities (if applicable), are to be designed and constructed in accordance to the standards and specifications set forth by the Department of Permitting, Inspections, and Enforcement (DPIE) and the Department of Public Works and Transportation (DPW&T). Approval of all facilities are required prior to permit issuance.
- All easements are to be approved by DPIE and recorded prior to technical approval.
- A maintenance agreement is to be approved by DPIE and recorded prior to technical approval.
- The proposed development will require a site development permit approved by the Department of Permitting, Inspections and Enforcement (DPIE).

Adam Bossi  
March 24, 2021  
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- A soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for all proposed roadways and Marlboro Clay is required.

If you have any questions or require additional information, please contact Mr. Mariwan Abdullah, District Engineer for the area, at 301.883.5710.

MA:TJ:AG

cc: Rene' Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE  
Mariwan Abdullah, P.E., District Engineer, S/RPRD, DPIE  
Salman Babar, CFM, Engineer, S/RPRD, DPIE  
MJ Labban, Engineer, S/RPRD, DPIE  
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE  
Ted Jeong, E.I.T, Engineer, S/RPRD, DPIE  
Collington Center LLC Lot 14B, 16155 Trade Zone Avenue, Upper Marlboro, MD  
20774  
GLW, PA, 3909 National Drive, Suite 250, Burtonsville, MD 20866



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
 Upper Marlboro, Maryland 20772  
 TTY: (301) 952-4366  
 www.mncppc.org/pgco

Countywide Planning Division  
 Environmental Planning Section

301-952-3650

March 26, 2021

**MEMORANDUM**

TO: Adam Bossi, Planner Coordinator, Urban Design Section, DRD

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

FROM: Mary Rea, Senior Planner, Environmental Planning Section, CWPD *MAR*

SUBJECT: **801 Prince George's Boulevard Property  
 SDP-2001 and TCPII-067-96-08**

The Environmental Planning Section has reviewed the specific design plan and revised Type 2 Tree Conservation Plan, TCPII-067-96-08, accepted for review on February 18, 2021. Comments were delivered to the applicant at the Subdivision Review Committee (SDRC) meeting on March 5, 2021. The Environmental Planning Section recommends approval of SDP-2001 and revised TCPII-067-96-08 subject to findings and conditions listed at the end of this memorandum.

**BACKGROUND**

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site applicable to this case:

Development Review Case	Tree Conservation Plan	Approval Authority	Status	Action Date	Resolution Number
Basic Plan A-6965	N/A	District Council	Adopted	10/28/1975	TBD
Basic A-9284	N/A	District Council	Adopted	12/23/1981	TBD
Basic Plan A-6965 & A-9284 Amendments,	N/A	District Council	Adopted	5/21/1990	TBD
CDP-8712	N/A	Planning Board	Approved	5/19/1988	PGCPB No. 88-224
CDP-9006	N/A	Planning Board	Approved	11/8/1990	PGCPB No. 90-455/
4-95091	TCPI-059-95		Approved		
N/A	TCPII-067-96-01	Staff	Approved	12/31/2001	N/A
NA	TCPII-067-	Staff	Approved	12/18/2003	N/A

	96-02				
N/A	TCPII-067-96-03	Staff	Approved	9/27/2005	N/A
SDP-0511-04	TCPII-067-96-04	Planning Board	Approved	7/25/2019	PGCPB No19-90
SDP-8704-02	TCPII-067-96-05	Planning Director	Approved	6/30/2016	NA
CDP-9006-02	TCP1-059-95	Planning Board	Approved	3/31/2005	PGCPB No. 05-839(c)
SDP-9211-02	TCPII-067-96-06	Planning Director	Dormant	NA	NA
SDP-0007-03	TCPII-067-96-07	Planning Board	Approved	7/23/2020	PGCPB No. 2020-129
NRI-150-2020 (EL)	NA	Staff	Approved	11/2/2020	NA
SDP-2001	TCPII-067-96-08	Planning Board	Pending	Pending	Pending

**PROPOSED ACTIVITY**

This Specific Design Plan is for the development of an office/warehouse on a 7.44-acre lot in the Employment and Industrial Area (E-I-A) zone.

**SITE DESCRIPTION**

The overall Collington Center development consists of 867.00-acre property in the E-I-A zone is located on the west side of Crain Highway (US 301) south of Central Avenue (MD 214). A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, areas of steep slopes with highly erodible soils, and Marlboro clay are found to occur on the overall property. The Pope’s Creek Railroad right-of-way runs along the western boundary of this property which has potential noise and vibration impacts on the property. Crain Highway (US 301) running along the eastern boundary of the site, is a transportation-related noise generator. The overall site includes a variety of commercial, industrial and office uses which are not generally noise sensitive.

The subject property is a 7.44-acre site (Lot 14, Block B) located in the E-I-A zone on the west side of US 301, south of Trade Zone Avenue. A review of the available information indicates that wetlands, and the associated buffers for these features are found to occur adjacent to the limits of this application on Lot 22, Block B. The soils found to occur on the site are Urban land-Marr-Dodon land complex, and Marr-Dodon complex, neither has significant limitations that would affect the development of this property. Marlboro clay and Christiana complexes are not found on or near this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), this site does not contain Sensitive Species Protection Review Area (SSPRA), there are no Rare, Threatened, or Endangered (RTE) species found to occur in this property. There are no designated scenic and historic roads in the vicinity of the lots

801 Prince George's Blvd. Property  
SDP-2001 and TCPII-067-96-08  
March 26, 2021  
Page 3

included in this application. This property is located in the Collington Branch watershed of the Patuxent River basin, and Environmental Strategy Area 2 (ESA-2) and the Established Communities General Plan Growth Policy of *Plan Prince George's 2035*. According to *the Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan* (May 2017), this site contains Evaluation Areas.

## **GRANDFATHERING**

The application is subject to the 1991 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because there are previously approved Type I (TCPI-059-95) and Type II (TCII-67-96-07) tree conservation plans. No woodlands will be cleared for this project.

## **PRIOR CONDITIONS OF APPROVAL**

There are no previously approved environmental conditions directly related to the subject application.

## **ENVIRONMENTAL REVIEW**

### **Natural Resources Inventory/Existing Conditions**

An approved Natural Resources Inventory-Equivalency Letter, NRI-150-2020, was submitted with the current application, which was issued because the site has an approved and implemented TCP2.

### **Preservation of Regulated Environmental Features (REF)/Primary Management Area (PMA)**

The site does not contain Regulated Environmental Features (REF). No review of impacts to REF is necessary and no conservation easements are required for this site.

### **Woodland Conservation**

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance (WCO) (1991) because there are previously approved tree conservation plans, TCPI-059-95 and TCPII-067-96-07. An -08 revision to TCPII-067-96-07 was submitted with this application.

The overall Collington Center development consisted of a gross tract area of 867.00-acres, with 21.56 -acres of wooded floodplain, resulting in a net tract area of 809.61-acres containing 214.04 acres of upland woodlands. TCPII-067-96 was first approved by staff on July 3, 1996 and consisted of an overall sheet which identified lots and parcels in three categories: "Areas of On-site Woodland Preservation"; "Record Plat Lots as of 1990 with Woodland Conservation Requirements"; and "New Records Lots (after 1990) and Future Lots with Woodland Conservation Requirements."

The current application was evaluated for conformance with the woodland conservation requirement established for this lot by TCPII-067-96 and subsequent revisions. It has been determined that Lot 14, Block B has no on-site woodland conservation requirements; however,

801 Prince George's Blvd. Property  
SDP-2001 and TCPII-067-96-08  
March 26, 2021  
Page 4

minor technical revisions to TCPII-067-96-08 are required.

## **Soils**

The predominant soils found to occur according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey (WSS) are the Urban land-Marr-Dodon land complex, and Marr-Dodon complex. Marlboro clay and Christiana complexes are not found on or near this property.

No further action is needed as it relates to this application. A soils report may be required by the Prince George's County Department of Permits, Inspections and Enforcement (DPIE) at time of permit.

## **Stormwater Management**

A SWM Concept Approval Letter #8011050-1999-01 was submitted with the application, which was approved on September 7, 2020, with an expiration date of September 7, 2023. The approval proposes to construct a Hydrodynamic water quality separator. Payment of a SWM fee-in-lieu of providing on-site attenuation/quality control measures will be determined at the time of Site Development Fine Grading Permit.

## **SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS**

The Environmental Planning Section recommends approval of SDP-2001 and TCPII-067-96-08 subject to the following findings and conditions

### **Summary of Recommended Findings**

1. No Regulated Environmental Features (REF) are located on the subject site.
2. No specimen trees are located on the subject site.

### **Summary of Recommended Conditions**

Prior to certification of the Specific Design Plan,

1. TCP2-067-96-08 shall be revised as follows:
  - a. Add a 08-approval line to the approval block.
  - b. All information about prior approvals and revisions shall be completed in typeface.
  - c. The Owner's Awareness Certificate shall be signed by the appropriate party.

If you have any questions concerning these comments, please contact me at 301-952-3661 or by e-mail at [mary.rea@ppd.mncppc.org](mailto:mary.rea@ppd.mncppc.org).



*Division of Environmental Health/Disease Control*

Date: March 25, 2021

To: Adam Bossi, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: SDP-2001, 801 Prince George's Boulevard (Warehouse) Property

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the Specific Design Plan submission for the 801 Prince George's Boulevard (warehouse) property and has the following comments/recommendations:

1. Conversion of green space to impervious surface in this recharge area could have long term impacts on the sustainability of this important groundwater resource.
2. Indicate how the project will provide connections for safe pedestrian access to the site via the existing pedestrian network. Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes.
3. As a water conservation measure, the developer should consider design for and implementation of water reuse practices for the buildings and/or landscaping on the site.
4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
5. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

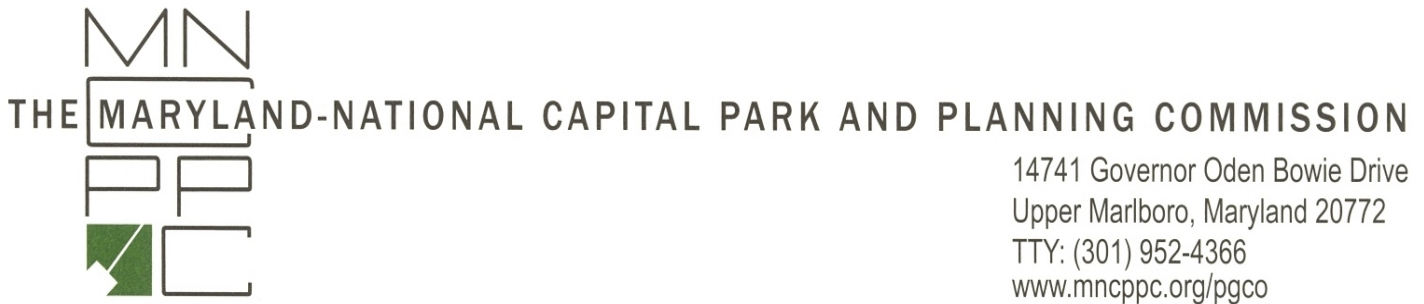
If you have any questions or need additional information, please contact me at 301-883-7677 or [aoadepoju@co.pg.md.us](mailto:aoadepoju@co.pg.md.us).



Angela Adebosun  
County Executive

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Countywide Planning Division  
Historic Preservation Section

301-952-3680

March 10, 2021

**MEMORANDUM**

TO: Adam Bossi, Urban Design Section, Development Review Division

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

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

**SUBJECT: SDP-2001 801 Prince Georges-Blvd Office Warehouse**


The subject property comprises 7.44-acres and is located at the northwest corner of the intersection of Prince George's Boulevard and Branch Court. The subject application proposes the construction of an office/warehouse. The subject property is Zoned E-I-A.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not recommended. Historic Preservation staff recommend approval of SDP-2001 801 Prince Georges-Blvd Office Warehouse with no conditions.

March 5, 2021

**MEMORANDUM**

TO: Adam Bossi, Planner Coordinator, Urban Design Section

FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section 

SUBJECT: SDP-2001 – 801 Prince George’s Boulevard (Warehouse) Property


1. Property is zoned E-I-A and all standards are set by the Planning Board.
2. Add the setbacks of the proposed monument sign to the site plan.
3. Exact dimensions of the building should be shown on the site plan, not the general building dimensions, as this plan will be required at the time of building permit.
4. Any proposed building mounted signage should also be reviewed with this application.
5. No further comments are offered at this time.

301-952-3972

March 24, 2021

**MEMORANDUM**

**TO:** Adam Bossi, Planner Coordinator, Urban Design Section, Development Review Division

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

**FROM:** Andrew W. McCray, Senior Planner, Long-range Planning Section, Community Planning Division AM

**SUBJECT:** SDP-2001-801 Prince Georges Boulevard

**FINDINGS**

Pursuant to Part 8, Division 4, Subdivision 2 of the Zoning Ordinance, Master Plan conformance is not required for this application.

**BACKGROUND**

**Application Type:** Specific Design Plan

**Location:** 801 Prince George's Boulevard

**Size:** 7.44 acres

**Existing Uses:** Vacant

**Proposal:** Construction of a single building containing 102,455 square ft Office/Warehouse

**GENERAL PLAN, MASTER PLAN, AND SMA**

**General Plan:** This application is in the Established Communities. The vision for the Established Communities is to create the most appropriate context-sensitive infill and low-to medium density development (Pg. 20).

SDP-2001-801 Prince Georges Boulevard

**Master Plan:** The *2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* recommends Industrial land uses on the subject property. This area is intended for manufacturing or employment development.

**Planning Area:** 74A

**Community:** Mitchellville & Vicinity

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

**SMA/Zoning:** The *2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* retained the subject property into the E-I-A (Employment and Institutional Area) zone.

c: Long-range Agenda Notebook

March 29, 2021

**MEMORANDUM**

**TO:** Adam Bossi, Urban Design Review Section, Development Review Division

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

**FROM:** *CS Hancock* Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

**SUBJECT: SDP-2001: 801 Prince George's Boulevard**

**Proposal**

The applicant is requesting approval of a specific design plan to construct an 89,105 square-foot single story warehouse with associated 13,350 square-foot office space to support the use for a total of 102,455 square foot facility. Also included is a 104 space parking lot that proposes 24 loading spaces and 18 loading dock doors are provided, two of which will allow for drive-in loading. The applicant states that no tenant has been identified for this site.

**Background**

This property is located within the Employment and Institutional Area (E-I-A) Zone in the Collington Center which is approximately 708 acres in size. The site is located near the intersection of Trade Zone Avenue and Prince George's Boulevard. The applicant's proposal is for the construction of a 102,455 square foot single story warehouse facility with associated office space.

The overall traffic study for Collington Center is included in the case files for CDP-8712, CDP-8904, and CDP-9006. That study was based on 13,803,000 square feet on 1,281 acres, with an average PM trip generation rate of 0.927 per 1,000 square feet, allowing for a presumed PM trip cap of 12,795 PM peak-hour trips for all Collington Center. There appears to have been no separate traffic study done for this specific design plan of subdivision, and the original CDP did include the area of Karington, which is currently moving forward under its own entitlement. A check of tax records within Collington shows the development of 4,670,571 square-feet on 781 acres. Most of this space is in light industrial and warehouse uses, with some office and other uses included the mix. Even if all existing development were to be evaluated at the office rate of 1.85 trips per 1,000 square-feet, the entitlements are more than sufficient to accommodate the proposal. By itself, this proposed warehouse with associated office space development would generate 63 AM peak-hour trips and 61 PM peak-hour trips.

**Master Plan and Site Access**

Development of this property is guided by the *2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B.* and the *2009 Approved Countywide Master Plan of Transportation.* The site is not within or adjacent to any master plan rights-of-way.

The site has frontage along Prince George's Boulevard and is proposing two access points on this roadway. Each entrance driveway provides access to both the parking lot, located in the front of the building and the truck court, located in the rear of the building.

**Conclusion**

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance.



Countywide Planning Division  
 Transportation Planning Section

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301-952-3680

March 29, 2021

**MEMORANDUM**

TO: Adam Bossi, Urban Design Section, Development Review Division

FROM: Michael Jackson, Transportation Planning Section, Countywide Planning Division *Michael Jackson*

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

**SUBJECT: Specific Design Plan Review for Active Transportation SDP -2001 801 Prince George's Boulevard**

**Specific Design Plan:** SDP-2001  
**Development Case Name:** 801 Prince George's Boulevard Property

<b>Development Case Background</b>	
Building Square Footage (non-residential)	102,455 square-feet
Number of Units (residential)	None
Abutting Roadways	Trade Zone Avenue, Prince George's Boulevard
Abutting or Nearby Master Plan Roadways	F-10, US 301/Crain Highway, E-1, MD 214/Central Avenue
Abutting or Nearby Master Plan Trails	Collington Branch Trail
Proposed Use(s)	Warehouse and office space
Zoning	E-I-A
Centers and/or Corridors	Not applicable
Prior Approvals on Subject Site	CDP-9006, CDP-9006-01, CDP-9006-02

**Development Proposal**

Applicant proposes the construction of a single building containing 102,455 square feet to be used as an office and warehouse.

**Previous Conditions of Approval**

This development case has the following prior approvals.

Comprehensive Design Plan CDP-9006-01:

1. Prior to approval of the next Final Plat in Collington Center, the applicant, his successors and/or assigns shall dedicate the land (approximately 144 acres) along the Collington

Branch Stream Valley to M-NCPPC for the planned stream valley park and to accommodate the future multiuse trail according to the requirements and specifications for land dedication specified by the Department of Parks and Recreation.

**Comment**

CDP-9006 originally included a condition of approval related to multiple recreation facilities. The first revision (PGCBP No. 01-95) eliminated the majority of the recreation facilities, except the Collington Branch Trail. This condition has since been met.

**Access and Circulation and conformance with Zoning Ordinance**

The proposed development includes:

Six-foot-wide sidewalk in front of the proposed office/warehouse building

Three linear flush curbs for wheelchair access with reserved parking for persons with disabilities.

Six ADA accessible parking spaces.

A total of four inverted type U bicycle racks, two at each front entrance.

**Comment**

The proposed development does not include any pedestrian facilities along the frontage of the subject site on Prince George’s Boulevard, nor any pedestrian facilities from the right-of-way to the entrance of the proposed building.

**Conformance with the Zoning Ordinance and the Comprehensive Design Plan**

Section 27-528 indicates that the Planning Board shall find that the specific design plan conforms to the comprehensive design plan. The subject property is subject to the Comprehensive Design Plan for Collington Center. This plan was approved in 1988, and there were subsequent amendments to eliminate most of the originally proposed recreation facilities, however the dedication of the Collington Branch Trail remained. Neither the original plan, nor revisions explicitly discussed pedestrian and bicycle transportation.

Pages 2-25 through 2-27 discuss air quality and identifies transportation as a key contributor to emissions. Page 2-27 includes the following recommendation:

Efforts should be made to reduce total vehicle miles through formulation of carpools, vanpools, and the like.

The design principles section includes a section for “Provisions for the Handicapped,” and includes the following design principle (page 4-12):

All facilities constructed in the Collington Center will be easily accessible to the handicapped.

There are two bus stops on either side of the subject site. The closest bus stop is approximately 110-feet south of the subject site. The other bus stop is approximately 350-feet north of the subject site. Transit is an effective approach to reduce total vehicle miles traveled and reduce emissions and it likely that future employees or visitors to the proposed development will travel using transit. However, there are no proposed sidewalks between the public right-of-way and the entrance to the



building along either driveway. While the comprehensive design plan does not explicitly require sidewalks; sidewalks, ramps, and crosswalks from the roadway to the building entrance would be necessary for ADA accessibility. A similar sidewalk and crosswalk from the roadway to the building entrance is provided for the building adjacent the subject site.

The submitted plans include four inverted-u style bicycle parking racks near the front entrance of the building. Additionally, the applicant indicated in written correspondence (Johnston to Bossi, March 19, 2021) that while no bicycle lockers are proposed, employees who may choose to bike to work may bring their bicycles inside the warehouse. Bicycling is another viable transportation mode that will reduce vehicle miles traveled, and while indoor storage may not have the same security benefits as a bike locker, staff support an indoor storage area for long-term bicycle parking.

### **Comment**

Staff recommend an ADA accessible sidewalk and connecting crosswalk be provided parallel to the subject site’s driveway entrances, providing a pedestrian route between the roadway and the entrance of the building. Additionally, staff recommend a detail exhibit or revision to the plan to indicate the indoor bicycle storage area.

The submitted plans do not include sidewalks along the subject site frontage. As noted above, the Comprehensive Design Plan for the Colington Center does not explicitly include a condition of approval for sidewalks along frontage roads in this area, suggesting that a frontage sidewalk would not be necessary for the Planning Board to find conformance with the comprehensive design plan. Conversely, including a sidewalk along the frontage would not prevent the proposed development from conforming to the comprehensive design plan.

Section 23 –615, Complete and Green Streets Policy, highlights the County’s position for providing multimodal infrastructure.

- a. The County hereby adopts a complete and green street policy and principles, consistent with the adopted Complete Street Policy of the National Capital Region Transportation Planning Board and the national Complete Streets Coalition, as revised by the County Code.
- b. All planned County financed and approved road, sidewalk, trail, and transit related construction and reconstruction projects shall include environment site design and facilities for the combined use of motor, emergency and freight vehicles, transit, bicycles and pedestrians, except when cost shall be disproportionate to the projected need or when such facilities would be inappropriate due to the nature of the project, including the context and character of the surrounding built and natural environment of the neighborhood or area.

Moreover, the National Capital Region Transportation Planning Board defines a Complete Street as a street that “safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.”

**Comment**

Staff find that while the surrounding built environment of the subject site lacks sidewalks, providing safe pedestrian accommodations along the subject site frontage is appropriate and would contribute toward an eventual complete street.

Subpart D – New Construction and Alterations of the Americans with Disabilities Act (ADA), section 36-401 (a)(1) reads as follows.

“Except as provided in paragraphs (b) and (c) of this section, discrimination for purposes of this part includes a failure to design and construct facilities for first occupancy after January 26, 1993, that are readily accessible to and usable by individuals with disabilities.”

Section 36.403 Alterations: Path of travel, reads in pertinent part:

- a. *General.*
  - 1. An alteration that affects or could affect the usability of or access to an area of the facility that contains a primary function shall be made to ensure that to the maximum extent feasible, the path of travel to the altered area...are readily accessible and usable by individuals with disabilities, including individuals who use wheelchairs, unless the cost and scope of such alterations is disproportionate to the cost of the overall alteration.
- b. *Primary function.* A “primary function” is a major activity for which the facility is intended. Areas that contain a primary function include, but are not limited, the customer services lobby of a bank, the dining area of a cafeteria, the meeting rooms in a conference center, as well as offices and other work areas in which the activities of the public accommodation or other private entity using the facility are carried out.
- e. Path of travel.
  - 1. A “path of travel” includes a continuous, unobstructed way of pedestrian passage by means of which the altered area may be approached, entered, and exited, and which connects the altered area with an exterior approach (including sidewalks, streets, and parking areas), an entrance to the facility, and other parts of the facility.
  - 2. An accessible path of travel may consist of walks and sidewalks, curb ramps and other interior or exterior pedestrian ramps, clear floor paths through lobbies, corridors, rooms, and other improved areas; parking access aisles, elevators and lifts, or a combination of these elements.”

The American Association of State Highway and Transportation Officials notes in their 2004 *Guide for the Planning, Design, and Operation of Pedestrian Facilities*.

Just as vehicles need roads, pedestrians need walkways, and roadways and walkways should be designed in concert with one another. Sidewalks benefit both pedestrians and motorists by creating separation between pedestrian and vehicular travel paths. In an area where sidewalks are not provided, there is a substantially increased risk of vehicle-pedestrian conflicts. A 1996 study that analyzed vehicle-pedestrian collisions and exposure under various roadway situations found that locations with no sidewalks are more than two times more likely to have vehicle-pedestrian crashes than sites with sidewalks (page 54).

### **Comment**

The approval of the Comprehensive Design Plan for the Collington Center preceded the Americans with Disabilities Act, however the plan’s provision for the handicapped design guideline aligns with the ADA policies. Staff’s recommendation for sidewalks providing access between the street and building entrance are consistent with these policies and guidelines. Additionally, a sidewalk along the frontage of the subject site would also contribute to a more accessible development.

In a response to a request for a sidewalk along the frontage of the subject site (Johnston to Bossi, March 19, 2021), the applicant cites the Department of Permitting, Inspections and Enforcement (DPIE), stating, “Per conversations with DPIE, sidewalks have not been required in the past and will not be required in conjunction with the construction of this building. Based upon this information, sidewalks are not shown on the plan.”

In correspondence between DPIE and the Planning Department (DeGuzman to Bossi, March 13, 2021), DPIE states, “Collington Trade Zone was designed with no sidewalk in mind. DPIE will not require sidewalk in any proposed development in Colington Trade Zone.”

Finally, the DPIE referral for the subject application (Giles to Bossi, March 24, 2021) states:

Prince George’s Boulevard is a County-maintained urban arterial roadway to the west of the subject property with a 102’ right-of-way width. Sidewalk along Prince George’s Boulevard property frontage is not required for this proposed development.

All improvements within the public-right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T’s Specifications and Standards and the Americans with Disabilities Act (ADA).

While the majority of the Collington Center does not have sidewalks, there are a few existing short sidewalk segments along Prince George’s Boulevard which provide connections to bus stops. While these segments are short, they are sidewalks. Additionally, there are existing curb segments along the Prince George’s Boulevard corridor at the intersection with Trade Center Drive that have been designed to accommodate future sidewalk wheelchair ramps.

As a pedestrian facility within the County right-of-way, DPIE has the authority to permit or modify roadway cross sections. This includes removing sidewalks from the approved roadway cross section as appropriate. Staff maintain that sidewalks are an important component to providing complete streets and an accessible environment. Sidewalks are also an important component to achieving Vision Zero Prince George’s, a recently adopted County policy designed to eliminate fatalities and serious injuries caused by traffic crashes. However, staff recognize that the

Comprehensive Design Plan for the Collington Center was approved prior to the adoption of these pedestrian focused policies and does not explicitly require the construction of sidewalks. Furthermore, staff recognizes that DPIE will ultimately permit the frontage improvement as appropriate. Therefore, staff does not recommend that sidewalks be required along the frontage of the subject site. Staff request that the applicant consider providing sidewalks along the subject site frontage of Prince George’s Boulevard.

### **Conclusion**

Based on the findings presented above, staff conclude that the multimodal transportation site access and circulation of this plan is acceptable, consistent with Section 27-528 for a specific design plan for pedestrian and bicycle purposes, if the following conditions are met:

1. Prior to certification of the specific design plan, the applicant, or the applicant’s heirs, successors and/or assignees shall revise the plans to provide:
  - a. A minimum 6-foot-wide sidewalk for Detail #8 on sheet 6 of the site plan.
  - b. A minimum 5-foot-wide sidewalk parallel to each driveway, providing an ADA accessible connection between the roadway and the entrance to the proposed building.
  - c. Continental style crosswalks wherever pedestrian access routes cross driveways or drive aisles and a detail of the continental crosswalk on sheet 6.
  - d. A detail exhibit or location of the proposed indoor bicycle storage on sheet 6.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Countywide Planning Division  
Special Projects Section

March 8, 2020

**MEMORANDUM**

TO: Adam Bossi, Planner Coordinator, Urban Design Section, Development Review Division

VIA: BR Bobby Ray, AICP, Planning Supervisor, Special Projects Section, Countywide Planning Division

FROM: Ivy R. Thompson, AICP Senior Planner, Special Projects Section, Countywide Planning Division

SUBJECT: **SDP-2001 801 Prince George's Warehouse**

**Project Summary:**

This project is for development of office and warehouse facility.

This Specific Design Plan was accepted for processing by the Planning Department on February 18, 2021. Section 27-528(a)(2) of the Prince George's County Code of Ordinances requires a finding, prior to approval, that development will be adequately served within a reasonable period with existing or programmed public facilities.

**Specific Design Plan**

**Sec. 27-528. - Planning Board action.**

**(a) Prior to approving a Specific Design Plan, the Planning Board shall find that:**

**(2) The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program, provided as part of the private development or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, participation by the developer in a road club;**

Subtitle 24 of the County Code provides a methodology for testing adequate public facilities as set forth below.

**Water and Sewer:**

Using Section 24-122.01(b)(1) of the Prince George's County Code of Ordinances, Subdivision Regulations which states "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval." The 2018 *Water*

and Sewer Plan placed this property in the 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 3, Community System.

**Capital Improvement Program (CIP):**

There are no public facilities projects identified in the Prince George's County FY 2020-2025 Approved CIP in Planning Area 74A-Mitchellville & Vicinity.

**NON-RESIDENTIAL**

**Police Facilities:**

The subject property is served by the Police District II, Bowie, 601 SW Crain Highway, in Bowie. Per Section 24-122.01(c)(1)(A) of the Subdivision Regulations, the Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the population. The national standard is 141 square feet per officer. There is 267,660 square feet of space in all the facilities used by the Prince George's County Police Department and the July 1, 2017 (U.S. Census Bureau) county population estimate is 912,756. Using the national standard of 141 square feet per 1,000 residents, it calculates to 128,698 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline. Per Section 24-122.01(e)(1)(A) of the Subdivision Regulations the Police Department is required to have 1,420 officers or 100% of the authorized strength of 1,420 on and after December 31, 2006. There are 1,489 sworn officers as of February 17, 2021, which is within the guideline.

**Fire and Rescue:**

The subject property is served by the Pointer Ridge Fire/EMS Co. 843 located at 1600 Pointer Ridge Drive in Bowie. A 5-minute *total response time* is recognized as the national standard for Fire/EMS response times. The 5-minute *total response time* arises from the 2016 Edition of the National Fire Protection Association (NFPA) 1710 Standards for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. This standard is being applied to the review of nonresidential subdivision applications.

According to NFPA 1710, Chapter 3 Definitions, the total response time and travel time are defined as follows:

**3.3.53.6 Total Response Time.** The time interval from the receipt of the alarm at the primary PSAP (Public Safety Answering Point) to when the first emergency response unit is initiating action or intervening to control the incident.

**3.3.53.7 Travel Time.** The time interval that begins when a unit is in route to the emergency incident and ends when the unit arrives at the scene.

According to NFPA 1710, Chapter 4 Organization:

4.1.2.1 The fire department shall establish the following objectives:

- (1) Alarm handling time to be completed in accordance with 4.1.2.3. (4.1.2.3.1 The fire department shall establish a performance objective of having an alarm answering time of not more than 15 seconds for at least 95 percent of the alarms received and not more than 40 seconds for at least 99 percent of the alarms received, as specified by NFPA 1221).
- (2) 80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response.

- (3) 240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of March 1, 2021 the subject project passes the four-minute travel test from the closest Prince George's County Fire/EMS Station when applying the national standard, an associated total response time under five-minutes from the closest Fire/EMS Station, Pointer Ridge Fire/EMS Co. 843.

**Schools:**

Per Section 24-122.02 of the Prince George's County Code of Ordinances, Subdivision Regulations, Council Resolutions, CR-23-2001 and CR-38-2002, *Adequate Public Schools Facility Regulations for Schools*, this subdivision was reviewed for impacts to school facilities in accordance with the ordinance/resolutions staff concluded that the commercial property is exempt from a review for schools because it is a non-residential use.

March 29, 2021

## MEMORANDUM

**TO:** Adam Bossi, Senior Planner, Urban Design Section  
**VIA:** Mridula Gupta, Planner Coordinator, Subdivision Section *MG*  
**FROM:** Eddie Diaz-Campbell, Senior Planner, Subdivision Section *EDC*  
**SUBJECT:** SDP-2001; 801 Prince George's Boulevard, Subdivision Referral Memo

The subject property is known as Lot 14, Block B, of the Prince George's International Commerce Center, recorded in Plat Book NLP 119 page 56 in April 1984. The property is in the E-I-A (Employment and Institutional Area) Zone, and it is subject to the 2006 *Approved Master Plan for Bowie and Vicinity and SMA for Planning Areas 71A, 71B, 74A, and 74B*. Specific Design Plan SDP-2001 proposes a new 102,455 square-foot warehouse building on the 7.44-acre subject property.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-79091, which was approved in July 1979. This PPS approved four blocks on 114.04 acres, known as Blocks A through D of Collington Center, for industrial use. Individual lots were not identified on this PPS; and according to documentation available in the 4-79091 project record, the intention was to plat the property as it was sold, since future tenants and their requirements were undetermined at the time of approval of the PPS. The area of the PPS was ultimately platted with only three blocks, as shown on the plat in Plat Book NLP 109 page 17 recorded in April 1981. Blocks B and C were combined into Block B, and Block D was renamed Block C. The area of Lot 14 is shown on this plat as Lot 12 and a portion of Lot 11, located in Block B near the southwest corner of Trade Zone Avenue and Prince George's Center Boulevard. Lot 14 was created when the plat in Plat Book NLP 119 page 56 was recorded in April 1984 to combine Lots 10, 11, and 12 into Lots 13 and 14. No PPS is associated with the 1984 plat because it is a consolidation of lots and no additional floor area was proposed.

A new PPS covering the subject property, 4-88074, was approved in 1988. However, Lot 14 was never re-platted in accordance with this PPS. According to documentation available in the 4-88074 project record, the PPS was due to expire in 1994. Since the PPS validity period has ended and Lot 14 was never re-platted in accordance with the PPS, 4-88074 is no longer applicable to Lot 14.

PPS 4-79091 did not contain a specific development entitlement establishing how many square feet of development were approved with the plan. Lot 14 is subject, however, to a long sequence of approvals associated with development of the Collington Center, including three basic plans (A-



6965, A-9284, and A-9397) and a comprehensive design plan and its revisions (CDP-7802, CDP-8712, CDP-8904, CDP-9006, CDP-9006-01, and CDP-9006-02). CDP-8712 analyzed for adequacy approximately 13,803,000 square feet on 1,281 acres, an area previously comprising the entire Collington Center. The area of the Center has since shrunk, with the northern portion becoming a separate development known as South Lake (formerly Karington) with its own entitlement under PPS 4-04035. The Transportation Planning Section, after a recent check of tax records, indicated that approximately 4,670,000 square feet have been developed on 781 acres within the Collington Center development. Based on this estimate, staff believes that approximately 9,133,000 square feet of the Center's development entitlement remains. The subject application's proposal will be within the remaining entitlement. Therefore, no new PPS is required at this time.

The resolution for Preliminary Plan of Subdivision 4-79091 is no longer available, however, a coversheet included in the project record shows that the PPS was approved subject to one condition. This condition required the applicant to resolve with the State Highway Administration the intersection of the entrance road with US 301. This condition is inapplicable to the subject project because the intersection has already been constructed and no modifications to the road network are proposed.

Staff reviewed the basic plans, comprehensive design plans, and prior specific design plans (SDP-8311 as well as its -02 and -03 revisions) for any conditions related to subdivision of land and the development entitlement, and the following condition is applicable to this project:

#### **CDP-9006-02**

- 7. All future specific design plans within the central portion of Collington Center shall include a tabulation of all lots within the central portion of Collington Center. The tabulation shall include, for each lot, the gross square footage and the status (i.e. built, under construction, approved, or pending approval)**

This condition, not included in prior CDPs applicable to the Collington Center, appears to have been adopted in order to ensure better tracking of how much square footage has been constructed in the center. It is applicable because the application is for a new SDP. The required information is needed in order to determine how close the center is to using all its development entitlement. The applicant should include the required tabulation on the plan. The applicant may refer to the approved plan for CDP-9006-02 for a delineation of which lots are considered within the central portion of Collington Center (as opposed to the northern and southern portions).

#### **Additional Comments:**

1. A new final plat will not be required following approval of the SDP, as the project is within the existing development entitlement.

#### **Recommended Conditions:**

1. Prior to certification of the specific design plan, provide on the plan a tabulation of all lots within the central portion of Collington Center. The tabulation shall include, for each lot, the gross square footage and the status (i.e. built, under construction, approved, or pending

approval)

**Conclusion:**

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The SDP has been found to be in substantial conformance with the approved preliminary plan of subdivision and record plat. All bearings and distances must be clearly shown on the SDP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



# City of Bowie

15901 Excalibur Road  
Bowie, Maryland 20716

February 22, 2021

Mr. Adam Bossi  
The Maryland-National Capital Park and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

RE: Specific Design Plan SDP-2001  
801 Prince George's Boulevard (Warehouse) Property  
Collington Center, LLC

Dear Mr. Bossi:

The City has received a referral of the above-referenced Specific Design Plan (SDP) application for 801 Prince George's Boulevard proposed by Collington Center, LLC. The applicant is the owner of 7.4405 acres of land located at the northwest corner of the intersection of Prince George's Boulevard and Branch Court. The application is for approval to allow for construction of 102,455 square foot warehouse on the subject property.

Please be advised that the City has no comments, as the proposal has no impact on the City. Thank you for the opportunity to review SDP-2001.

Sincerely,

Joseph M. Meinert, AICP  
Director of Planning and  
Community Development

cc: Mr. Thomas H. Haller, Esq.



## 1 - Separation

Created by: Kurt Westendorf  
On: 03/01/2021 08:34 AM

Water and sewer services need to be at least 5' separated from any storm drain structures. In this case, the storm drain is too close to both water and sewer services.

Also, the light structure needs to be at least 5' clear from the sewer service.

----- 0 Replies -----

## 2 - Water and sewer mains

Created by: Kurt Westendorf  
On: 03/01/2021 08:38 AM

Existing mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

----- 0 Replies -----

## 3 - Site Utility Review

Created by: Kurt Westendorf  
On: 03/01/2021 08:55 AM

Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.

----- 0 Replies -----

## 4 - Hydraulic Planning Analysis

Created by: Kurt Westendorf  
On: 03/01/2021 08:56 AM

Hydraulic Planning Analysis may be requested from WSSC for pre-review of a proposed onsite system to address adequate flow and/or capacity concerns.

----- 0 Replies -----

## 5 - -WSSC Standard Comments for All Plans

Created by: Dave Margolis  
On: 02/26/2021 01:32 PM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.

2. Coordination with other buried utilities:

a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination

requirements.

- b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
- c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
- d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
- e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
- f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
- g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.

3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.

4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

----- 0 Replies -----

**6 - -WSSC Plan Review Comments**

Created by: Dave Margolis  
On: 02/26/2021 01:35 PM

Plan #SDP-2001  
801 Prince Georg'es Boulevard

----- 0 Replies -----

**Additional Back-up**

**For**

**SDP-2001**

**801 Prince Georges Boulevard**

**Property**

**APPLICANT'S PROPOSED REVISIONS TO CONDITIONS**  
**801 PRINCE GEORGE'S BOULEVARD**  
**SDP-2001**  
**APRIL 29, 2021**

**FINDINGS:**

Revise Finding 9 on Page 11, which addresses conformance of the SDP to Condition 5 of CDP-9006, as follows:

**5. Add a condition to Section 4 of the Comprehensive Design Plan text: All lots shall be required to provide 20 percent green space.**

The submitted SDP demonstrates conformance with this requirement by providing 45 ~~24.3~~ percent green space

**RECOMMENDATION**

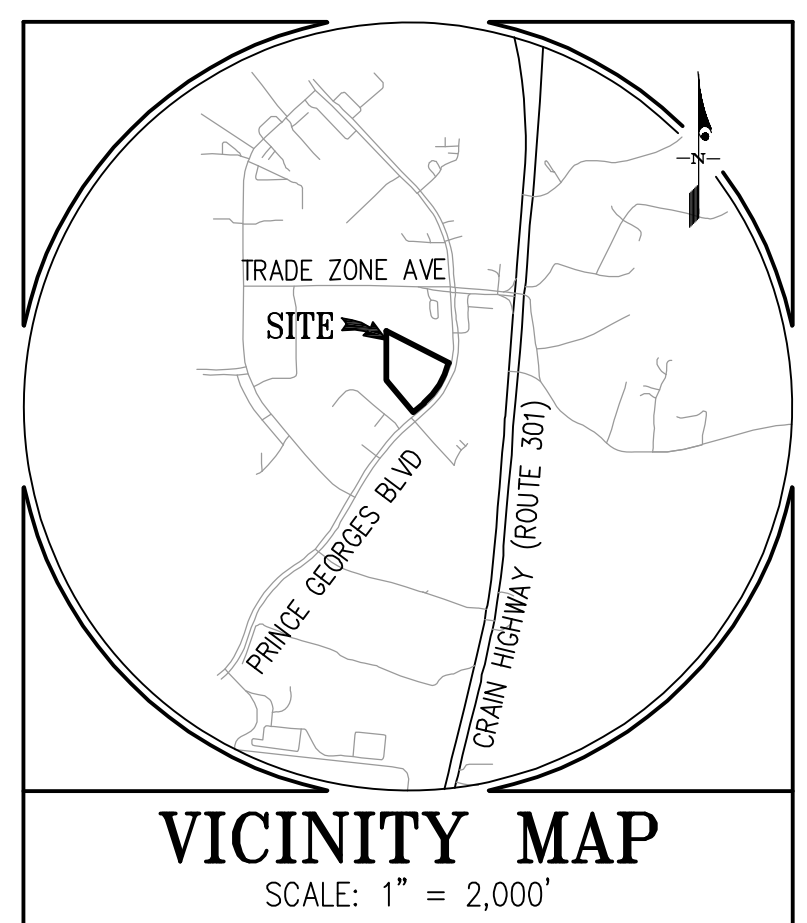
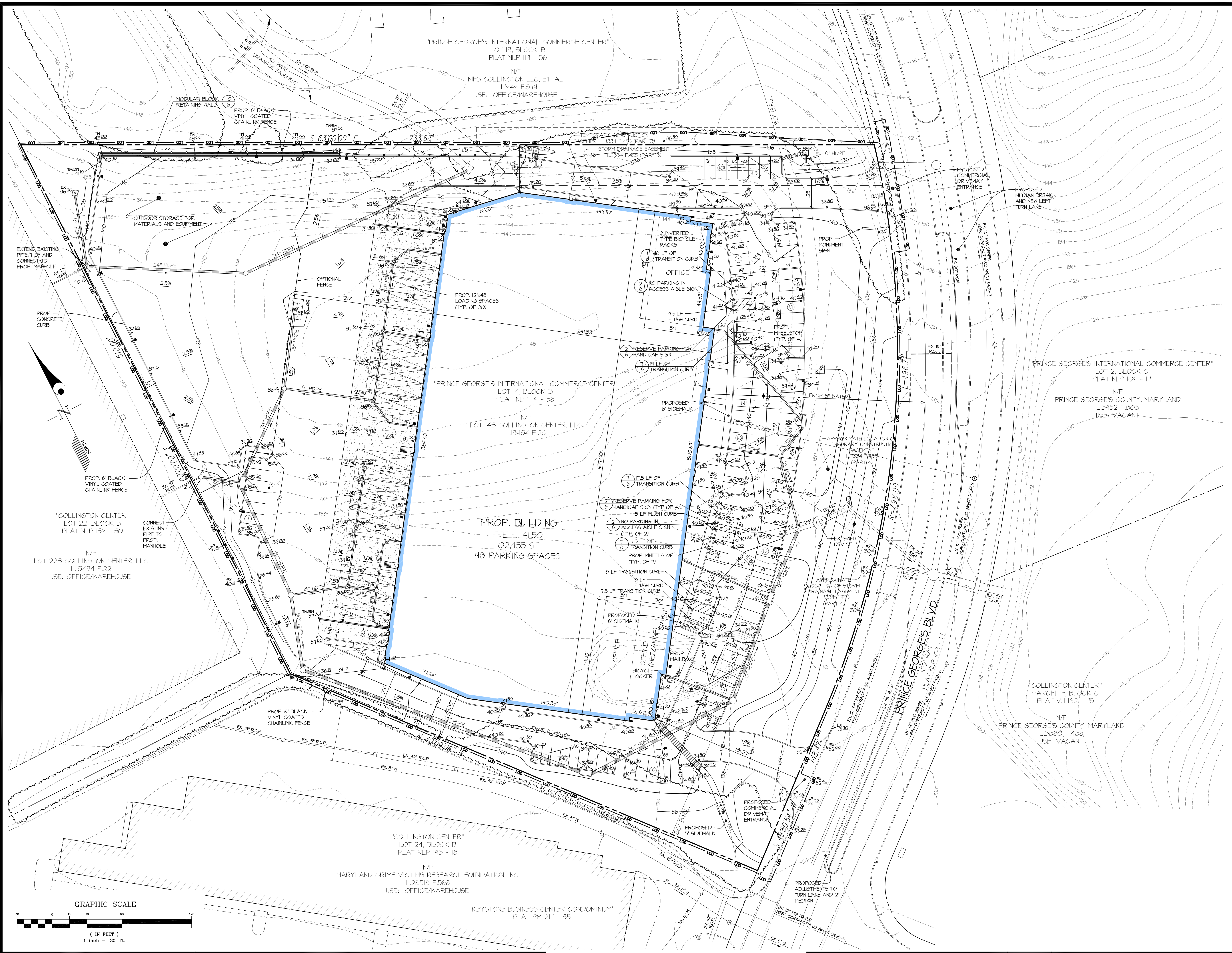
Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Specific Design Plan SDP-2001 and Type 2 Tree Conservation Plan TCP2-067-96-08 for 801 Prince George's Boulevard, subject to the following conditions:

1. Prior to certificate approval of the specific design plan (SDP), the applicant shall:
  - a. Update architectural elevations to provide exact building dimensions and to identify façade materials and colors.
  - b. Add setbacks for the proposed monument sign.
  - c. Update General Note 17 to state "An outdoor trash enclosure is not provided. Should this feature be needed in the future, a minor amendment to this SDP is required."
  - d. Add the following note to the SDP: "All lighting shall use full cut-off optics and be directed downward to reduce glare and light spill-over."
  - e. Provide signage area calculations.
  - f. Add a note stating that the structure shall be fully equipped with sprinkler systems, in accordance with current National Fire Protection Association standards and all applicable County laws.
  - g. ~~Provide a minimum six-foot-wide sidewalk for Detail 8 on Sheet 6 of the site plan.~~ Revise sidewalk Detail 8 on sheet 6 to reflect the variable sidewalk width proposed throughout the site.
  - h. Provide a minimum five-foot-wide sidewalk parallel to ~~each~~ the southern driveway, providing an Americans with Disabilities Act accessible connection between the roadway and the entrance to the proposed building.



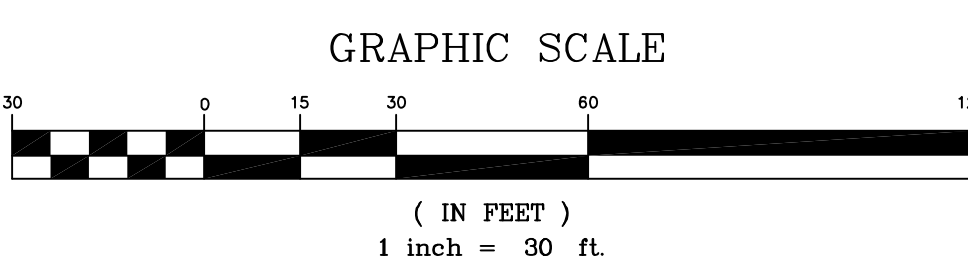
- i. Provide continental style crosswalks wherever pedestrian access routes cross driveways or drive aisles and a detail of the continental crosswalk on Sheet 6.
  - j. Replace two of the four inverted-u style bicycle parking racks near the front entrance of the building with a bicycle storage locker which stores two bicycles. Provide a detail exhibit ~~or location~~ of the proposed ~~indoor~~ bicycle storage locker on Sheet 6.
  - k. Revise the southern driveway entrance and adjacent parking, as necessary, if required by the Department of Permitting, Inspections and Enforcement,
2. Prior to certification of the specific design plan, the Type 2 tree conservation plan shall be revised, as follows:
    - a. Add a 08-approval line to the approval block.
    - b. All information about prior approvals and revisions shall be completed in bold typeface.
    - c. The Owner's Awareness Certificate shall be signed by the appropriate party.
  3. Provide a tabulation of all lots within the central portion of Collington Center. The tabulation shall include, for each lot, the gross square footage and the status (i.e. built, under construction, approved, or pending approval), in accordance with Condition 7 of Comprehensive Design Plan CDP-09006-02.

Revise the southern driveway entrance and adjacent parking, as necessary, if required by the Department of Permitting, Inspections and Enforcement,



**LEGEND**

EX. 100'	EXISTING PROPOSED LIMIT OF DISTURBANCE
---	EX. STORM DRAIN
---	PROP. STORM DRAIN
---	SEWER
---	WATER
---	FIRE HYDRANT
---	WATER VALVE
---	COMMUNICATION LINES
---	GAS LINE
---	EX. POLE W/ LIGHT
---	PROPOSED LIGHT
---	HANDICAP SPACE
---	PROPERTY LINE
---	EX CURB & GUTTER
---	PROP. CURB & GUTTER
---	EX CONTOUR
---	PROP. CONTOUR
---	EXISTING BUILDING
---	PROPOSED BUILDING
---	PROP. CONCRETE
---	PROP. ASPHALT PAVEMENT
---	PROP. 12'x45' LOADING SPACE



**GLW**  
PLANNING | ENGINEERING | SURVEYING

3809 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20896 | GLWPA.COM  
PHONE: 301-421-0224 | BALT.: 410-880-1850 | DC/VA: 301-489-2524 | FAX: 301-421-1186

DESIGNED BY	LMW	DATE	REVISION	BY	APPR.
DRAWN BY	LMW				
CHECKED BY	MAJ				

DATE	REVISION	BY	APPR.

PREPARED FOR:  
LOT 14B COLLINGTON CENTER, LLC  
16155 TRADE ZONE AVE  
UPPER MARLBORO, MD 20774  
ATTN: THOMAS AYLWARD III  
PH: 301.908.8417

SCALE	1" = 30'
ZONING	EIA
DATE	DEC, 2020
TAX MAP - GRID	77-D2

**SPECIFIC DESIGN PLAN**

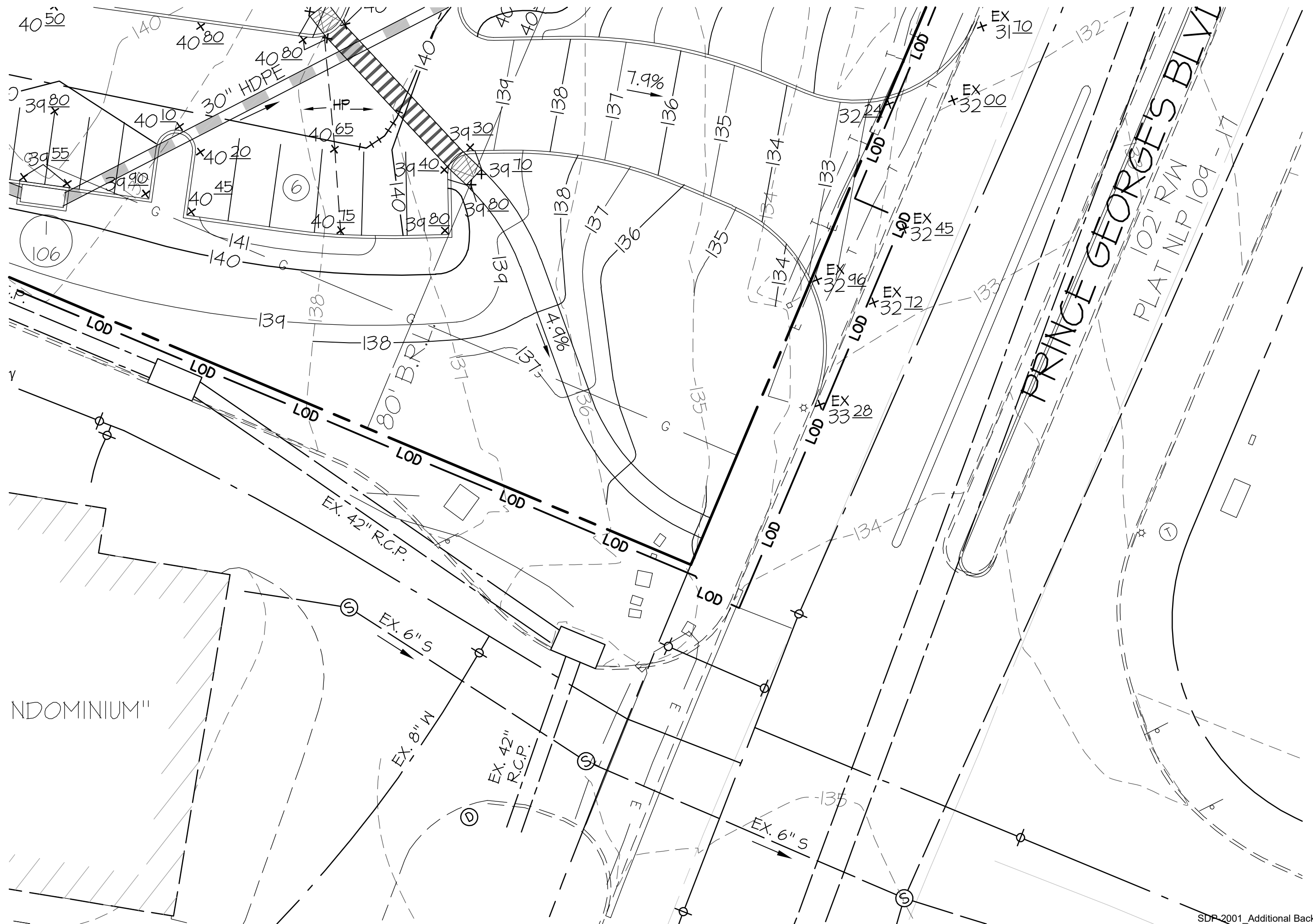
801 PRINCE GEORGE'S BOULEVARD  
LOT 14, BLOCK B  
PRINCE GEORGE'S INTERNATIONAL COMMERCE CENTER  
PLAT BK. NLP-119 PLAT No. 56

QUEEN ANNE ELECTION DISTRICT No. 7  
PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No.  
**20087**

SHEET  
**3 OF 6**

L. CARO (DRAWINGS) DESIGN PLANS BY GLW SPECIFIC DESIGN PLAN 20087-03, Site Plan.dwg, 12/15/2020 10:00:00 AM



NDOMINIUM"