



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

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**Specific Design Plan
 Alternative Compliance**

**SDP-2206
 AC-22011**

National Capital Business Park, Parcels 7, 8, and 9

REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing of March 30, 2023 to April 6, 2023.</p> <p>SDP: Construction of a 358,450-square-foot warehouse distribution building and a 3-acre outdoor storage yard.</p> <p>AC: Alternative compliance from the requirements of Section 4.3, Parking Lot Requirements, of the 2010 <i>Prince George's County Landscape Manual</i>.</p>	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none"> •Approval of Specific Design Plan SDP-2206 •Approval of Alternative Compliance AC-22011 •Approval of Type 2 Tree Conservation Plan TCP2-026-2021-07

Location: On the north side of Leeland Road, approximately 3,200 feet west of its intersection with US 301 (Robert Crain Highway).	
Gross Acreage:	29.17
Zone:	LCD/IE/AR
Prior Zone:	R-S/I-1/R-A
Reviewed per prior Zoning Ordinance:	Section 27-1704(b)
Dwelling Units:	N/A
Gross Floor Area:	358,450 sq. ft.
Planning Area:	74A
Council District:	04
Municipality:	N/A
Applicant/Address: NCBP Property, LLC 5850 Waterloo Road, Suite 210 Columbia, MD 21045	
Staff Reviewer: Andrew Shelly Phone Number: 301-952-4976 Email: Andrew.Shelly@ppd.mncppc.org	



Planning Board Date:	04/06/2023
Planning Board Action Limit:	04/07/2023
Staff Report Date:	03/16/2023
Date Accepted:	01/27/2023
Informational Mailing:	09/21/2022
Acceptance Mailing:	01/23/2023
Sign Posting Deadline:	02/28/2023

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

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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-2206
Alternative Compliance AC-22011
Type 2 Tree Conservation Plan TCP2-026-2021-07
National Capital Business Park, Parcels 7, 8, and 9

The Urban Design staff has reviewed the application 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 technical staff report.

EVALUATION

This application is for a development located within the National Capital Business Park. The National Capital Business Park is split zoned and located within the Legacy Comprehensive Design (LCD), the Industrial, Employment (IE), and Agricultural-Residential (AR) Zones. The subject property being developed is located only within the LCD Zone, which was formerly the Residential Suburban Development (R-S) Zone. The subject property utilizes the regulations within the Employment and Institutional Area (E-I-A) Zone, as permitted by Section 27-515(b) Footnote 38, in the prior Prince George's County Zoning Ordinance, in accordance with Prince George's County Council Bill CB-22-2020. This application is being reviewed and evaluated in accordance with the prior Zoning Ordinance, pursuant to Section 27-1704(b) of the Zoning Ordinance, which allows development applications with prior approvals to continue to be reviewed under the prior ordinance. The specific design plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the prior Prince George's County Zoning Ordinance in the Employment and Institutional Area (E-I-A) Zone, in accordance with Prince George's County Council Bill CB-22-2020.
- b. The requirements of Zoning Map Amendment (Basic Plan) A-9968-03.
- c. The requirements of Comprehensive Design Plan CDP-0505-02.
- d. The requirements of Preliminary Plan of Subdivision 4-21056.
- e. The requirements of the 2010 *Prince George's County Landscape Manual*.
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.

- g. The requirements of the Prince George’s County Tree Canopy Coverage Ordinance.
- h. Referral comments.

FINDINGS

Based upon the evaluation and analysis of this application, the Urban Design staff recommends the following findings:

- 1. **Request:** The subject application requests approval of the construction of a 358,450-square-foot warehouse distribution building and a 3-acre storage yard.
- 2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	LCD (prior R-S)	LCD (prior R-S)
Use(s)	Vacant	Warehouse/Distribution
Total Gross Acreage	29.17	29.17
Total Gross Floor Area (GFA)	-	358,450 sq. ft.

Other Development Data

Parking and Loading Spaces

Use	Required	Provided
Total Parking Spaces	122	271
Loading Spaces	10	145
Bicycle Spaces	-	12

- 3. **Location:** The subject site is 29.17 acres in an overall 442.30 acres of development called the National Capital Business Park. The subject property is located on the north side of Leeland Road, approximately 3,200 feet west of its intersection with US 301 (Robert Crain Highway), in Planning Area 74A and Council District 4.
- 4. **Surrounding Uses:** The entire National Capital Business Park development is bounded to the north by properties in the Agricultural-Residential (AR) and Reserved Open Space Zones. Adjacent to the south are properties zoned AR and Legacy Comprehensive Design Zone (LCD).
- 5. **Previous Approvals:** The subject property was included in Zoning Map Amendment (Basic Plan) A-9968-03, approved by the Prince George’s County District Council on May 9, 2022, and in an amendment to a Comprehensive Design Plan, CDP-0505-02, approved by the Prince George’s County Planning Board on May 5, 2022. Preliminary Plan of Subdivision (PPS) 4-20032 was approved by the Planning Board on September 9, 2021 (PGCPB Resolution No. 2021-112), for a 442.30-acre property formerly zoned Residential Suburban

Development (R-S), Light Industrial (I-1), and Residential-Agriculture (R-A). PPS 4-20032 approved 36 parcels for the development of a 3.5 million-square-foot industrial park.

Specific Design Plan SDP-1603-01 was approved by the Planning Board on January 13, 2022 (PGCPB Resolution No. 2022-10), for infrastructure for the overall development, including 35 parcels, street network, sidewalks, utilities, grading, stormwater management (SWM), retaining walls, and directional signage that will serve the employment and institutional uses approved for the property.

PPS 4-21056 was approved by the Planning Board on June 2, 2022, for 27 parcels, for development of up to 5.5 million square feet of industrial use on the subject property. PPS 4-21056 supersedes 4-20032 and therefore, this application is reviewed for conformance with the conditions of approval for 4-21056.

The subject application is zoned LCD (formerly R-S), but is subject to the requirements of the Employment and Institutional Area (E-I-A) Zone and permitted under Footnote 38, as authorized, pursuant to the provisions of Prince George's County Council Bill CB-22-2020. The subject parcels (7, 8, and 9) will be developed with warehouse/distribution uses permitted in the E-I-A Zone, per Section 27-515(b) of the prior Prince George's County Zoning Ordinance. In addition, pursuant to the provisions of CB-105-2022, the subject property may develop in accordance with the standards and uses applicable to the E-I-A Zone because the property is identified within a designated employment area in a master plan or sector plan. The development proposed with this SDP is for Parcels 7, 8, and 9, as currently shown on PPS 4-21056.

The site has an approved SWM Concept Plan, 42013-2022-01, which was approved on June 6, 2022.

6. **Design Features:** The 358,450-square-foot warehouse and distribution building will be 46 feet tall. The site will have three access points: two on Queens Court and one on Logistics Lane. There will be 271 parking spaces (including 8 handicapped-accessible spaces), 12 bicycle spaces, 65 loading docks, and 145 loading spaces. A condition is included herein, to state the correct number of parking spaces on all plans. The building is oriented in a manner where the primary entrance will face Queens Court to the north. Loading docks will be located on the eastern and western elevations of the proposed building, and the southern elevation will consist of two large doors for shipping and receiving goods and materials. The southern elevation will face a 3-acre storage yard, which has been appropriately screened. A condition is included herein, to include the number of bicycle spaces in the parking table shown on Sheet 6 within this SDP.

As part of this SDP, the applicant proposes a 3-acre outdoor storage yard as an accessory use to the warehouse and distribution use. The storage yard will include plumbing materials incidental to the primary warehouse and distribution use. Accessory uses of all types are permitted in the prior E-I-A Zone use table. At this time, no structures are proposed within the designated storage yard area of this SDP. The proposed storage yard is adequately screened from the public right-of-way, Locust Lane, via an 8-foot-high vinyl (white) opaque fence and Section 4.2 landscape buffering plantings. The white opaque fencing will be provided in the western bufferyard, directly adjacent to Locust Lane, and an 8-foot-high black vinyl coated chain link fence will be provided to screen the remainder of the storage yard that is not visible from the public right-of-way. A future expansion of the

storage yard is possible as there is an additional three acres of space. This expansion could be necessary if the building is expanded or if the operational needs of the user require additional space. Any future expansion would require an amendment to the SDP.

Architecture

The building materials will include concrete panels, hollow metal doors and tempered safety glass, and a color combination of white and various shades of gray. Louvers and window mullions will be made to match the adjacent paint color. There will be a solar panel array along portions of the building's roof. Separate architectural elevations are provided but are not dimensioned. A condition has been included to dimension the provided architectural elevations and label the primary site features.

Lighting

A photometric plan has been provided that demonstrates the proposed lighting and light features. The project proposes 14 wall-mounted and 35 pole-mounted light-emitting diode lights, details of which are included on the photometric plans. Solar panels have been provided on the roof and details have been provided in the site plan. The lighting provided has been deemed sufficient for the site and will provide adequate lighting while minimizing visual disturbance and light pollution.

Green Building and Development Techniques

The applicant has considered green building and development techniques with the design of this project. The proposed building will be constructed of concrete with a tilt-up design. The project will utilize low impact development techniques and environmental site design to handle stormwater runoff to the maximum extent possible. Tilt-up design offers the following benefits:

- Reduced mechanical system requirements.
- Limits air infiltration due to large panels with fewer joints.
- Provide a lower level of permeability of air as well as loss of conditioned indoor air.
- Proven insulation systems provide uncompromised, continuous insulation layers. Developed specifically for tilt-up construction, they provide the maximum energy efficiency possible. Structures created with insulated wall panels are not affected by the daily temperature fluctuations; thus, lowering both cooling and heating costs, providing comfort for the owners as well as the occupants.
- Thermal mass inherent in the structural concrete layer establishes a dampening effect to the diurnal temperature cycle the building experiences.
- Through exposed concrete interior surfaces, indoor air quality can be improved by reducing volatile organic compounds and lowering maintenance requirements. Concrete itself is a non-off-gassing material, so it qualifies as low volatile organic compound.

Signage

A signage plan has been provided, which details the proposed signage allocation for the site, and is acceptable. Two attached building signs with the name “Ferguson” will be provided on both corners of the building on the northern elevation facing Queens Court. The proposal then includes a 10-foot-wide by 5-foot-high monument sign at the entrance to the site, furthest to the east along Queens Court, and two 3-foot-wide by 4-foot-high vehicle directional signs.

A variety of wall signage has been provided on the southern, eastern, and western elevations to label the proposed loading docks and secondary entrance areas for the site. This wall signage is listed and detailed in the proposed signage schedule. Conditions have been provided to revise the signage plan to show the locations of the two vehicle directional signs and revise the signage schedule. The signage schedule will be revised to state the correct number of attached building “Ferguson” monument signs, the correct location of the freestanding “Ferguson” monument sign, and the correct square footage of the freestanding “Ferguson” monument sign.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The SDP application has been reviewed for compliance with the requirements of the E-I-A Zone of the prior Zoning Ordinance. The subject application is in conformance with the applicable requirements of the prior Zoning Ordinance, including the requirements associated with the uses proposed within Footnote 38 of Section 27-515(b) and the applicable regulations of the E-I-A Zone which include Sections 27-500 and 27-501 of the prior Zoning Ordinance.

Section 27-500. – Uses.

(a) The general principle for land uses in this zone shall be:

- (1) To provide concentrated nonretail employment or institutional (medical, religious, educational, recreational, and governmental) uses which serve the County, region, or a greater area; and**

This development proposes a warehouse and distribution building with an accessory storage yard, which will result in nonretail employment, in keeping with this general principle of the zone. A 3-acre outdoor storage yard is proposed as an accessory use to the distribution warehouse, to store piping materials, and is adequately screened from the public right-of-way.

- (2) To provide for uses which may be necessary to support these employment or institutional uses.**

The warehouse use will support nonretail employment, in keeping with this general principle of the zone. A 3-acre outdoor storage yard is proposed as an accessory use to the distribution warehouse to store piping materials and is adequately screened from the public right-of-way.

- (b) The uses allowed in the E-I-A Zone are as provided for in the Table of Uses (Division 3 of this Part).**

The use is subject to the requirements of the E-I-A Zone, per Footnote 38 and CB-22-2020. The proposed warehouse and accessory 3-acre outdoor storage yard are permitted uses within the E-I-A Zone.

- (c) A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use.**

The application is not for a mixed-use planned community. This application proposes a 358,450-square-foot warehouse with 3 acres of accessory outdoor storage yard space, and as such, this requirement is not applicable.

Section 27-501. – Regulations

- (a) General standards.**

(1) Minimum size of zone (except as provided in Section 27-502)	5 adjoining gross acres
(2) Minimum open space to be improved by landscaping and design amenities, including the landscaping of parking lots, so that expanses of parking will be relieved by natural features and grade changes	20% of net lot area

This development is subject to the requirements of the E-I-A Zone and conforms to the regulations outlined in Section 27-501, as modified by CB-22-2020 and CB-105-2022. The subject property meets the minimum area required as it consists of approximately 442 acres and exceeds the minimum green space and open space requirements for the zone at 32.74 percent of the net lot area. A condition is included herein, requiring the applicant to state the required and proposed green area for the site on the SDP.

- (b) Other regulations.**

- (1) Each lot shall have frontage on, and direct vehicular access to, a public street.**

The subject property will front on Queens Court, which is a public street, and will allow vehicular access to the site.

- (2) Additional regulations concerning development and use of property in the E-I-A Zone are as provided for in Divisions 1, 4, and 5 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The proposed development meets all off-street and parking and loading requirements within Part 11 of the prior Zoning Ordinance. The proposed signage is in conformance with Part 12 of the prior Zoning Ordinance and the application includes a landscape plan, in conformance with the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), apart from Section 4.3-2. This development has an approved Alternative Compliance, AC-22011, to Section 4.3-2, Interior Planting for Parking Lots 7,000 Square Feet or Larger, of the Landscape Manual, which is analyzed in Finding 12.

(c) Mixed-Use Planned Community regulations.

- (1) A Mixed-Use Planned Community shall meet all purposes and requirements applicable to the M-X-T Zone, as provided in Part 10, and shall be approved under the processes in Part 10.**

A mixed-use planned community is not proposed as a part of this application. Therefore, this requirement is not applicable.

- (2) Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.**

There are no conflicts between the zoning requirements. Therefore, this is not applicable.

(d) Adjoining properties.

- (1) For the purposes of this Section, the word "adjoining" also includes properties separated by streets, other public rights-of-way, or railroad lines.**

The SDP shows and labels all adjoining properties, as outlined by this definition.

Section 27-528 of the prior Zoning Ordinance contains the following required findings for the Planning Board to grant approval of an SDP:

- (a) Prior to approving a Specific Design Plan, the Planning Board shall find that:**

- (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 has been reviewed by the Planning Board and determined to be in compliance with approved CDP-0505-02 and the applicable design guidelines. This application is for a warehouse use and there are no residential uses, and parts of this requirement are not applicable to this development.

- (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;**

There is no regional urban community on this site. Therefore, this requirement is not applicable.

- (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 or provided as part of the private development.**

A traffic impact analysis, provided with PPS 4-21056, was reviewed by Transportation Planning staff and determined acceptable.

- (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 subject property has an approved SWM concept plan (42013-2020-01) which was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and satisfies this requirement.

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

The subject application provided a Type 2 tree conservation plan (TCP2-026-2021-07), which was reviewed by the Environmental Planning Section and determined to be consistent with the approved Type 1 tree conservation plan (TCP1), which satisfies this requirement.

- (5) The plan demonstrates that the regulated environmental features are preserved and/or restored to the fullest extent possible.**

This SDP has been reviewed by the Planning Board and determined that environmental features are preserved and/or restored, to the fullest extent possible.

- (b) Prior to approving a Specific Design Plan for Infrastructure, the Planning Board shall find that the plan conforms to the approved Comprehensive Design Plan, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

The subject development conforms to CDP-0505-02. Off-site property damage, environmental degradation, economic well-being, reforestation, woodland conservation, drainage, and erosion and pollution discharge are not a concern for the subject property, and this application adequately addresses these issues with site design, CDP, and tree conservation plan conformance.

- (c) The Planning Board may only deny the Specific Design Plan if it does not meet the requirements of Section 27-528 (a) and (b), above.**

The SDP has been reviewed and it has been determined that the proposed development meets the standards of Section 27-528.

- (d) Each staged unit (shown on the Comprehensive Design Plan) shall be approved. Later stages shall be approved after initial stages. A Specific Design Plan may encompass more than one (1) stage.**

The phasing plan for this development was approved with CDP-0505-02 and conforms to this requirement.

- (g) An approved Specific Design Plan shall be valid for not more than six (6) years, unless construction (in accordance with the Plan) has begun within that time period. All approved Specific Design Plans which would otherwise expire during 1994 shall remain valid for one (1) additional year beyond the six (6) year validity period.**

If approved by the Planning Board, this SDP will have a six-year validity period.

- (h) The Planning Board's decision on a Specific Design Plan shall be embodied in a resolution adopted at a regularly scheduled public meeting. The resolution shall set forth the Planning Board's findings.**

This SDP, if approved, will have an accompanying resolution that includes the Planning Board's decision.

- (i) A copy of the Planning Board's resolution and minutes on the Specific Design Plan shall be sent to the Clerk of the Council for any Specific Design Plan for the Village Zones.**

The proposed development is not located within a village zone. Therefore, this requirement is not applicable.

8. **Zoning Map Amendment (Basic Plan) A-9968-03:** The District Council approved Basic Plan A-9968-C-03 for the subject property on May 16, 2022, subject to 18 conditions and 2 comprehensive design considerations. The relevant conditions and considerations applicable to this SDP are, as follows:

1. **Proposed Lane Use Types and Quantities**

Total Area:	442.30 acres
Total in (I-1 Zone):	15+/- acres (not included in density calculation)
Total area (R-A Zone):	0.78+/- acres (not included in density calculation)
Total area (R-S Zone):	426.52 acres per approved NRI
Land in the 100-year floodplain:	92.49 acres
Adjusted gross area (426 less half of the floodplain):	380.27 acres

Proposed use: Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 5.5 million square feet*

Open Space

Public active open space: 20 +/- acres

Passive open space: 215 +/- acres

*** 100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted herein.**

This development proposes a warehouse use, and the site is within the land use types and quantities.

6. **The Applicant, the Applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide Master Plan, hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.**

The hiker trail located along the Collington Branch Stream Valley was approved with SDP-1603-01.

8. **The Applicant shall construct recreational facilities typical for a 20-acre community park, such as ball fields, a playground, tennis or basketball courts, shelters, and restroom facilities. The list of recreational facilities shall be determined at the preliminary plan of subdivision and specific design plan stage.**

The proposed community park was approved with SDP-1603-02. The public recreation facilities agreement has been approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and was recorded in the Prince George's County Land Records on August 29, 2022.

15. **The Applicant, the Applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

The proposed shared-use path was provided with approved SDP-1603-01.

17. **In the event the applicant elects to pursue an alternative access point(s) to the adjacent Collington Center via Pope's Creek Drive and/or Prince George's Boulevard, the transportation and environmental impacts of any additional access point(s) shall be evaluated at the time of comprehensive design plan or preliminary plan.**

The alternative or additional access points described in the finding above were not proposed with subsequent applications.

18. **The applicant shall provide a network of pedestrian and bikeway facilities internal to the site unless modified by the Prince George's County Department of Permitting, Inspections, and Enforcement with written correspondence. The exact location and design of said facilities shall be evaluated with future applications.**

The applicant has provided a transportation improvement plan that conforms to this condition.

Comprehensive Design Plan Considerations

1. **The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impact to said features.**

The development proposed with SDP-2206 has been determined in part by the environmental constraints of the site, including the regulated environmental features and the soils. For the overall National Capital Business Park development, minimal impacts to the environmental features are proposed. Impacts to the primary management area (PMA) were previously approved with PPS 4-21056, SDP-1603-01, and SDP-1603-02, and are still valid. SDP-2206 is reliant on the prior PMA impacts for implementation. The three new impacts requested with SDP-2206 are the result of the final engineering of the road crossing and culvert design for Queens Court, which is an expansion on a previously approved impact. The three new PMA impacts are discussed in Findings 13 and 15 of this technical staff report.

2. **All proposed internal streets and developments should follow complete street principles and support multimodal transportation as well as facilities to encourage walking, bicycling, and transit use, such as short- and long-term bicycle parking, including shower facilities, covered transit stops, crosswalks, etc.**

This development application does not propose any internal public streets. However, the property fronts on two public streets (Queens Court and Logistics Lane), which will follow complete street principles, as approved in SDP-1603-01.

9. **Comprehensive Design Plan CDP-0505-02:** The District Council affirmed the Planning Board's decision to adopt CDP-0505-02 and TCP1-004-2021-02 on September 19, 2022, subject to seven conditions. The subject application is in conformance with the approved CDP and its associated design guidelines. The relevant conditions applicable to this SDP are as follows:

3. **Total development within the subject property shall be limited to uses that would generate no more than 1,401 AM and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

Transportation Planning staff reviewed this application and determined that the development does not exceed the trip cap and conforms with this requirement.

4. **The following road improvements shall be phased at the time of future specific design plan applications, and a determination shall be made as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency**

- a. **US 301 (Robert Crain Highway) at Leeland Road**

- (1) **Provide three left-turn lanes on the eastbound approach**

- b. **Prince George's Boulevard and Queens Court-Site Access, unless modified at the time of preliminary plan of subdivision:**

- (1) **Provide a shared through and left lane and a shared through and right lane on the eastbound approach.**

- (2) **Provide a shared through and left lane and a shared through and right lane on the westbound approach.**

- (3) **Provide a shared through and left lane on the northbound approach and a shared through and right lane on the southbound approach.**

Staff reviewed this application and determined that the phasing plan and improvements are acceptable, and that this requirement has been satisfied.

6. At the time of specific design plan, the applicant shall show all proposed on-site transportation improvements on the plans.

All on-site transportation improvements are included in this SDP, and Transportation Planning staff has reviewed and determined that this is acceptable.

10. Preliminary Plan of Subdivision 4-21056: PPS 4-21056 was approved, subject to 22 conditions, and the conditions relevant to the review of this SDP are listed below in **BOLD** text. Staff analysis of the project's conformance to these conditions follows each one in plain text:

2. Total development within the subject property shall be limited to uses which generate no more than 1,401 AM peak-hour trips and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

The site is subject to prior approved SDP-1603-02, pending SDP-2201, and pending SDP-1603-03, which considered a total of 3,898,857 square feet of warehouse/distribution uses so far as part of the overall National Capital Business Park development. This SDP application proposes the development of approximately 358,450 square feet of the general warehouse, which if approved, will bring the total site development to 4,257,307 square feet of warehouse/distribution uses which is under the 5.5 million square feet of development that was considered as part of the approved PPS application. As such, the uses and development program proposed with the SDP is consistent with the PPS application, and staff finds that the trips generated by the phased development of the subject SDP are within the trip cap.

3. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision, prior to the approval of any building permits.

The development with this SDP is consistent with the land uses evaluated with the PPS, which does not include residential development. Conformance with this condition has been demonstrated.

4. Development of this site shall be in conformance with the approved storm water management concept plan (42013-2020-00) and any subsequent revisions.

The development is in conformance with the approved and revised SWM concept plan (42013-2020-01), which covers the overall National Capital Business Park development. The approval was issued by DPIE on June 6, 2022, and expires on June 28, 2024.

5. **Prior to approval of a final plat:**
- a. **The applicant and the applicant's heirs, successors, and/or assignees shall grant 10-foot-wide public utility easements along the public rights-of-way, in accordance with the approved preliminary plan of subdivision.**

Ten-foot-wide public utility easements are shown and labeled along the site's frontages on Queens Court and Logistics Lane, both of which are public rights-of-way.

7. **Prior to issuance of a use and occupancy permit for nonresidential development, the applicant and the applicant's heirs, successors, and/or assignees shall:**
- a. **Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for each building.**
 - b. **Install and maintain a sprinkler system that complies with the applicable National Fire Protection Association standards for the installation of sprinkler systems.**
 - c. **Install and maintain automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.**
 - d. **Install and maintain bleeding control kits next to fire extinguisher installation at each building, and no more than 75 feet from any employee. These requirements shall be noted on the specific design plan.**

These requirements are stated on the SDP, however, they are not noted consistently between the coversheet and Sheets 6 and 7. The requirement in Condition 7b needs to be added to General Note 39 on the coversheet and is conditioned within the Recommendation section of this technical staff report.

8. **At the time of final plat, the applicant shall dedicate all rights-of-way, consistent with the approved preliminary plan of subdivision.**

The submitted SDP shows right-of-way for Queens Court and Logistics Lane, along the site frontage, consistent with the approved PPS.

9. **The applicant shall submit a phasing plan (with adequate justification) as part of the first specific design plan for a building to show the phasing of the following transportation improvements to the development of the site. A determination shall be made at that time as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency.**

- a. **US 301 (Robert Crain Highway) at Leeland Road**
 - (1) **Provide three left turn lanes on the eastbound approach.**
- b. **A signal warrant analysis and signalization of the intersection of Prince George's Boulevard and Queens Court-Site Access with the following lane configuration:**
 - (1) **A shared through and left and a shared through and right lane on the eastbound approach.**
 - (2) **A shared through and left and a shared through and right lane on the westbound approach.**
 - (3) **A shared through and left on the northbound approach and a shared through and right lane on the southbound approach.**

A phasing plan was submitted as part of this application and indicated that the eastbound Leeland Road Lane improvement does not need to be implemented until the overall site is developed with the high-cube fulfillment center warehouse and 1,600,000 square feet of general warehouse uses, total approximate 5,030,000 square footage. This SDP application proposes the development of approximately 358,450 square feet of general warehouse, which if approved, will bring the total site development to 4,257,307 square feet of warehouse/distribution uses, which will not meet the thresholds needed for the reconstruction of the eastbound approach of the Leeland Road/US 301 intersection. However, the phasing plan indicates that the US 301 Capital Improvement Program (CIP) improvements will need to be implemented to offset the impacts generated by this phase of development at the US 301/Leeland Road intersection, specifically a third southbound through lane. As a condition of approval, staff recommends that the applicant pay the shared contribution for US 301 CIP improvements or construct the improvements in lieu of the fee as provided in the phasing plan.

The phasing plan also indicates that DPIE has approved the traffic signal warrant analysis for Prince George's Boulevard at Queens Court intersection. The traffic signal plans will have proceeded under a separate street construction permit with DPIE, and the signal will be installed at a time as directed by DPIE.

- 10. **Prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), a fee of \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary.**

In lieu of the fee payment listed in the preceding paragraph, prior to approval of a building permit for each phase of development, the applicant and the applicant's heirs, successors, and/or assignees shall provide improvements

along US 301 (Robert Crain Highway), within the limits of US 301 that are covered by the Capital Improvement Program-funded improvements. The phasing of the of the US 301 improvements shall be submitted with each specific design plan application, prior to its acceptance, when this option is applied. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

The applicant submitted, with the SDP, a memorandum dated October 13, 2022, which is intended to provide phasing plans, satisfying the requirements of Conditions 9 and 10. The phasing plan indicates that the applicant needs to contribute \$329,728 (1989 dollars) to the US 301 CIP-funded improvements. Staff has determined the phasing plan is acceptable with the condition that the applicant pay the shared contribution for US 301 CIP improvements or construct the improvements in lieu of the fee as provided in the phasing plan.

- 11. The applicant shall provide an interconnected network of pedestrian and bicycle facilities consistent with the 2009 Countywide Master Plan of Transportation and the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan policies and goals. The exact design and details of these facilities shall be provided as part of the first specific design plan, prior to its acceptance.**
- 12. The applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses.**
- 13. Prior to the issuance of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall (a) have full financial assurances, (b) a permit for construction through the operating agency's access permit process, and (c) an agreed upon timetable for construction with the appropriate operating agency of a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence. The exact details shall be shown as part of the first specific design plan for a building, prior to its approval.**

The boundaries, parcel identification, and acreage of the parcels to be conveyed to M-NCPPC were included on SDP-1603-01 and will be required to be conveyed with the first final plat for this development.

- 14. At the time of the first final plat, in accordance with Section 24-134(a)(4) of the prior Prince George's County Subdivision Regulations, approximately 113.21 +/- acres of parkland, as shown on the preliminary plan of subdivision, shall be conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:**

- a. **An original, special warranty deed for the property to be conveyed, (signed by the Washington Suburban Sanitary Commission Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division, Upper Marlboro, along with the application of first final plat.**
- b. **The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate any liens, leases, mortgages, or trusts have been released from the land to be conveyed to M-NCPPC.**
- c. **M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalks, curbs and 11 SDP-2201 gutters, and front-foot benefit charges prior to and subsequent to application of the first building permit.**
- d. **The boundaries, lot or parcel identification, and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.**
- e. **The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the M-NCPPC Office of the General Counsel) shall be submitted to DPR within two weeks prior to applying for grading permits.**
- f. **All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled, and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in an acceptable condition for conveyance, prior to dedication.**
- g. **Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement, prior to issuance of grading permits.**
- h. **In general, no stormwater management facilities, tree conservation, or utility easements shall be located on land owned by, or to be conveyed to, M-NCPPC. However, the Prince George's County Department of Parks and Recreation (DPR) recognizes that there may be need for conservation or utility easements in the dedicated M-NCPPC parkland. Prior to the granting of any easements, the applicant must obtain**

written consent from DPR. DPR shall review and approve the location and/or design of any needed easements. Should the easement requests be approved by DPR, a performance bond, maintenance and easement agreements may be required, prior to issuance of any grading permits.

15. The applicant shall be subject to the following requirements for development of the 10-foot-wide on-site feeder trail:
- a. The applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, the on-site feeder trail from the southern terminus of Logistics Lane to the shared-use path on Leeland Road.
 - b. The on-site feeder trail shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Prince George's County Park and Recreation Facilities Guidelines, with the review of the specific design plan (SDP). Triggers for construction shall also be determined at the time of SDP.
 - c. Prior to submission of the final plat of subdivision for any parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of the on-site feeder trail, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.
 - d. Prior to approval of building permits for a new building, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site feeder trail.

The alignment and a detailed construction cross section for the on-site feeder trail, as well as its trigger for construction, were approved with infrastructure SDP-1603-01.

16. Recreational facilities to be constructed by the applicant shall be subject to the following:
- a. The timing for the development of the 20-acre park and Collington Branch Stream Valley Trail, and submittal of the revised construction drawings, shall be determined with the first specific design plan for development (not including infrastructure).
 - b. The location of the Collington Branch Stream Valley Trail shall be staked in the field and approved by the Prince George's County Department of Parks and Recreation, prior to construction.

- c. **All trails shall be constructed to ensure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed and approved by the Prince George's County Department of Parks and Recreation.**
- d. **The handicapped accessibility of all trails shall be reviewed during the review of the specific design plan. 13 SDP-2201**
- e. **The public recreational facilities shall be constructed, in accordance with the standards outlined in the Prince George's County Park and Recreation Facilities Guidelines.**
- f. **Prior to submission of any final plats of subdivision, the applicant shall enter into a public recreational facilities agreement (RFA) with the Maryland- National Capital Park and Planning Commission for construction of recreation facilities on parkland. The applicant shall submit three original executed RFAs to the Prince George's County Department of Parks and Recreation (DPR) for their approval three weeks prior to the submission of the final plats. Upon approval by DPR, the RFA shall be recorded among the Prince George's County Land Records and the recording reference shall be noted on the final plat of subdivision prior to recordation. The RFA may be subsequently modified pursuant to specific design plan approvals, or revisions thereto, which determine the timing for construction of the 20-acre park and Collington Branch Stream Valley Trail.**
- g. **Prior to the approval of the first building permit for a new building, the applicant shall submit to the Prince George's County Department of Parks and Recreation (DPR) a performance bond, a letter of credit, or other suitable financial guarantee, for construction of the public recreation facilities, including the Collington Branch Stream Valley Trail, in the amount to be determined by DPR.**

SDP-1603-01 approved the location and concept design details for the Collington Branch Stream Valley hiker trail. This condition will be further reviewed at the time of final plat and building permit.

- 18. **Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCPI-004-2021-03). The following note shall be placed on the final plat of subdivision:**

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCPI-004-2021-03 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of

CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

- 19. Prior to the issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision: "This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."**

TCP2-026-2021-07 was submitted with the SDP. Staff has reviewed and determined that the TCP2 conforms to approved TCP1-004-2021-03, subject to the conditions contained within the Recommendation section of this technical staff report.

- 11. Specific Design Plan SDP-1603-01:** The Planning Board approved SDP-1603-01 on January 13, 2022, for infrastructure for the overall National Capital Business Park development, including 35 parcels, street network, sidewalks, utilities, grading, SWM, retaining walls, and directional signage that will serve the employment and institutional uses proposed for the property. Staff has reviewed this application and determined that it is in conformance with the approved SDP.
- 12. 2010 Prince George’s County Landscape Manual:** The application is subject to the requirements of the Landscape Manual, specifically Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Conditions have been included for the applicant to provide additional groundcover buffering around the proposed freestanding entrance monument sign and to note the screening requirement with Section 4.4 on the landscape plan.

The SDP provides the necessary plantings and schedules in conformance with the Landscape Manual, with the exception of Section 4.3. The applicant requests Alternative Compliance, AC-22011, as follows:

The applicant is requesting alternative compliance for Section 4.3-2 to reduce the required interior parking area. The parking lot area is 126,188 square feet, which requires a 13 percent interior planting area. The applicant requests to seek an alternative compliance that will reduce the required interior planting area to 8.8 percent but provide additional shade trees within the allocated planting area. Specifically, the applicant has provided the following information:

REQUIRED: Section 4.3-2, Requirements for Interior Planting for Parking Lots 7,000 Square Feet or Larger

Parking Lot Area	126,188 sq. ft.
Interior Landscape Area	13 percent - 16,404 sq. ft.
Required Shade Trees (1 per 300 sq. ft.)	55

PROVIDED: Section 4.3-2, Requirements for Interior Planting for Parking Lots 7,000 Square Feet or Larger

Parking Lot Area	126,188 sq. ft.
Interior Landscape Area	8.8 percent - 11,133 sq. ft.
Required Shade Trees (1 per 300 sq. ft.)	38
Provided Shade Trees	64

Justification

The applicant requests alternative compliance from the requirements of Section 4.3-2, Interior Planting for Parking Lots 7,000 Square Feet or Larger, which requires a minimum of 13 percent interior planting area for parking lots between 100,000–149,999 square feet. As detailed above, the parking lot area totals 126,188 square feet. The applicant is only able to provide 8.8 percent, or 11,133 square feet of interior planting area for the parking lot, instead of the 16,404 square feet required.

The SDP meets all other requirements of Section 4.3, including having no more than 2 contiguous parking bays or 10 contiguous spaces, on average, without a planting island. The plan has also satisfied the planting requirement to provide 38 shade trees based on the total planting area. As an alternative, the applicant proposes a total of 64 shade trees, which is 26 more than required.

The Alternative Compliance Committee finds the applicant’s proposal equally effective as normal compliance with Section 4.3-2, Requirements for Interior Planting for Parking Lots 7,000 Square Feet or Larger. The applicant is providing 26 more shade trees than is required, while meeting all other requirements except for the total planting area, which will help achieve the goals as stated in Section 4.3-2.

The Planning Director recommends approval of Alternative Compliance AC-22011, from the requirements of Section 4.3-2, Requirements for Interior Planting for Parking Lots 7,000 Square Feet or Larger, of the Landscape Manual, to allow the reduction in interior planting area, as proposed on the landscape plan.

- 13. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the 2010 Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the project is subject to a PPS (4-21056). This project is subject to the WCO and the Environmental Technical Manual (ETM). TCP2-026-2021-07 has been submitted with the application and requires revisions, to be found in conformance with TCP1-004-2021-03 and the WCO.

The District Council amended the woodland conservation/afforestation threshold on land with prior R-S Zoning with permitted uses in the prior E-I-A Zone. It shall be developed in accordance with the threshold requirements of the prior E-I-A Zone. The woodland conservation threshold for this 442.30-acre property is based on 15 percent for the E-I-A (R-S) and I-1 portions of the site, and 50 percent for the R-A Zone, for a weighted woodland conservation threshold requirement of 15.08 percent, or 52.40 acres. There is an approved TCP1 and TCP2 on the overall development related to the prior residential subdivision, which were grandfathered under the 1991 Woodland Conservation Ordinance, but the prior tree conservation plan approvals are not applicable to the new development proposal.

The National Capital Business Park project is subject to the WCO and the ETM. A rough grading permit was approved for the site, utilizing the limit of disturbance (LOD) of TCP2-026-2021, which is in process. An amended rough grading permit with an enlargement of the LOD to include area approved under PPS 4-21056 and TCP1-004-2021-03 was recently approved for this site as TCP2-026-2021-05. Revisions to TCP2-026-2021 were submitted with SDP-1603-01, SDP-1603-02, SDP-1603-03, SDP-1603-04, and SDP-2201. Proposed clearing with the park dedication area shall be reflected in a future application. Details of the recreation facilities, impacts to the PMA, and the variance request for the specimen tree removal will be analyzed with the application proposing the development of the park.

Section 25-122(c)(1) of the Prince George's County Code prioritizes methods to meet the woodland conservation requirements. The applicant submitted a statement of justification (SOJ), dated February 22, 2023, requesting approval of a combination of on-site and off-site woodland conservation as reflected on the TCP2 worksheet. The site contains 186.15 acres of PMA, approximately 15,622 linear feet of regulated streams, and 94.77 acres of 100-year floodplain. The applicant states that although they are only preserving 86.44 acres of the 117.51 acres of the woodland conservation requirement on-site, they are proposing to preserve the highest quality of woodlands on-site within the PMA and contiguous to these areas, which has a priority of preservation. The woodland conservation threshold for the development is 52.40 acres, or 15.08 percent, which is proposed to be met in on-site in preservation. The central portion of the site was the subject of a timber harvest, which was implemented. The applicant contends that clearing of the central portion of the property is supported due to the implemented timber harvest. The eight specimen trees within the area of SDP-2206, specifically Specimen Trees 15-18, 42, 43, 229, and 230, were within the limits of the timber harvest approval. The applicant contends that providing on-site afforestation/ reforestation connected to the on-site preservation is a higher priority over preserving the central areas of woodlands impacted by the timber harvest. The applicant is required to protect the woodland preservation areas, including areas of reforestation, within a woodland and wildlife habitat conservation easement. This easement, previously recorded in Liber 48372 in folio 62, is required to be partially vacated and recorded in the Land Records prior to the certification of SDP-2206 as the boundary of the easement is altered by the PMA impact proposed with this application. Ninety-nine of the specimen trees on-site are located in the proposed woodland conservation easement. The applicant states that the site is not suitable for natural regeneration. They state the next logical step is to provide the remaining requirement off-site within an approved tree bank. Staff supports the applicants' request to meet the woodland preservation requirements, as stated on their SOJ, through a combination of on-site and off-site preservation.

The overall woodland conservation worksheet shows the clearing of 253 acres (prior approvals 260.75 acres) of woodland on the net tract area, and the clearing of 1.86 acres (prior 1.09 acres) of woodland in the floodplain. Based on staff's calculations, this results in a woodland conservation requirement of 117.51 acres (prior 118.68 acres). The requirement is proposed to be met with 86.44 acres of on-site woodland preservation, 16.02 acres of on-site reforestation, and 15.05 acres of off-site woodland conservation credits. Although this development has been part of several reviews, as individual applicants submit SDPs for development, future applicants should continue to look for opportunities to provide additional areas of woodland preservation and reforestation.

As submitted, it appears this application increases the overall amount of woodland clearing due to the new PMA impact requested with this application, resulting in the reduction of both the woodland preservation and reforestation area totals. The woodland clearing total on Sheet C-313 and used in the worksheet is not correct because it the same as reported with the prior review. The worksheet and tables do not account for the additional woodland clearing proposed for the grading related to providing access for the maintenance of the proposed culverts and endwalls and providing compensatory floodplain storage to ensure a no-rise condition for the floodplain in constructing Queens Court. Prior to certification of TCP2-026-2021-07, the applicant shall add the woodland clearing proposed with SDP-2206 for the access to the proposed culverts and endwalls, provide compensatory floodplain storage, and revise the plan and worksheet as necessary.

Technical revisions to the revised TCP2 are required and included in the conditions listed at the end of this memorandum.

14. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, of the Prince George's County Code requires a minimum percentage of tree canopy coverage (TCC) on projects that require a building or grading permit for 5,000 square feet or greater of gross floor area or disturbance. The TCC is based on the gross tract area and is required to provide a minimum of 10 percent in the prior E-I-A Zone. A schedule has been provided and conforms to Section 25-128 of the County Code.
15. **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 February 23, 2023 (Lester to Shelly), the Community Planning Section noted that, pursuant to Part 8, Division 4, Subdivision 2 of the prior Zoning Ordinance, master plan conformance is not required for this application.
 - b. **Transportation Planning**—In a memorandum dated March 9, 2023 (Yang to Shelly), the Transportation Planning Section noted that the plan is acceptable and meets the findings required for a SDP, as described in the analysis of the prior Zoning Ordinance, and the applicable prior conditions of approval associated with this SDP, subject to two conditions provided in the Recommendation section of this technical staff report.
 - c. **Environmental Planning**—In a memorandum dated February 28, 2023 (Nickle to Shelly), the Environmental Planning Section noted that the proposed TCP2 is acceptable, subject to the technical corrections and conditions found in the Recommendation section of this technical staff report.

Regulated Environmental Features

There is PMA on this site, comprised of regulated environmental features, which include streams and associated buffers, 100-year floodplain, steep slopes, and wetlands with their associated buffers. Under Section 27-521(a)(11) of the prior Zoning Ordinance, the plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent

possible. The development proposed impacts to the PMA, which were reviewed and approved by the Planning Board with 4-21056, SDP-1603-01, and SDP-1603-02. The development proposed with SDP-2206 is reliant on the prior PMA impact approvals and proposes three additional PMA impacts, which are discussed below as PMA Impacts 20, 21, and 22.

Section 24-130(b)(5) of the prior Subdivision Regulations states: “Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.”

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities.

Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing, or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. This application is reliant on the previously approved impacts, which will remain as approved with PPS 4-21056, SDP-1603-01, and SDP-1603-02.

The three new PMA impacts that are proposed with SDP-2206 are numbered 20, 21, and 22. The new impacts are centered around the Queens Court crossing, with Impacts 20 and 21 located to the south, and Impact 22 is to the north. The additional impacts are an expansion of previously approved Impacts 18 and 19 to provide floodplain compensatory storage, which were approved by the Planning Board with SDP-1603-02. The original impact for the Queens Court crossing was approved with PPS 4-21056 as Impact C. The new impacts requested with SDP-2206 are the result of the final engineering of the road crossing and culvert design for Queens Court, which is an expansion on a previously approved impact.

Impacts for Queens Court Road Crossing

Impacts 20, 21, and 22 are required by DPIE proposing grading and an access road to the proposed culverts and endwalls at the Queens Court entrance for maintenance. The new areas of impact are an expansion of impacts approved by the Planning Board with the PPS 4-21056 and SDP-1603-02. As reviewed and approved with prior approvals, the design of Queens Court crosses a stream and floodplain. Fill is needed to support the road, and a culvert was designed to not impede the flow of the stream. Because of the fill, clearing is needed downstream to provide compensatory storage for the floodplain to prevent a rise to the floodplain. The new Impacts 20, 21, and 22 are for clearing in the PMA and floodplain to provide an access road to the culverts and endwalls for maintenance. A letter of justification (LOJ) and exhibits for the floodplain compensatory storage PMA impact were received on February 23 and 24, 2023. The LOJ and associated exhibit are reflected in three parts, continuing the numbering system of the overall development impacts as Impacts 20, 21, and 22, totaling 0.34 acre of proposed impact to regulated environmental features associated with the Queens Court crossing. The following finding provides an evaluation of the proposed impact, as outlined in the applicant's PMA statement of justification.

The impacts are the result of technical reviews by DPIE (Case SDCP-34233-2022). The clearing is the result of providing access roads on the north and south sides of Queens Court for maintenance. These areas will remain clear of trees and cannot be reforested. The proposed Queens Court crossing, culvert, and compensatory floodplain storage is necessary as this is the only access point for the National Capital Business Park subdivision. Impacts to the PMA that were approved by the Planning Board as part of the prior PPS 4-21056 and SDP-1603-01 approvals are to remain as approved. The three new impacts requested with SDP-2206 are an expansion of Impact C, that the Planning Board approved with 4-21056, and Impacts 17, 18, and 19 that the Planning Board approved with SDP-1603-02. The use of the culvert for crossing the stream, compensatory storage of the floodplain, and providing two access roads for maintaining these facilities meets best management practices for providing an equal amount of floodplain storage to support the grading and culverts required for the road infrastructure. The development shown on the PMA exhibits obtained preliminary approval from DPIE.

The proposed PMA impacts for providing access roads for maintaining the culvert and endwalls are considered necessary to the orderly development of the subject property. The impacts cannot be avoided because it is required by other provisions of the County and state codes. The plan shows the preservation, restoration, and enhancement of the remaining areas of PMA.

As a result of this analysis, it is recommended that the Planning Board approve the PMA Impacts 20, 21, and 22.

Stormwater Management

An approved SWM concept plan (42013-2020-01, approved on June 6, 2022) was submitted, which shows the use of underground stormwater facilities for storage and quality requirement. This application is subject to a site development fine grading permit and review by DPIE and the County's Soil Conservation District.

Soils

According to the Prince George's County Soil Survey, the principal soils on the site are in the Adelphia, Bibb, Collington, Colemantown Elkton, Howel, Marr, Monmouth, Sandy Land, Shrewsbury, and Westphalia series. Adelphi, Collington, and Marr soils are in hydrologic class B, and are not highly erodible. Bibb and Shrewsbury soils are in hydrologic class D and pose various difficulties for development due to high water table, impeded drainage, and flood hazard. Colemantown and Elkton soils are in hydrologic class D and have a K factor of 0.43, making them highly erodible. Howell and Westphalia soils are in hydrologic class B and are highly erodible. Monmouth soils are in hydrologic class C and have a K factor of 0.43, making them highly erodible. Sandy land soils are in hydrologic class A and pose few difficulties to development.

Marlboro clay is found to occur extensively in the vicinity and on this property. The TCP2 shows the approximate location of the unmitigated and mitigated 1.5 safety factor line, in accordance with a geotechnical report dated March 17, 2022, and prepared by Geo-Technology Associates, Inc.

- d. **Subdivision**—In a memorandum dated March 6, 2023 (Diaz-Campbell to Shelly), it was noted that the SDP was found to be in conformance with the approved PPS, with technical corrections, as listed in the Recommendation section of this technical staff report.
- e. **Historic Preservation**—In a memorandum dated February 7, 2023 (Stabler, Smith, and Chisholm to Shelly), 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.
- f. **Special Projects**—In a memorandum dated March 1, 2023 (Ray to Shelly), the Special Projects Section noted that the SDP was acceptable, subject to four conditions being completed prior to a use and occupancy permit, as stated in the Recommendation section of this technical staff report. These conditions are labeled on SDP Sheet 6.
- g. **Permits**—In a memorandum dated March 9, 2023 (Bartlett to Shelly), the Permits Review Section noted technical corrections within the SDP that are stated in the Recommendation section of this technical staff report.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated February 13, 2023 (Giles to Butler), DPIE noted comments that will be applicable with the agency's technical permit review.

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-2206, Alternative Compliance AC-22011, and Type 2 Conservation Plan TCP2-026-2021-07, for National Capital Business Park, Parcels 7, 8, and 9, subject to the following conditions:

1. Prior to certification of this specific design plan (SDP), the applicant shall provide the specified information, or make the following revisions to the plans:
 - a. Provide directional signage along Queens Court, to prohibit truck access to the access driveway to the general parking area, and/or signage that provides direction to the access driveway, to the loading and staging area. The details and profiles of the signs shall also be provided as part of the SDP.
 - b. In General Note 39, on the coversheet, add a line which includes the requirement given in Condition 7(b) of PGCPB Resolution No. 2022-70.
 - c. In the General Parcel Information table on the coversheet, replace the column for “SDP-1603-01” with one for “SDP-1603-04”, showing the parcels approved with that plan (Parcels 1–12, A1–A6, and B1–B9).
 - d. Provide the maximum and proposed floor area ratio on the coversheet.
 - e. Provide the required and proposed amount of open space on the coversheet.
 - f. On Sheet 6, ensure that the parcel boundary lines are not obscured by the building. Show a bearing and distance for each boundary line.
 - g. Label the proposed Fire Department Connection of the north façade of the building on Sheet 6.
 - h. Label the proposed Knox-Box locations on Sheet 6, as requested by the Prince George’s County Fire Department.
 - i. Remove the plan notes from the parking striping area on Sheet 6, near the entrance to the site along Locust Lane.
 - j. Provide site details of the proposed 2-foot retaining wall and sliding access gate.
 - k. Label the 12 bicycle parking spaces in the parking requirements table on Sheet 6.
 - l. Move the 37-space and 43-space parking count labels from Sheet 7 to Sheet 6, where those parking bays start.
 - m. Provide a spot length and width dimension for one of the loading spaces on Sheet 7, for each of the 37-space and 43-space parking bays.
 - n. Clearly label the limits of the 3-acre storage yard on Sheet 7, and label the total acreage in the proposed future expansion portion of the property.

- o. Provide understory plantings surrounding the proposed freestanding entrance monument sign on Sheet 12.
 - p. Provide additional understory plantings and screening around the transformer pad at the entrance to the subject site, from Locust Lane, on Sheet 12.
 - q. Label and dimension the street frontage areas that correspond to both Section 4.2-1 schedules of the 2010 *Prince George's County Landscape Manual*, on Sheets 12 and 13.
 - r. Label conformance to Section 4.4 of the 2010 *Prince George's County Landscape Manual* on the landscape plan.
 - s. Provide building dimensions for both images on the signage plan on Sheet 15.
 - t. Revise the signage schedule as follows:
 - (1) State the correct number of the attached building "Ferguson" monument signs (Item 7).
 - (2) State the correct location and square footage of the freestanding "Ferguson" monument sign (Item 10).
 - u. Label the two proposed "Ferguson" directional signs on the signage plan.
 - v. Replace the "Pipe Yard" label on Sheet 2 of the Architectural Elevations with "Storage Yard."
 - w. Provide dimensions for a standard loading door and both large loading doors facing south on Sheet 4 of the Architectural Elevations.
 - x. Label the architectural features on Sheet 4 of the Architectural Elevations.
 - y. Revise the parking space count to 271 spaces on all submitted plans.
 - z. Revise the fence material on all submitted plans.
2. Prior to approval of a building permit, the applicant and the applicant's heirs, successors, and/or assignees shall pay a fee of \$329,728 (1989 dollars), with a construction cost index determined by the Prince George's County Department of Public Works and Transportation, at the time of payment. In lieu of the payment listed above, before the issuance of the building permit, the applicant and applicant's heirs, successors, and/or assignees shall construct all the improvements along US 301 (Robert Crain Highway), as described in the phasing plan dated October 13, 2022, submitted as part of the approved application, Specific Design Plan SDP-2206.
 3. Prior to certification of the Type 2 tree conservation plan (TCP2), the TCP2 shall meet all the requirements of Subtitle 25, Division 2, and the Environmental Technical Manual, and shall be revised as follows:

- a. Revise the worksheet and plan to add the woodland clearing for access to the proposed culverts and endwalls, provide compensatory floodplain storage, and revise the plan, tracking tables, and worksheet, as necessary.
- b. Sheet C-300:
 - (1) Update the plan references list to remove the information for “SDP-1603-01” and replace with “SDP-1603-04.”
 - (2) Relocate the “Post Development Notes” to Sheet C-301 with the rest of the TCP2 notes.
 - (3) On the key map, add the development proposed with Specific Design Plan SDP-2201 (Parcel 12).
 - (4) In the plan title, and on the woodland conservation worksheet, correct the revision number of TCP2-026-2021 from “3” to “7”.
 - (5) Correct the note under the worksheet on the park and trail to reflect the current case “SDP-2206”.
 - (6) Update the recordation information for the revised woodland and wildlife habitat conservation easement to replace the Liber 48372 folio 62 reference.
- c. Sheet C-301:
 - (1) Correct General Note 1 to reflect the current case number of “SDP-2206”.
 - (2) Add the standard “Removal of Hazardous Trees or Limbs by Developers or Builders” notes.
 - (3) Correct the Site Statistics Table’s existing primary management area total and the linear feet of regulated streams to match the Site Statistics Table on the approved Natural Resources Inventory NRI-098-05-04.
- d. On Sheet C-310, update the note associated with the park design to reflect the current case number of “SDP-2206”.
- e. On Sheet C-313, show the access roads for culvert and endwall maintenance on the north and south side of Queens Court.
- f. Revise Sheets C-318 and C-319 to add a label for MC-600 and add the hatch pattern to the legend.
- g. Have the revised plan signed and dated by the qualified professional preparing the plan.

4. Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, documents for the partial vacation of the woodland conservation easement shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law, and submitted to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George’s County Land Records at Liber 48372 in folio 62, saving and excepting the partial vacation of the easement recorded in the Prince George’s County Land Record at liber ___ in folio ___. Revisions to this TCP2 may require a revision to the recorded easement.”

5. Prior to the issuance of a use and occupancy permit, the applicant and the applicant’s heirs, successors, and/or assignees shall:
 - a. Contact the Prince George’s County Fire/EMS Department to request a pre-incident emergency plan for the facility.
 - b. Install and maintain a sprinkler system that complies with the National Fire Protection Association (NFPA) 13 Standards for the Installation of Sprinkler Systems.
 - c. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.
 - d. Install and maintain bleeding control kits to be installed next to a fire extinguisher installation, which must be no more than 75 feet from any employee.

NCBP PARCELS 7, 8 & 9

Specific Design Plan

TCP2-026-2021-07 and AC-22011

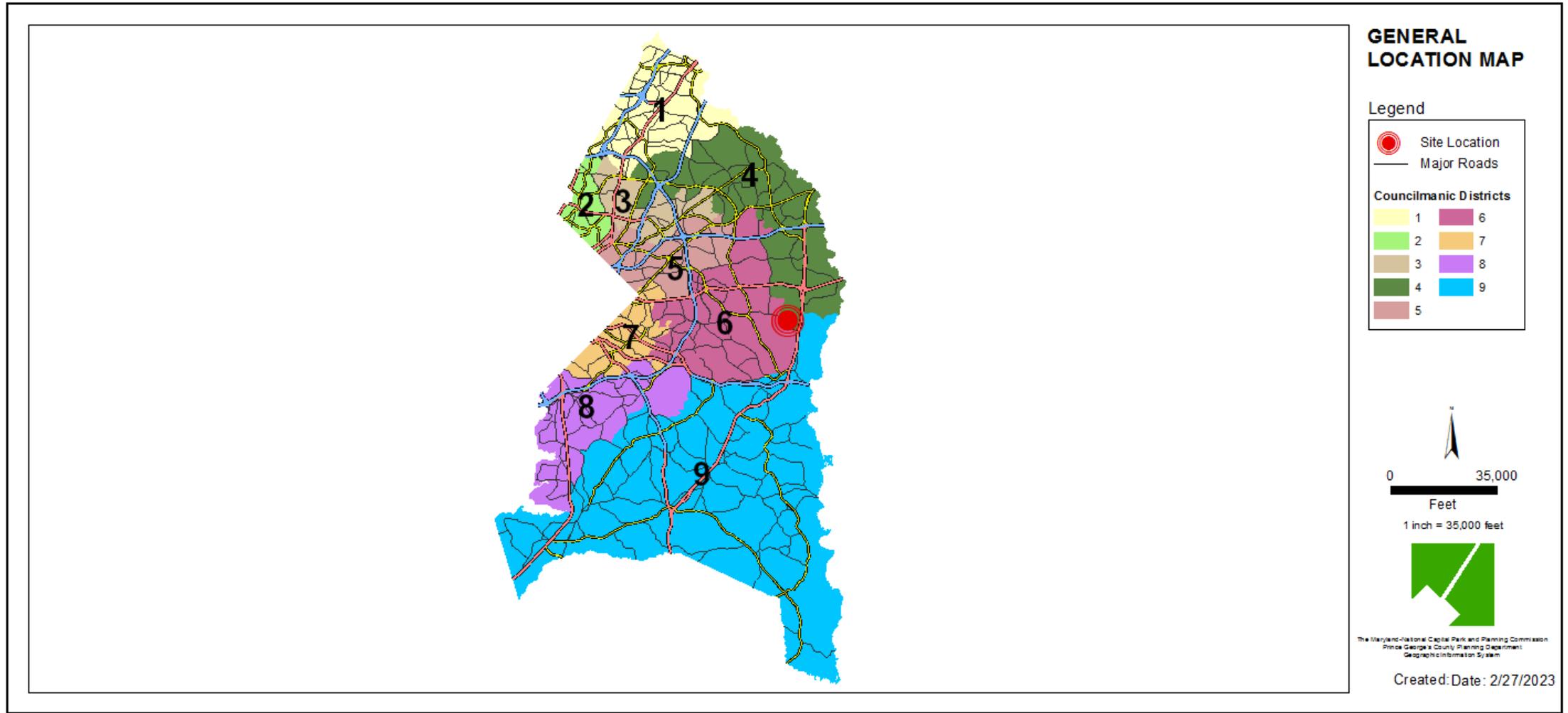
Staff Recommendation: Approval with Conditions



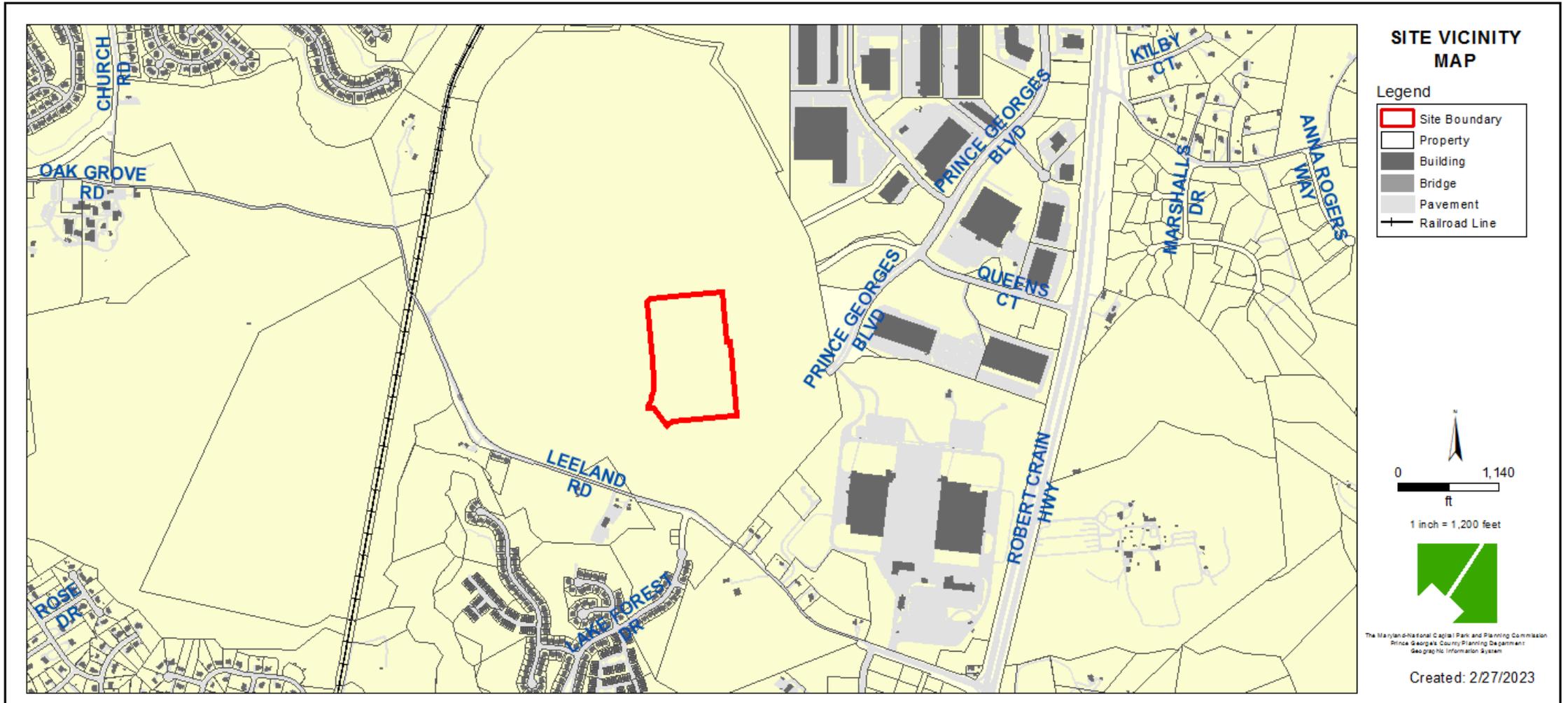
GENERAL LOCATION MAP

Council District: 04

Planning Area: 74A



SITE VICINITY MAP

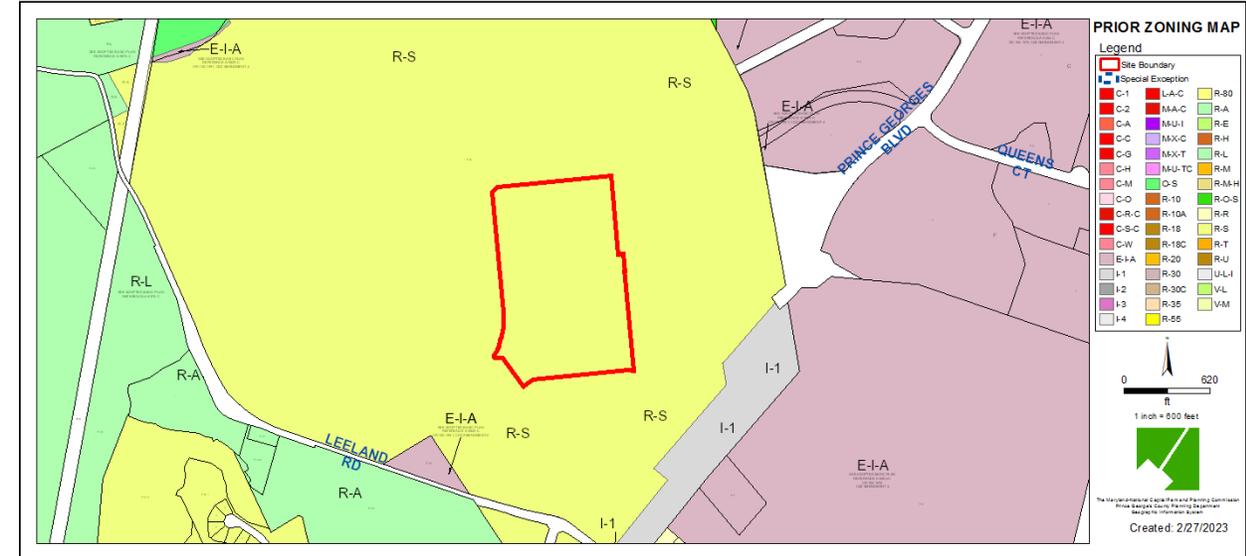


ZONING MAP (CURRENT & PRIOR)

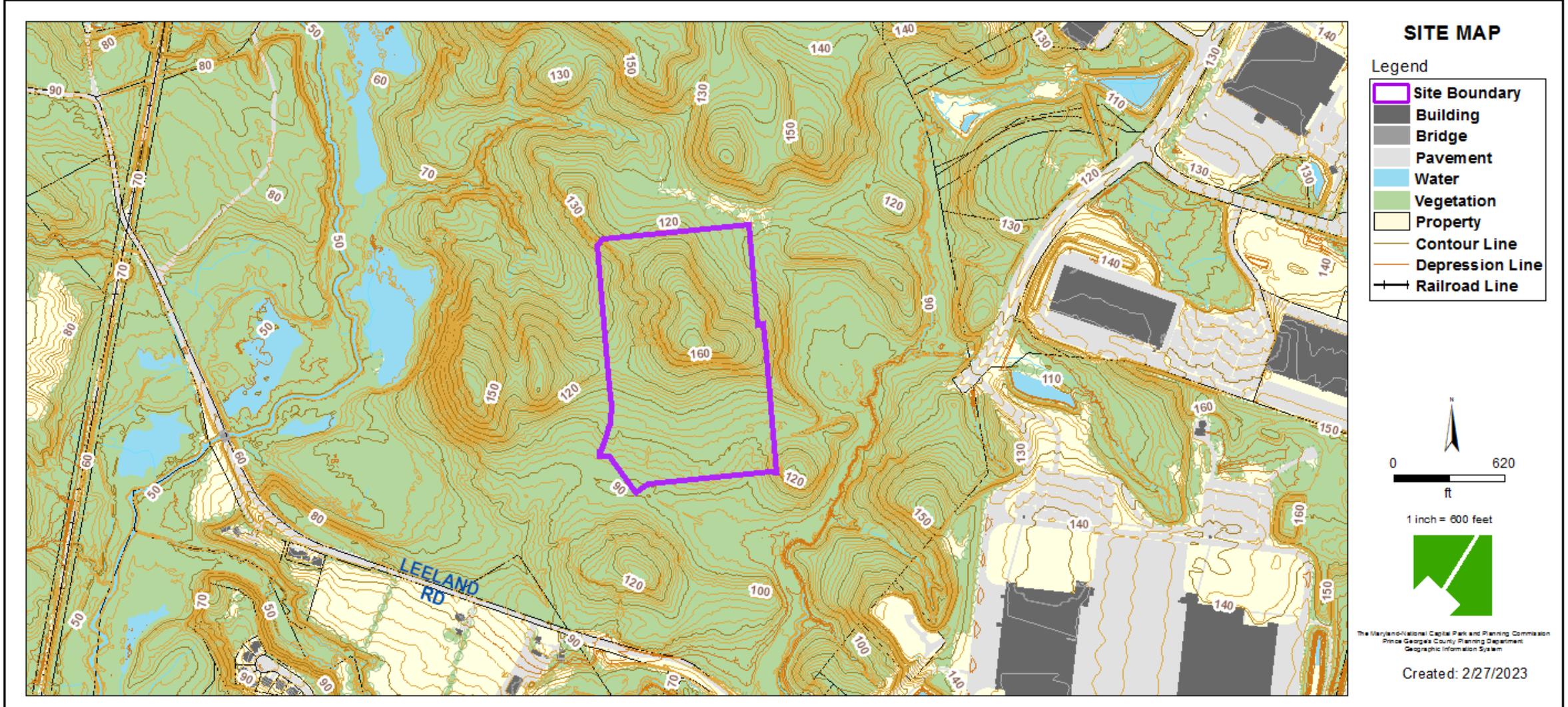
Property Zone: LCD (Prior R-S)

CURRENT ZONING MAP

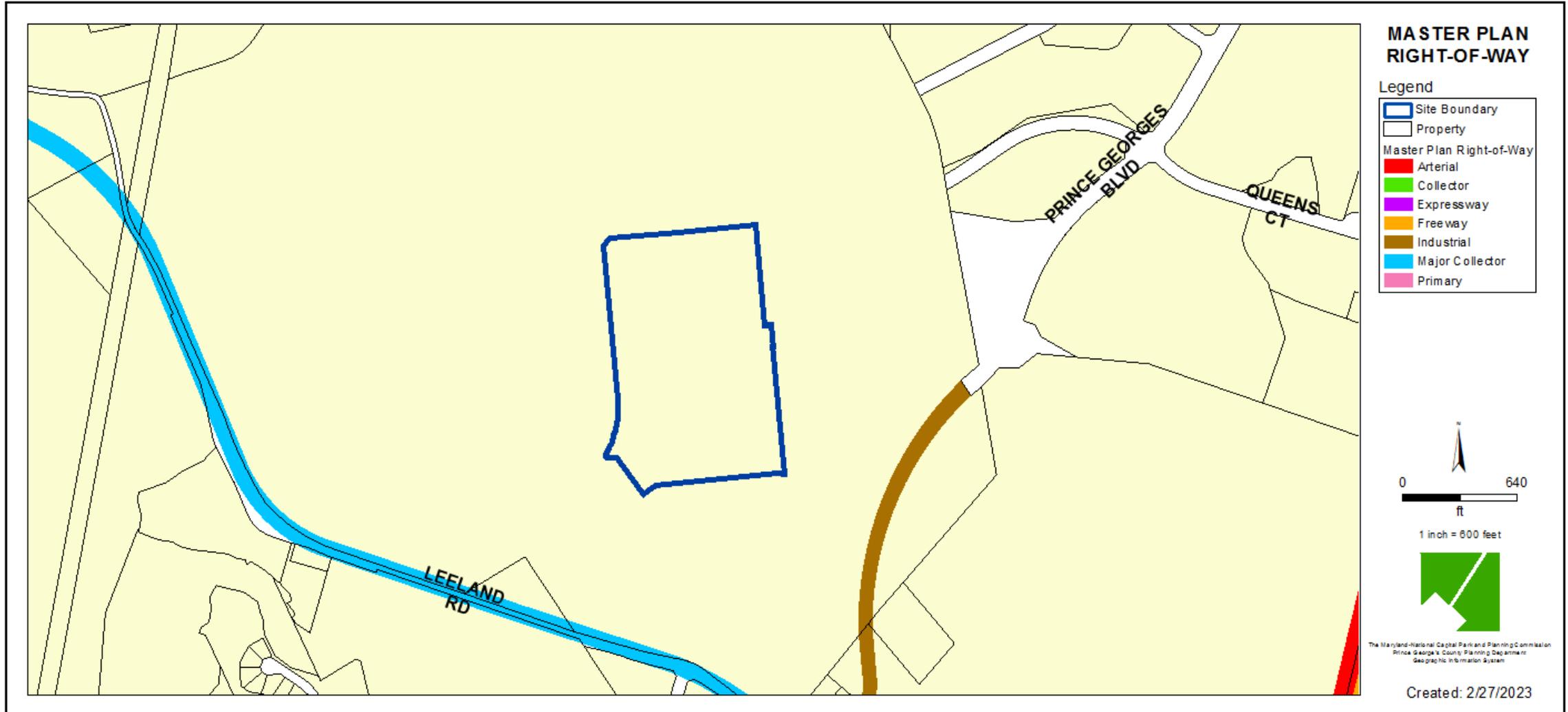
PRIOR ZONING MAP



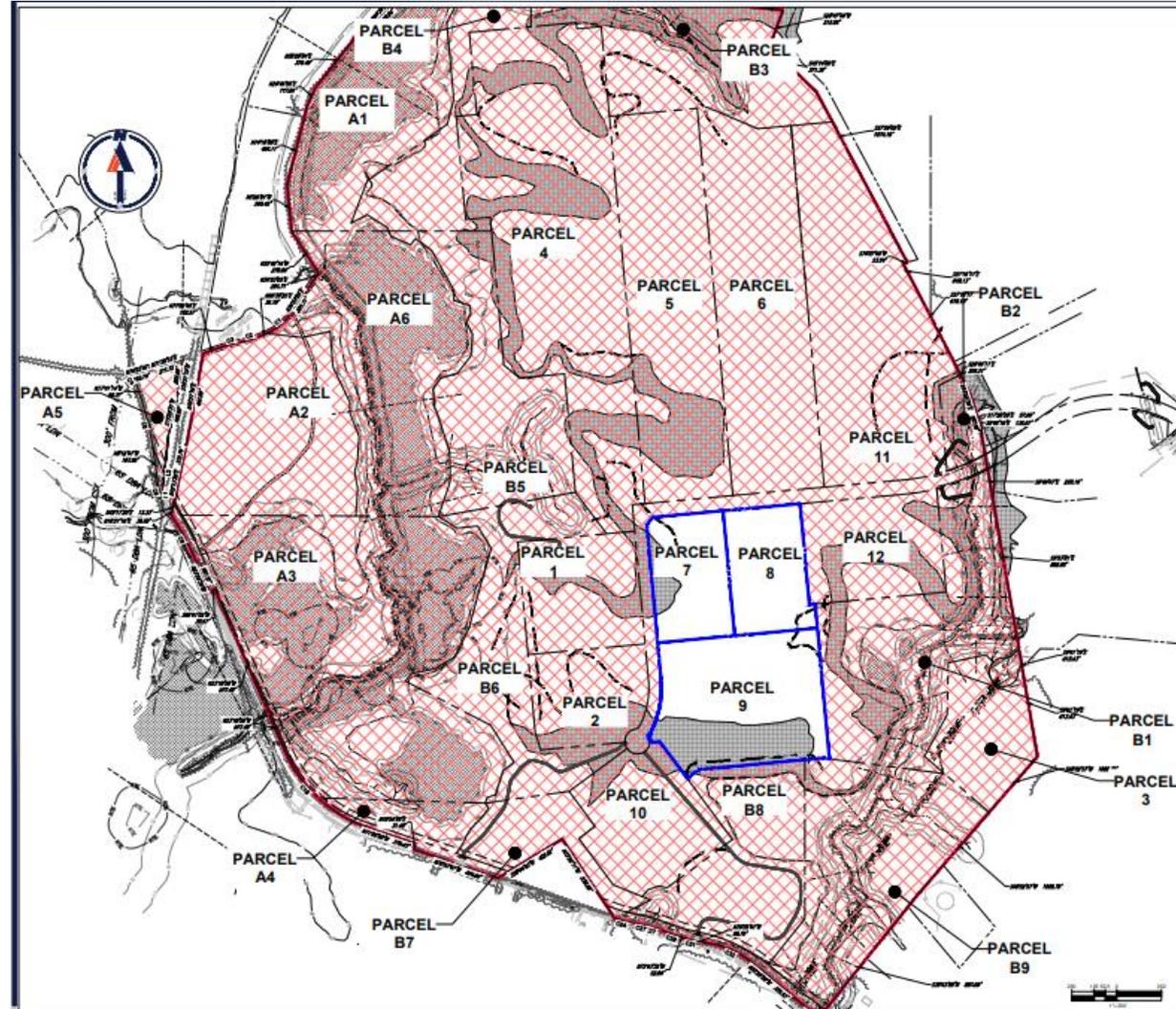
SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



NCBP OVERALL SITE PLAN



SDP-2206 SITE & LANDSCAPE PLAN PARCELS 7, 8, AND 9



FERGUSON SITE
ILLUSTRATIVE PLAN
PRINCE GEORGES COUNTY, MD

MB1921843 3.24.23

BOHLER //

SDP-2206 SITE PLAN PARCELS 7, 8, AND 9 Cont...

STANDARD NOTES:

ZONE: LCD, APPROVED SUBREGION 3

	<u>REQUIRED</u>	<u>PROVIDED</u>
MINIMUM BUILDING SETBACK		
FRONT BLDG. SETBACK (QUEENS COURT)	40 FT	166 FT
FRONT BLDG. SETBACK (LOGISTICS LANE)	30 FT	215 FT
SIDE BLDG. SETBACK (EAST)	20 FT	210 FT
REAR BLDG. SETBACK (SOUTH)	20 FT	496 FT
MINIMUM PARKING SETBACK		
FRONT PARKING SETBACK (QUEENS COURT)	10 FT	23 FT
FRONT PARKING SETBACK (LOGISTICS LANE)	10 FT	25 FT
SIDE PARKING SETBACK (EAST)	15 FT	20 FT
REAR PARKING SETBACK (SOUTH)	15 FT	253 FT
PARKING REQUIREMENTS (WAREHOUSE UNIT: 358,450 SF GFA)		
STANDARD PARKING		
3 SPACES FOR FIRST 1,500 SF GFA	3 SPACES	
1 SPACE PER EACH ADDITIONAL 1,500 SF OF GFA (UP TO 100,000 SF)	67 SPACES	
0.20 SPACES PER EACH ADDITIONAL 1,000 SF OF GFA ABOVE THE FIRST 100,000 SF	<u>52 SPACES</u>	
TOTAL	122 SPACES	271 SPACES
ADA PARKING REQUIREMENTS		
201 TO 300 STANDARD SPACES	7 SPACES	8 SPACES
VAN ACCESSIBLE PARKING (FOR 201 TO 300 STANDARD SPACES)	2 SPACES	2 SPACES
TOTAL	7 SPACES	8 SPACES
LOADING PARKING REQUIREMENTS		
1 SPACE FOR 1,500 TO 10,000 SF OF GFA	1 SPACE	1 SPACE
1 SPACE FOR EACH ADDITIONAL 40,000 SF OF GFA	9 SPACES	144 SPACES
TOTAL	10 SPACES	145 SPACES
MINIMUM PARKING SPACE DIMENSIONS		
STANDARD PARKING SPACE	9.5' x 19'	9.5' x 19'
ADA PARKING SPACE	8.0' x 19'	8.0' x 19'
LOADING SPACE	45' x 12'	60' x 12'

SITE PLAN DETAILS

CURB BREAK DETAIL
 ELEVATION
 PLAN
 NOTES:
 1. Concrete curb shall be 4" high and 12" wide at top.
 2. Concrete curb shall be 12" wide at base.
 3. Concrete curb shall be 12" wide at top and 12" wide at base.
 4. Concrete curb shall be 12" wide at top and 12" wide at base.

CONCRETE CURB & GUTTER DETAIL
 ELEVATION
 NOTES:
 1. Concrete curb shall be 4" high and 12" wide at top.
 2. Concrete curb shall be 12" wide at base.
 3. Concrete curb shall be 12" wide at top and 12" wide at base.
 4. Concrete curb shall be 12" wide at top and 12" wide at base.

ADA ACCESSIBLE RAMP DETAIL
 ELEVATION
 NOTE:
 1. Concrete curb shall be 4" high and 12" wide at top.
 2. Concrete curb shall be 12" wide at base.
 3. Concrete curb shall be 12" wide at top and 12" wide at base.
 4. Concrete curb shall be 12" wide at top and 12" wide at base.

STANDARD DUTY ASPHALT PAVEMENT SECTION
 ELEVATION
 NOTE:
 1. Concrete curb shall be 4" high and 12" wide at top.
 2. Concrete curb shall be 12" wide at base.
 3. Concrete curb shall be 12" wide at top and 12" wide at base.
 4. Concrete curb shall be 12" wide at top and 12" wide at base.

CONCRETE SIDEWALK DETAIL
 ELEVATION
 NOTE:
 1. Concrete curb shall be 4" high and 12" wide at top.
 2. Concrete curb shall be 12" wide at base.
 3. Concrete curb shall be 12" wide at top and 12" wide at base.
 4. Concrete curb shall be 12" wide at top and 12" wide at base.

HEAVY DUTY CONCRETE SECTION
 ELEVATION
 NOTE:
 1. Concrete curb shall be 4" high and 12" wide at top.
 2. Concrete curb shall be 12" wide at base.
 3. Concrete curb shall be 12" wide at top and 12" wide at base.
 4. Concrete curb shall be 12" wide at top and 12" wide at base.

SOLAR PANEL SCHEMATIC
 NOT TO SCALE
 NOTE:
 1. Solar panel shall be 1800mm x 900mm.
 2. Solar panel shall be 1800mm x 900mm.
 3. Solar panel shall be 1800mm x 900mm.
 4. Solar panel shall be 1800mm x 900mm.

NO TRUCKS CARS ONLY ON THIS DRIVEWAY SIGN DETAIL
 NOT TO SCALE
 NOTE:
 1. Sign shall be 1800mm x 900mm.
 2. Sign shall be 1800mm x 900mm.
 3. Sign shall be 1800mm x 900mm.
 4. Sign shall be 1800mm x 900mm.

Pedestrian Crosswalk (Part I)
 ELEVATION
 NOTE:
 1. Concrete curb shall be 4" high and 12" wide at top.
 2. Concrete curb shall be 12" wide at base.
 3. Concrete curb shall be 12" wide at top and 12" wide at base.
 4. Concrete curb shall be 12" wide at top and 12" wide at base.

Pedestrian Crosswalk (Part II)
 ELEVATION
 NOTE:
 1. Concrete curb shall be 4" high and 12" wide at top.
 2. Concrete curb shall be 12" wide at base.
 3. Concrete curb shall be 12" wide at top and 12" wide at base.
 4. Concrete curb shall be 12" wide at top and 12" wide at base.

NO TRUCKS CARS ONLY ON THIS DRIVEWAY SIGN DETAIL
 NOT TO SCALE
 NOTE:
 1. Sign shall be 1800mm x 900mm.
 2. Sign shall be 1800mm x 900mm.
 3. Sign shall be 1800mm x 900mm.
 4. Sign shall be 1800mm x 900mm.

SURFACE MOUNT BIKE RACK DETAIL
 ELEVATION
 NOTE:
 1. Bike rack shall be 1800mm x 900mm.
 2. Bike rack shall be 1800mm x 900mm.
 3. Bike rack shall be 1800mm x 900mm.
 4. Bike rack shall be 1800mm x 900mm.

ADDITIONAL DETAILS:
 CONCRETE EDGE CURB DETAIL
 CONCRETE CURB & GUTTER DETAIL (2nd view)
 ADA ACCESSIBLE RAMP DETAIL (2nd view)
 HEAVY DUTY CONCRETE SECTION (2nd view)
 SOLAR PANEL SCHEMATIC (2nd view)
 NO TRUCKS CARS ONLY ON THIS DRIVEWAY SIGN DETAIL (2nd view)
 PEDESTRIAN CROSSWALK DETAIL (2nd view)
 SURFACE MOUNT BIKE RACK DETAIL (2nd view)

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 Prince George's County, MD
 Pedestrian Crosswalk (Part I)
 STD. 300.22

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 Prince George's County, MD
 Pedestrian Crosswalk (Part II)
 STD. 300.23

BOHLER
 811
 NOT APPROVED FOR CONSTRUCTION
 SPECIFIC DESIGN PLAN SDP #2206
 NATIONAL CAPITAL BUSINESS PARK
 BOHLER
 H. CARPENTER
 SITE DETAILS
 8

ALTERNATIVE COMPLIANCE LANDSCAPE SCHEDULES

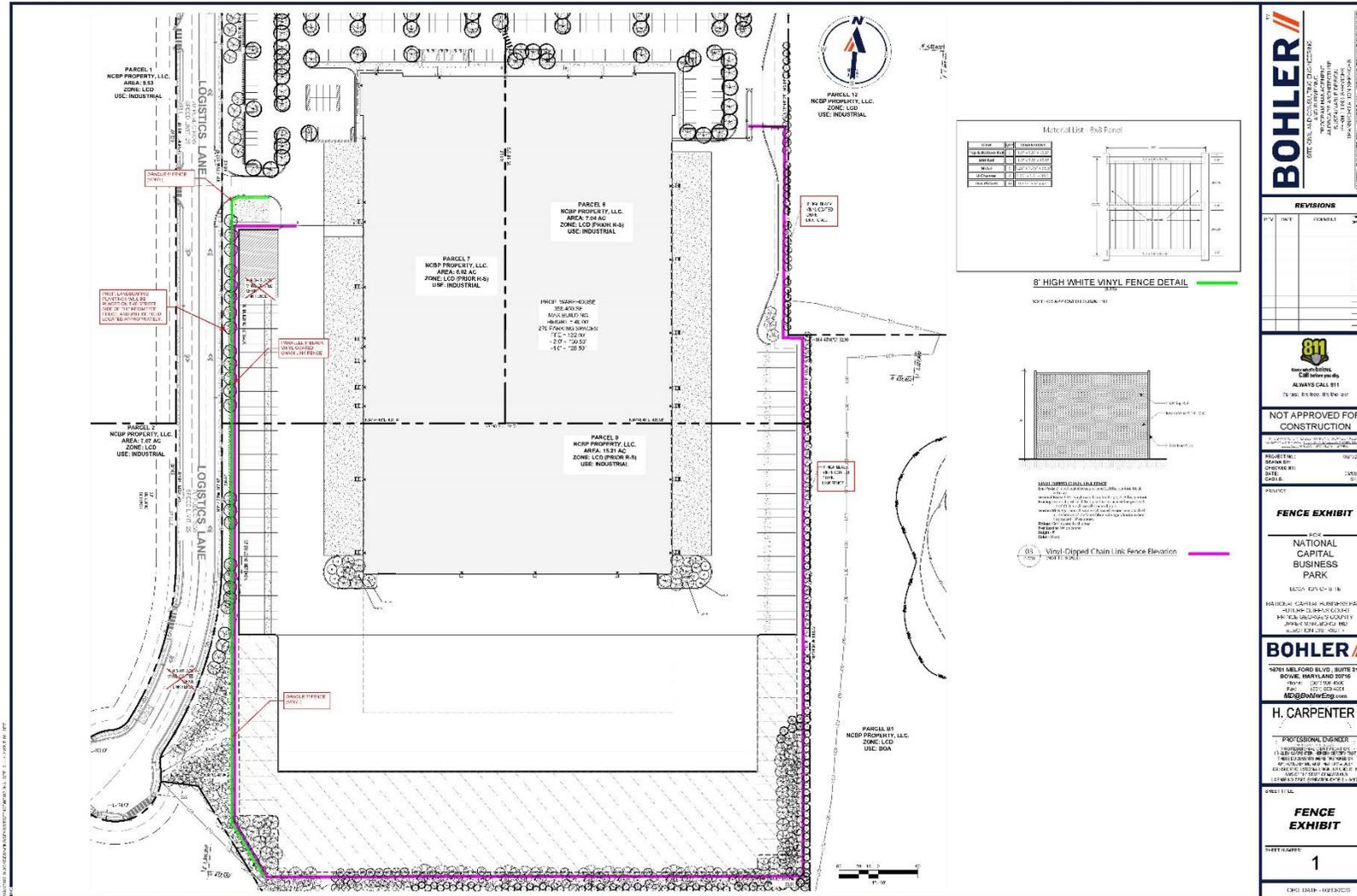
REQUIRED: Section 4.3-2, Requirements for Interior Planting for Parking Lots 7,000 Square Feet or Larger

Parking Lot Area	126,188 sq. ft.
Interior Landscape Area	13 percent - 16,404 sq. ft.
Required Shade Trees (1 per 300 sq. ft.)	55

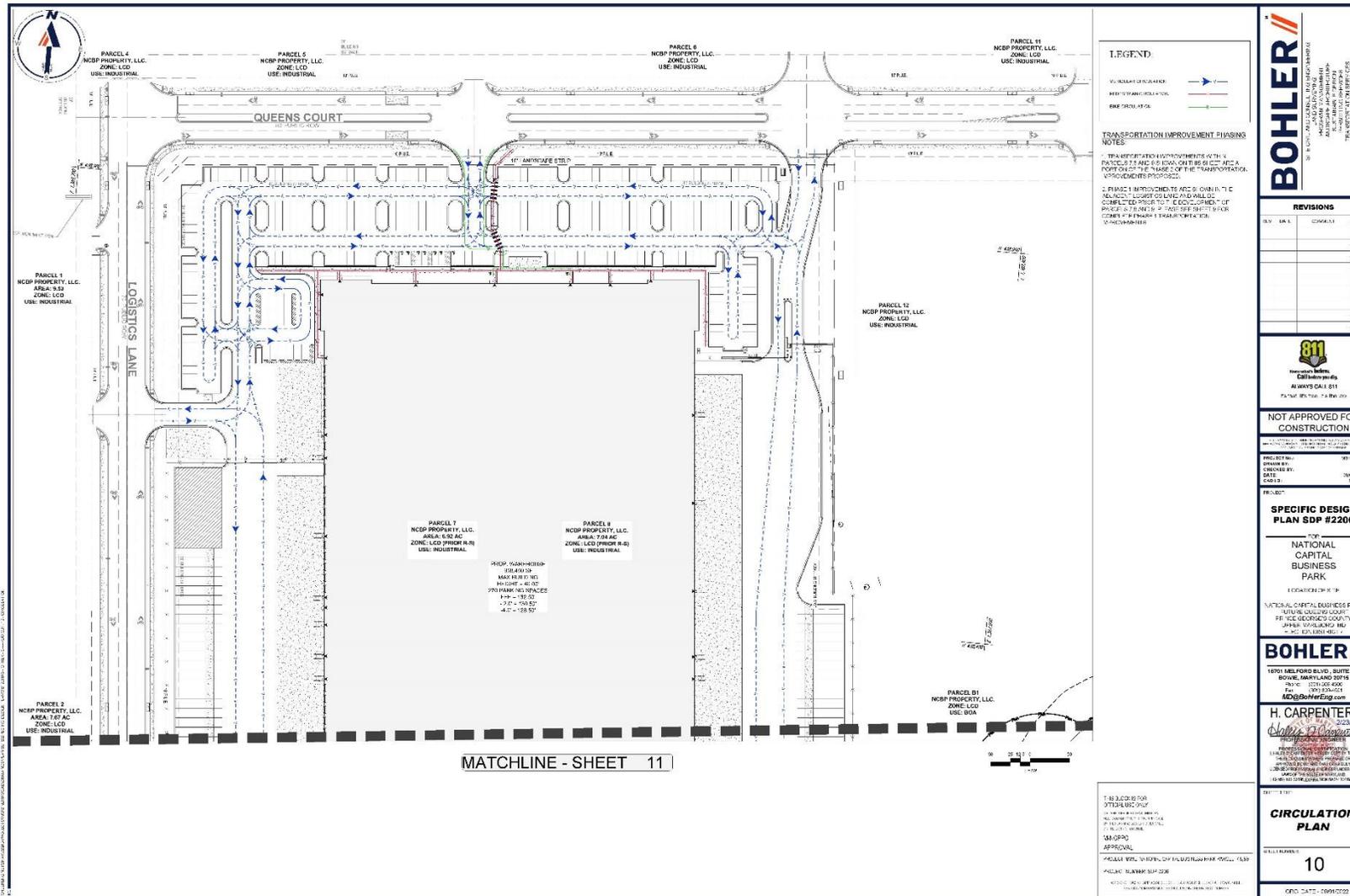
PROVIDED: Section 4.3-2, Requirements for Interior Planting for Parking Lots 7,000 Square Feet or Larger

Parking Lot Area	126,188 sq. ft.
Interior Landscape Area	8.8 percent - 11,133 sq. ft.
Required Shade Trees (1 per 300 sq. ft.)	38
Provided Shade Trees	64

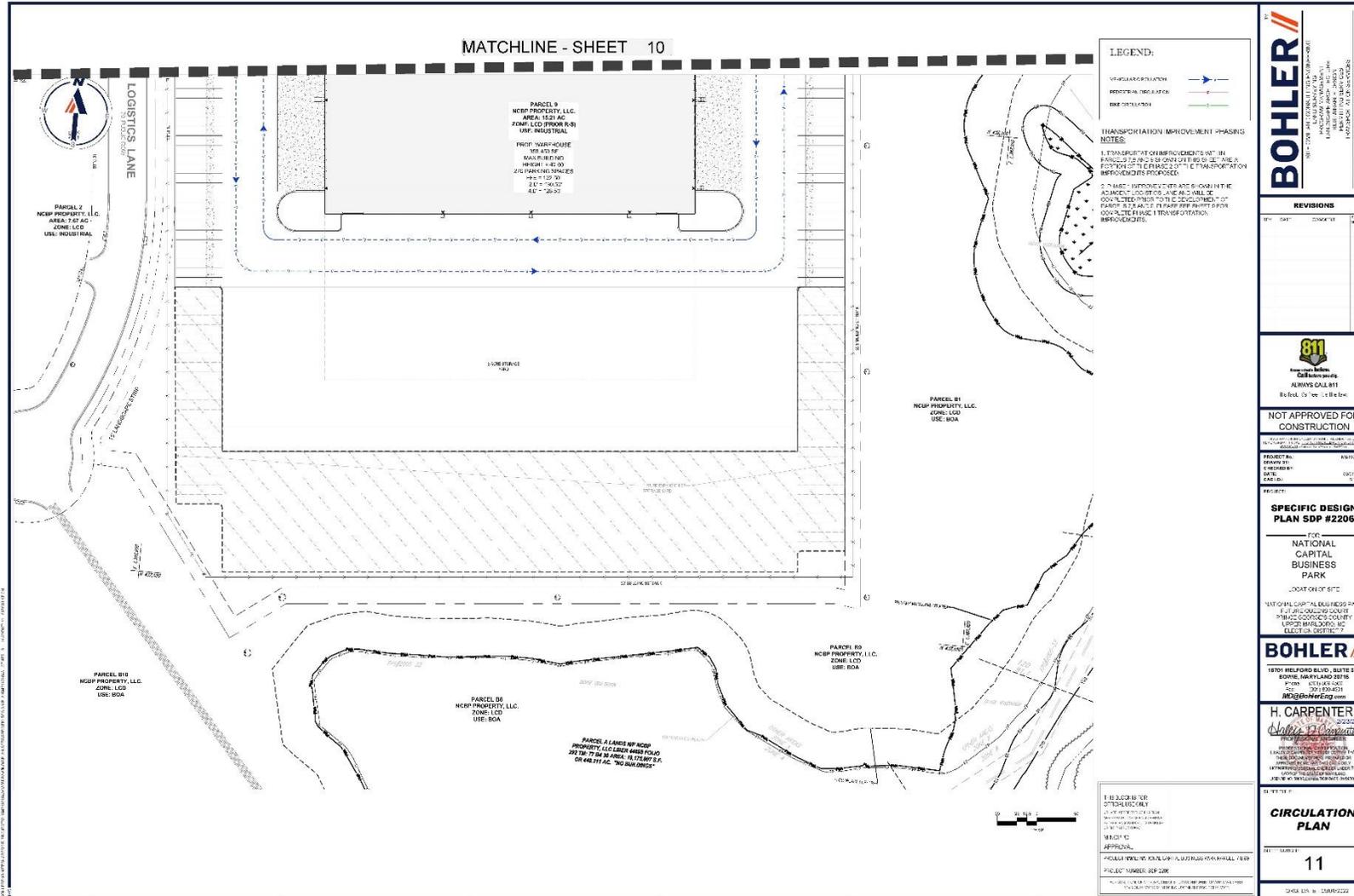
FENCE EXHIBIT



CIRCULATION PLAN



CIRCULATION PLAN Cont...



SIGNAGE PLAN

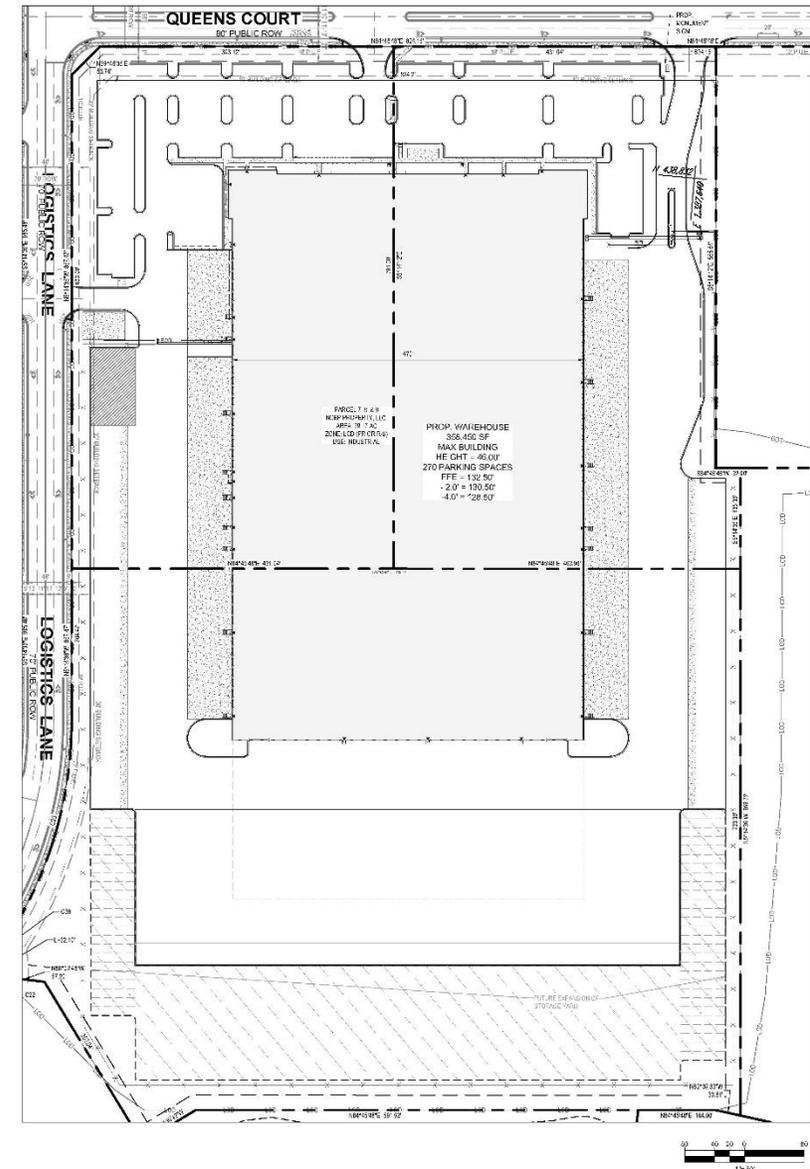
Sign Type	Location	Square Footage (each)	Multiplier	Quantity	Total Sign Area
1 TND Dock Number Sign	West façade	2.50 sf	0.5	65	81.25 sf
2 TND Shipping Office Sign	West façade	10.58 sf	0.5	1	5.29 sf
3 TND 24/7 Prop Pickup Sign	West façade	19.31 sf	0.5	1	9.66 sf
4 TND Prop Pickup Sign	West façade	9.67 sf	0.5	1	4.84 sf
5 TND Counter Sign	West façade	7.37 sf	0.5	1	3.69 sf
6 TND Receiving Office Sign	East façade	12.03 sf	0.5	1	6.02 sf
7 BSG Ferguson Monument Sign	North façade	74.39 sf	0.5	1	37.20 sf
8 TND Framed Polymetal Wall Sign	West façade	17.50 sf	0.5	1	8.75 sf
9 TND 24" Receiving Arrow	East façade	28.11 sf	0.5	1	14.06 sf
10 MON Ferguson Monument Sign	W Property cor.	40.00 sf	1	1	40.00 sf
11 MON Ferguson Directional Sign	W Property cor.	12.00 sf	1	2	24.00 sf

Building Signage Note:

- Total allowable building signage is calculated at 2 square feet for every 1 linear foot of width along the front of the building, to a maximum of 400 square feet.
- The subject building is 470 linear feet wide, for a computed allowable area of 940 square feet. Therefore, the maximum area of 400 square feet shall be used.
- Total proposed building signage area is calculated at 170.76 square feet.

Freestanding Signage Note:

- Total allowable street signage is calculated at 1 square foot for every 4 linear feet of street frontage, to a maximum of 200 square feet for each sign.
- The site frontage is 824 linear feet wide, for a computed total allowable area of 206 square feet.
- Total proposed street signage area is calculated at 64.00 square feet.



SIGNAGE DETAILS

301... 12" NUMBERS

PAINTED ACRYLIC DOCK NUMBER IDENTIFICATION
 Supply all labor and material to permit, receive and install seventy (70) sets of 12" three digit numbers ranging (as detailed below). Numbers to be mounted above dock doors on divit wall above the trailer pads as per letted door schedule.

301 302 303 304 305 306 307 308 309 310
 311 312 313 314 315 316 317 318 319 320
 321 322 323 324 325 326 327 328 329 330
 331 332 333 334 335



RECEIVING OFFICE

12" THICK INDIVIDUALLY MOUNTED PAINTED ACRYLIC LETTERS
 Supply all necessary labor and material to permit, receive and install one (1) set of 12" individually mounted, 12" thick acrylic letters above receiving office. Letters to be installed on divit wall of present building facade designating office entrance and with floor line numbers.

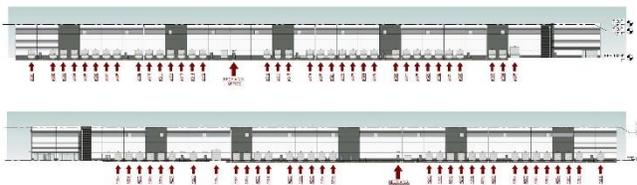
#FERGUSON COUNTER SALES
 #FERGUSON COUNTER SALES
 #FERGUSON OFFICE
 #FERGUSON OFFICE

PRO PICK-UP SIGNS BY OTHERS

201... 12" NUMBERS

PAINTED ACRYLIC DOCK NUMBER IDENTIFICATION
 Supply all labor and material to permit, receive and install seventy (70) sets of 12" three digit numbers ranging (as detailed below). Numbers to be mounted above dock doors on divit wall above the trailer pads as per letted door schedule.

201 202 203 204 205 206 207 208 209 210
 211 212 213 214 215 216 217 218 219 220
 221 222 223 224 225 226 227 228 229 230
 231 232

MONUMENT SIGN

65.077" x 23.4" x 9"

#FERGUSON

PRO PICK-UP
 Save time. Order online. Pick up like a pro.



24/7 PRO PICK-UP

60" x 42" x 2" DEEP NON-ILLUMINATED FRAMED POLYMETAL WALL SIGN
 Supply all necessary labor and materials to permit, receive and install one (1) 60" x 42" x 2" deep non-illuminated framed polymetal wall sign reading (Logo) PRO PICK-UP with subtext. Sign to be installed on divit present building facade left of designated PRO PICK-UP door.



COUNTER

12" THICK INDIVIDUALLY MOUNTED PAINTED ACRYLIC LETTERS COUNTER, PRO PICK-UP AND 24/7 PRO PICK-UP
 Supply all necessary labor and materials to permit, receive and install one (1) set of 12" individually mounted, 12" thick acrylic letters above receiving office. Letters to be installed on divit wall of present building facade designating office entrance and with floor line numbers.



BOHLER

18701 HELPFORD BLVD., SUITE 310
 BOWIE, MARYLAND 20716
 Phone: 410-326-1200
 Fax: 410-326-1201
 MD@BohlerEng.com

REVISIONS

REV.	DATE	COMMENT	APPROVED

811
 Call before you dig
 ALWAYS CALL 811
 Before You Dig

NOT APPROVED FOR CONSTRUCTION

SPECIFIC DESIGN PLAN SDP #2206

FOR NATIONAL CAPITAL BUSINESS PARK
 LOCAL CHCR 3838

L.S. EDWARDS, CHARTERED SURVEYOR
 1000 W. CHESAPEAKE BLVD., SUITE 200
 ANNAPOLIS, MARYLAND 20701
 L.S. EDWARDS & ASSOCIATES, INC.
 1000 W. CHESAPEAKE BLVD., SUITE 200
 ANNAPOLIS, MARYLAND 20701

BOHLER

18701 HELPFORD BLVD., SUITE 310
 BOWIE, MARYLAND 20716
 Phone: 410-326-1200
 Fax: 410-326-1201
 MD@BohlerEng.com

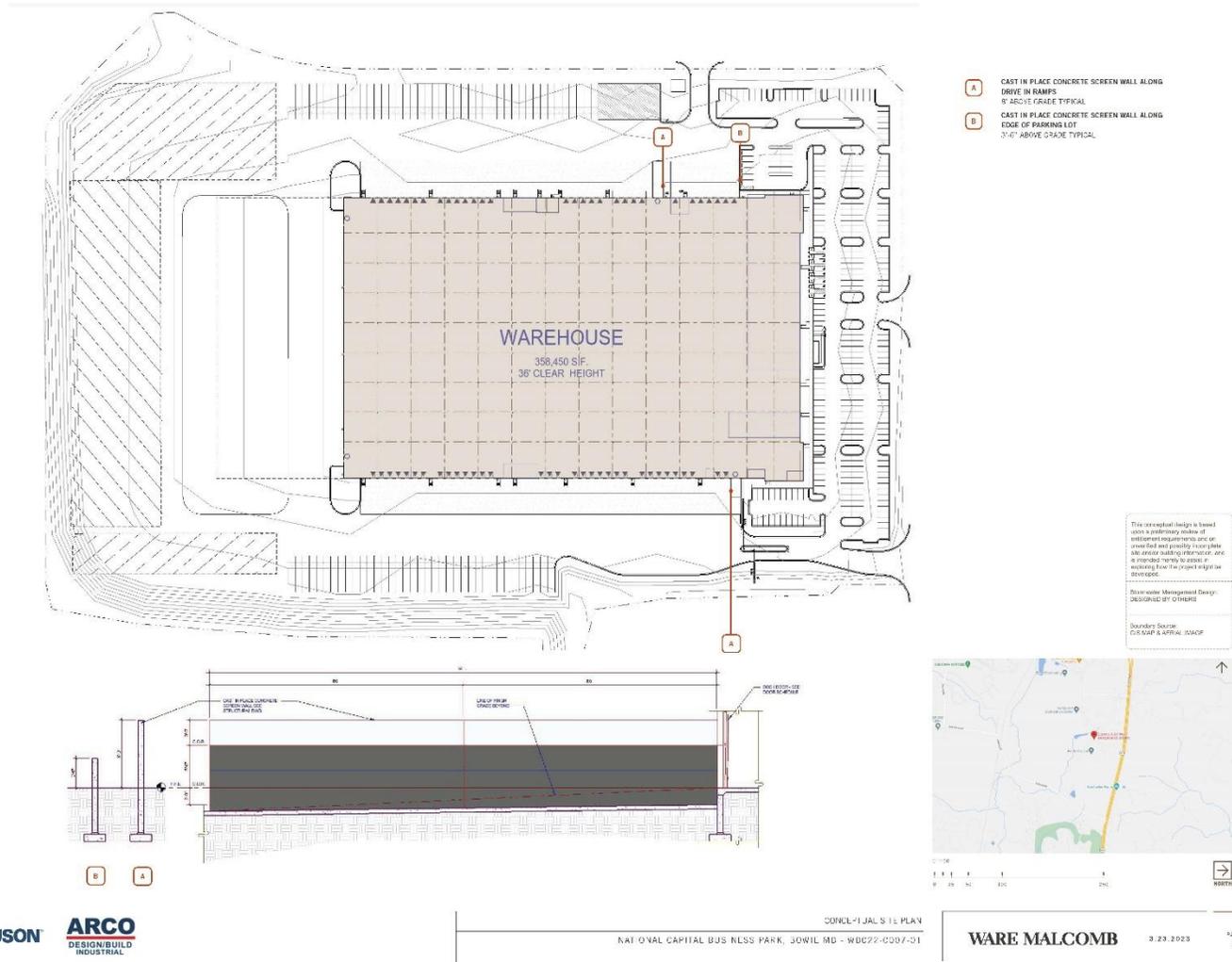
H. CARPENTER
 2/23/23
 H. Carpenter

SIGNAGE PLAN

SHEET NUMBER
16

DATE: 2/23/23

FOOTPRINT OF INDUSTRIAL BUILDING



PROPOSED ARCHITECTURAL RENDERING



KEYNOTES

- | | | |
|---------------------------------------|--|--|
| 1 VISION GLASS
TYPICAL | 5 FORM LINER
TYPICAL | 9 BRIDGE
TYPICAL |
| 2 FIELD PAINT - WHITE
TYPICAL | 6 5'-0" X 5'-0" CLERESTORY WINDOW
TYPICAL | A CAST IN PLACE CONCRETE SCREEN WALL ALONG
DRIVE IN RAMPS
18'-0" TO 24'-0" TYPICAL |
| 3 ACCENT PAINT - GRAY
TYPICAL | 7 DOWNSPOUT
TYPICAL | B CAST IN PLACE CONCRETE SCREEN WALL ALONG
EDGE OF PARKING LOT
3'-0" ABOVE GRADE TYPICAL |
| 4 ACCENT PAINT - DARK GRAY
TYPICAL | 8 METAL CANDY
TYPICAL | |



This conceptual design is based upon a preliminary review of reference materials and an overview, and possibly incomplete site and/or building information, and is intended to provide a visual outline of the project intent. It is not intended to be used for construction purposes and does not necessarily reflect the final design or construction. All colors shown are for representational purposes only. Refer to material samples for actual color verification.

CONCEPTUAL RENDERING - NORTH WEST PERSPECTIVE
 NATIONAL CAPITAL BUSINESS PARK, BOWLING GREEN, MARYLAND - WDC22-0007-01

WARE MALCOMB

3.23.2023

3/21/23

PROPOSED ARCHITECTURAL ELEVATIONS

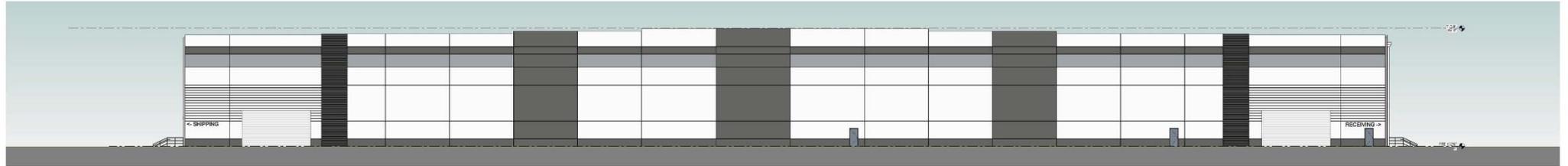


North Conceptual Elevation - N.T.S



East Conceptual Elevation - N.T.S

PROPOSED ARCHITECTURAL ELEVATIONS Cont...

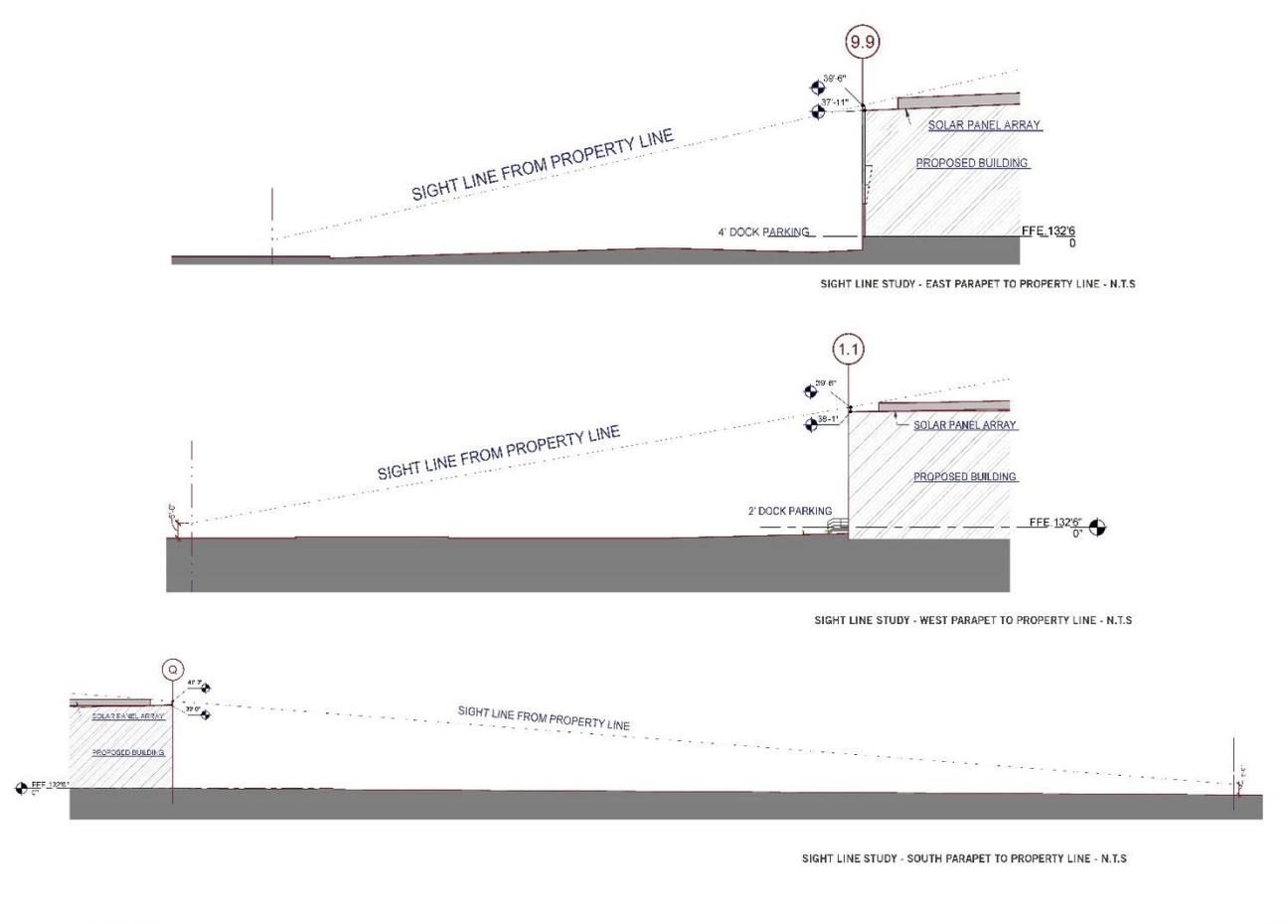


South Conceptual Elevation - N.T.S



West Conceptual Elevation - N.T.S

SIGHT LINE FROM PROPERTY LINE

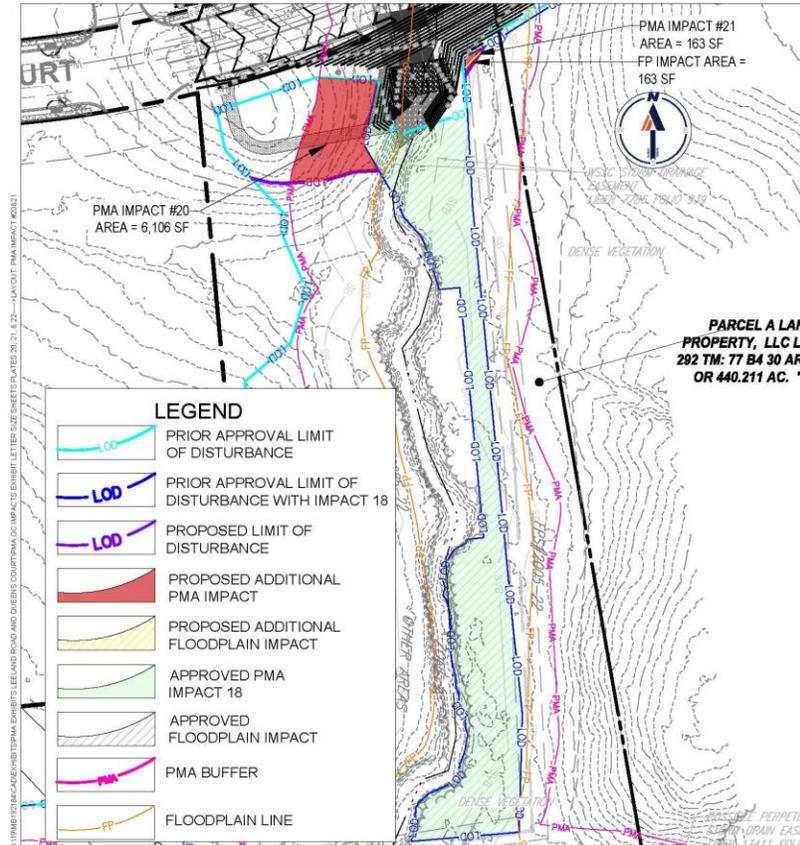


This conceptual design is based on a preliminary review of conditions on drawings and is subject to change based on field conditions. It is not intended to be used for construction purposes. All dimensions are in feet and inches. All elevations are in feet above mean sea level. All colors are for illustrative purposes only. Refer to material samples for actual color and texture.

SIGHT LINE STUDY
 FERUGSON ENTERPRISE BELTSVILLE
 NATIONAL CAPITAL BUSINESS PARK, BLDG 1 - MD - WDC22-0337-011

WARE MALCOMB
 2.20.2023 147/5

NEW PROPOSED PMA IMPACTS



ADDITIONAL PMA & FP IMPACTS EXHIBIT

BOHLER //

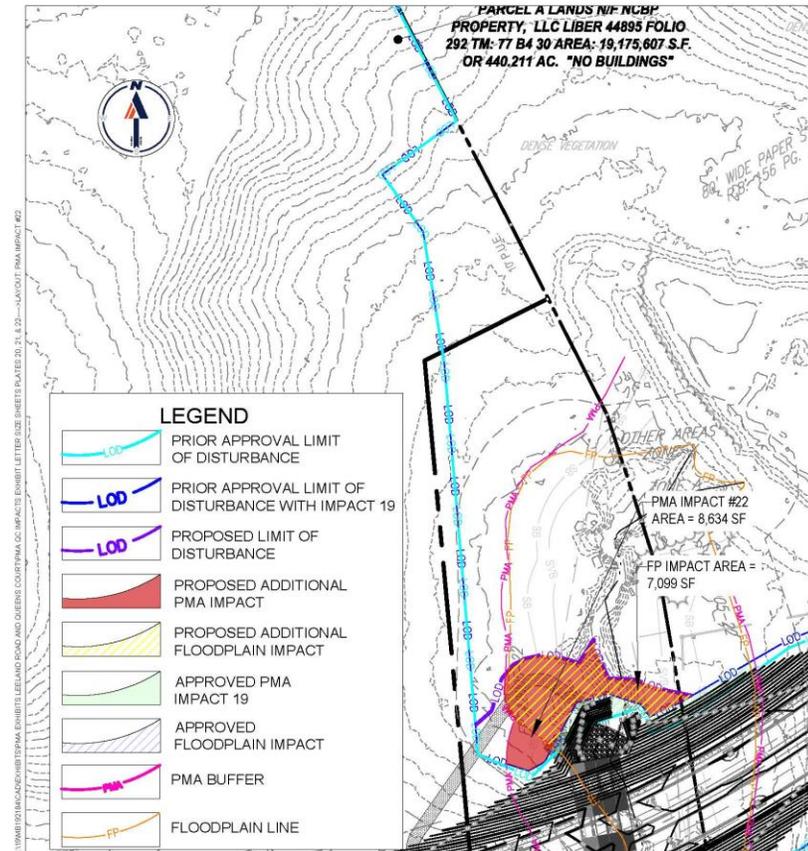
16701 MELFORD BLVD, SUITE 310
 BOWIE, MARYLAND 20715
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 MD@BohlerEng.com

NATIONAL CAPITAL
 BUSINESS PARK
 UPPER MARLBORO, MD 20774

02/22/2023 | JE | MB192164

100 50 25 0
 1"= 100'

NEW PROPOSED PMA IMPACTS Cont...

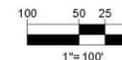


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ADDITIONAL PMA & FP IMPACTS EXHIBIT

NATIONAL CAPITAL BUSINESS PARK
 UPPER MARLBORO, MD 20774



STAFF RECOMMENDATION

APPROVAL of SDP-2206 with Conditions

APPROVAL of TCP2-026-2021-07 with Conditions

APPROVAL of AC-22011

Minor Issues:

- Technical Corrections

Applicant Required Mailings:

- Informational Mailing 09/21/2022
- Acceptance Mailing 01/23/2022

LAW OFFICES
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Bradley S. Farrar
L. Paul Jackson, II*
* Also admitted in the District of Columbia

March 15, 2023

VIA ELECTRONIC DELIVERY

Mr. Andrew Shelly, Planner II
Urban Design Section, Development Review Division
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

RE: (REVISED) STATEMENT OF JUSTIFICATION
National Capital Business Park
SDP-2206, (Parcels 7, 8 & 9)

Dear Mr. Shelly:

On behalf of our client, NCBP Property LLC (the "Applicant"), Robert J. Antonetti, Jr., and Shipley and Horne, P.A. hereby submits this statement of justification in support of Specific Design Plan, SDP-2206, for the development of a 358,450 square foot warehouse/distribution building in accordance with the appropriate provisions of the Prince George's County Zoning Ordinance. The National Capital Business Park (the "NCBP") project is located on the north side of Leeland Road and contains approximately 442± acres previously classified in the R-S, I-1 and R-A Zones. As of April 1, 2022, the property was rezoned to the LCD Zone (Legacy Comprehensive Design), IE Zone (Industrial, Employment), and AR Zone (Agricultural- Residential). Approximately 426± acres of the property is zoned LCD (the "Property"). The Property is located within Planning Area 74A and Council District 4.

ELECTION TO UTILIZE PRIOR ZONING PROCEDURES/REGULATIONS (Section 27-1704)

On April 1, 2022, the approved Countywide Sectional Map Amendment ("CMA") and the updated Prince George's County Zoning Ordinance ("New Zoning Ordinance") became effective and rezoned the Property to the newly created LCD Zone. Notwithstanding, the Applicant elects to process SDP-2206 utilizing the applicable provisions of the prior zoning ordinance (including the applicable regulations in the E-I-A Zone).

SDP-1603-01 was approved by the Planning Board on January 27, 2022, and is valid until January 27, 2025. Further, the underlying CDP-0505-01 for the NCBP is valid until April 1, 2042, and has since been superseded by CDP-0505-02. Since these underlying approvals are currently valid, the Applicant can proceed with applications utilizing the provisions of the Zoning Ordinance that existed prior to April 1, 2022, (per Section 27-1704 of the New Zoning Ordinance). SDP-2206 is being filed in

accordance with the appropriate provisions of the Prince George's County Zoning Ordinance relating to the standards applicable to the E-I-A Zone that existed prior to April 1, 2022 (the "Zoning Ordinance").

BACKGROUND

This statement of justification presents the supporting rationale necessary for the review and evaluation of SDP-2206 (the "SDP"). The NCBP is currently approved for development of up to 5.5 million square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. This SDP's proposal of a 358,450 square foot warehouse/distribution building is wholly consistent with the land use types approved for the NCBP and the Property.

On May 16, 2022, Basic Plan Amendment, A-9968-03, was approved by the District Council for employment and institutional uses (which includes warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses) not to exceed 5.5 million square feet of gross floor area, (Zoning Ordinance No. 6-2022). On May 5, 2022, Comprehensive Design Plan, CDP-0505-02 & Type 1 Tree Conservation Plan, TCPI-004-2021-02, were approved by the Planning Board which established the design guidelines for the project. The Resolution of Approval (PGCPB No. 2022-53) was adopted by the Planning Board on May 19, 2022. On June 6, 2022, the District Council waived their right to review Comprehensive Design Plan CDP-0505-02.

Finally, Preliminary Plan of Subdivision 4-21056, Type 1 Tree Conservation Plan TCP1-004-2021-03, and Variance from Section 25-122(b)(1)(G), for the removal of 11 specimen trees, were approved by the Prince George's County Planning Board on June 2, 2022. The resolution of approval was adopted by the Planning Board on June 9, 2022, (PGCPB No. 2022-70). SDP-1603-01 was approved by the Planning Board on January 27, 2022, reflecting the initial infrastructure proposed for the NCBP (PGCPB No. 2022-10). On June 30, 2022, SDP-1603-02 was approved by the Planning Board for a 3,428,985 square foot warehouse/distribution facility on 90.11 acres. The resolution of approval, (PGCPB No. 2022-76) was adopted the same day.

A. Development Proposal:

As part of this application, the Applicant requests approval of the following development on the Property:

- 358,450 square-foot warehouse/distribution building on Parcels 7, 8 & 9, (29.17 acres)
- Building Height: 46-feet
- 65 loading docks
- 270 parking spaces provided, (121 are required)
- 145 loading spaces provided, (10 are required)
- Associated landscaping, lighting and signage
- Solar panel array along portions of the building's roof
- Construction Type: tilt up concrete structure
- Fenced rear storage/loading area

B. Neighboring Properties Use and Zoning:

The NCBP is a 442± acre site, (of which 426± acres of the property are zoned LAC) and is situated on undeveloped land located north of Leeland Road and west of US 301. The Property is conveniently located near major transportation routes and is located in the Growth Tier Boundary as designated by the 2014 General Plan. The NCBP is partially bounded on the west by the Popes Creek Branch CSX Railroad tracks, vacant M-NCPPC park land to the north, Collington Center to the northeast, Leeland Road to the south, and the Target Distribution Center to the southeast. To the east and west are streams and their associated tributaries.

West of the site is the Collington Branch Stream Valley which is approximately 100' wide at its narrowest point and provides a natural buffer between the subject Property and the neighboring development. Further beyond the Collington Center is the mixed-use South Lake development, which is near the intersection of Central Avenue and US 301, and comprises uses such as office, retail, multifamily apartments and condominiums, senior units, townhomes, and single-family detached units. Also, along the western boundary of the Property is the Popes Creek Branch and CSX Railroad tracks. The Oak Creek residential development is northwest of the intersection of Oak Grove Road and Church Road. In the eastern area of the site, there is a small part of the NCBP tract that is zoned IE that separates the LAC zoned-portion of the Property from the Target Distribution Center, (formally the Safeway Distribution Center). Southeast of the NCBP, and west of US 301, is the Beechtree residential development. North of the NCBP are the developed subdivisions of Collington and The Hamptons in the R-R (Rural Residential) Zone. Finally, to the south, is the proposed Locust Hill development in the LAC Zone.

C. Previous Approvals

Previous approvals for the subject Property include the following applications:

July 28, 2005 - Basic Plan Zoning Map Amendment A-9968 approved via Prince George's County Planning Board Resolution 05-178

November 29, 2005 - Basic Plan Zoning Map Amendment A-9968 approved via Prince George's County District Council Resolution CR-90-2005 (DR-2), rezoning the subject property from the E-I-A Zone to R-S Zone

December 13, 2005 - Natural Resources Inventory Plan NRI-098-05 approved by the Environmental Planning Section

August 7, 2006 – 100 Year Flood Plain Study No. 200522 approved by DPIE

December 19, 2006 - Natural Resources Inventory Plan NRI-098-05-01 approved by the Environmental Planning Section

January 4, 2007 - Comprehensive Design Plan CDP-0505 approved by the Prince George's County Planning Board via Planning Board Resolution 06-273

January 11, 2007 - Natural Resources Inventory Plan NRI-098-05-02 approved by the Environmental Planning Section

February 8, 2007 - Preliminary Plan of Subdivision 4-06066 and Type 1 Tree Conservation Plan TCP1-010-06-01 approved via Prince George's County Planning Board Resolution 07-43

April 9, 2007 – The Prince George's County District Council affirms the Planning Board's decision for Comprehensive Design Plan CDP-0505

May 16, 2007 - Stormwater Management Concept Plan 45944-2015 approved by the Department of Permitting, Inspection and Enforcement

December 12, 2014 - Type 1 Tree Conservation Plan TCP1-010-06 certified by the Environmental Planning Section

September 8, 2016 - Stormwater Management Concept Plan 15988-2016 approved by the Department of Permitting, Inspection and Enforcement

March 30, 2017 - Specific Design Plan SDP-1603 and Type 2 Tree Conservation Plan TCP2-028-2016 approved for Phase 1, Willowbrook via Prince George's County Planning Board Resolution 17-44

April 24, 2017 - The Prince George's County District Council elects not to review Specific Design Plan SDP-1603 rendering the Planning Board's decision as final

February 15, 2018 - Reconsideration Request for Preliminary Plan of Subdivision 4-06066 approved via Prince George's County Planning Board Resolution 07-43(A)

September 20, 2018 - Basic Plan Amendment A-9968-01 approved by the Planning Board via Prince George's County Planning Board Resolution 18-92

April 2, 2019 - Basic Plan Amendment A-9968-01 approved by the Zoning Hearing Examiner

May 13, 2019 - Basic Plan Amendment A-9968-01 approved by the Prince George's County District Council via Zoning Ordinance No. 5-2019

May 17, 2019 - Type 2 Tree Conservation Plan TCP2-028-2016 is certified by the Environmental

Planning Section

May 31, 2019 - Specific Design Plan SDP-1603 is certified by the Urban Design Section

October 8, 2019 - Basic Plan Amendment A-9968-01 is certified by the Zoning Hearing Examiner

February 9, 2020 - Natural Resources Inventory Plan NRI-098-05-03 is approved by the Environmental Planning Section

December 14, 2020 - Prince George's County Office of Central Services (OCS) submitted Mandatory Referral Intake Questionnaire and Description of Project to M-NCPPC Legal Department for extension of Queens Court through County-owned property to serve as vehicular access point for NCBP. The proposed NCBP monument sign, to be located in the public right-of-way at corner of Queens Court and Prince George's Boulevard, is included with submission

December 15, 2020 - Basic Plan Amendment A-9968-02 formally accepted by the Council Clerk's Office & M-NCPPC

December 15, 2020 - Comprehensive Design Plan Amendment CDP-0505-01 formally accepted by M-NCPPC

January 20, 2021 - Waiver Letter WMR-57-2020 is issued by M-NCPPC's Special Projects Section for Mandatory Referral Application MR-2043A (for the extension of Queens Court and a monument sign on County-owned property)

January 25, 2021 - Specific Design Plan SDP-1603-01(for infrastructure only) is submitted to August M-NCPPC for pre-acceptance review

March 3, 2021 - Natural Resources Inventory Plan NRI-098-05-04 approved by the Environmental Planning Section

April 12, 2021 - Basic Plan Amendment A-9968-02 approved by the Prince George's County District Council via Zoning Ordinance No. 2-2021

April 29, 2021 - Comprehensive Design Plan CDP-0505-01 & Type 1 Tree Conservation Plan TCP1-004-2021 approved by the Prince George's County Planning Board via Planning Board Resolution 2021-50

June 4, 2021 - The Prince George's County District Council waives right to review the Planning Board's decision for Comprehensive Design Plan CDP-0505-01

June 11, 2021 - Comprehensive Design Plan CDP-0505-01, Type 1 Tree Conservation Plan TCP1- 004-2021, & Approved CDP Design Guidelines Certified by M-NCPPC Staff

June 16, 2021 - Preliminary Plan of Subdivision 4-20032 & Type 1 Tree Conservation Plan TCP1- 004-2021-01 is formally accepted by M-NCPPC

June 22, 2021 - Basic Plan Amendment A-9968-02 is certified by the Zoning Hearing Examiner

June 22, 2021 - Forest Harvest Operation & Erosion and Sediment Control Plan No. FH-145-21 is approved by the Soil Conservation District

June 28, 2021 - Site Development Concept Plan Number 42013-2020-00 approved by the Department of Permitting, Inspection and Enforcement

July 2, 2021 - Haul Road/Timber Transport Permit No. 21506-2021-00 is issued by DPIE

August 7, 2021 - Rough Grading Permit No. 29083-2021-G is submitted to M-NCPPC

August 12, 2021 - Type 2 Tree Conservation Plan TCP2-026-2021 (for interim rough grading) is submitted to the Environmental Planning Section

August 25, 2021 – Fine Grading Permit No. 36715-2021-00 is assigned to the project by DPIE

September 30, 2021 - Preliminary Plan of Subdivision 4-20032 & Type 1 Tree Conservation Plan TCP1-004-2021-01 is approved by the Prince George's County Planning Board via Planning Board Resolution 2021-112

December 17, 2021 - Basic Plan Amendment A-9968-03 is formally accepted by the Clerk of the Council's Office and M-NCPPC

January 27, 2022 - Specific Design Plan SDP-1603-01 and Type 2 Tree Conservation Plan TCP2-026-2021-01 (for infrastructure) is approved by the Prince George's County Planning Board via Planning Board Resolution 2022-10

February 10, 2022 - The Planning Board approves staff's recommendation to transmit Basic Plan Amendment A-9968-03 to the Zoning Hearing Examiner

February 11, 2022 - Final Plat of Subdivision ME 260-5 is recorded in Prince George's County Land Records for dedication of Queens Court through county-owned property

February 18, 2022 - Type 2 Tree Conservation Plan TCP2-026-2021 (for interim rough grading) is approved by the Environmental Planning Section

February 23, 2022 - Basic Plan Amendment A-9968-03 public hearing held by the Zoning Hearing Examiner

February 25, 2022 - Comprehensive Design Plan CDP-0505-02 is formally accepted by M-NCPPC

March 31, 2022 - Preliminary Plan 4-21056 is formally accepted by M-NCPPC

April 1, 2022 - The Countywide Sectional Map Amendment (“CMA”) and updated Prince George’s County Zoning Ordinance becomes effective rezoning the National Capital Business Park Property from the R-S, I-1 and R-A Zones, to the LCD (Legacy Comprehensive Design), IE (Industrial, Employment), and AR (Agricultural- Residential) Zones. Approximately 426± acres of the property is zoned LCD

April 26, 2022 - Rough Grading Permit 29083-2021-00 is issued by DPIE

April 28, 2022 - Zoning Hearing Examiner issues decision for Basic Plan Amendment A-9968-03 recommending Approval with Conditions

May 5, 2022 - Comprehensive Design Plan CDP-0505-02 is approved by the Planning Board. The Resolution of Approval (PGCPB No. 2022-53) is adopted by the Planning Board on May 19, 2022

May 4, 2022 - Hydraulic Planning Analysis DA7078Z21 is approved by WSSC, (Supersedes prior HPA approvals)

May 16, 2022 - The final Order of Approval is adopted by the District Council for Basic Plan Amendment A-9968-03, (Zoning Ordinance No. 6-2022)

June 2, 2022 - Preliminary Plan of Subdivision 4-21056, Type 1 Tree Conservation Plan TCP1-004-2021-03, and Variance from Section 25-122(b)(1)(G) for removal of 11 specimen trees is approved by the Prince George’s County Planning Board. The resolution of approval (PGCPB No. 2022-70) is adopted by the Planning Board on June 9, 2022

June 6, 2022 - The District Council waives their right to review Comprehensive Design Plan CDP-0505-02

June 7, 2022 - Site Development Concept Plan 42013-2020-01 is approved by DPIE

July 13, 2022 - Site Development Concept Plan No. 52756-2021-00 for Leeland Road is approved by DPIE

June 30, 2022 - Specific Design Plan SDP-1603-02 is approved by the Prince George’s County Planning Board for a 3,428,985 square foot warehouse/distribution facility on 90.11 acres. The resolution of approval, (PGCPB No. 2022-76) is adopted by the Planning Board on the same day

July 7, 2022 - Site Development Concept Plan No. 214-2022-00 is approved by DPIE on July 7, 2022, for Parcel 11. The Site Development Concept Plan Approval Letter is valid through July 7, 2025

July 13, 2022 - The Zoning Hearing Examiner certifies Basic Plan Amendment A-9968-03

August 29, 2022 - The Public RFA for the NCBP is recorded in Land Records

August 31, 2022 - Site Development Concept Plan No. 34233-2022-0 for Parcels 7, 8 & 9 is submitted to DPIE

September 7, 2022 - The Private RFA for the NCBP is recorded in Land Records

September 12, 2022 - The District Council hears oral argument for appeal of Comprehensive Design Plan CDP-0505-02 and Specific Design Plan SDP-1603-02 and requests staff to prepare Order of Approval for both applications.

September 19, 2022 - The District Council approves Comprehensive Design Plan CDP-0505-02.

D. Development Data Summary:

DEVELOPMENT DATA SUMMARY		
	Approved Applications (CDP-0505-02 & PPS 4-21056)	Proposed (SDP-2206)
Zones:	LCD (426.52 acres), IE (15 acres), AR (0.78 acres)	LCD (Former E-I-A Zone regulations apply)
Uses:	Warehouse/Distribution; Office; Light-Industrial/Manufacturing; and/or Institutional Uses	Warehouse/Distribution (358,450 square feet)
Total Gross Acreage:	CDP-0501-02 - (426.52) 4-21056 - (442.3 acres)	29.17 acres (Consisting of Parcel 7, (6.92 acres), Parcel 8, (7.04 acres), & Parcel 9, (15.21 acres))
100-Year Floodplain	94.77 acres	0.0 acres

Net Acreage:	347.53 acres	29.17 acres

E. Proposed Development Concept

The NCBP represents a well thought out employment and institutional development that is organized into complimentary development pockets. The building blocks of this development include interconnecting streets and a parcel layout that will adequately contain building and parking areas. The foundation of the NCBP is a significant green area network which substantially surrounds the proposed development. This includes utilization of the adjacent stream valley to define the western edges of the proposed development areas. The project has been designed to be a compact development that will minimize impacts to sensitive environmental features and preserve priority woodland and land area along the stream valley corridor and other sensitive environmental areas. The design guidelines for the NCBP have been established through the approval of CDP-0505-02. Said design guidelines established standards for building heights, setbacks, lot coverage and open space for the project that are reflected on the submitted SDP.

The submitted SDP shows development that is proposed for future Parcels 7, 8 & 9. This site will have vehicular access from future Queens Court extended. The Property (Parcels 7, 8 & 9) will be developed with a single warehouse/distribution building totaling 358,450 square feet. The proposed building will be 46 feet-high and be constructed as a tilt-up concrete structure. The structure will have 65 loading docks. Further the development will include 270 passenger parking spaces and 145 loading spaces. Along the rear and side of the main warehouse/distribution building is a proposed storage/loading area for materials and equipment that will be accessory to the principal warehouse/distribution use(s). The storage yard will be fenced with a combination of an eight-foot (8') coated chain link fence (black) and an eight-foot (8') vinyl (white) opaque fence. Said vinyl fencing will screen views into the storage yard from Logistics Lane.

F. Conformance with Approved Design Guidelines for NCBP

CDP-0505-02 set forth design guidelines to be utilized for future development within the NCBP. Said design guidelines established standards for building heights, setbacks, and green area. The proposed development on Parcels 7, 8 & 9 conforms to the aforementioned design guidelines as follows:

i.) Building and parking minimum setbacks from street:

The CDP Guidelines approved with CDP-0505-02 require all buildings and parking areas to be set back as follows:

STRUCTURES

Building and parking minimum setbacks:

From Roadways

- (a) Buildings along internal roadways shall be setback at least 30 feet from the roadway. Parking setbacks shall also be a minimum of 10' feet, with a preference for 15' where possible.
- (b) Buildings along Prince George's Boulevard and Queens Court shall be setback at least 40 feet from the public right-of-way. Parking setbacks shall be minimum of 10' feet, with a preference for 15' where possible.

RESPONSE: The proposed building is located at the intersection of Queens Court and Logistics Lane. The building will be setback 171 feet from Queens Court, and 215 feet from Logistics Lane, (a minimum 40-foot setback is required from Queens Court, and a minimum 30-foot setback is required from Logistics Lane).

The proposed parking lot will be setback 23 feet from Queens Court, and 25 feet from Logistics Lane, (a 10-foot minimum setback is required from all streets).

From Parcel Lines

- (a) Building setbacks from parcel lines: front – 25', side – 20'*, rear 20'*
(*+ ½ foot for every one foot over 45')
- (b) Parking setbacks from parcel lines; front 15', side 15', rear 15'

Variation of setbacks are permitted on a case-by-case basis by the Planning Board at the time of Specific Design Plan.

RESPONSE: Since the height of the proposed building exceeds 45-feet, (46-feet is proposed), additional setbacks are required along the side and rear property lines. The proposed building will have a side yard setback of 210 feet along the eastern side of the property, (a minimum 20.5-foot setback is required). The rear of the building will be setback 496 feet from the rear property line, (a minimum 20.5-foot setback is required).

Along the eastern side of the Property, (which is the only side yard that doesn't face a street), the parking lot will be setback 20 feet, (a minimum 15-foot setback is required). Finally, along the rear property line, the parking lot will be setback 253 feet, (a minimum 15-foot setback is required).

(Variation from Side/Rear Setbacks for eight-foot (8') Perimeter Fence)

Along the rear and side of the main warehouse/distribution building is a proposed storage/loading area for materials and equipment that will be accessory to the principal warehouse/distribution use(s). The storage/loading area will be fenced with a combination of an 8' coated chain link fence (black) and an 8' vinyl (white) opaque fence. Fences over 6' in height are typically required to meet the setbacks for main buildings. In the E-I-A Zone, development standards for a project (including building setbacks) are established at time of CDP and are project specific. Accordingly, the setbacks for buildings in the NCBP were established as part of the approved CDP Design Guidelines. The location of the 8' fence proposed in the SDP is located within the standard side and rear setbacks (i.e., 20'). However, as stated above, the approved CDP Design Guidelines also authorizes the Planning Board to approve variations from the standard setbacks (established in the Design Guidelines) at time of Specific Design Plan.

The Applicant is proposing an 8' fence to provide security for the loading and storage areas. Given the size of the proposed building, the location of Logistics Lane, and the shape of Parcels 7, 8, and 9, it is practically difficult to locate an 8' perimeter fence around the side and rear loading/storage areas without entering the standard setbacks. Nonetheless, the location of the 8' fence is appropriate as the rear of the property abuts open space areas, and the side yards of the fenced areas either abut another development parcel or are located at the end of an industrial street. The portion of the fence along the public street (i.e. Logistics Lane) will be an opaque vinyl fence to screen views into the storage/loading areas from the street. Further, the proposed fence will largely be screened by the proposed warehouse/distribution building proposed in the SDP. For these reasons, it is appropriate for the Planning Board to approve a modified setback for the proposed 8' fence (as authorized by the approved CDP Design Guidelines) as shown as part of the proposed SDP.

ii.) General Architectural Features:

The proposed façade and building mass articulation includes the following:

- Building design with dynamic facades that will present an attractive building with appropriate massing from the street.
- Additional accent areas along facades.
- Utilization of efficient design and construction techniques in the form of tilt-up concrete building methods.

iii.) Facades and Exterior Walls:

Facades have been designed to vary its perceived massing and reduce monotony. Both exterior walls, and entryways provide consistent architectural treatments harmonious with top tier market offerings. Said treatments include:

- wall projections or recesses of varying depths, elevations, and type.

- All sides of the building include materials and design characteristics consistent with those on the front façade.

iv.) Entryways:

The proposed entryway has been designed to give orientation and aesthetically pleasing character to the building. Entryways for the proposed building include the following:

- Corner glazing
- Recesses/projections
- Pertinent Signage

v.) Roofs:

The roof line will peak at the center of the building promoting drainage to the dock and offices walls of the building. Concrete panel heights will vary along the short sides of the building with maximums in the center and gradual decreases towards either side. At the main entrances to the building the panel heights will return to peak height for aesthetic appeal. At building main entrances, panel depth variation (i.e. form-liner patterns) along with building wall depth variations will be used. The closest roof top mechanical equipment to the edge of the building will be along the loading dock side of the building and will be set back approximately 60 feet from the building's edge. Combined with the parapets proposed for this building and based on the site line sketch, a person standing at the property line will not be able to see any roof top mechanical equipment.

vi.) Materials and Colors:

Exterior building materials and colors proposed are aesthetically pleasing. Predominant exterior building materials are composed of high-quality concrete (tilt up/precast construction). Proposed window glass will not be heavily tinted in a manner that reduces the visual link between indoors and outdoors. The concrete panels will be painted predominantly white with dark gray vertical accent bands and a lighter gray horizontal accent band around the top of the building. Louvers and window mullions will be made to match the adjacent wall paint color.



KEYNOTES

- | | | |
|---------------------------------------|--|----------------------|
| 1 VISION GLASS
TYPICAL | 5 FORM LINER
TYPICAL | 8 SIGNAGE
TYPICAL |
| 2 FIELD PAINT - WHITE
TYPICAL | 6 5'-0" X 5'-0" CLERESTORY WINDOW
TYPICAL | |
| 3 ACCENT PAINT - GRAY
TYPICAL | 7 DOWNSPOUT
TYPICAL | |
| 4 ACCENT PAINT - DARK GRAY
TYPICAL | 8 METAL CANOPY
TYPICAL | |

vii.) Height limitations:

The approved Guidelines for CDP-0505-02 state that buildings generally shall not exceed 50' feet in height from the average finished grade to the top of the parapet wall at the exterior façade. Additional height (up to 10 feet) at interior parapet walls is permissible for screening of rooftop mechanical equipment. Exception/deviations from these height limitations can be made on a case by case basis at the time of Specific Design Plan. The height of the proposed building is as follows and does not exceed the 50-foot height limitation provided in the CDP Guidelines:

- North:** 46-feet for the highest panels.
- East:** 45-feet for the highest panel at the corners, 42-feet at the main parapet.
- West:** 45-feet for the highest panel at the corners, 42-feet at the main parapet.
- South:** 46-feet for the highest panels.

viii.) Building Intensities:

The CDP Guidelines approved for CDP-0505-02 state that individual lots/tracts may be developed with up to 0.5 FAR for a single-story building and up to 1.0 for a multi-story building. The total site area of 426 +/- acres (in the R-S Zone) shall not exceed 5.5 million square feet. Exception/deviations from these limitations can be made on a case-by-case basis at the time of specific design plan. The floor area ratio (FAR) proposed with SDP-2206 equals 0.28 FAR. This does not exceed the 0.5 FAR for a single-story building approved in the design guidelines.

ix.) Parking and Loading:

The proposed parking area includes green space and entrance features and adheres to the requirements of the *2010 Prince George's County Landscape Manual*. The proposed loading facilities are separated from automobile parking and access areas.

x.) Signage:

Details regarding building mounted, monument, and directional signage proposed on Parcels 7, 8 & 9 are reflected on Sheet 15 & 16 of SDP-2206. The specific signage calculations for the building and monument signage are as follows:

Signage Calculations Table

Sign Type	Location	Square Footage (each)	Multiplier	Quantity	Total Sign Area
1 TND Dock Number Sign	West façade	2.50 sf	0.5	65	81.25 sf
2 TND Shipping Office Sign	West façade	10.58 sf	0.5	1	5.29 sf
3 TND 24/7 Prop Pickup Sign	West façade	19.31 sf	0.5	1	9.66 sf
4 TND Prop Pickup Sign	West façade	9.67 sf	0.5	1	4.84 sf
5 TND Counter Sign	West façade	7.37 sf	0.5	1	3.69 sf
6 TND Receiving Office Sign	East façade	12.03 sf	0.5	1	6.02 sf
7 BSG Ferguson Monument Sign	North façade	74.39 sf	0.5	1	37.20 sf
8 TND Framed Polymetal Wall Sign	West façade	17.50 sf	0.5	1	8.75 sf
9 TND 24" Receiving Arrow	East façade	28.11 sf	0.5	1	14.06 sf
10 MON Ferguson Monument Sign	W Property cor.	40.00 sf	1	1	40.00 sf
11 MON Ferguson Directional Sign	W Property cor.	12.00 sf	1	1	12.00 sf

Building Signage Note:

- Total allowable building signage is calculated at 2 square feet for every 1 linear foot of width along the front of the building, to a maximum of 400 square feet.
- The subject building is 470 linear feet wide, for a computed allowable area of 940 square feet. Therefore, the maximum area of 400 square feet shall be used.
- Total proposed building signage area is calculated at 170.76 square feet.

Freestanding Signage Note:

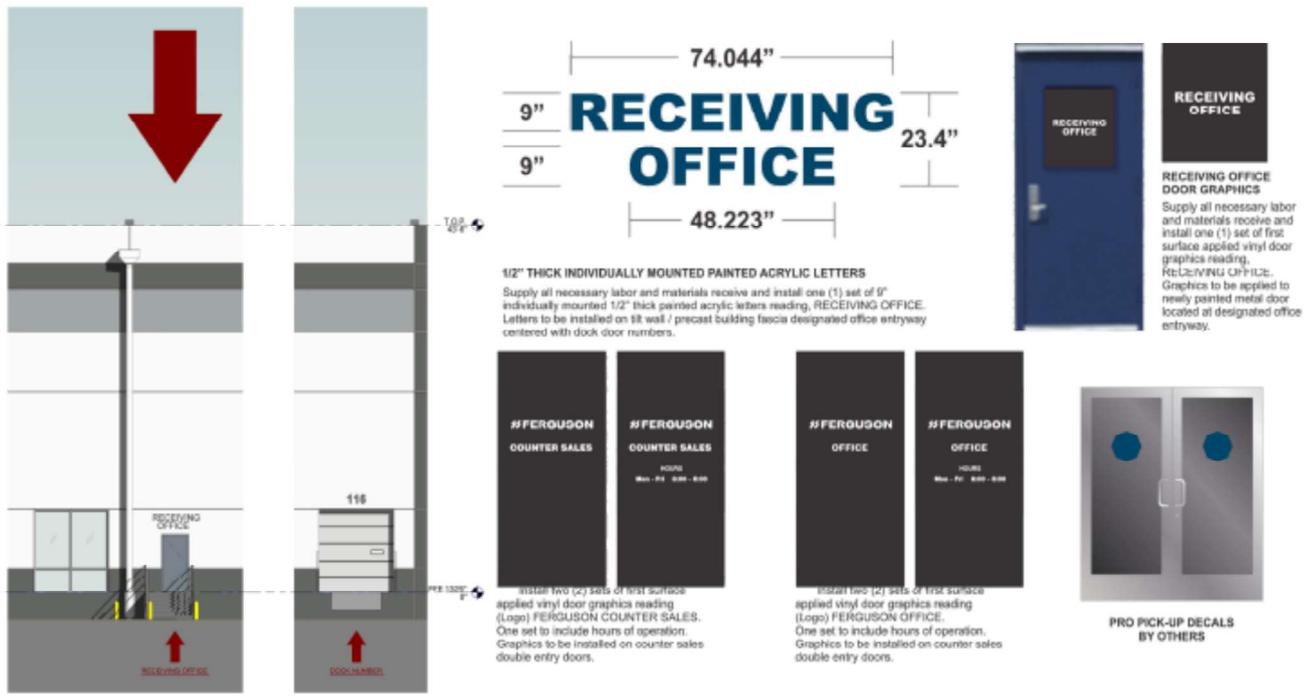
- Total allowable street signage is calculated at 1 square foot for every 4 linear feet of street frontage, to a maximum of 200 square feet for each sign.
- The site frontage is 824 linear feet wide, for a computed total allowable area of 206 square feet.
- Total proposed street signage area is calculated at 52.00 square feet.

Building-Mounted Signage:

The following building-mounted signage is being proposed. Please see Pages 15 & 16 of the submitted SDP for the full signage package being proposed with SDP-2206.



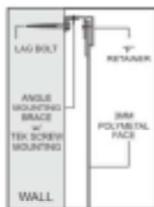
Identification signs are proposed to identify the shipping and receiving offices, counter, and pro pick-up area. Individual loading bays will also be numbered. Please see Pages 15 & 16 of the submitted SDP for the full signage package being proposed with SDP-2206.





60" x 42" x 2" DEEP NON-ILLUMINATED FRAMED POLYMETAL WALL SIGN

Supply all necessary labor and materials to permit, receive and install one (1) 60" X 42" X 2" deep non-illuminated framed polymetal wall sign reading, (Logo) PRO PICK-UP with subtext. Sign to be installed on drivit precast building fascia left of designated PRO PICK-UP door.



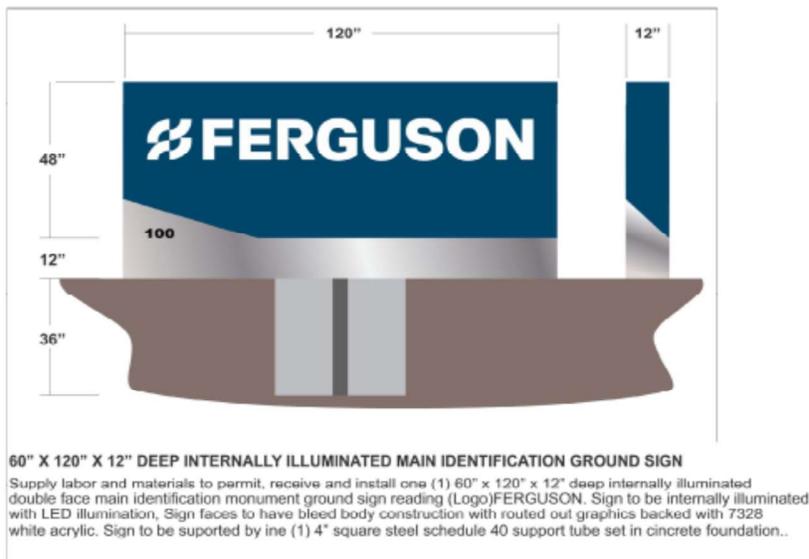
1/2" THICK INDIVIDUALLY MOUNTED PAINTED ACRYLIC LETTERS COUNTER, PRO PICK-UP AND 24/7 PRO-PICK UP

Supply labor and materials to permit, receive and install one (1) set each of 12" individually mounted 1/2" thick painted sintra letters reading COUNTER, PRO PICK-UP and 24/7 PRO PICK-UP. Letters to be installed on tilt wall / precast building fascia above designated entryways as indicated.



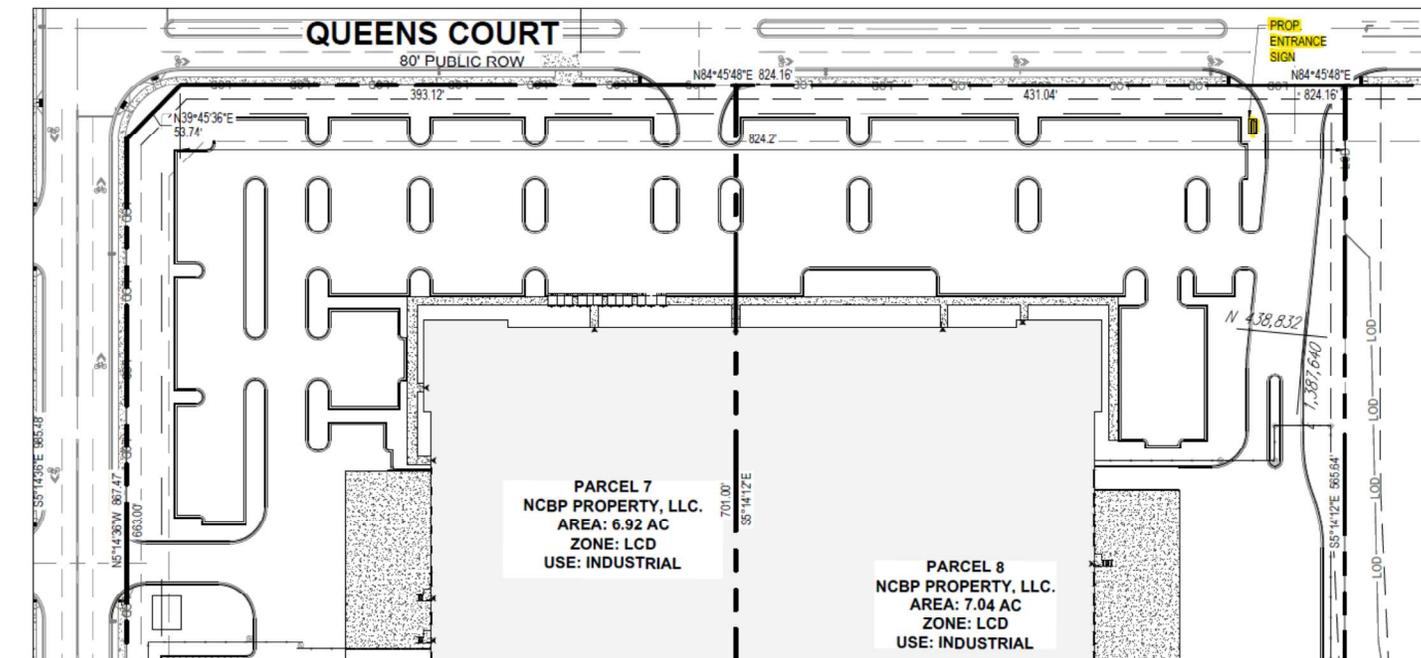
Monument Sign

One monument sign is proposed on the Property as follows:



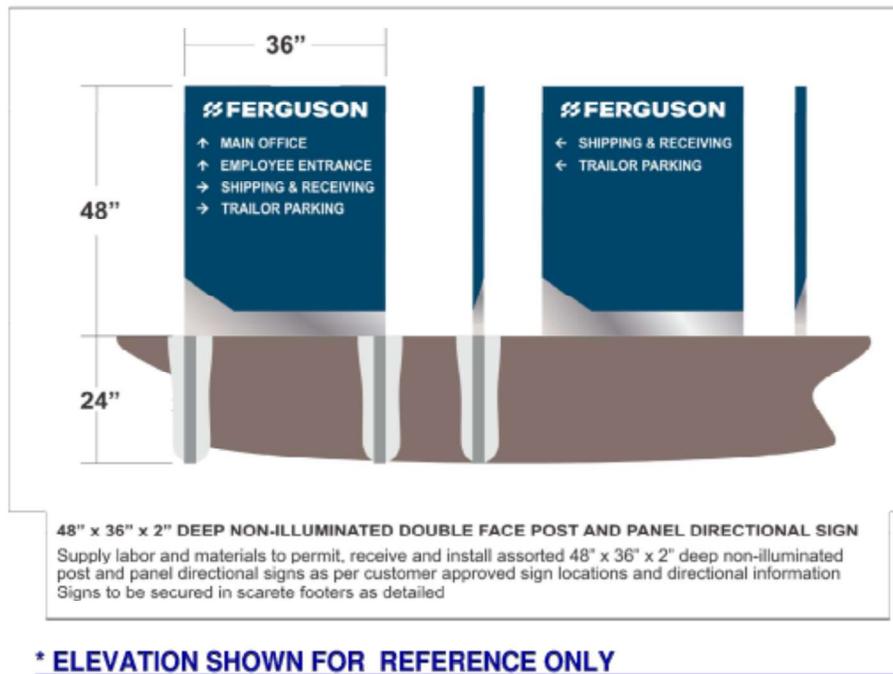
* ELEVATION SHOWN FOR REFERENCE ONLY

The location of the proposed monument sign is shown below:



Directional Signage:

The following directional signs are being proposed. Please see Pages 15 & 16 of the submitted SDP for the full signage package being proposed with SDP-2206.



xii.) Green Building and Development Techniques:

As mentioned herein, the primary structure proposed with SDP-2206 will be of a concrete tilt-up design. Concrete is a sustainable construction material offering the attributes of durability, low maintenance, local availability, high strength, and low impact on indoor air quality. Site-cast tilt-up construction offers not only these attributes, but many more that make it an optimal solution for sustainable construction. Once the panels are erect, tilt-up design offers sustainable benefits through greatly reduced mechanical system requirements. Specifically, tilt-up construction can offer the following benefits:

- The large panel size means joints are minimized, which limits air infiltration.
- As compared to other systems, tilt-up panels provide a lower level of permeability of air as well as loss of conditioned indoor air.
- Proven insulation systems provide uncompromised, continuous insulation layers. Developed specifically for tilt-up construction, they provide the maximum energy efficiency possible. Structures created with insulated wall panels are not affected by the daily temperature

fluctuations; thus, lowering both cooling and heating costs, providing comfort for the owners as well as the occupants.

- Thermal mass inherent in the structural concrete layer establishes a dampening effect to the diurnal temperature cycle the building experiences.
- Through exposed concrete interior surfaces, indoor air quality can be improved by reducing VOC's (volatile organic compound) and lowering maintenance requirements. Concrete itself is a non-off-gassing material, so it qualifies as low VOC.

Additionally, the Applicant will institute the use of low impact development techniques and Environmental Site Design (ESD) in the handling of storm water runoff, to the maximum extent practicable. Further, the overall development of the NCBP project will result in a significant preservation of existing woodlands and sensitive environmental features throughout a considerable portion of the site.

xiii.) Fencing:

The approved CDP Design Guidelines recommends fences be of an attractive design where visible from a public road. Further, said guidelines allow for chain-link fencing associated with loading areas for security purposes. As mentioned previously, the rear and side storage/loading area of the proposed warehouse/distribution facility will be fenced with a combination of an 8' coated chain link fence (black) and an 8' vinyl (white) opaque fence. Said vinyl fencing will screen views into the storage/loading area from Logistics Lane. The coated chain link fence (black) will not be visible from Logistics Lane (or any public street).

G. Eligibility to Utilize E-I-A Zone Standards

The subject Property is being developed consistent with the standards and uses applicable to the E-I-A Zone in the Zoning Ordinance in effect prior to April 1, 2022. This, application satisfies all of the applicable regulations authorizing E-I-A Zone standards uses in the former R-S Zone as set forth in Section 27-515(b), footnote 38 of the Zoning Ordinance. These provisions are as follows:

USE	ZONE								
	M-A-C	L-A-C	E-I-A	R-U	R-M	R-S	R-L	V-L	V-M
Where not otherwise specifically permitted, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) (CB-22-2020)	X	X	X	X	X	p 38	X	X	X

38	Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:
	(a) The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:
	(i) was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;
	(ii) contains at least 400 acres and adjoins a railroad right-of-way; and
	(iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.
	(b) Regulations regarding green area set forth in Section 27-501(a)(2) shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.
	(c) Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.
	(d) Additional requirements for uses developed pursuant to this footnote shall include the following:
	(i) Street connectivity shall be through an adjacent employment park; and
	(ii) A public park of at least 20 acres shall be provided. (CB-22-2020)

This project meets the specific requirements provided in Footnote 38 above as follows:

38 - *Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:*

- (a) *The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:***
 - (i) *was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;***
 - (ii) *contains at least 400 acres and adjoins a railroad right-of-way; and***
 - (iii) *is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.***

RESPONSE: The subject site was rezoned from the E-I-A and R-A Zones to the R-S and I-1 Zones as part of the *2006 Bowie and Vicinity Master Plan and Sectional Map Amendment* approved on or about February 7, 2006 (See SMA Change 7A, 7B, and 7C). As mentioned herein, the NCBP site contains 442 ± acres, adjoins a CSX railroad right-of-way to the west, and is immediately adjacent to existing Collington Center (zoned and developed pursuant to the E-I-A Zone).

- (b) *Regulations regarding green area set forth in Section 27-501(a)(2) shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.***

RESPONSE: The Applicant concurs with this requirement. The proposed development of Parcels 7, 8 & 9 includes a minimum of 10% green area (32.74% of net lot area). Further, all other E-I-A Zone regulations

will apply to future development at the NCBP (as further discussed in Section I. herein).

(c) ***Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.***

RESPONSE: The Applicant agrees with this requirement, and the R-S Zone regulations will not apply to this project.

(d) ***Additional requirements for uses developed pursuant to this footnote shall include the following:***

(i) ***Street connectivity shall be through an adjacent employment park; and***

RESPONSE: The SDP reflects that the access to and from future Parcels 7, 8 & 9 will be from future Queens Court (extended) & Logistics Lane, both of which, connect to the existing Collington Center Employment Park.

(ii) ***A public park of at least 20 acres shall be provided.***

RESPONSE: Previous entitlement applications reflect the provision of a 20-acre park. Said park was previously designed as part of the former Willowbrook project. The Department of Parks and Recreation (DPR) has approved an alternate concept for the park as part of the approval of PPS 4-20032. The Public Recreation Facilities Agreement (RFA) has also been approved by M-NCPPC and was recorded in Land Records on August 29, 2022.

H. Master Plan History

On April 1, 2022, the approved Countywide Sectional Map Amendment (“CMA”) became effective and rezoned the Property to the newly created LCD Zone. The Property was previously placed in the R-S Zone as part of the *2006 Bowie & Vicinity Master Plan and Sectional Map Amendment* (the “2006 Master Plan”). Prior to the R-S Zone approval, the entire R-S portion of the Property was zoned E-I-A (Employment and Institutional Area). The E-I-A Zone is intended for a concentration of non-retail employment and institutional uses such as medical, manufacturing, office, religious, educational, and warehousing. The Property was previously placed in the E-I-A Zone as part of the *1991 Bowie, Collington, Mitchellville & Vicinity Master Plan and Sectional Map Amendment* (the “1991 Master Plan”). The 1991 Master Plan text referred to this land area as the “Willowbrook Business Center.” The Basic Plan for this previously planned center (A-9829) was approved as part of the 1991 Master Plan and allowed for an FAR between .3 and .38 for a total of 3,900,000 to 5,000,000 square feet of “light manufacturing, warehouse/distribution, ancillary office and retail commercial” uses. Notwithstanding the site’s history as being planned/zoned for employment uses in the past, the subject Property (Parcels 7, 8 & 9) will be developed with warehouse/distribution uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of the Zoning Ordinance and Council Bill, CB-22-2020.

On or about March 8, 2022, the District Council approved the *2022 Bowie-Mitchellville and Vicinity Master Plan* (the “2022 Master Plan”) by adopting CR-18-2022. The 2022 Master Plan

places the NCBP within a focus area known as the “Collington Local Employment Area.” This focus area is described by the Proposed Master Plan as follows:

The Collington Local Employment Area is an industrial and flex commercial center located west of US 301 and north of Leeland Road at the southern end of the plan area. It is currently the industrial core of Bowie-Mitchellville and Vicinity, featuring more than 460 acres of primarily light-industrial land use, comprised mainly of warehouses and distribution centers, and not heavier industrial uses typically associated with increased community impacts. Just north of the trade zone, South Lake, a mixed-use development on more than 380 acres annexed by the City of Bowie in 2019, presents an opportunity to expand retail services and housing options for both nearby residents and employers in the area.

(See 2022 Master Plan, p. 40)

The Planning Board and District Council approved an industrial zoning recommendation for the Collington Local Employment Area as reflected in the Comprehensive Zoning Section of the 2022 Master Plan. Specifically, the 2022 Master Plan now recommends the I-H Zone (Industrial-Heavy) for the entirety of the Collington Local Employment Area as follows:

- Revise Strategy CZ 7.1 as follows:

Reclassify the properties at the Collington Local Employment Area to the Industrial Heavy (IH) Zone rather than [Industrial, Employment (IE) Zone].



(See 2022 Master Plan, Boundaries of Collington Employment Area)

I. Conformance with E-I-A Zone Regulations

The subject Application meets all of the applicable standards and uses of the E-I-A Zone. The applicable E-I-A Zone provisions are as follows:

Section 27-500. - Uses.

(a) The general principle for land uses in this zone shall be:

- (1) To provide concentrated nonretail employment or institutional (medical, religious, educational, recreational, and governmental) uses which serve the County, region, or a***

greater area; and

(2) To provide for uses which may be necessary to support these employment or institutional uses.

(b) The uses allowed in the E-I-A Zone are as provided for in the Table of Uses (Division 3 of this Part).

RESPONSE: The proposed land uses on the subject Property (Parcels 7, 8 & 9) include a maximum of 358,450 square feet of warehouse/distribution uses which will serve the residents of the County and region. The uses proposed are permitted by right in the E-I-A Zone Table of Uses.

(c) A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10.

RESPONSE: The subject Application is not for a mixed-use planned community.

Section 27-501. - Regulations.

(a) General standards.

<i>(1) Minimum size of zone (except as provided in Section 27-502)</i>	<i>5 adjoining gross acres</i>
<i>(2) Minimum open space to be improved by landscaping and design amenities, including the landscaping of parking lots, so that expanses of parking will be relieved by natural features and grade changes</i>	<i>20% of net lot area</i>

RESPONSE: The NCBP consists of an assemblage of land that totals 442± acres, thereby meeting the minimum area requirements in Section 27-501(a)(1) above. Additionally, CB-22-2020 amended the Zoning Ordinance to eliminate the applicability of Section 27-501(a)(2) for properties/projects such as the NCBP. Further, Section 27-515(b), footnote 38(b) states that qualifying projects such as the NCBP shall have a minimum green area of 10% of the net lot area. The SDP **exceeds** the 10% minimum green area requirements (as reflected in general notes on the SDP plan sheets). Specifically, 32.74% of the net lot area of Parcels 7, 8 & 9 will be green area.

(b) Other regulations.

(1) Each lot shall have frontage on, and direct vehicular access to, a public street.

RESPONSE: Parcels 7, 8 & 9 will have frontage on, and direct vehicular access to two public streets (Queens Court extended and Logistics Lane).

- (2) ***Additional regulations concerning development and use of property in the E-I-A Zone are as provided for in Divisions 1, 4, and 5 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.***

RESPONSE: As part of this application, the Applicant's proposal has been designed to meet all of the applicable requirements set forth above.

(c) ***Mixed-Use Planned Community regulations.***

- (1) ***A Mixed-Use Planned Community shall meet all purposes and requirements applicable to the M-X-T Zone, as provided in Part 10, and shall be approved under the processes in Part 10.***

RESPONSE: This section is not applicable as the Applicant is not proposing a Mixed-Use Planned Community.

- (2) ***Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.***

RESPONSE: This section is not applicable as the Applicant is not proposing a Mixed-Use Planned Community.

(d) ***Adjoining properties.***

- (1) ***For the purposes of this Section, the word "adjoining" also includes properties separated by streets, other public rights-of-way, or railroad lines.***

RESPONSE: The Applicant acknowledges this section and has properly identified all "adjoining" properties in all applications pertaining to development on Parcels 7, 8 & 9 in this SDP.

J. Relationship to Requirements in the Zoning Ordinance:

Section 27-528 of the Zoning Ordinance sets forth the following criteria for approval of a SDP:

(a) ***Prior to approving a Specific Design Plan, the Planning Board shall find that:***

- (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);

RESPONSE: There are no townhouses or other residential uses proposed on the Property. The Applicant requests approval of a warehouse/distribution building on future Parcels 7, 8 & 9. Prior approved applications A-9968-03 & CDP-0505-02 deleted any previously approved/proposed residential uses and set forth the design guidelines to be utilized for future development within the NCBP. Said design guidelines establish standards for building heights, setbacks, lot coverage and open space for the project which have been complied with and discussed in Section F, herein. Nonetheless, the proposed development in this SDP conforms to all relevant aspects of CDP-0505-02.

(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;

RESPONSE: The subject project is not a Regional Urban Community. Therefore, the requirements of this subpart are not applicable to the subject Application.

(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;

RESPONSE: The requested SDP will not represent an unreasonable burden on public facilities. To the contrary, the NCBP will lead to improvements by the Applicant of the US 301/Queens Court intersection (pursuant to its contribution to the US 301 CIP) and will not provide any direct connection to Leeland Road from the employment/industrial uses within the NCBP. A Traffic Impact Analysis was submitted with prior approved PPS 4-21056 which demonstrates that, with the recommended improvements set forth in the US 301 CIP project and other conditions of approval, all critical intersections will operate at adequate levels of service (as determined by the applicable portions of the County's Transportation Guidelines) to serve the proposed development. Moreover, the conversion of the uses on this site from residential to employment and institutional uses will eliminate impacts to the public-school system while at the same time significantly increasing the County's commercial tax base. It should also be noted that the Applicant's approved preliminary plan for the NCBP reflects the provision of a 20-acre public park.

(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;

RESPONSE: Site Development Concept Plan Number 42013-2020-00 was approved by the Department of Permitting, Inspection and Enforcement on June 28, 2021. Further, Site Development Concept Plan No. 34233-2022-0 reflects specific development for Parcels 7, 8 & 9. The submitted SDP and Site Development Concept Plan reflect that adequate provisions have been made for draining surface

water with no adverse effects on the subject Property or adjacent properties. The subject SDP includes all necessary infrastructure to construct required stormwater management facilities.

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

RESPONSE: The subject application includes a proposed TCP II of the site. Said TCP II is consistent with the TCP I approved with companion PPS 4-21056.

(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).*

RESPONSE: The proposed SDP preserves all regulated environmental features to the fullest extent possible in accordance with Section 24-130(b)(5), and further seeks to minimize any impacts to said features through its plan design. An important feature of this project is the significant amount of open space and natural features being preserved by the Applicant. Approximately, 173.20 acres of the NCBP will be dedicated to a Business Owner's Association (or other appropriate entity/agency), and 20 acres will be dedicated to M-NCPPC for a public park.

(b) *Prior to approving a Specific Design Plan for Infrastructure, the Planning Board shall find that the plan conforms to the approved Comprehensive Design Plan, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.*

RESPONSE: Comprehensive Design Plan, CDP-0505-02 & Type 1 Tree Conservation Plan, TCPI-004-2021-02, were approved by the Planning Board on May 19, 2022 and the District Council on September 19, 2022, which established design guidelines for the project. Said design guidelines established standards for building heights, setbacks, lot coverage and open space for the project that will be reflected on all future specific design plans. The proposed SDP conforms to all relevant aspects of CDP-0505-02 (including, but not limited to, development envelopes, preservation of environmental features, lotting patterns, street network, and access point(s)). These standards, along with the approved Tree Conservation and Site Development Concept Plans, will ensure the prevention of offsite property damage and prevent environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

(c) *The Planning Board may only deny the Specific Design Plan if it does not meet the requirements of Section 27-528 (a) and (b), above.*

RESPONSE: As discussed above and demonstrated within the contents of this present application, the proposed SDP conforms to this standard.

- (d) Each staged unit (shown on the Comprehensive Design Plan) shall be approved. Later stages shall be approved after initial stages. A Specific Design Plan may encompass more than one (1) stage.**

RESPONSE: The approved CDP plan, CDP-0505-02, contains a phasing plan for this very large and significant project. It is estimated that these phases in totality will create thousands of new jobs within the County. The aforementioned phasing program is for illustrative purposes only and is subject to change at the time of future entitlement applications. Development on Parcels 7, 8 & 9 will likely be part of the initial phase of development for the NCBP.

- (e) The Planning Board shall approve, approve with modifications, or disapprove the Specific Design Plan within seventy (70) days of its submittal. The month of August and the period between and inclusive of December 20 and January 3 shall not be included in calculating this seventy (70) day period. If no action is taken within seventy (70) days, the Specific Design Plan shall be deemed to have been approved. The applicant may (in writing) extend the seventy (70) day requirement to provide a longer specified review period not to exceed forty-five (45) additional days, or such other additional time period as determined by the applicant.**

RESPONSE: The Applicant agrees with the above requirement. The Planning Board will follow the above procedures.

- (f) For an application remanded to the Planning Board from the District Council, the Planning Board shall approve, approve with modifications, or disapprove the Specific Design Plan within sixty (60) days of the transmittal date of the notice of remand by the Clerk of the District Council. The month of August and the period between and inclusive of December 20 and January 3 shall not be included in calculating this sixty (60) day period.**

RESPONSE: The Planning Board is required to comply with this requirement.

- (g) An approved Specific Design Plan shall be valid for not more than six (6) years, unless construction (in accordance with the Plan) has begun within that time period. All approved Specific Design Plans which would otherwise expire during 1994 shall remain valid for one (1) additional year beyond the six (6) year validity period.**

RESPONSE: The Applicant agrees with the above requirement.

- (h) The Planning Board's decision on a Specific Design Plan shall be embodied in a resolution adopted at a regularly scheduled public meeting. A copy and notice of the Planning Board's resolution shall be sent to all persons of record and the Clerk of the Council within seven (7) days after the date of the Planning Board's adoption. The resolution shall set forth the Planning Board's findings.**

RESPONSE: The Planning Board is required to comply with this requirement.

- (i) *A copy of the Planning Board's resolution and minutes on the Specific Design Plan shall be sent to the Clerk of the Council for any Specific Design Plan for the Village Zones.*

RESPONSE: The subject Property is not classified within a Village Zone.

K. Compliance with Prior Approved Entitlement Applications

Zoning Map Amendment (Basic Plan) A-9968-C-03

Basic Plan A-9968-C-03 was approved for the subject Property by the District Council on May 16, 2022, subject to 18 conditions and two comprehensive design considerations (Zoning Ordinance 2-2021). The following conditions pertain to the submitted SDP:

1. Proposed Lane Use Types and Quantities

<i>Total Area:</i>	<i>442.30 acres</i>
<i>Total in (I-1 Zone):</i>	<i>15+/- acres (not included in density calculation)</i>
<i>Total area (R-A Zone):</i>	<i>0.78+/- acres (not included in density calculation)</i>
<i>Total area (R-S Zone):</i>	<i>426.52 acres per approved NRI</i>
<i>Land in the 100-year floodplain:</i>	<i>92.49 acres</i>
<i>Adjusted gross area (426 less half of the floodplain):</i>	<i>380.27 acres</i>

*Proposed use: Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 5.5 million square feet**

Open Space

Public active open space: 20 +/- acres

Passive open space: 215 +/- acres

** 100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted herein*

RESPONSE: The Applicant is in agreement with the above land use quantities. The development proposed within this SDP does not exceed the land use quantities set forth above.

6. *The Applicant, the Applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide Master Plan, hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.*

RESPONSE: The Applicant agrees with the above condition.

8. *The Applicant shall construct recreational facilities typical for a 20-acre community park, such as ball fields, a playground, tennis or basketball courts, shelters, and restroom facilities. The list of recreational facilities shall be determined at the preliminary plan of subdivision and specific design plan stage.*

RESPONSE: The Applicant agrees with the above condition and has worked with DPR to determine/design an appropriate programmatic scheme for the future 20-acre park. The triggers for the design, bonding, and completion of the public park facilities were determined as part of SDP-1603-02. The Public Recreation Facilities Agreement (RFA) has also been approved by M-NCPPC and was recorded in Land Records on August 29, 2022.

15. *The Applicant, the Applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.*

RESPONSE: The Applicant agrees with the above condition. The 10-foot-wide master plan shared-use path was properly reflected on SDP-1603-01 & PPS 4-21056.

18. *The applicant shall provide a network of pedestrian and bikeway facilities internal to the site unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence. The exact location and design of said facilities shall be evaluated with future applications.*

RESPONSE: The Applicant agrees with the above condition.

Comprehensive Design Plan Considerations:

1. *The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.*

RESPONSE: The Applicant agrees with the above condition. The proposed SDP preserves all regulated environmental features to the fullest extent possible in accordance with Section 24-130(b)(5), and further seeks to minimize any impacts to said features through its plan design. An important feature of this project is the significant amount of open space and natural features being preserved by the Applicant. Approximately, 173.20 acres of the NCBP will be dedicated to a Business Owner's Association (or other appropriate entity/agency), and 20 acres will be dedicated to M-NCPPC for a public park.

2. ***All proposed internal streets and developments should follow complete street principles and support multimodal transportation as well as facilities to encourage walking, bicycling, and transit use, such as short- and long-term bicycle parking, including shower facilities and changing facilities, covered transit stops, crosswalks, etc.***

RESPONSE: The instant SDP does not propose any internal public streets within Parcels 7, 8 & 9. Nonetheless, the public streets that fronts on the Property (Queens Court & Logistics Lane) will follow complete street principles as approved in SDP-1603-01.

Comprehensive Design Plan, CDP-0505-02

Comprehensive Design Plan, CDP-0505-02, & Type 1 Tree Conservation Plan, TCPI-004-2021-02, were approved by the Planning Board on May 5, 2022. The Resolution of Approval (PGCPB No. 2022-53) was adopted by the Planning Board on May 19, 2022. On June 6, 2022, the District Council waived their right to review Comprehensive Design Plan CDP-0505-02. The following conditions of approval from CDP-0505-02 apply to the review of the subject SDP application:

3. ***Total development within the subject property shall be limited to uses that would generate no more than 1,401 AM and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.***

RESPONSE: The Applicant agrees with the above condition and the development proposed in the instant SDP does not exceed this cap. The trips generated from the development proposed in the SDP will not generate trips that will exceed the approved trip cap. The impact of this SDP on the approved trip cap for the NCBP is reflected in the phasing plan memo dated October 13, 2022, and submitted as part of the proposed SDP application. (See Attached Exhibit A - October 13, 2022, Phasing Memo - Exhibit 1).

4. ***The following road improvements shall be phased at the time of future specific design plan applications, and a determination shall be made as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:***

- a. ***US 301 (Robert Crain Highway) at Leeland Road***

- (1) ***Provide three left-turn lanes on the eastbound approach***

- b. ***Prince George's Boulevard and Queens Court-Site Access, unless modified at the time of preliminary plan of subdivision:***

- (1) *Provide a shared through and left lane and a shared through and right lane on the eastbound approach.*
- (2) *Provide a shared through and left lane and a shared through and right lane on the westbound approach.*
- (3) *Provide a shared through and left lane on the northbound approach and a shared through and right lane on the southbound approach.*

RESPONSE: The Applicant is in agreement with the above condition. The Applicant's preference is to make physical improvements. In the event that this option is invoked, a transportation phasing plan for improvements has been included with subject application. This phasing plan was prepared Lenhart Traffic Consulting, Inc. to address transportation conditions established with PPS 4-21056.

6. *At the time of specific design plan, the applicant shall show all proposed on-site transportation improvements on the plans.*

RESPONSE: The Applicant is in agreement with the above condition. The subject SDP application only includes Parcels 7, 8 & 9. However, all frontage improvements required along Queen's Court & Logistics Lane are properly reflected on the submitted SDP.

Preliminary Plan of Subdivision 4-21056

Preliminary Plan of Subdivision, 4-21056, Type 1 Tree Conservation Plan, TCP1-004-2021-03, and Variance from Section 25-122(b)(1)(G) for the removal of specimen trees was approved by the Prince George's County Planning Board on June 2, 2022. The resolution of approval (PGCPB No. 2022-70) was adopted on June 9, 2022. The following conditions of approval apply to the review of the subject SDP application:

2. *Total development within the subject property shall be limited to uses which generate no more than 1,401 AM peak-hour trips and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.*

RESPONSE: The Applicant is in agreement with the above condition and the development proposed in the instant SDP does not exceed this cap. The trips generated from the development proposed in the SDP will not generate trips that will exceed the approved trip cap. The impact of this SDP on the approved trip cap for the NCBP is reflected in the phasing plan memo dated October 13, 2022, and submitted as part of the proposed SDP application. (See Attached Exhibit A - October 13, 2022, Phasing Memo - Exhibit 1).

3. ***Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision, prior to the approval of any building permits.***

RESPONSE: The Applicant is in agreement with the above condition. No residential development is proposed with the subject SDP application.

4. ***Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (42013-2020-00) and any subsequent revisions.***

RESPONSE: The Applicant is in agreement with the above condition. The development proposed with the SDP is in conformance with the approved SDCP or any subsequent revisions. Site Development Concept Plan Number 42013-2020-00 was approved by the Department of Permitting, Inspection and Enforcement on June 28, 2021. Further, Site Development Concept Plan No. 34233-2022-0 reflects development for Parcels 7, 8 & 9.

The submitted SDP and Site Development Concept Plan reflect that adequate provisions have been made for draining surface water with no adverse effects on the subject Property or adjacent properties. The subject SDP includes all necessary infrastructure to construct required stormwater management facilities.

7. ***Prior to issuance of a use and occupancy permit for nonresidential development, the applicant and the applicant's heirs, successors, and/or assignees shall:***
 - a. ***Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for each building.***
 - b. ***Install and maintain automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.***
 - c. ***Install and maintain bleeding control kits next to fire extinguisher installation at each building, and no more than 75 feet from any employee.***

These requirements shall be noted on the specific design plan.

RESPONSE: The Applicant is in agreement with the above condition. The above requirements will be noted on the submitted SDP application.

9. ***The applicant shall submit a phasing plan (with adequate justification) as part of the first specific design plan for a building, to show the phasing of the following transportation improvements to the development of the site. A determination shall be made at that time as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency.***

- a. ***US 301 (Robert Crain Highway) at Leeland Road***
 - (1) ***Provide three left turn lanes on the eastbound approach.***
- b. ***A signal warrant analysis and signalization of the intersection of Prince George's Boulevard and Queens Court-Site Access with the following lane configuration:***
 - (1) ***A shared through and left and a shared through and right lane on the eastbound approach.***
 - (2) ***A shared through and left and a shared through and right lane on the westbound approach.***
 - (3) ***A shared through and left on the northbound approach and a shared through and right lane on the southbound approach.***

When the signal is deemed warranted, the applicant shall construct the signal and associated improvements to the requirements and schedule directed by the operating agency.

RESPONSE: On June 30, 2022, the Planning Board approved SDP-1603-02 for 3,428,985 square-feet of warehouse/distribution/office on 90.11 acres within the NCBP, (PGCPB No. 2022-76). That application was the first SDP that included a proposed building. As a result, the above condition was reviewed and addressed at the time of SDP-1603-02. A transportation phasing plan for improvements has been included with the subject application. This phasing plan was prepared Lenhart Traffic Consulting, Inc. to address transportation conditions established with PPS 4-21056.

10. ***Prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), a fee of \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary.***

In lieu of the fee payment listed in the preceding paragraph, prior to approval of a building permit for each phase of development, the applicant and the applicant's heirs, successors, and/or assignees shall provide improvements along US 301 (Robert Crain Highway), within the limits of US 301 that are covered by the Capital Improvement Program-funded improvements. The phasing of the of the US 301 improvements shall be submitted with each specific design plan application, prior to its acceptance, when this option is applied. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

RESPONSE: The Applicant is in agreement with the above condition. The Applicant's preference is to make physical improvements. In the event that this option is invoked, a transportation phasing plan for improvements has been included with the subject application. This phasing plan was prepared Lenhart Traffic Consulting, Inc. to address transportation conditions established with PPS 4-21056.

11. *The applicant shall provide an interconnected network of pedestrian and bicycle facilities consistent with the 2009 Countywide Master Plan of Transportation and the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan policies and goals. The exact design and details of these facilities shall be provided as part of the first specific design plan, prior to its acceptance.*

RESPONSE: The Applicant is in agreement with the above conditions and the above items were shown on SDP-1603-01.

12. *The applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses.*

RESPONSE: The Applicant is in agreement with the above conditions and the above items were shown on SDP-1603-01.

13. *Prior to the issuance of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall (a) have full financial assurances, (b) a permit for construction through the operating agency's access permit process, and (c) an agreed upon timetable for construction with the appropriate operating agency of a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence. The exact details shall be shown as pan of the first specific design plan for a building, prior to its approval.*

RESPONSE: The Applicant is in agreement with the above condition and the above items were shown on SDP-1603-01. The subject SDP application has no frontage on Leeland Road.

15. *The applicant shall be subject to the following requirements for development of the 10-foot-wide on-site feeder trail:*

- a. *The applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, the on-site feeder trail from the southern terminus of Logistics Lane to the shared-use path on Leeland Road.***
- b. *The on-site feeder trail shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Prince George's County Park and Recreation***

Facilities Guidelines, with the review of the specific design plan (SDP). Triggers for construction shall also be determined at the time of SDP.

- c. Prior to submission of the final plat of subdivision for any parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of the on-site feeder trail, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.*
- d. Prior to approval of building permits for a new building, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site feeder trail.*

RESPONSE: The Applicant is in agreement with the above conditions and the above items were shown on SDP-1603-01. The Private RFA for the NCBP including the onsite feeder trail was recorded in Land Records on September 7, 2022.

16. Recreational facilities to be constructed by the applicant shall be subject to the following:

- a. The timing for the development of the 20-acre park and Collington Branch Stream Valley Trail, and submittal of the revised construction drawings, shall be determined with the first specific design plan for development (not including infrastructure).*

RESPONSE: The Applicant is in agreement with the above condition. The Public RFA for the NCBP was recorded in Land Records on August 29, 2022, and contains all details related to the timing of development of the 20-acre park.

- d. The handicapped accessibility of all trails shall be reviewed during the review of the specific design plan.*

RESPONSE: The Applicant is in agreement with the above condition. There are no trails within the boundaries of the subject SDP application

Specific Design Plan 1603-01

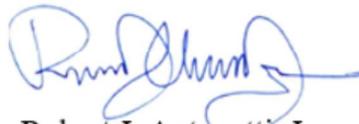
SDP-1603-01 was approved by the Planning Board on January 27, 2022. Said application addressed infrastructure only for the NCBP. None of the 3 conditions approved with SDP-1603-01 apply to the review of the subject SDP application.

L. Conclusion

Based on the above reasons, SDP-2206 meets all requirements for approval set forth in the Zoning Ordinance. As such, the Applicant respectfully requests that the instant SDP be approved.

Thank you in advance for your consideration of this Application. If you have any questions or comments, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert J. Antonetti, Jr.", with a stylized flourish at the end.

Robert J. Antonetti, Jr.

Cc: NCBP Property LLC
Haley Carpenter, P.E.
Joe DiMarco, P.E.

National Capital Business Park

SDP-2206-00

February 24, 2023

Letter of Justification – Impacts to Environmental Regulated Features

INTRODUCTION

The site (the “Property”) is located in Upper Marlboro, Prince George’s County. It is bordered by Leeland Road to the south, the CSX Railroad and Collington Branch to the west, and Prince George’s Boulevard to the east. The overall property consists of 442± acres of land. Per the delineation reflected in the approved Natural Resources Inventory, the property contains approximately 186 acres +/- defined as Primary Management Area (PMA). An area of 0.34 acres of PMA will be impacted within the scope of this justification statement including 0.17 acres of floodplain impacts. The impacts are required for grading related to access to the proposed culverts/endwalls and providing compensatory floodplain storage to ensure a no-rise condition for the floodplain in the vicinity of the Queens Court on-site stream crossing and culverts pursuant to ongoing technical jurisdictional review by Department of Permitting, Inspections and Enforcement (DPIE), case number SDCP #34233-2022.

SITE STATISTICS	TOTAL ¹ (AC)
GROSS TRACT AREA	442.30
EXISTING 100-YEAR FLOODPLAIN	94.77
NET TRACT AREA	347.53
EXISTING WOODLAND IN THE FLOODPLAIN	82.93
EXISTING WOODLAND NET TRACT	339.73
EXISTING WOODLAND TOTAL	422.66
EXISTING PMA	186.15
REGULATED STREAMS (LINEAR FEET OF CENTERLINE)	15622.10

This application requests approval of three (3) impacts to the Primary Management Area (PMA). The total of PMA impact proposed is 14,903 SF (0.34 acres) and includes 7,262 SF (0.17 acres) of floodplain impacts. These additional PMA areas are included in the areas of clearing, preservation, and reforestation in the worksheets and tables on TCP2-026-2021-03. Justification and specific reasons for each impact is provided below.

SPECIFIC IMPACTS

The three (3) impact locations are listed below, with the purpose of each and total area of impact.

Summary of PMA Impacts			
Impact	Purpose	PMA	
		SF	AC
20	Compensatory FP Storage/Road Crossing	6,106	0.14
21	Compensatory FP Storage/Road Crossing	163	0.004
22	Compensatory FP Storage/Road Crossing	8634	0.20
Total		14,903	0.34

TECHNICAL MANUAL

The Prince George’s County Subdivision Regulations and Zoning Ordinance require that streams and their associated PMA be preserved to the “fullest extent possible.” The Environmental Technical Manual (Page C-2) includes the following:

“The determination of ‘fullest extent possible’ is a three-step process that starts with avoidance of impacts. Then, if the impacts are unavoidable and necessary to the overall development of the site (as defined below) and cannot be avoided, the impacts must be minimized. In the third step, if the cumulative, minimized impacts are above the designated threshold, then mitigation is required for the impacts proposed.

“Where properties are located in the Developed Tier or a designated center or corridor, impacts to regulated environmental features may be considered where needed to accommodate planned development on constrained sites. Such impacts may include allowing impervious surfaces to remain within the buffer or the placement of structures within a currently unvegetated buffer. Preservation of existing vegetated buffers will be a priority.”

THREE STEP PROCESS

The Prince George's County Technical Manual on Page C-2 identifies a three-step process for determining the appropriateness of impacts to regulated environmental features.

The three steps are:

1. ***Avoidance: Can the impacts be avoided by another design? Are the road crossings as shown necessary for the reasonable development of the property? Is it necessary to place the utilities within the boundaries of the regulated environmental features?***

When designing a site, the first step is to prepare a natural resource inventory (NRI) to determine the locations of regulated environmental features. The NRI is then used as the base map to start laying out the proposed development. The next step is to prepare a draft plan that shows no impacts to regulated environmental features.

If this design does not result in a development plan that allows for the reasonable use and orderly and efficient development of the subject property, or does not adequately provide for the health, safety, and welfare of county citizens, then impacts can be considered.

RESPONSE: The impacts shown are required to provide necessary grading within the PMA and floodplain areas of the site to ensure a no-rise situation for the floodplain relative to the road crossing of Queens Court and to provide adequate access for county maintenance. The three impacts proposed with this application are located immediately adjacent to previously approved PMA impact areas #18 and #19. Road crossings are proposed where the lease impact to the PMA will be required.

2. ***Minimization: Have the impacts been minimized? Are road crossings placed at the point of least impact? Are the utilities placed in locations where they can be paired or grouped to reduce the number of different locations of impacts? Are there alternative designs that could reduce the proposed impacts?***

Minimization of impacts to regulated environmental features may include placing a road crossing or utility at the narrowest point of the PMA; the use of retaining walls instead of extending the grading; bridging instead of constructing a culvert; placing required infrastructure elements together in one location instead of placing each one individually; and, where appropriate, obtaining waivers from County Code with regard to required side

slopes or road cross-sections as appropriate and as approved by the regulating agency.

Temporary impacts to regulated environmental features may be necessary for certain temporary erosion and sediment controls that cannot be designed in any other way.

These impacts may be supported if the area is restored. All erosion and sediment control structures, such as ponds and collecting basins, shall be placed outside regulated environmental features. Temporary impacts and the proposed restoration must be shown on the associated tree conservation plan.

RESPONSE: There are six (6) impacts related to compensatory floodplain storage to ensure a no-rise situation, impacts #17, #18 and #19 (totaling 1.20 acres) and the three impacts with this application, #20, #21, and #22 (totaling 0.34 acres). These areas have been minimized so that the total of all six (6) impacts is only 1.54 acres (less than 1% of the total PMA on site).

3. ***Mitigation: For area of significant impacts, has a mitigation package been proposed to provide an equal or better trade-off for the impacts proposed?***

“Mitigation” means the design and installation of measures to enhance, restore, or stabilize existing environmentally degraded streams and/or wetlands to compensate for proposed impacts. Mitigation shall be required for significant impacts to regulated streams, wetlands, and 100-year floodplains. Significant impacts are defined as the cumulative impacts that result in the disturbance on one site of 200 or more linear feet of stream beds or one-half acre of wetland and wetland buffer area. Stream or wetland restoration, wetland creation, or retrofitting of existing stormwater management facilities that are not required by some other section of County Code may be considered credit as mitigation. The amount and type of mitigation shall be at least generally equivalent to, or a greater benefit than, the total of all impacts proposed, as determined by the Planning Board.

RESPONSE: The PMA impacts proposed are minor in nature given the Overall PMA existing on the site and the need for a no-rise situation for floodplain. The amount of impact is very small based on the size of this property. The total area of impact to floodplain, PMA and stream beds is less than 1% of the entire site area. Thus, it is our opinion, that these impacts are , and that mitigation should not be required.

CONCLUSION

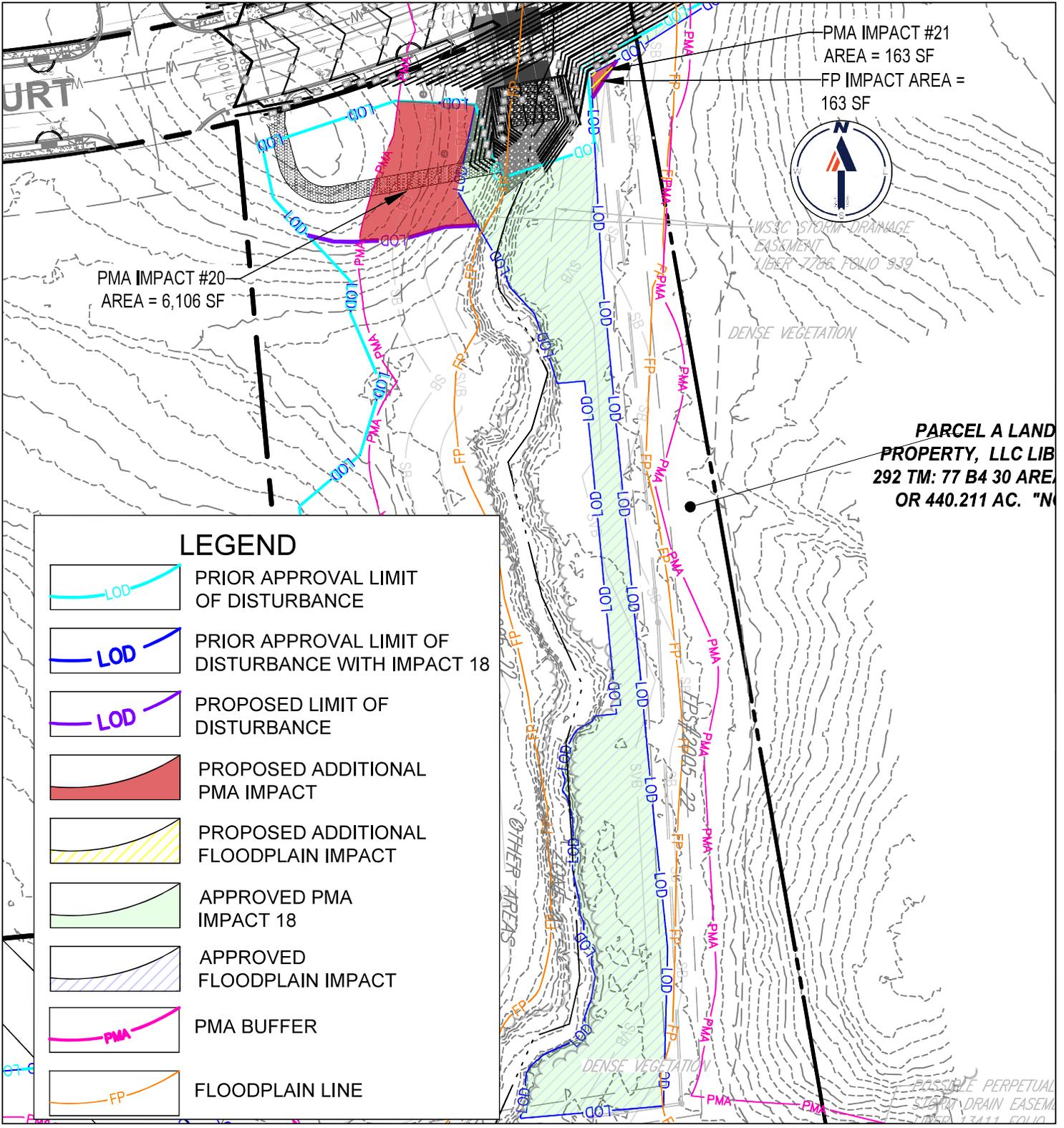
We suggest that the proposed impacts satisfy the criteria for approval found in the Technical Manual. For the necessary disturbances, all efforts to minimize the area of disturbance has been made. All temporary impacts will be returned to previous conditions and reforested where practicable. Given the need to provide necessary non-rise condition in the floodplain, the proposed development preserves the PMA to the fullest extent possible. Proposed impacts are minimal and should not trigger a need for mitigation. Given the findings, the proposed impacts should be approved.

Signature of Preparer



Christopher Rizzi PLA
Associate
Bohler

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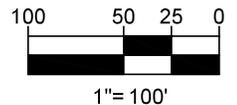
ADDITIONAL PMA & FP IMPACTS EXHIBIT

02/22/2023 | JE | MB192184

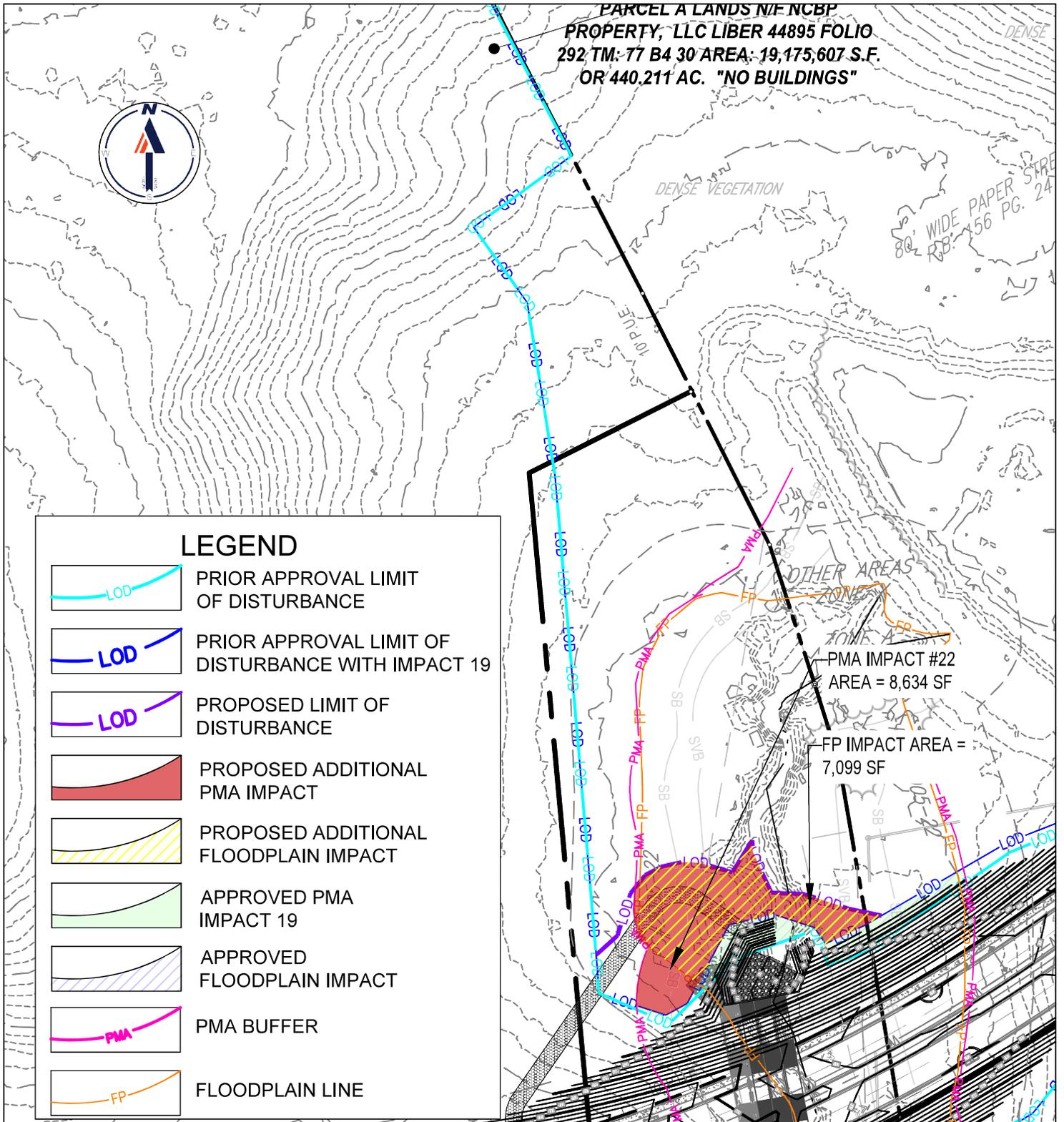
BOHLER //

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NATIONAL CAPITAL
BUSINESS PARK
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ADDITIONAL PMA & FP IMPACTS EXHIBIT

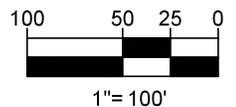
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NATIONAL CAPITAL
 BUSINESS PARK

UPPER MARLBORO, MD 20774



National Capital Business Park

TCP2 Site-wide Woodland Conservation Justification

TCP2-026-2021-03 / SDP-2206

Prepared 2.22.2023

On behalf of the applicant, we are submitting a Tree Conservation Plan 2 (TCP2). The TCP2 proposes to meet the woodland conservation via a combination of both on-site woodland conservation as well as off-site preservation of connected woodlands in an approved woodland conservation bank. Per Section 25-122(c), other priority woodland conservation methods were evaluated for further on-site woodland conservation and were deemed not feasible (see below for details).

(A) On-site preservation of connected woodland and wildlife habitat areas using woodlands in good condition with limited amounts of invasive or exotic plants.

Per the approved Natural Resource Inventory (NRI-098-05-04), the existing forest stand contains a total of 186.15 acres of Primary Management Area (“PMA”) and includes approximately 12,084 linear feet of regulated streams and 82.93 acres of 100-year floodplain. The property is additionally subject to a timber harvest that has removed some of the previously-existing wooded areas over a portion of the site pursuant to a timber harvest permit (FH-145-21/21506-2021) and the remainder of the site remained largely wooded.

(B) On-site afforestation/reforestation of connected planting areas using transplanted native stock, relocated from the site or surrounding areas.

The subject property does not contain substantial native stock worthwhile to transfer and/or existing planting areas to connect to beyond the perimeter woodland conservation proposed due in part to the age and growth habit /form of the existing interior trees. The central portion of the site will be cleared to accommodate the industrial building program pads and for infrastructure. We are proposing woodland conservation (both preservation and reforestation) around the perimeter of the site as closely tied to the edge of the development parcels as feasible to maximize the perimeter woodland.

(C) On-site afforestation/reforestation of connected planting areas using native whip and seedling stock.

The subject property contains multiple existing planting areas to connect to, therefore it is worthwhile to install native whip and seedling stock as shown to provide proposed areas of afforestation/reforestation on-site that takes advantage of the contiguous woodland areas.

(D) On-site specimen, champion, and historic trees in good condition when the plan has been designed to ensure long-term survival.

The subject property does not contain any existing champion nor historic trees. Pursuant to the approved NRI noted above, there are 224 specimen trees identified in various conditions (32 listed in “good” condition). We have proposed to retain/preserve specimen trees to the extent practicable while allowing for the programmatic development of the project pursuant to the Code.

(E) On-site natural regeneration of connected areas in appropriate locations containing sufficient seed sources with appropriate protection mechanisms and long-term management.

This site is not suitable for natural regeneration. We have proposed multiple areas of afforestation/reforestation where appropriate instead that will provide a shorter timeline for the woodland area growth around the site edges and faster positive impact environmentally.

(F) Off-site afforestation/reforestation of connected planting areas using transplanted native stock, relocated from the site or surrounding areas, in an approved woodland conservation bank.

The subject property does not contain native stock worthwhile to transfer. We have utilized an off-site tree bank that contains suitable existing stock.

(G) Off-site afforestation/reforestation of connected planting areas using native whip and seedling stock in an approved woodland conservation bank.

We have selected an off-site tree bank that contains suitable existing woodland to meet this plans requirements.

(H) Off-site preservation of connected woodlands in an approved woodland conservation bank.

The current plan proposes to meet the woodland conservation requirements by purchasing off-site credits from an approved tree bank.

The preceding justification for the request to provide a combination of both on-site and off-site woodland conservation of connected woodlands in an approved woodland conservation bank and onsite includes the entirety of the property for the National Capital Business Park project.

Prepared by:

Christopher M. Rizzi, PLA

Bohler

Lenhart Traffic Consulting, Inc.
Transportation Planning & Traffic Engineering

Memorandum:

Date: October 13, 2022

TO: M-NCPPC
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

FROM: Mike Lenhart

RE: National Capital Business Park: SDP-1603-03 (Parcel 11)
 SDP-2201 (Parcel 12)
 SDP-2202 (Parcels 1, 2, 10)
 SDP-2206 (Parcels 7, 8, 9)

The purpose of this memorandum is to provide a phasing plan for the referenced SDP's as required by Preliminary Plan 4-21056. Conditions 9 and 10 state are listed as follows and each of these require a phasing plan as detailed below. It should be noted that a phasing memo was submitted for SDP-1603-02 for Parcel 6, and this phasing memo is an update to the initial phasing memo to incorporate the referenced SDP's.

Conditions 9 & 10

9. The applicant shall submit a phasing plan (with adequate justification) as part of the first specific design plan for a building, to show the phasing of the following transportation improvements to the development of the site. A determination shall be made at that time as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency.
- a. US 301 (Robert Crain Highway) at Leeland Road
 - (1) Provide three left turn lanes on the eastbound approach.
 - b. A signal warrant analysis and signalization of the intersection of Prince George's Boulevard and Queens Court-Site Access with the following lane configuration:
 - (1) A shared through and left and a shared through and right lane on the eastbound approach.
 - (2) A shared through and left and a shared through and right lane on the westbound approach.
 - (3) A shared through and left on the northbound approach and a shared through and right lane on the southbound approach.

When the signal is deemed warranted, the applicant shall construct the signal and associated improvements to the requirements and schedule directed by the operating agency.

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

10. Prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), a fee of \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary.

In lieu of the fee payment listed in the preceding paragraph, prior to approval of a building permit for each phase of development, the applicant and the applicant's heirs, successors, and/or assignees shall provide improvements along US 301 (Robert Crain Highway), within the limits of US 301 that are covered by the Capital Improvement Program-funded improvements. The phasing of the of the US 301 improvements shall be submitted with each specific design plan application, prior to its acceptance, when this option is applied. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

Phasing Plan for Condition 9a (US 301 & Leeland Rd)

The approved Traffic Impact Study for Preliminary Plan 4-21056 included discussion about the phasing of the construction of the third left turn lane along eastbound Leeland Road at US 301. The intersection passes the adequate public facilities test in the background traffic conditions with the CIP improvements. A supplemental analysis labelled Appendix E to the February 11th, 2022 Traffic Impact Study has been attached to this memorandum for the purposes of conducting a sensitivity analysis at US 301 & Leeland Road. It was determined that the high-cube fulfillment center warehouse (SDP-1603-02 on Parcel 6) can develop in its entirety (total of 3,412,580 sq ft with 650,780 sq ft of ground floor area) plus up to an additional 1,600,000 square feet of general warehouse on the remaining parcels. Prior to the issuance of a building permit which results in a floor area in excess of the high-cube fulfillment center (3,412,580 square feet) plus an additional 1,600,000 square feet of general warehouse, the applicant shall bond and permit an additional eastbound left-turn lane at US 301 and Leeland Road. Based on this information, the applicant shall bond and permit the third left-turn lane from Leeland Road to northbound US 301 prior to any building permit that results in a cumulative square footage in excess of 5,012,580 square feet. The attached trip generation exhibit includes a total summation of the SDP's currently proposed and the total square footage combined is 4,736,032 square feet. Since none of these SDP's results in the square footage exceeding 5,012,580 sq ft, the improvements at US 301 & Leeland Road are not warranted at this time.

Phasing Plan for Condition 9b (Prince George's Blvd & Queens Ct)

The applicant is in the process of designing and permitting the lane use as described in Conditions 9b (1), (2), and (3). A traffic signal warrant analysis has been submitted to DPIE and has been approved. The traffic signal design plans will proceed under a separate street construction permit with DPIE, and the signal will be installed at a time as directed by DPIE. The physical road improvements as identified will be completed prior to opening of any uses on this site, but the intersection will not meet signal warrants until at least one of the uses is operational and generating traffic. Based on discussions with DPIE, it is anticipated that the signal will be completed and operational prior to the opening of the high-cube fulfillment center, or as otherwise directed by DPIE, the operating agency.

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Phasing Plan for Condition 10 (US 301 Improvements)

The applicant has submitted the initial concept plans to SHA and obtained approval of the concept improvements along US 301. Kimley Horn and Lenhart Traffic are coordinating the preparation of the design plans for the improvements along US 301 as follows:

1. Condition 10 requires a fee of \$0.92 per square foot inflated from the 2nd quarter of 1989. For purposes of calculating the inflation, we have utilized the CPI Inflation Calculator that is required by M-NCPPC in calculating the inflation factor for the Bike and Ped Impact Fees. The inflation calculator specifies that \$0.92 in June of 1989 has the same buying power as \$2.20 in August of 2022 (the most recent available data). The cumulative square footage for all referenced SDP's is 4,736,032 square feet, therefore the CIP would be \$4,357,032 in 1989 dollars and \$10,419,270 in 2022 dollars.
2. As noted in Condition 10, in lieu of the fee payment, the applicant shall provide improvements along US 301 and the phasing of these improvements would be submitted with each SDP. NCBP Property LLC is the master developer and proposes the following improvements along US 301.
 - a. US 301 Improvements Currently in Design and Permitting Process with SHA:
 - i. Construct a third northbound lane along US 301 beginning approximately 1,800 feet north of Leeland Road where the current third lane transitions back to two through lanes. The third northbound through lane would continue along US 301 through Queens Court and Trade Zone Avenue, and would terminate in the vicinity of Queen Anne Bridge Road. The total distance of the new third northbound through lane is approximately 7,800 feet (1.5 miles).
 - ii. Construct a new median break at US 301 and Queens Court. This includes the installation of a traffic signal and double left turn lanes from northbound US 301 onto Queens Court and from Queens Court onto northbound US 301. SHA has approved the traffic signal and concurs that a signal is warranted at full buildout, but they have indicated that the signal may not be installed until the intersection is built and an actual traffic count can verify when the warrants are met and when the signal may be implemented. There are many other users in Collington Center and we will continue to work with SHA in an effort to get the signal constructed and operational consistent with the opening of the US 301 & Queens Court intersection but ultimately SHA has regulatory authority on when the signal should be installed.
 - iii. The current schedule for design and permitting of the US 301 improvements is estimated to have a permit issuance in the Spring of 2023. The construction of the new intersection at US 301 & Queens Court is expected to be a high priority and is estimated to be substantially completed in 2023 with the third through lane being completed shortly thereafter.
 - iv. Detailed design plans are not yet completed; however, a preliminary estimate indicates that this set of improvements are approximately \$10 million. This cost estimate is preliminary and will be refined as the design plans continue to develop.
 - b. The scope of the US 301 improvements are consistent with the estimated US 301 CIP fee for these SDPs.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike

Trip Generation Rates

Warehousing (0.3 FAR, Prince Georges County Rates)

Morning Trips = 0.40 x ksf
 Evening Trips = 0.40 x ksf

High-Cube Fulfillment Center Warehouse - Sortable (ksf, ITE-155)

Morning Trips = 0.87 x ksf
 Evening Trips = 1.2 x ksf

Trip Distribution (In/Out)

80/20
 20/80

Trip Distribution (In/Out)

81/19
 39/61

Square Footages and Resulting Trip Generation for Site

				CIP Fee	
				1989 Dollars	2022 Dollars ³
SDP-2206	Parcels 7, 8, 9	358,400	sq ft	\$329,728	\$788,480
SDP-2201	Parcel 12	168,480	sq ft	\$155,002	\$370,656
SDP-2202	Parcels 1, 2, 10	495,180	sq ft (311,040 sf & 184,140 sf)	\$455,566	\$1,089,396
SDP-1603-03	Parcel 11	301,392	sq ft	\$277,281	\$663,062
SDP-1603-02	Parcel 6	3,412,580	sq ft (650,780 sq ft Ground Floor Area)	\$3,139,574	\$7,507,676
Total:				4,736,032	\$4,357,149 \$10,419,270

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Warehousing (County Rates for Parcels 1, 2, 10, 7, 8, 9, 11, 12)	1,323,452 square feet	423	106	529	106	423	529
	650,780 permanent ground floor square footage ²	458	108	566	305	476	781
High-Cube Fulfillment Center Warehouse - Sortable (ksf, ITE-155) (Parcel 6)	User Provided Data	505	45	550	447	453	900
	Higher of ITE or User Provided Data	458	108	566	447	453	900
Total Trips for Proposed/Approved SDP's:		881	214	1095	553	876	1429
Trip Cap for National Capital Business Park:		1126	275	1401	614	1121	1735

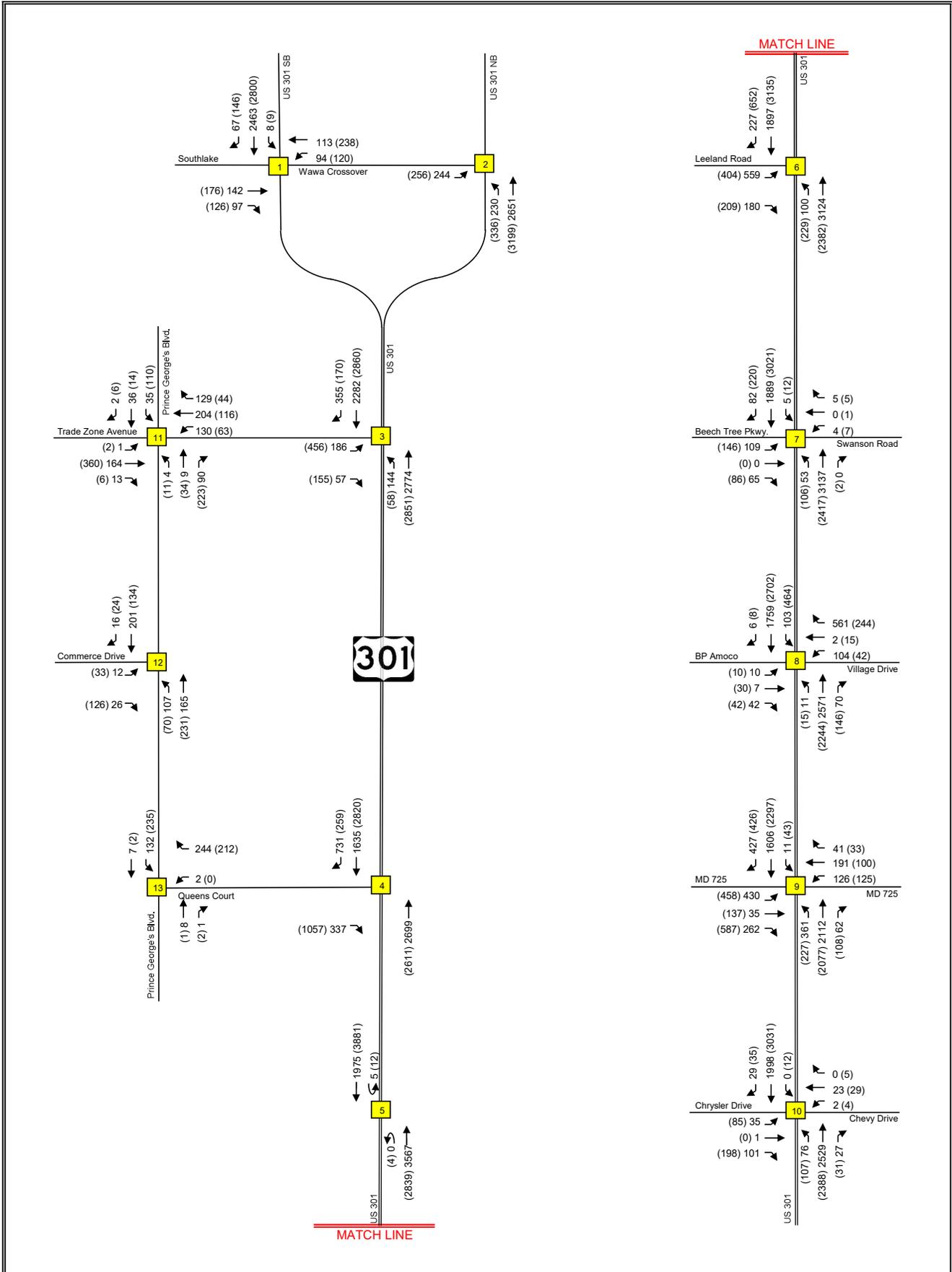
NOTES:

- Trip Generation rates obtained from Prince George's County Guidelines and the ITE Trip Generation Manual, 11th Edition.
- Based on the description of High-Cube Fulfillment Center Warehouse (ITE-155) included in the ITE Trip Generation Manual, 11th Edition, "A high-cube warehouse may contain a mezzanine. In a High Cube Warehouse setting, a mezzanine is a free-standing, semi-permanent structure that is commonly supported by structural steel columns and that is lined with racks or shelves. The gross floor area (GFA) values for the study sites in the database for this land use do NOT include the floor area of the mezzanine. The GFA values represent only the permanent ground-floor square footage." The sortable warehouse proposed as part of this development will have a 650,780 square foot ground-floor with 4 floors of mezzanine / storage above. Therefore, based on the description provided by ITE, the 650,780 square foot ground-floor has been utilized to estimate the number of trips generated by the overall 3,412,580 SF sortable warehouse as shown in Table 1. This was also compared to user provided traffic estimates and the higher value was utilized in this study.
- Inflation factor obtained from US Bureau of Labor Statistics indicated \$0.92 per sq ft in June of 1989 is inflated to \$2.20 per sq ft in August of 2022 (Most recent data). Final fee will be confirmed by DPW&T prior to issuance of building permits.

Traffic Impact Analysis	Trip Generation and CIP Estimates for SDP's	Exhibit 1
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Appendix E

Sensitivity Analysis at
US 301 and Leeland Road



Traffic Impact Analysis

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**Background (2028) Peak Hour Volumes
 with Diversions**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Appendix
 E1**

Trip Generation Rates

<p>Warehousing (0.3 FAR, Prince Georges County Rates) Morning Trips = 0.40 x ksf Evening Trips = 0.40 x ksf</p> <p>High-Cube Fulfillment Center Warehouse - Sortable (ksf, ITE-155) Morning Trips = 0.87 x ksf Evening Trips = 1.2 x ksf</p>	<p><u>Trip Distribution (In/Out)</u> 80/20 20/80</p> <p><u>Trip Distribution (In/Out)</u> 81/19 39/61</p>
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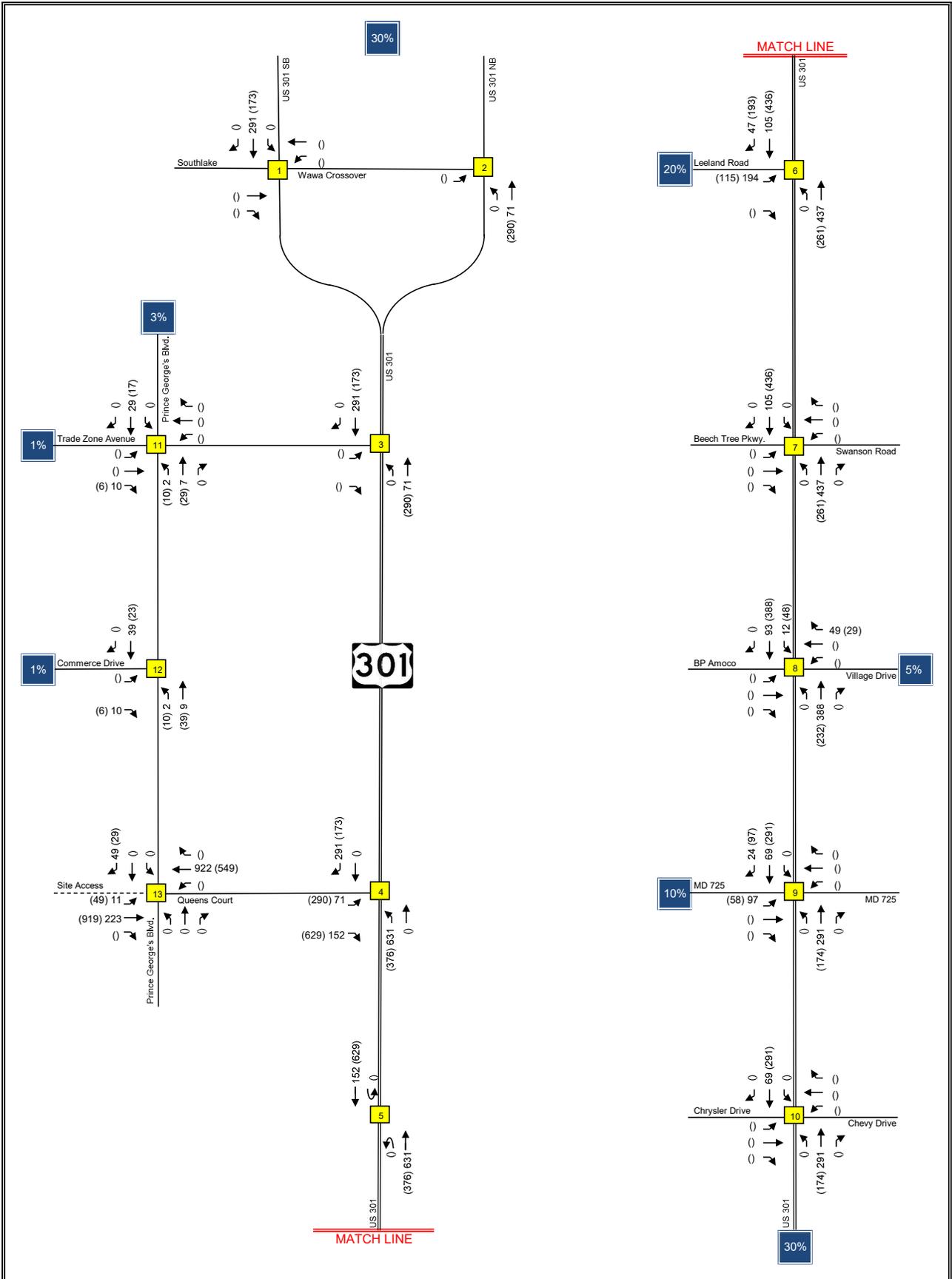
Trip Generation for Site

		AM Peak			PM Peak			
		In	Out	Total	In	Out	Total	
Warehousing (0.3 FAR, Prince Georges County Rates)	1,600,000 square feet	512	128	640	128	512	640	
	650,780 permanent ground floor square footage	458	108	566	305	476	781	<<See Note 2
High-Cube Fulfillment Center Warehouse - Sortable (ksf, ITE-155)	User Provided Data	505	45	550	447	453	900	
	Higher of ITE or User Provided Data	458	108	566	447	453	900	
Totals:		970	236	1206	575	965	1540	

NOTES:

1. Trip Generation rates obtained from Prince George's County Guidelines and the ITE Trip Generation Manual, 11th Edition.
2. Based on the description of High-Cube Fulfillment Center Warehouse (ITE-155) included in the ITE Trip Generation Manual, 11th Edition, "A high-cube warehouse may contain a mezzanine. In a High Cube Warehouse setting, a mezzanine is a free-standing, semi-permanent structure that is commonly supported by structural steel columns and that is lined with racks or shelves. The gross floor area (GFA) values for the study sites in the database for this land use do NOT include the floor area of the mezzanine. The GFA values represent only the permanent ground-floor square footage." The sortable warehouse proposed as part of this development will have a 650,780 square foot ground-floor with 4 floors of mezzanine / storage above. Therefore, based on the description provided by ITE, the 650,780 square foot ground-floor has been utilized to estimate the number of trips generated by the overall 3,412,580 SF sortable warehouse as shown in Table 1. This was also compared to user provided traffic estimates and the higher value was utilized in this study.

Traffic Impact Analysis	Trip Generation for Proposed Site	Appendix E2
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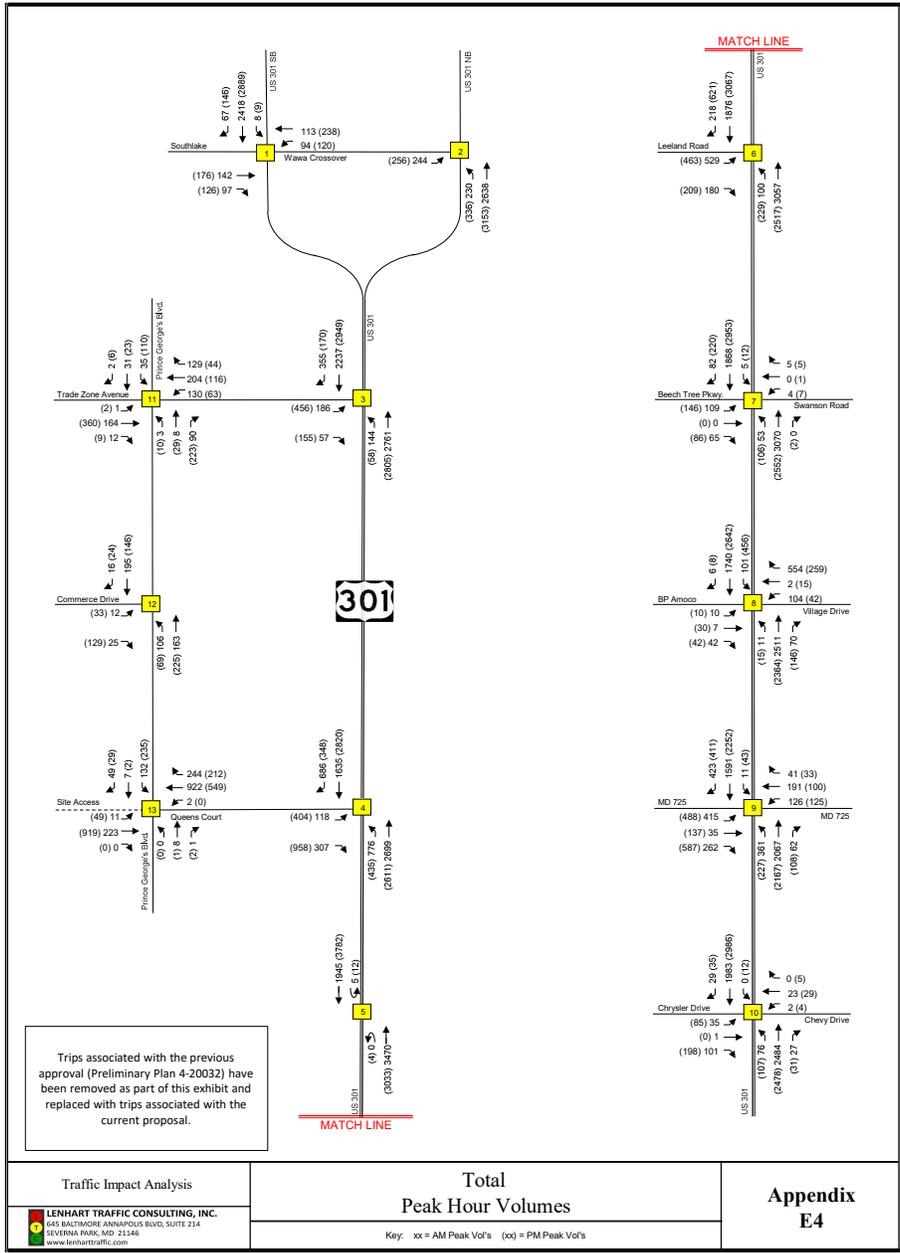
Traffic Impact Analysis

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Trip Assignment for Site

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Appendix E3



Traffic Impact Analysis

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Total Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

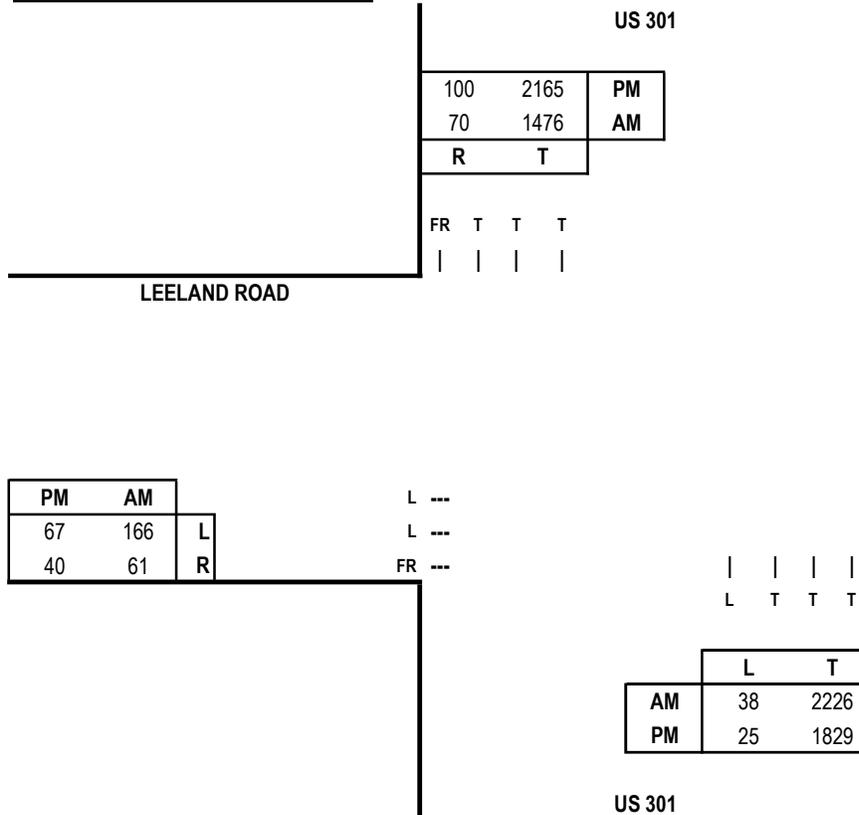
Appendix E4

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301
and: Leeland Road
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	166	0.60	100				100
NB	2226	0.37	824				824
SB	1476	0.37	546	38	1.00	38	
CLV TOTAL =							924
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	67	0.60	40				40
NB	1829	0.37	677				826
SB	2165	0.37	801	25	1.00	25	
CLV TOTAL =							866
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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US 301 &
Leeland Road
(Existing Traffic)

**Intersection
6**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

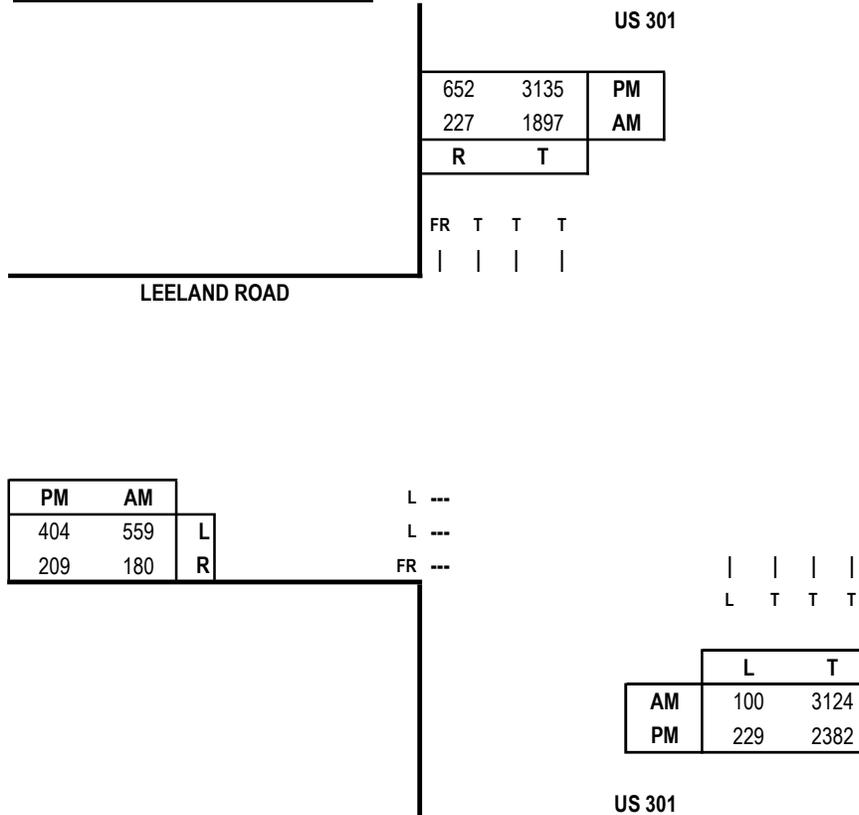
Intersection of: US 301

and: Leeland Road

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	559	0.60	335				335
NB	3124	0.37	1156				1156
SB	1897	0.37	702	100	1.00	100	
CLV TOTAL =							1491
Level of Service (LOS) =							E

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	404	0.60	242				242
NB	2382	0.37	881				1389
SB	3135	0.37	1160	229	1.00	229	
CLV TOTAL =							1631
Level of Service (LOS) =							F

Critical Lane Volume Analysis



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US 301 &
Leeland Road
(Background Traffic)

**Intersection
6**

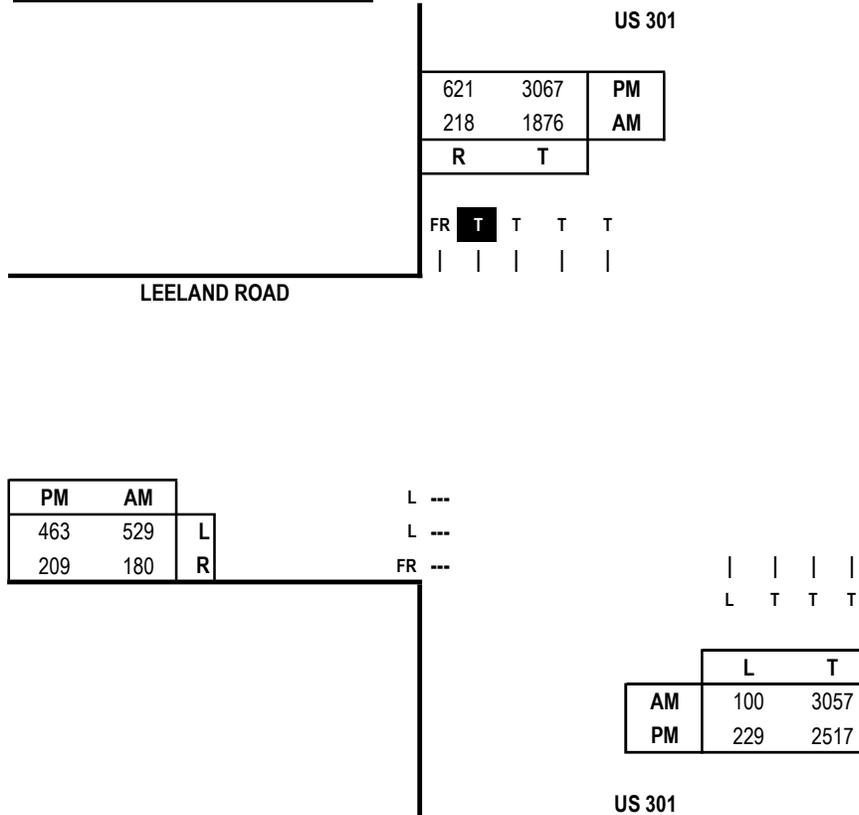
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301

and: Leeland Road

Conditions: Total Traffic with 1,600,000 sq ft of warehouse and Fully Built Fulfillment Center
AND CIP improvements

Lane Use + Traffic Volumes



As shown on this CLV, the Fulfillment Center AND up to 1,600,000 square feet of warehouse can be constructed prior to the construction of the additional eastbound left-turn lane.

Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	529	0.60	317				317
NB	3057	0.37	1131				1131
SB	1876	0.29	544	100	1.00	100	
CLV TOTAL =							1448
Level of Service (LOS) =							D

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	463	0.60	278				278
NB	2517	0.37	931				1118
SB	3067	0.29	889	229	1.00	229	
CLV TOTAL =							1396
Level of Service (LOS) =							D

Critical Lane Volume Analysis



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US 301 &
Leeland Road

**Intersection
6**

TRAFFIC IMPACT ANALYSIS

FOR

NATIONAL CAPITAL BUSINESS PARK

Prepared for:

Manekin, LLC

Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

February 11, 2022



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Section 1 Introduction

1.1 Project Description

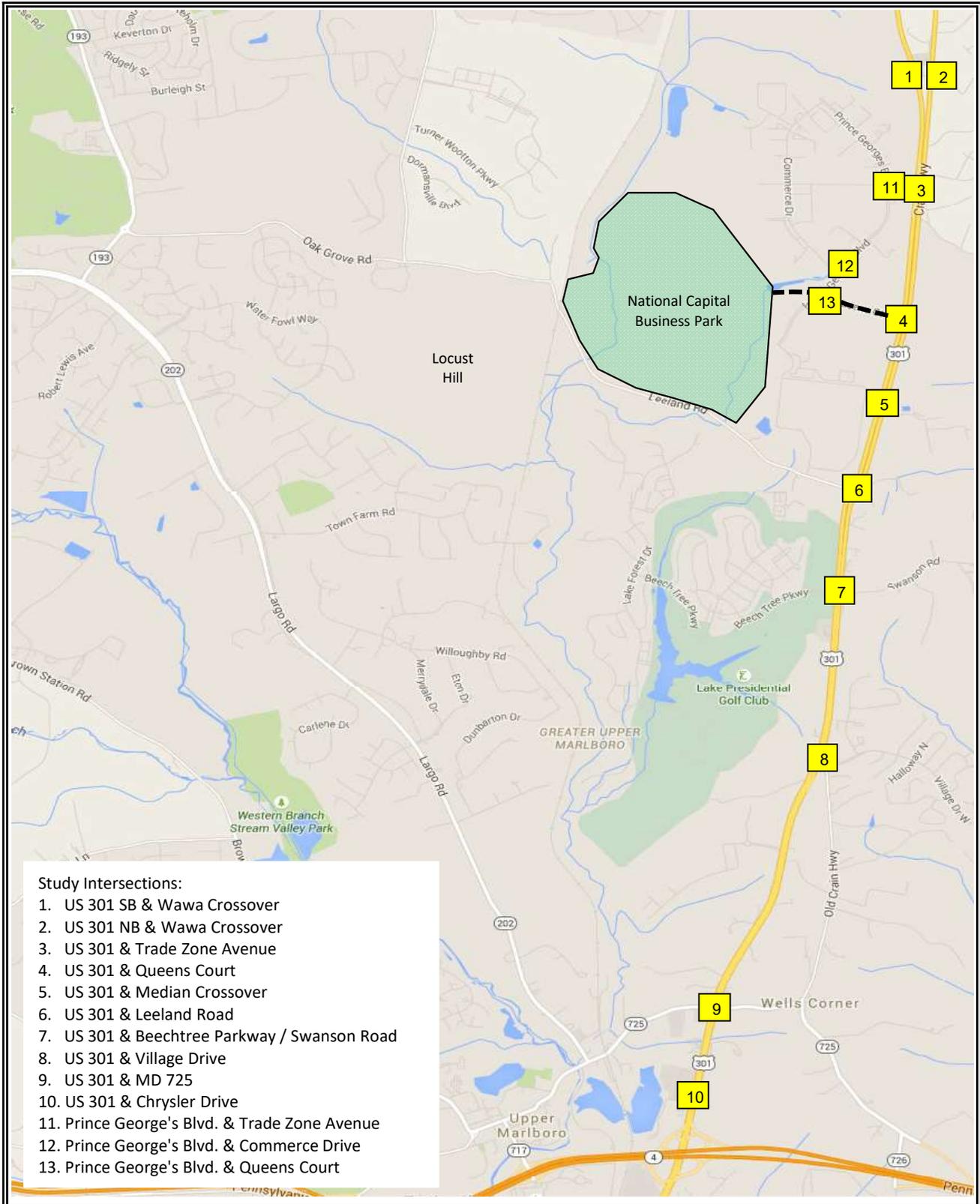
This Traffic Impact Analysis (TIA) has been prepared for the Preliminary Plan of Subdivision for the proposed National Capital Business Park to be located along the north side of Leeland Road just west of US 301 as shown on **Exhibit 1**. The development will consist of 2,087,420 square feet of general warehouse and a sortable high-cube fulfillment center warehouse with 650,780 square feet of permanent ground floor storage area. Overall, the warehouse and fulfillment center could have up to a total of 5.5 MSF including mezzanine and non-ground floor areas associated with the fulfillment center. The site will be accessed via the extension of Queens Court through Collington Center along with the installation of a new traffic signal on US 301 at Queens Court, which has been previously approved by MDOT SHA.

It should be noted that the National Capital Business Park property has a prior approval for 3.5 MSF of warehouse with a trip cap of 1,400 AM peak hour trips and 1,400 PM peak hour trips per Resolution 2021-112 for Preliminary Plan 4-20032.

1.2 Scope of Study

A Scoping Agreement and Transportation Submittal Checklist was submitted to MNCPPC for review and approval, and signed copies are included in Appendix A.

M-NCPPC Guidelines require signalized intersections to be evaluated using the Critical Lane Volume (CLV) methodology. All intersections operating at a LOS “D” or better ($<1,450$ CLV) are considered adequate. Unsignalized intersections are to be evaluated using a three-tier approach. The first tier involves the Highway Capacity Software (HCS) unsignalized methodology. All intersections operating with less than 50 seconds of delay per vehicle for the minor street movements are considered adequate. If a movement exceeds 50 seconds of delay, then a second-tier analysis is required including a consideration of the volume of traffic on the minor street approach. If the minor street volumes are less than 100 vehicles per hour, then the intersection is considered adequate. If the delays exceed 50 seconds per vehicle and there are more than 100 vehicles per hour, then a third-tier analysis is conducted and if the CLV of the unsignalized intersection is 1,150 or better the intersection is deemed adequate.



Traffic Impact Analysis

Site Location
Map

**Exhibit
1**



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Section 2 Existing Conditions

2.1 Description of Road Network

The key road in the study area is US 301, which is identified as a future freeway (F-10). US 301 currently has four to six through lanes (two to three in each direction).

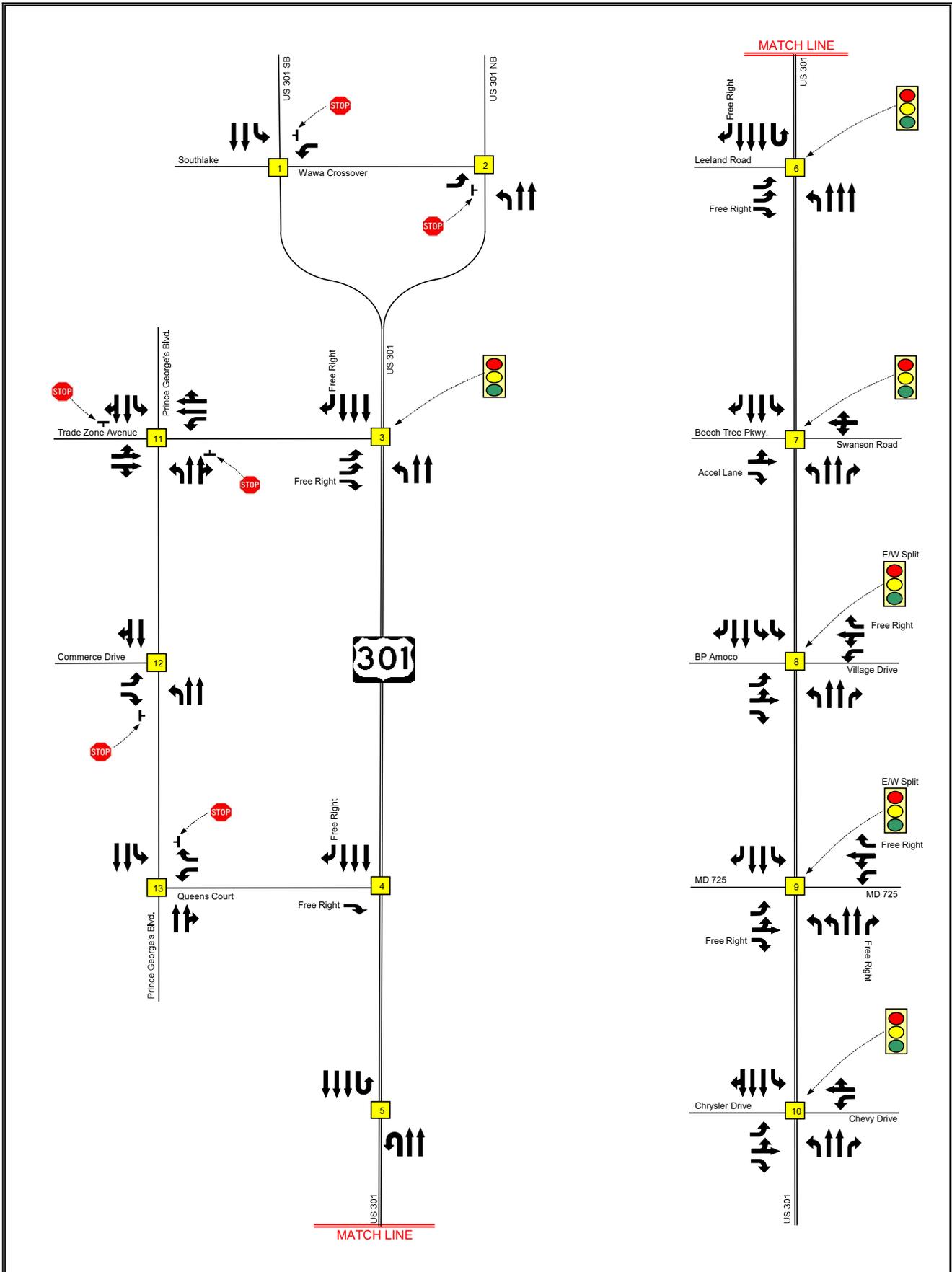
2.2 Existing Lane Configurations

The Existing Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

2.3 Existing Traffic Counts

Turning movement counts were conducted on Wednesday, November 10, 2021, and on Tuesday, December 14, 2021. The results are shown on **Exhibit 3**. The volumes shown on Exhibit 3 represent the existing volumes for the purposes of this study.

Per M-NCPPC Guidelines, the study intersections were evaluated using the HCM or CLV methodologies and the results are shown on Exhibit 12. The relevant HCM and CLV worksheets for Existing Conditions are included in Appendix B.



<p>Traffic Impact Analysis</p> <p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Existing Lane Use & Traffic Control Devices</p>	<p>Exhibit 2</p>
--	--	----------------------

Section 3 Background Conditions

3.1 Annual Growth

A six-year study period has been applied as directed by the Guidelines. Per the approved scoping agreement, a 1.1% annual growth rate has been utilized. Based on the Guidelines and approved scoping agreement, the regional traffic growth has been evaluated and estimated at 1.1% per year for six (6) years. The base peak hour volumes are shown on **Exhibit 4**.

3.2 Approved Background Developments

The background developments were identified through PGAtlas and field verified. The location map, trip generation, and trip assignment for the background developments are contained in Appendix C of the report. The combined trips generated by the background developments are shown on **Exhibit 5**.

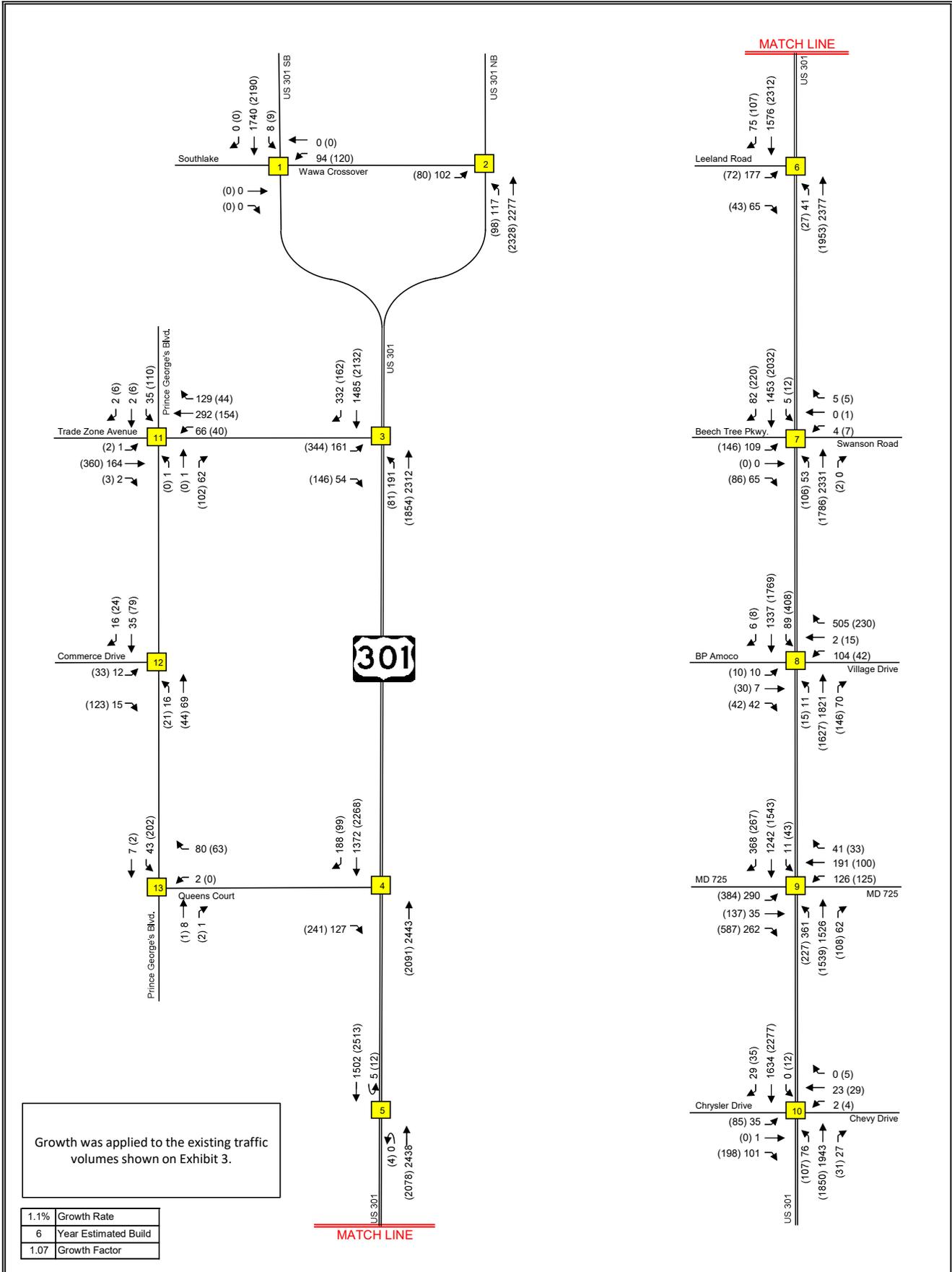
It should be noted that the previously approved 3.5 MSF of warehouse proposed as part of Preliminary Plan 4-20032 has been included under background conditions. Specifically, trips associated with this previous approval were taken directly from the approved Traffic Impact Study dated May 21, 2021 and are shown on Appendix C5.

3.3 Background Traffic Volumes

The background traffic volumes were developed by adding the base peak hour volumes with the combined trips generated by background developments. The resulting background peak hour volumes are shown on **Exhibit 6**.

As part of the previous approval for National Capital Business Park, a full-movement traffic signal was approved by MDOT SHA at the intersection of US 301 & Queens Court. With the construction of a signal at this location, diversions from the intersection of US 301 & Leeland Road to the new signal at US 301 & Queens Court are anticipated. The anticipated diversions are shown on **Exhibits 7a-b** and the resulting background volumes with anticipated diversions are shown on **Exhibit 8**.

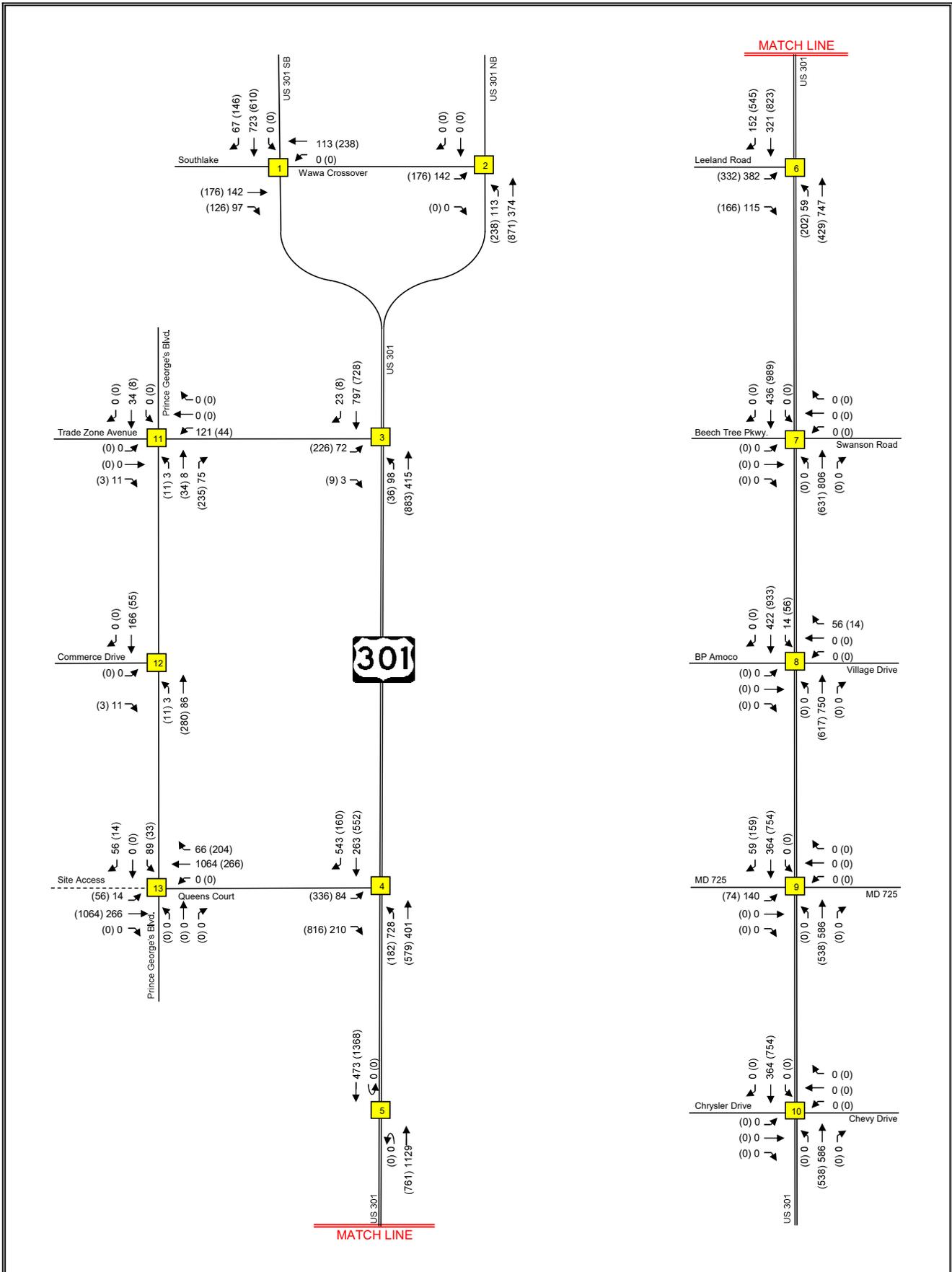
Per M-NCPPC Guidelines, the study intersections were evaluated using the HCM or CLV methodologies and the results are shown on Exhibit 12. The relevant HCM and CLV worksheets for Background Conditions are included in Appendix B.



Growth was applied to the existing traffic volumes shown on Exhibit 3.

1.1%	Growth Rate
6	Year Estimated Build
1.07	Growth Factor

Traffic Impact Analysis	Base (2028) Peak Hour Volumes	Exhibit 4
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



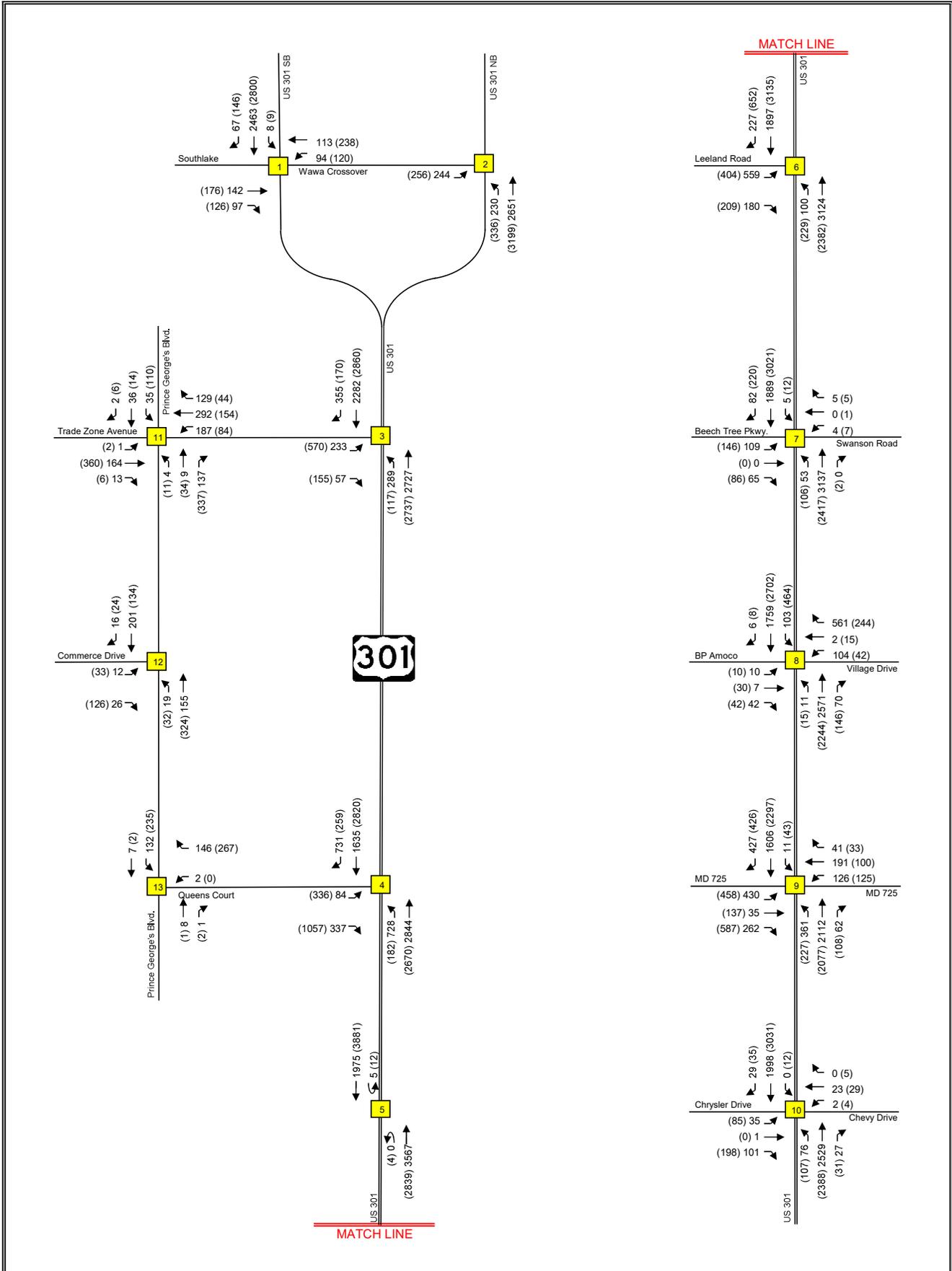
Traffic Impact Analysis

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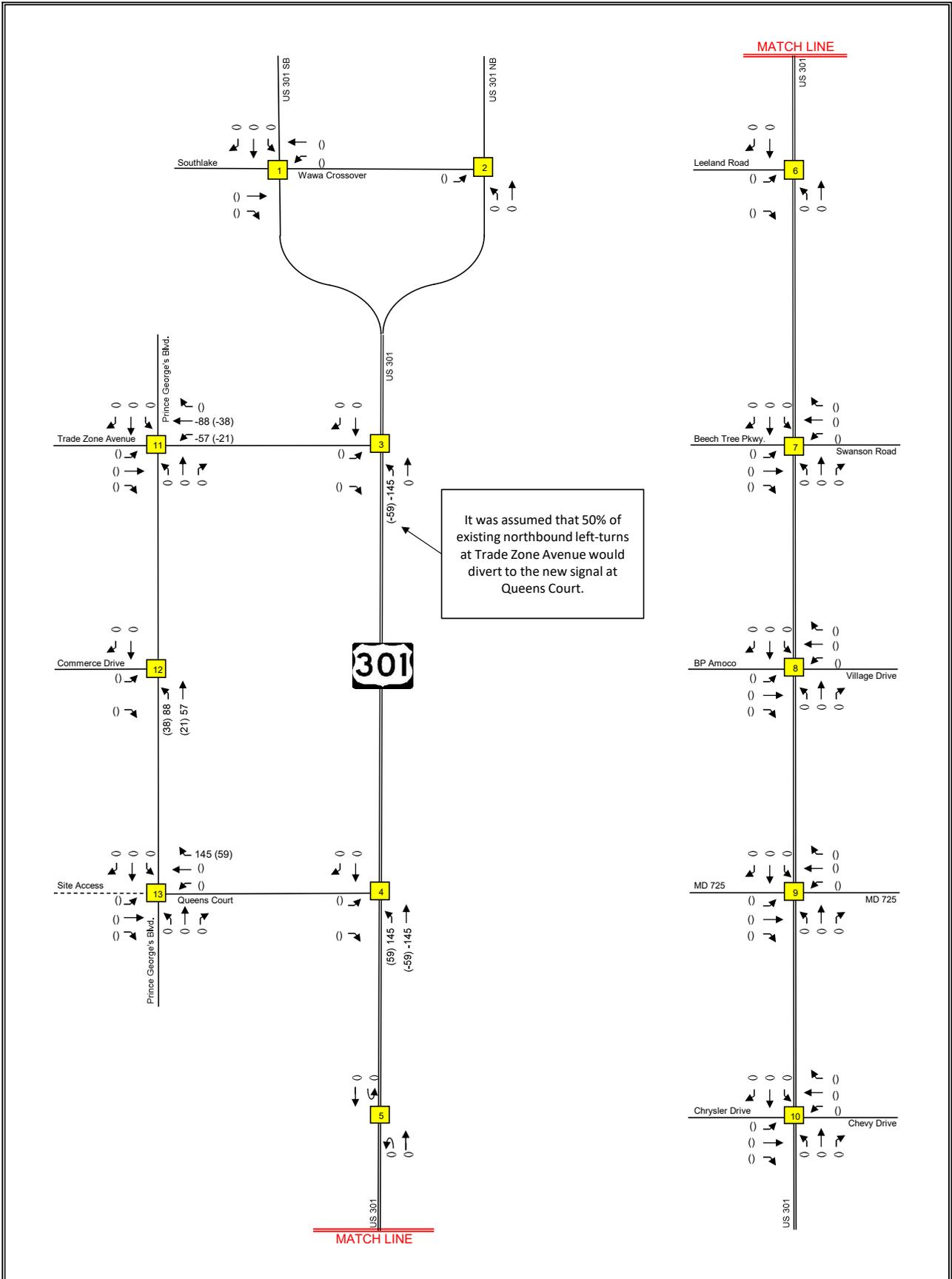
**Combined Trips Generated
 by Background Developments**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 5**



<p>Traffic Impact Analysis</p> <p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Background (2028) Peak Hour Volumes</p> <p>Key: xx = AM Peak Vol's (xx) = PM Peak Vol's</p>	<p>Exhibit 6</p>
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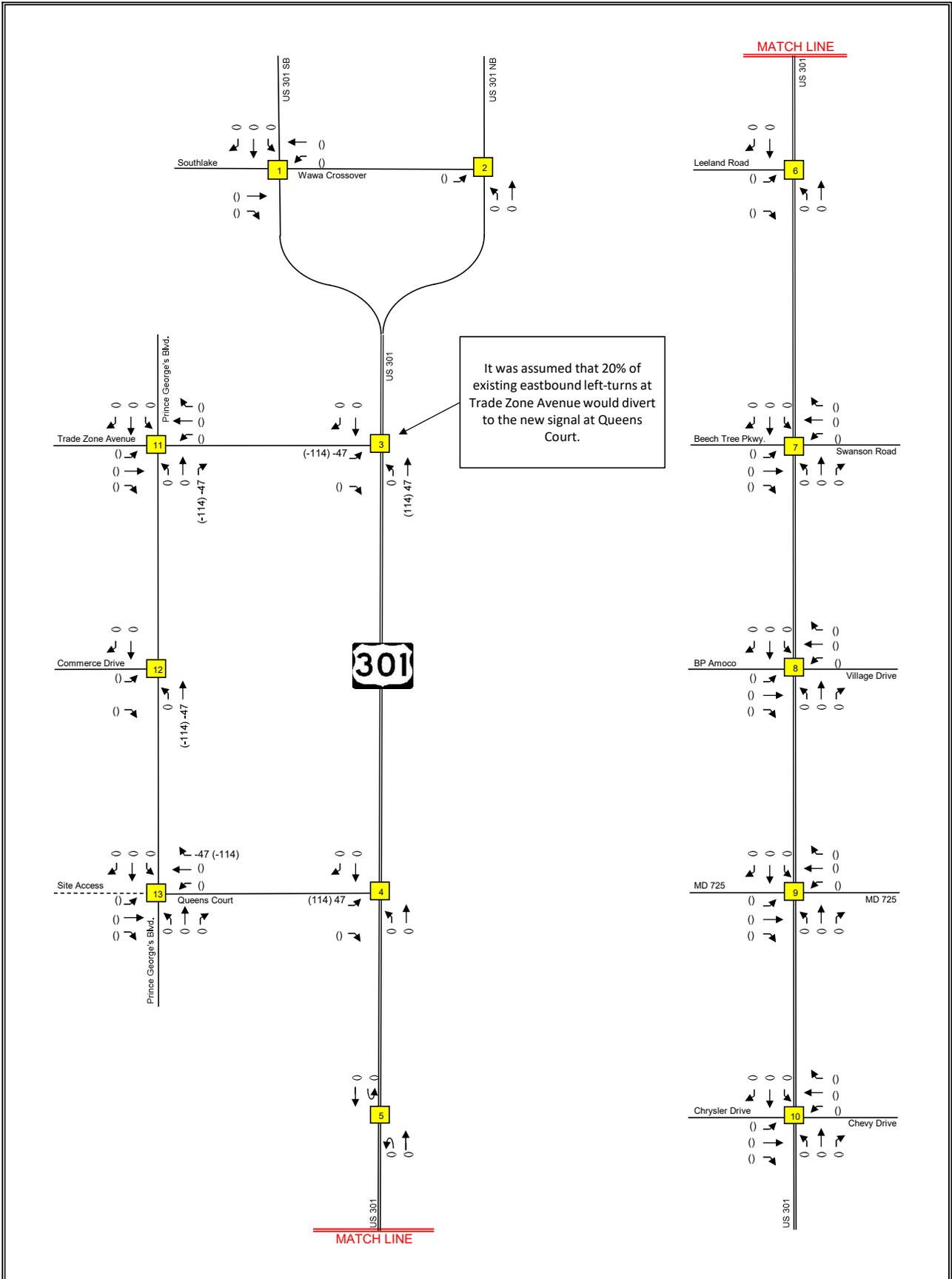
Traffic Impact Analysis

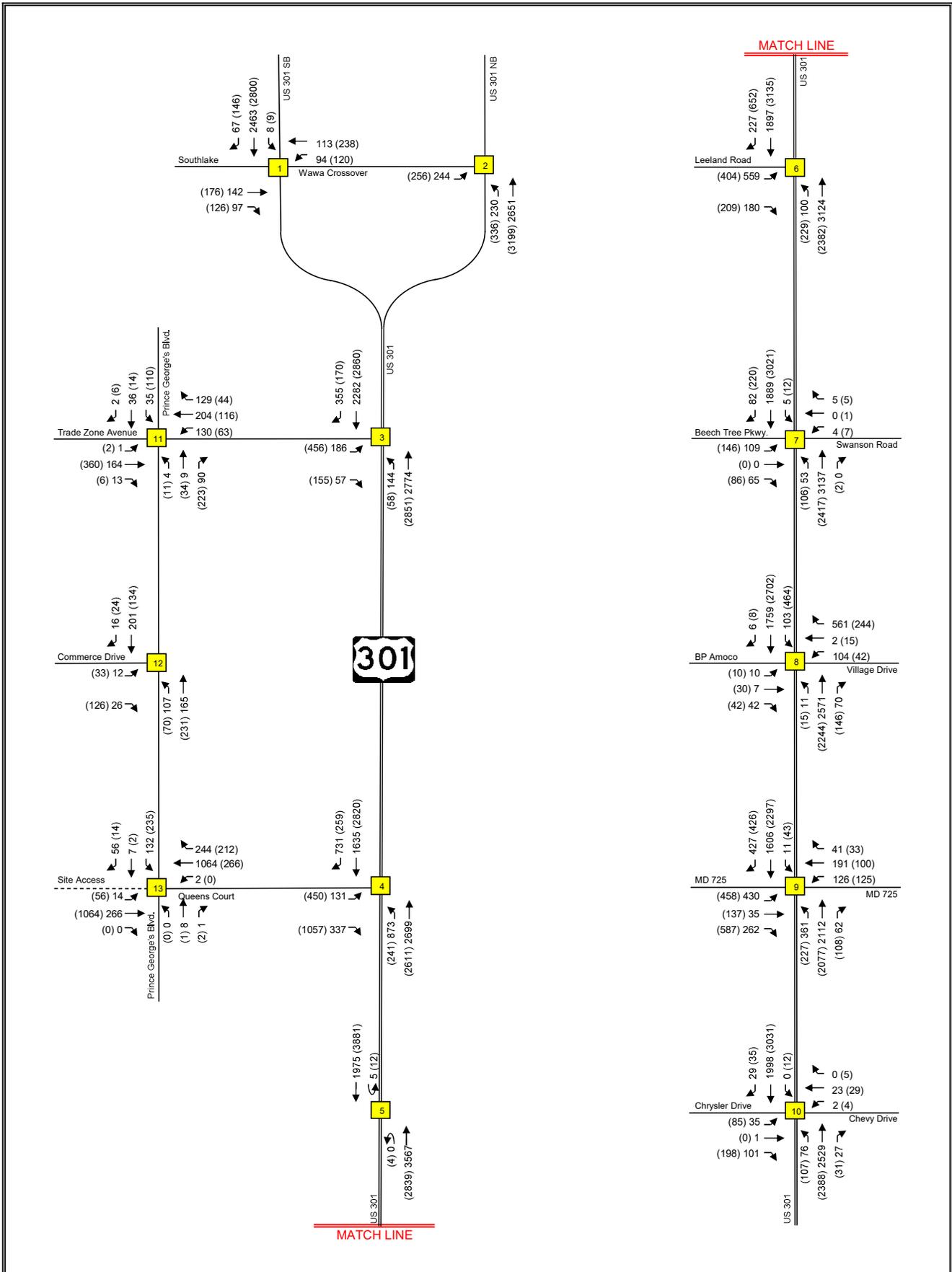
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Inbound Diversions as a Result of Signal at US 301 & Queens Court

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit 7a





Section 4 Projected Conditions

4.1 Site Trip Generation

The proposed National Capital Business Park will consist of 2,087,420 square feet of general warehouse and a sortable high-cube fulfillment center warehouse with 650,780 square feet of permanent ground floor storage area. Based on the description of High-Cube Fulfillment Center Warehouse (ITE-155) included in the ITE Trip Generation Manual, 11th Edition, "A high-cube warehouse may contain a mezzanine. In a High Cube Warehouse setting, a mezzanine is a free-standing, semi-permanent structure that is commonly supported by structural steel columns and that is lined with racks or shelves. The gross floor area (GFA) values for the study sites in the database for this land use do NOT include the floor area of the mezzanine and/or non-ground floor square footage. The GFA values represent only the permanent ground-floor square footage." The sortable warehouse proposed as part of this development will have a 650,780 square foot ground-floor with 4 floors of mezzanine / storage above. Therefore, based on the description provided by ITE, the 650,780 square foot ground-floor has been utilized to estimate the number of trips generated by the overall 3,412,580 SF sortable warehouse. This was also compared to user provided traffic estimates and the higher value was utilized in this study. In total, the National Capital Business Park will have a maximum of 5.5 MSF.

The trip generation for the business park is detailed on **Exhibit 9**.

4.2 Site Trip Distribution & Trip Assignment

As part of the previous approval for National Capital Business Park, a full-movement traffic signal was approved by MDOT SHA at the intersection of US 301 & Queens Court. Given that the current proposal generates more trips than what was previously approved, a signal at the intersection of US 301 & Queens Court will only further be warranted.

The trip assignment for the proposed National Capital Business Park is shown on **Exhibit 9** and incorporates the approved signal at the intersection of US 301 & Queens Court. It should be noted that the trip assignment percentages were approved as part of the scoping process.

4.3 Total Traffic Volumes

The background traffic volumes with diversions shown on Exhibit 8 were

combined with the trip assignments shown on Exhibit 10 to obtain the total peak hour volumes as shown on **Exhibit 11**. It should be noted that trips associated with the previous approval (Preliminary Plan 4-20032) have been removed under total traffic conditions and replaced with trips associated with the current proposal.

Per M-NCPPC Guidelines, the study intersections were evaluated using the HCM or CLV methodologies and the results are shown on Exhibit 12. The relevant HCM and CLV worksheets for Total Conditions are included in Appendix B.

4.4 Projected Level of Service

The results of the analysis indicate that several study intersections along US 301 will exceed the LOS D threshold based on the existing intersection configurations. The applicant proffers payment into the CIP project and construction of improvements as discussed herein.

The Approved Capital Improvement Program and Budget (CIP) contains Project #4.66.0047 (US 301 Improvements). The US 301 Improvement CIP was first added to the Capital Program in FY 1990. The US 301 Improvements project is a developer funded project fully contained within the current six year CIP program. The improvements involve the construction of a third through lane along north and southbound US 301 between MD 214 and MD 4. It should be noted that significant portions of the third through lane along US 301 have already been constructed by developers using the CIP project as a means of financing and construction. More specifically, southbound US 301 contains three through lanes beginning north of Trade Zone Avenue and ending south of Leeland Road (+/- 2 miles), and northbound US 301 contains three through lanes through the Leeland Road intersection (+/- 0.66 miles). Furthermore, the three southbound through lanes are bonded and permitted to be continued further north of Trade Zone Avenue to the north of the Wawa crossover at the South Lake project (> 0.5 miles).

Based on the *Prince George's County Proposed Capital Improvement Program & Budget for Fiscal Years 2022-2027*, the cost estimate for the entire US 301 CIP project is \$24,780,000 (in 1989 Dollars). As a result, the \$24,780,000 CIP fee has been used for the pro-rata calculations.

As part of this analysis, it was determined that an additional fourth southbound through lane will be needed at the intersections of US 301 & Queens Court and US 301 & Leeland Road. As stated previously, the cost estimate for the entire US 301 CIP project is \$24,780,000 however, this estimate only accounts for the construction of a third through lane along north and southbound US 301 between

MD 214 and MD 4 and does not account for an additional fourth southbound through lane at the intersections of Queens Court and Leeland Road. Therefore, the cost of the fourth southbound through lane at these locations has been evaluated and estimated to cost \$2,522,250 (in 1989 dollars) resulting in a total CIP cost of \$27,302,250 (in 1989 dollars). Detailed calculations showing the cost estimate for the additional fourth through lane are shown on Appendix D1.

With the proposed third through lane along US 301 between MD 214 and MD 4, and the additional fourth through lane at the intersections of US 301 & Queens Court and US 301 & Leeland Road, all intersections along US 301 operate at LOS “D” or better with the exception of the intersection at US 301 & Leeland Road, which is projected to exceed a LOS “D” under total traffic conditions with three northbound and four southbound through lanes along US 301. As a result, we have identified an additional minor intersection improvement that is being recommended at this intersection, and that improvement is an additional eastbound left turn lane.

As shown in Appendix D, the additional trips generated by the current proposal for the National Capital Business Park would utilize 5.6% (as an average of the AM and PM) of the capacity created by the US 301 project. The applicant proffers this pro-rata calculation as a CIP fee of \$1,516,622 (in 1989 dollars). Note that this is in addition to the \$3,517,354 (in 1989 dollars) as approved in Preliminary Plan 4-20032. This results in total CIP contribution by the applicant of \$5,033,976 for the overall development. It should be noted that this is in 1989 dollars and would be indexed up per inflation.

It is suggested that these funds be utilized to construct partial CIP improvements at intersections most impacted by the proposed site including the following:

- The construction of a third northbound through lane beginning north of Leeland Road where US 301 currently transitions from three to two lanes, and continuing northerly through Queens Court and the Trade Zone Avenue intersections. The third lane could be carried further north through the Wawa intersection if it is determined that the costs of said extension would not exceed the applicant’s pro-rated CIP fee.
- The construction of a full-movement signal at US 301 and Queens Court. The construction of the signal will include double-left turn lanes along northbound US 301 and eastbound Queens Court.

In addition to the improvements proposed above using the CIP fee, it is recommended that upon completion of the high-cube fulfillment center warehouse and prior to the issuance of any building permit resulting in greater than 1,600,000

square feet general warehouse, the applicant shall bond and permit an additional eastbound left-turn lane at US 301 and Leeland Road. This recommendation is a result of the sensitivity analysis conducted in Appendix E, which shows that with the development of the high-cube fulfillment center warehouse and 1,600,000 square feet general warehouse the intersection of US 301 and Leeland Road begins to operate below acceptable thresholds.

Trip Generation Rates

<p>Warehousing (0.3 FAR, Prince Georges County Rates) Morning Trips = 0.40 x ksf Evening Trips = 0.40 x ksf</p> <p>High-Cube Fulfillment Center Warehouse - Sortable (ksf, ITE-155) Morning Trips = 0.87 x ksf Evening Trips = 1.2 x ksf</p>	<p><u>Trip Distribution (In/Out)</u></p> <p>80/20 20/80</p> <p><u>Trip Distribution (In/Out)</u></p> <p>81/19 39/61</p>
--	---

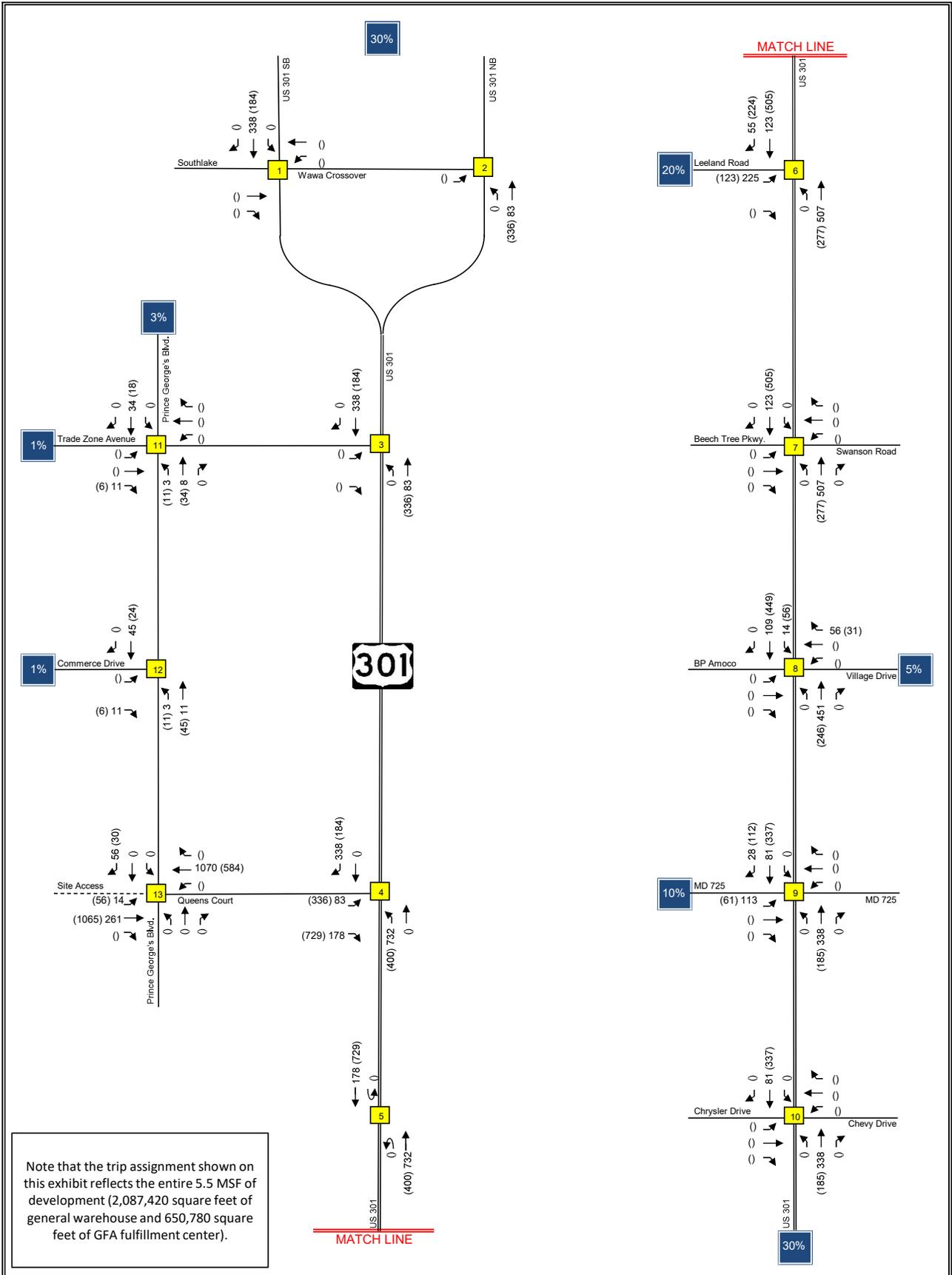
Trip Generation for Site

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Warehousing (0.3 FAR, Prince Georges County Rates)	2,087,420 square feet	668	167	835	167	668	835
High-Cube Fulfillment Center Warehouse - Sortable (ksf, ITE-155)	650,780 permanent ground floor square footage	458	108	566	305	476	781
	User Provided Data	505	45	550	447	453	900
	Higher of ITE or User Provided Data	458	108	566	447	453	900
Totals:		1126	275	1401	614	1121	1735

NOTES:

1. Trip Generation rates obtained from Prince George's County Guidelines and the ITE Trip Generation Manual, 11th Edition.
2. Based on the description of High-Cube Fulfillment Center Warehouse (ITE-155) included in the ITE Trip Generation Manual, 11th Edition, "A high-cube warehouse may contain a mezzanine. In a High Cube Warehouse setting, a mezzanine is a free-standing, semi-permanent structure that is commonly supported by structural steel columns and that is lined with racks or shelves. The gross floor area (GFA) values for the study sites in the database for this land use do NOT include the floor area of the mezzanine. The GFA values represent only the permanent ground-floor square footage." The sortable warehouse proposed as part of this development will have a 650,780 square foot ground-floor with 4 floors of mezzanine / storage above. Therefore, based on the description provided by ITE, the 650,780 square foot ground-floor has been utilized to estimate the number of trips generated by the overall 3,412,580 SF sortable warehouse as shown in Table 1. This was also compared to user provided traffic estimates and the higher value was utilized in this study.

Traffic Impact Analysis	Trip Generation for Proposed Site	Exhibit 9
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		



Note that the trip assignment shown on this exhibit reflects the entire 5.5 MSF of development (2,087,420 square feet of general warehouse and 650,780 square feet of GFA fulfillment center).

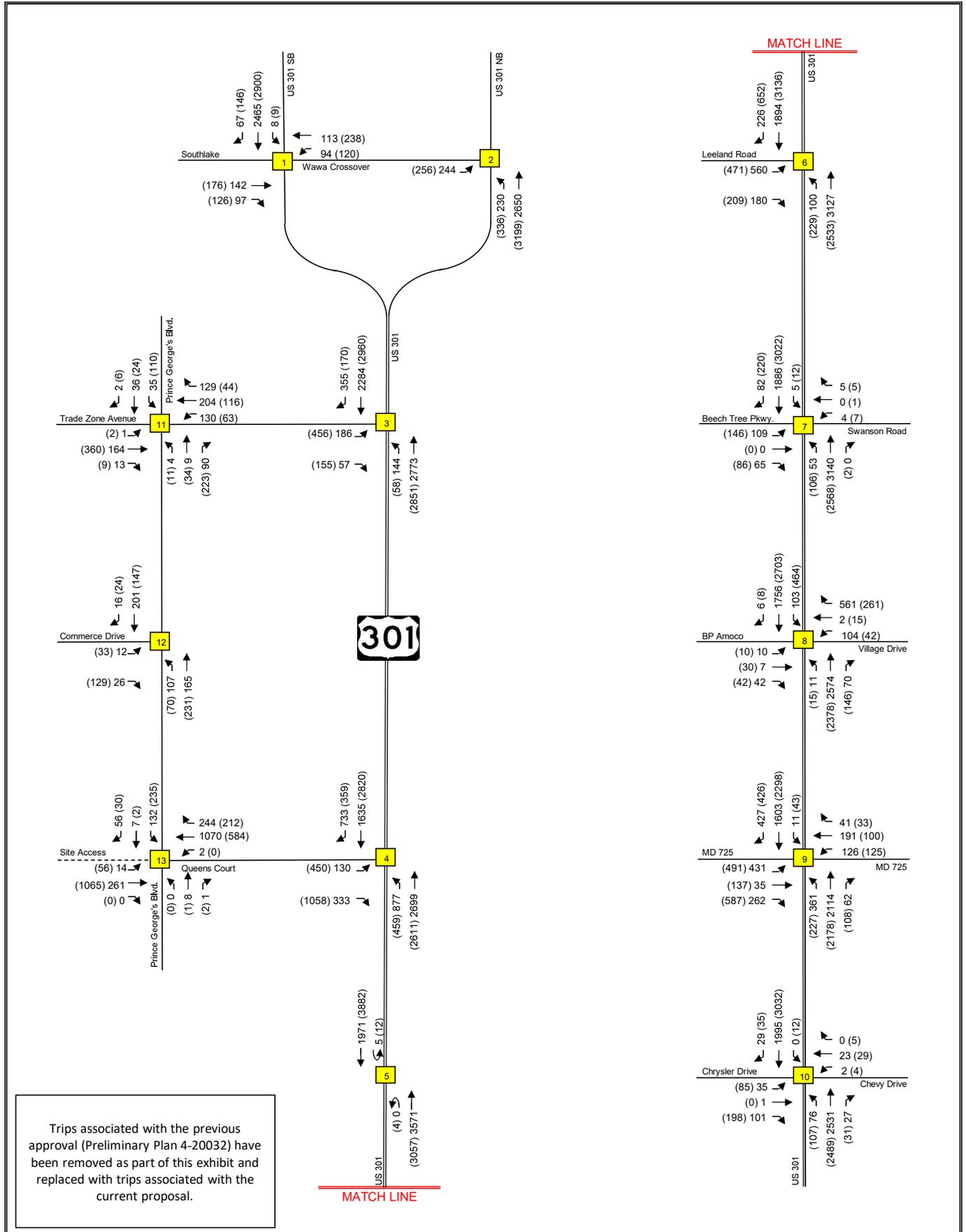
Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
 SEVERNA PARK, MD 21146
 www.lenharttraffic.com

**Trip Assignment
for 5.5 MSF of Development**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
10**



<p>Traffic Impact Analysis</p>	<p>Total Peak Hour Volumes</p>	<p>Exhibit 11</p>
<p>LENHART TRAFFIC CONSULTING, INC. 545 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Key: xx = AM Peak Vol's (xx) = PM Peak Vol's</p>	

Level-of-Service Results

Morning Peak Hour	Existing CLV	Background CLV	Total CLV No Improvements But with TS at Int 5	Total CLV with CIP Improvements	Total CLV with Additional Intersection Improvement
1). US 301 SB & Wawa Crossover (signalized in future)	A / 990	B / 1083	B / 1084	--	--
2). US 301 NB & Wawa Crossover (signalized in future)	C / 1275	F / 1604	F / 1604	B / 1127	--
3). US 301 & Trade Zone Avenue (signalized)	C / 1288	F / 1638	F / 1637	B / 1138	--
4). US 301 & Queens Court (signalized in future)	RIRO (0 Delay)	C / 1208	B / 1078	B / 1078	--
5). US 301 & Median Crossover (unsignalized)					--
<i>Tier 1: HCS Delay Test</i>	Cannot Model	Cannot Model	Cannot Model	Cannot Model	--
<i>Tier 2: Minor Street Volume Test</i>	< 100 veh.	< 100 veh.	< 100 veh.	< 100 veh.	--
6). US 301 & Leeland Road (signalized)	A / 924	E / 1491	E / 1493	E / 1493	D / 1409
7). US 301 & Beechtree Parkway / Swanson Road (signalized)	D / 1330	F / 1854	F / 1856	C / 1291	--
8). US 301 & Village Drive (signalized)	B / 1086	E / 1571	E / 1573	B / 1109	--
9). US 301 & MD 725 (signalized)	C / 1204	F / 1642	F / 1644	C / 1207	--
10). US 301 & Chrysler Drive (signalized)	B / 1045	D / 1435	D / 1436	A / 980	--
11). Prince George's Blvd. & Trade Zone Avenue (unsignalized)					
<i>Tier 1: HCS Delay Test</i>	15.0 sec.	16.7 sec.	16.7 sec.	--	--
12). Prince George's Blvd. & Commerce Drive (unsignalized)					
<i>Tier 1: HCS Delay Test</i>	9.5 sec.	12.2 sec.	12.2 sec.	--	--
13). Prince George's Blvd. & Queens Court (unsignalized)					
<i>Tier 1: HCS Delay Test</i>	9.5 sec.	199.4 sec.	202.1 sec.	--	--
<i>Tier 2: Minor Street Volume Test</i>	--	> 100 veh.	> 100 veh.	--	--
<i>Tier 3: CLV Test</i>	--	B / 1044	B / 1044	--	--
Evening Peak Hour	Existing CLV	Background CLV	Total CLV No Improvements But with TS at Int 5	Total CLV with CIP Improvements	Total CLV with Additional Intersection Improvement
1). US 301 SB & Wawa Crossover	C / 1248	C / 1253	C / 1290	--	--
2). US 301 NB & Wawa Crossover	C / 1279	F / 1913	F / 1913	D / 1338	--
3). US 301 & Trade Zone Avenue	C / 1161	F / 1842	F / 1842	D / 1427	--
4). US 301 & Queens Court	RIRO (0 Delay)	E / 1458	D / 1363	D / 1363	--
5). US 301 & Median Crossover (unsignalized)					--
<i>Tier 1: HCS Delay Test</i>	Cannot Model	Cannot Model	Cannot Model	Cannot Model	--
<i>Tier 2: Minor Street Volume Test</i>	< 100 veh.	< 100 veh.	< 100 veh.	< 100 veh.	--
6). US 301 & Leeland Road	A / 866	F / 1631	F / 1672	D / 1421	D / 1350
7). US 301 & Beechtree Parkway / Swanson Road	D / 1321	F / 1936	F / 1936	D / 1392	--
8). US 301 & Village Drive	B / 1144	E / 1573	F / 1647	C / 1219	--
9). US 301 & MD 725	D / 1343	F / 1891	F / 1912	D / 1446	--
10). US 301 & Chrysler Drive	B / 1063	D / 1410	E / 1466	D / 1327	--
11). Prince George's Blvd. & Trade Zone Avenue					
<i>Tier 1: HCS Delay Test</i>	15.1 sec.	20.4 sec.	20.4 sec.	--	--
12). Prince George's Blvd. & Commerce Drive					
<i>Tier 1: HCS Delay Test</i>	9.8 sec.	11.6 sec.	11.7 sec.	--	--
13). Prince George's Blvd. & Queens Court					
<i>Tier 1: HCS Delay Test</i>	12.5 sec.	249.9 sec.	256.6 sec.	--	--
<i>Tier 2: Minor Street Volume Test</i>	--	> 100 veh.	> 100 veh.	--	--
<i>Tier 3: CLV Test</i>	--	B / 1147	D / 1353	--	--

NOTES:

1. MNCPPC and MD SHA Guidelines are LOS "D" or better for signalized intersections using CLV methodology.
2. MNCPPC has a three tier test for unsignalized intersections.
 - a). Delay less than 50 seconds per vehicle, then passes APFO, otherwise go to step 2.
 - b). Minor street volumes less than 100 vph, then passes APFO, otherwise go to step 3.
 - c). CLV less than 1,150, then passes APFO. If not, then conduct signal warrant analysis or provide turn lanes to yield CLV < 1,150.

Traffic Impact Analysis	Results of Level-of-Service Analyses	Exhibit 12
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Section 5 Conclusions / Recommendations

5.1 Results of Analysis

This Traffic Impact Analysis (TIA) has been prepared for the Preliminary Plan of Subdivision for the proposed National Capital Business Park to be located along the north side of Leeland Road just west of US 301 as shown on **Exhibit 1**. The development will consist of 2,087,420 square feet of general warehouse and a sortable high-cube fulfillment center warehouse with 650,780 square feet of permanent ground floor storage area. Overall, the warehouse and fulfillment center could have up to a total of 5.5 MSF including mezzanine and non-ground floor areas. The site will be accessed via the extension of Queens Court through Collington Center along with the installation of a new traffic signal on US 301 at Queens Court, which has been previously approved by MDOT SHA.

It should be noted that the National Capital Business Park property has a prior approval for 3.5 MSF of warehouse with a trip cap of 1,400 AM peak hour trips and 1,400 PM peak hour trips per Resolution 2021-112 for Preliminary Plan 4-20032.

The results of the analysis indicate that several study intersections along US 301 will exceed the LOS D threshold based on the existing intersection configurations. The applicant proffers a pro-rata payment toward the approved US 301 Improvements CIP project, and physical construction of improvements as discussed herein. The physical improvements include the construction of a third through lane along northbound US 301 to the north of Leeland Road through Trade Zone Avenue. The improvements also include the construction of a new traffic signal along US 301 at Queens Court, which has previously been approved by MDOT SHA.

The following conditions of approval are recommended based on the analyses contained in this report:

1. The development within the subject property shall be limited to uses which generate no more than 1,401 AM and 1,735 PM peak hour trips.
2. The applicant shall pay a CIP fee to DPIE/DPWT an amount calculated as \$5,033,976 times (Engineering News Record (ENR) Construction Cost Index at time of payment) / (ENR Construction Cost Index for 2nd quarter 1989) as its share of costs for improvements to US 301 between MD 4 and MD 214. The CIP payment should be pro-rated per square foot and paid prior to the issuance of each building permit with a maximum of 5.5 MSF (including mezzanines and

non-ground floor space). In lieu of the payment of fees required above, and subject to approval by DPW&T and SHA, the applicant shall be required to construct a third northbound through lane on US 301 from a point just north of Leeland Road to a point north of Trade Zone Avenue. The total extent of the improvements would be determined by, and limited to, the applicant's pro-rata calculation of \$5,033,976 indexed to inflation from 1989 dollars. The applicant has proffered construction of a 3rd northbound through lane on US 301 at various locations in lieu of the pro-rata payment. If physical construction is provided in lieu of a pro-rata payment into the CIP, the physical construction should be built in phases based upon the pro-rata fee and funding generated from the issuance of each building permit. It is recommended that the actual CIP payment, funding, and construction schedules be determined as part of each Specific Design Plan submission.

3. Upon completion of the high-cube fulfillment center and prior to the issuance of any building permit resulting in greater than 1,600,000 square feet of general warehouse, the applicant shall bond and permit the following:
 - a. Third eastbound left turn lane from Leeland Road onto northbound US 301.
4. The applicant shall construct a full-movement signal at the intersection of US 301 & Queens Court. The construction of this signal would include a third northbound through lane on US 301, double left turn lane from northbound US 301 onto Queens Court and a double left turn lane from Queens Court onto northbound US 301, unless otherwise modified by SHA. The new signal at Queens Court provides benefits to the US 301 & Trade Zone intersection, which benefits the US 301 CIP project. Accordingly, the costs for this intersection improvement would also apply to the projects pro-rata CIP fee.

Based on the results and recommendations contained herein, the proposed project will satisfy the requirements of Prince George's County and should be approved.

Appendix A

Supplemental Information
Turning Movement Counts

Table 1: Traffic Impact Study Scoping Agreement

The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Transportation Planning Section, Countywide Planning Commission

This form must be completed prior to commencing a traffic impact study (TIS). The completed and signed scoping agreement should be submitted to the Transportation Planning Section (TPS) by the traffic consultant for concurrence and signature. TPS will return a signed copy with any comments to the traffic consultant for inclusion in the TIS. Failure to conduct the study in accordance with the guidelines and the signed scoping agreement may be grounds for rejection of the study, thereby necessitating an addendum or a new study prior to the start of staff review.

Project Name:	National Capital Business Park
Policy Tier (Developed, Developing, or Rural): Please note if in center or corridor:	Developing
Type of Application (see Table 3):	CDP & PPS
Project Location:	North Side of Leeland Road West of Prince George's Boulevard (Access via Prince George's Boulevard)
Traffic Consultant Name: Contact Number(s):	Mike Lenhart (P): 410.216.333 (F): 443.782.2288

Describe the Proposal Under Study: Residential—Number & Type of Units: Commercial—Amount & Type of Space: Other Uses and Quantity:	2,087,420 SF of Warehouse 650,780 permanent Ground Floor square footage of Sortable Logistics Warehouse		
Are pass-by trip rates in accordance with the guidelines? (circle one)	Yes	No <input checked="" type="radio"/> N/A	If No, please provide explanation on separate sheet.
Are there diverted trips? (circle one)	Yes	<input checked="" type="radio"/> No	If Yes, please provide explanation on separate sheet.
Will a TOD credit be used? (Section 4 of the Guidelines) (circle one)	Yes	<input checked="" type="radio"/> No	Note that all development in centers and corridors will be evaluated for TOD.
Will a transit facilities credit be used? (Section 5 of the Guidelines) (circle one)	Yes	<input checked="" type="radio"/> No	Need/nexus must be justified in study, and it must be supported by operating agency.
Will a bike/ped facilities credit be used? (Section 6 of the Guidelines) (circle one)	Yes	<input checked="" type="radio"/> No	Need/nexus must be justified in study, and it must be supported by operating agency.
Are additional trip reductions (internal trips, transit trips, etc.) proposed? (circle one)	Yes	<input checked="" type="radio"/> No	If Yes, please provide explanation on separate sheet. (Internal Trips)

Attach a map (or maps) showing the study area network with included intersections and links, estimated site trip distribution, and growth factors for through traffic.

SHA/DPW&T capital program improvements assumed:	US 301 CIP	
Other improvements assumed:	N/A	
Is Mitigation (Section 8 of the Guidelines) to be proffered? (circle one)	<input checked="" type="radio"/> Yes No *If Needed	Note the locational criteria in Section 8, and please note the clarifications regarding mitigation included in Section 3, Subsection E.
Is a cooperative funding arrangement (such as a SCRIP, PFFIP, or some other pro rata) to be used? (circle one) *Pro Rata Contribution into the US 301 CIP	<input checked="" type="radio"/> Yes No	If Yes, please provide explanation on separate sheet, and note limitations in Section 3, Subsection E.
Will summer counts be used? (circle one)	Yes <input checked="" type="radio"/> No	The use of summer counts must have specific concurrence of TPS staff.
Have there been discussions with the permitting agency (DPW&T and/or SHA) regarding access to this site and the analysis requirements? (circle one)	Yes <input checked="" type="radio"/> No	Section 1, Subsection E, strongly advises that these discussions occur early in the development review process. Note that driveway access onto arterial facilities must be justified and approved by the Planning Board as a part of the subdivision process.
Has a listing of background development been developed? (circle one) *See attached for background developments. 1.1% growth rate..	<input checked="" type="radio"/> Yes No	If Yes, please provide the list so that TPS staff may either concur with it or provide changes.
Have the costs and feasibility of potential off-site transportation improvements been evaluated? (circle one)	<input checked="" type="radio"/> Yes No	If No, bear in mind that Section 3, Subsection D, requires that any recommended physical off-site improvements include an evaluation of feasibility.

SIGNED:  February 2, 2022
Traffic Consultant **Date**

APPROVED:  2/10/2022
TPS Coordinator (or Supervisor) **Date**

This form is not required for sites that do not require a TIS.

Transportation Pre-Submittal Checklist for Development Applications

The Checklist is for the purpose of determining whether a traffic study or counts will be needed in support of an application, and to ensure that basic access issues are considered early in the process. This Checklist is required ONLY for the following:

- Subdivisions (4- applications, or 5- applications being done pursuant to 24-111(c))
- Rezoning requests for a comprehensive design or a mixed-use zone (A- applications)
- Comprehensive Design Plans (CDP- applications) • Conceptual Site Plans (CSP- applications)
- Detailed Site Plans ONLY within the Central US 1 Corridor Sector Plan area
- Special Exceptions involving the following uses:
 - Amusement Park
 - Asphalt Mixing Plant
 - Sand & Gravel Wet Processing Plant
 - Concrete Mixing Plant
 - Concrete Batching Plant
 - Surface Mining

In lieu of a signed Checklist, a signed Scoping Agreement or the actual traffic counts or traffic study may be provided to the Development Review Division.

Project Name National Capital Business Park Applicant's Name Manekin

Application Type CDP & PPS Case Number (if available) A-9968

Contact/Agent Mike Lenhart Phone No. 410-216-3333

E-mail Address mlehart@lenharttraffic.com

Please provide a concept plan on letter-sized paper. The concept plan must show a general layout of the proposed uses, proposed points of access, and sufficient detail of nearby public streets, properties, and/or environmental features to allow the property to be located and assessed by staff.

Please describe the current development proposal in terms of size and access:

Residential:

	Single family residences (number) _____	Townhouse residences (number) _____
	Apartment or Condominium residences (number) _____	
	Number of residences that will be age-restricted (limited to elderly persons or families) _____	

Non-Residential:

	Square feet office	(describe)	_____
	Square feet retail	(describe)	_____
	Square feet industrial	(describe)	_____

Other Uses:

This includes places of worship, day care facilities, private schools, hotels, and other types of proposals. Please describe the size of the proposal using square footage, number of units or students, or any other appropriate measure.

2,087,420 SF of Warehouse & 650,780 permanent Ground Floor square footage of Sortable Logistics Warehouse

Access to the Site:

Describe how the site will be accessed. Indicate the number of access points, where they are proposed, if existing streets or aprons will be used, and if any streets or aprons will be modified. This should match your concept plan.

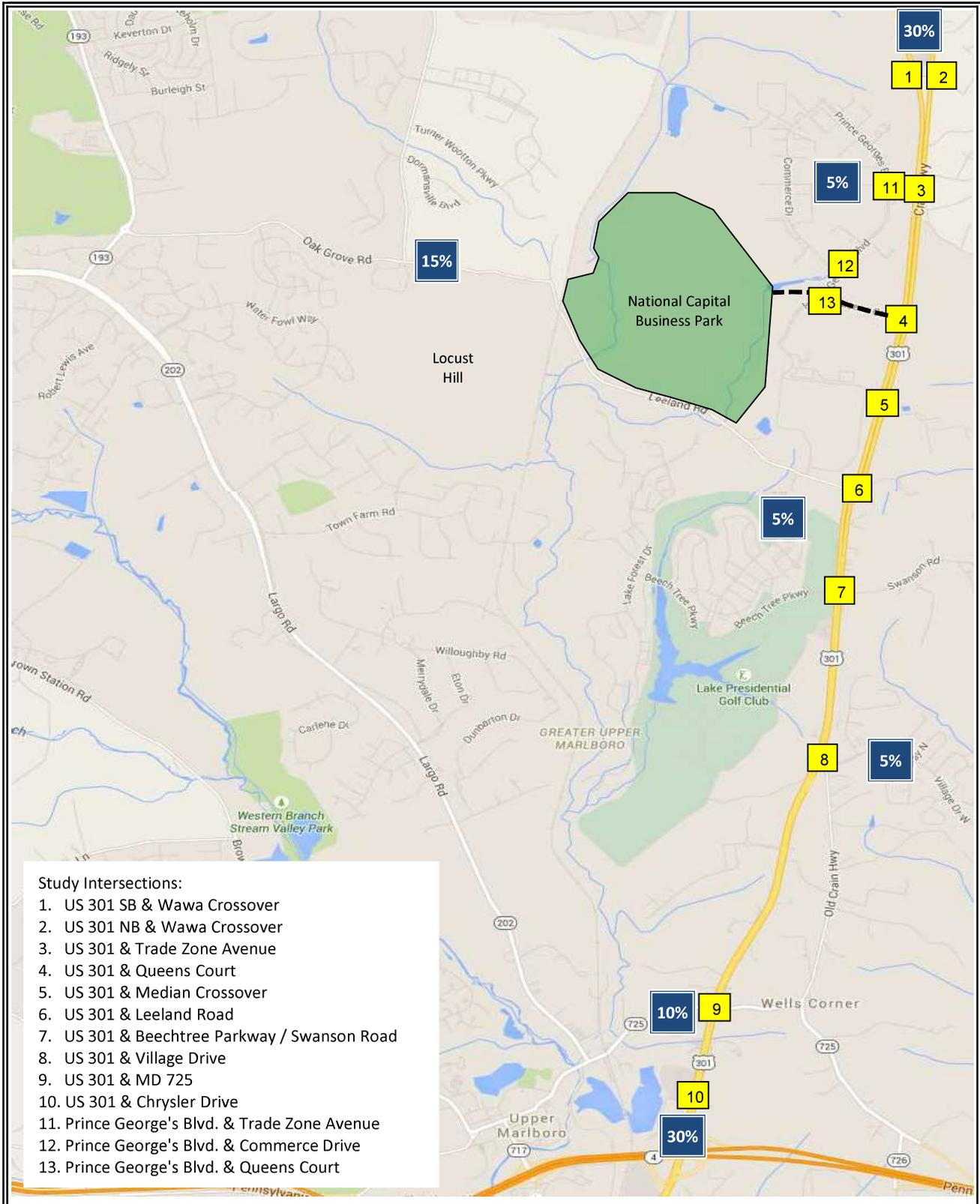
Access to the site will be via a new eastbound leg at the intersection of Prince George's Boulevard & Queens Court.

DO NOT COMPLETE - For Staff Use Only			
Estimated Trip Generation	AM:1401	PM:1735	Other:
Data Need	Yes	No	Requirement for this Application
Traffic Study	<input checked="" type="checkbox"/>		If YES, have a traffic consultant scope the study using the Scoping Agreement and standards provided in "Transportation Review Guidelines, Part 1." The traffic study must be submitted during the pre-application review process.
Traffic Count		<input checked="" type="checkbox"/>	If YES, counts in lieu of a full study are required at the intersection(s) identified on the comment line below. Counts must be taken in accordance with the procedures in "Transportation Review Guidelines, Part 1." Any required counts must be submitted during the pre-application review process.
Other Transportation Study		<input checked="" type="checkbox"/>	If YES, please see comment line below.
Transportation Adequacy Finding Not Required by Application or De Minimus		<input checked="" type="checkbox"/>	None, unless other information is requested by comments above.
The site is proposed to have driveways accessing an arterial or higher-classification facility		<input checked="" type="checkbox"/>	If YES, it is recommended that the plan be revised to minimize access to the high-classification facility, as noted below. If that is not possible, a variation from Section 24-121(a)(3) must be reviewed and granted by the Planning Board during the subdivision process.
Insufficient information to make determination		<input checked="" type="checkbox"/>	If YES, please see comment line below and resubmit with sufficient information.
TPS Comments:			
 Transportation Staffperson Signature		2/10/2022 Date	
Transportation Staffperson's Name (printed) Glen Burton			
Transportation Staffperson's Phone and E-mail 240-573-2711 glen.burton@ppd.mncppc.org			

This is an initial assessment of the data required to complete review of the application. However, if the development proposal changes or if new information is determined during a detailed review of the application after its formal acceptance, the transportation staff shall reserve the right to request additional information in accordance with the findings required for the application.

**N
O
T
E** Please submit this Checklist (both pages with the required concept plan) and any Scoping Agreements to the Transportation Planning Section. If submitted as a PDF by email, please send to tom.masog@ppd.mncppc.org, glen.burton@ppd.mncppc.org, and bryan.barnettwoods@ppd.mncppc.org. Hardcopies may be mailed or brought to our office.

The rear side of this page should be completed by the Transportation Planning Section and returned to the applicant within five (5) working days.



- Study Intersections:**
1. US 301 SB & Wawa Crossover
 2. US 301 NB & Wawa Crossover
 3. US 301 & Trade Zone Avenue
 4. US 301 & Queens Court
 5. US 301 & Median Crossover
 6. US 301 & Leeland Road
 7. US 301 & Beechtree Parkway / Swanson Road
 8. US 301 & Village Drive
 9. US 301 & MD 725
 10. US 301 & Chrysler Drive
 11. Prince George's Blvd. & Trade Zone Avenue
 12. Prince George's Blvd. & Commerce Drive
 13. Prince George's Blvd. & Queens Court

Traffic Impact Analysis	Site Location Map	Exhibit
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		1

Trip Generation Rates

<p>Warehousing (0.3 FAR, Prince Georges County Rates) Morning Trips = 0.40 x ksf Evening Trips = 0.40 x ksf</p> <p>High-Cube Fulfillment Center Warehouse - Sortable (ksf, ITE-155) Morning Trips = 0.87 x ksf Evening Trips = 1.2 x ksf</p>	<p><u>Trip Distribution (In/Out)</u></p> <p>80/20 20/80</p> <p><u>Trip Distribution (In/Out)</u></p> <p>81/19 39/61</p>
--	---

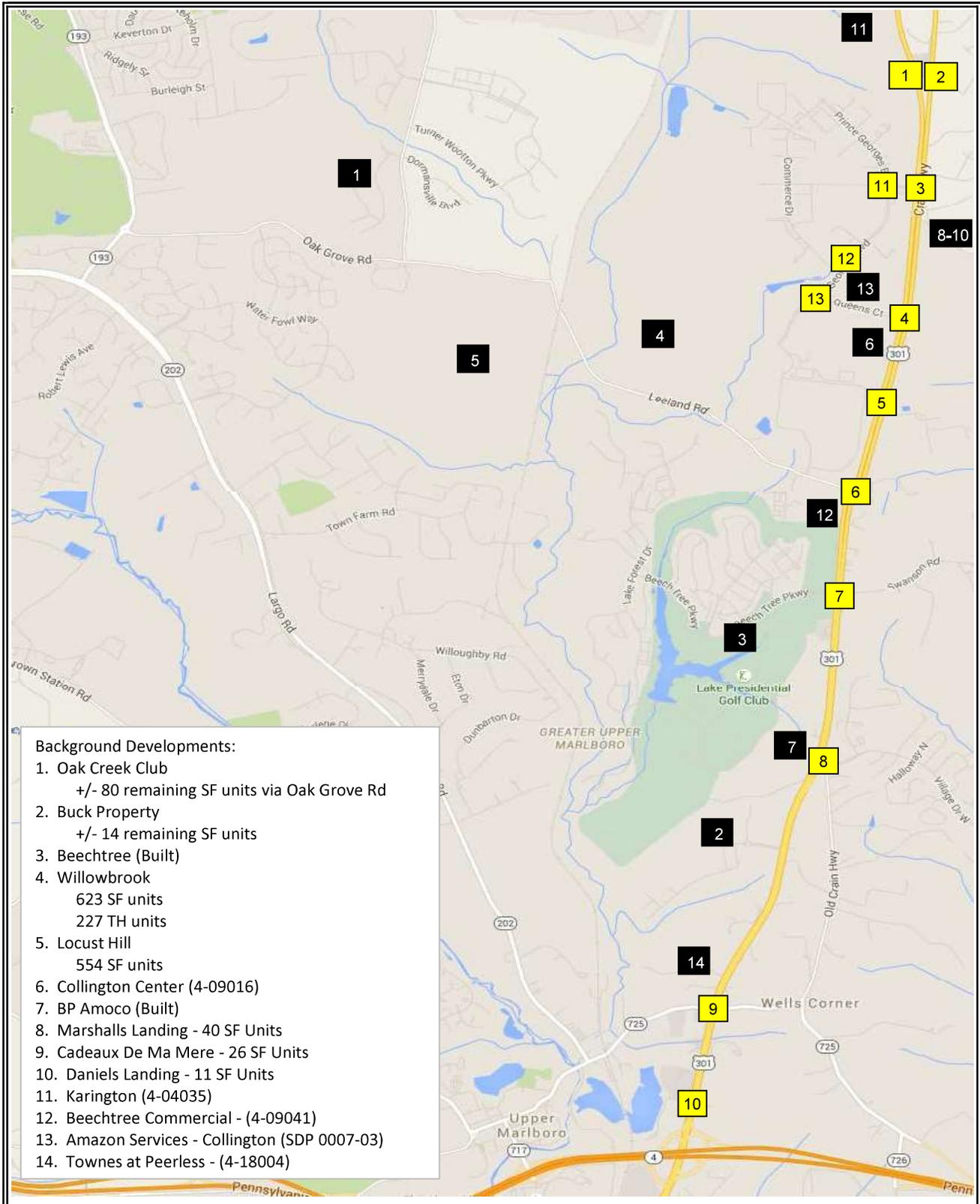
Trip Generation for Site

		AM Peak			PM Peak			
		In	Out	Total	In	Out	Total	
Warehousing (0.3 FAR, Prince Georges County Rates)	2,087,420 square feet	668	167	835	167	668	835	
High-Cube Fulfillment Center Warehouse - Sortable (ksf, ITE-155)	650,780 permanent ground floor square footage	458	108	566	305	476	781	<<See Note 2
	User Provided Data	505	45	550	447	453	900	
	Higher of ITE or User Provided Data	458	108	566	447	453	900	
Totals:		1126	275	1401	614	1121	1735	

NOTES:

1. Trip Generation rates obtained from Prince George's County Guidelines and the ITE Trip Generation Manual, 11th Edition.
2. Based on the description of High-Cube Fulfillment Center Warehouse (ITE-155) included in the ITE Trip Generation Manual, 11th Edition, "A high-cube warehouse may contain a mezzanine. In a High Cube Warehouse setting, a mezzanine is a free-standing, semi-permanent structure that is commonly supported by structural steel columns and that is lined with racks or shelves. The gross floor area (GFA) values for the study sites in the database for this land use do NOT include the floor area of the mezzanine. The GFA values represent only the permanent ground-floor square footage." The sortable warehouse proposed as part of this development will have a 650,780 square foot ground-floor with 4 floors of mezzanine / storage above. Therefore, based on the description provided by ITE, the 650,780 square foot ground-floor has been utilized to estimate the number of trips generated by the overall 3,412,580 SF sortable warehouse as shown in Table 1. This was also compared to user provided traffic estimates and the higher value was utilized in this study.

Traffic Impact Analysis	Trip Generation for Proposed Site	Exhibit 2
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		



- Background Developments:**
1. Oak Creek Club
+/- 80 remaining SF units via Oak Grove Rd
 2. Buck Property
+/- 14 remaining SF units
 3. Beechtree (Built)
 4. Willowbrook
623 SF units
227 TH units
 5. Locust Hill
554 SF units
 6. Collington Center (4-09016)
 7. BP Amoco (Built)
 8. Marshalls Landing - 40 SF Units
 9. Cadeaux De Ma Mere - 26 SF Units
 10. Daniels Landing - 11 SF Units
 11. Karington (4-04035)
 12. Beechtree Commercial - (4-09041)
 13. Amazon Services - Collington (SDP 0007-03)
 14. Townes at Peerless - (4-18004)

Traffic Impact Analysis	Background Development Location Map	Exhibit 3
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Trip Generation Rates

Single-Family Housing (Prince Georges County Rates)

Morning Trips = 0.75 x Units
Evening Trips = 0.90 x Units

Trip Distribution (In/Out)

20/80
65/35

Townhouse (Prince Georges County Rates)

Morning Trips = 0.70 x Units
Evening Trips = 0.80 x Units

Trip Distribution (In/Out)

20/80
65/35

Multi-Family (garden and mid-rise, Prince Georges County Rates)

Morning Trips = 0.52 x Units
Evening Trips = 0.60 x Units

Trip Distribution (In/Out)

20/80
65/35

Industrial (Light Service, Prince Georges County Rates)

Morning Trips = 0.86 x ksf
Evening Trips = 0.86 x ksf

Trip Distribution (In/Out)

80/20
20/80

Shopping Center (General Urban/Suburban, ksf, ITE-820)

Morning Trips = 0.5 x ksf + 151.78
Ln(Evening Trips) = 0.74 x Ln(ksf) + 2.89

Trip Distribution (In/Out)

62/38
48/52

Trip Generation Totals

		AM Peak			PM Peak					
		In	Out	Total	In	Out	Total			
1	Oak Creek Club	Built								
2	Buck Property	Built								
3	Beechtree	Built								
4	Willowbrook (Amended Resolution 07-43(A))	Single-Family Housing (Prince Georges County Rates)	623 units	Subject Site Replacing Old Approval						
		Townhouse (Prince Georges County Rates)	227 units							
5	Locust Hill	Approved Trip Cap (4-06075, Resolution 07-28)			83	330	413	322	173	495
6	Collington Center	Industrial (Light Service, Prince Georges County Rates)	220,800 sq.ft.	152	38	190	38	152	190	
		Industrial (Light Service, Prince Georges County Rates)	87,400 sq.ft.	60	15	75	15	60	75	
		Shopping Center (General Urban/Suburban, ksf, ITE-820)	23,500 sq.ft.	102	62	164	89	97	186	
		Pass-by	-50%	-51	-31	-82	-45	-49	-93	
		Net New Offsite Trips		263	84	347	97	260	358	
7	BP Amoco	Built								
8	Marshalls Landing	Single-Family Detached (County Rates)	40 units	6	24	30	23	13	36	
9	Cadeaux DeMaMere	Single-Family Detached (County Rates)	26 units	4	16	20	15	8	23	
10	Daniels Landing	Single-Family Detached (County Rates)	11 units	2	6	8	7	3	10	
11	Karington	Net New Off-site Trips (4-04035, Resolution 04-247(C2)(A2))		669	644	1313	954	971	1925	
12	Beechtree Retail	Trip Cap per 4-09041 (Reconsideration Hearing)		129	107	236	407	406	813	
13	Amazon Services	Implied Trip Cap from SDP 0007-03		65	19	84	23	63	86	
14	Townes at Peerless (From Resolution 18-115)	Residential	62 units	9	35	44	32	17	49	
		Commercial/Retail (ITE)	3,000 sq. ft.	17	15	32	16	17	33	
		Less 65% pass-by		-11	-10	-21	-10	-11	-21	
		Total New Trips (Trip Cap from Resolution 18-115)		15	40	55	38	23	61	

NOTE: Trip Generation Rates obtained from the Prince George's County Guidelines and/or ITE Trip Generation Manual, 10th Edition

Traffic Impact Analysis	Trip Generation for Background Developments	Exhibit 4
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Weekday Morning Peak Hour (6:30 am - 9:30 am)																						
Time:	N/A Northbound					SB US 301 Southbound					N/A Eastbound					Median Crossover (Wawa) Westbound					Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		
6:30-6:45						4		303										36				343
6:45-7:00						6		323										39				368
7:00-7:15						0		335										45				380
7:15-7:30						4		401										27				432
7:30-7:45						1		421										8				430
7:45-8:00						2		387										22				411
8:00-8:15						1		420										37				458
8:15-8:30						3		392										22				417
8:30-8:45						6		355										12				373
8:45-9:00						1		412										20				433
9:00-9:15						0		375										33				408
9:15-9:30						3		356										33				392

Hourly Totals																											
6:30-7:30						14		1362										147				1523					
6:45-7:45						11		1480										119				1610					
7:00-8:00						7		1544										102				1653					
7:15-8:15						8		1629										94				1731					
7:30-8:30						7		1620										89				1716					
7:45-8:45						12		1554										93				1659					
8:00-9:00						11		1579										91				1681					
8:15-9:15						10		1534										87				1631					
8:30-9:30						10		1498										98				1606					
AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total						
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		U-Turn	Left	Thru	Right	Peds	94

Weekday Evening Peak Hour (4 pm - 7 pm)																								
Time:	N/A Northbound					SB US 301 Southbound					N/A Eastbound					Median Crossover (Wawa) Westbound					Total			
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		U-Turn	Left	Thru
4:00-4:15						2		459										24				485		
4:15-4:30						6		469										12				487		
4:30-4:45						1		544										30				575		
4:45-5:00						6		500										26				532		
5:00-5:15						1		556										22				579		
5:15-5:30						1		451										42				494		
5:30-5:45						4		491										22				517		
5:45-6:00						6		470										38				514		
6:00-6:15						4		454										10				468		
6:15-6:30						2		486										23				511		
6:30-6:45						0		461										30				491		
6:45-7:00						1		352										20				373		

Hourly Totals																											
4:00-5:00						15		1972										92				2079					
4:15-5:15						14		2069										90				2173					
4:30-5:30						9		2051										120				2180					
4:45-5:45						12		1998										112				2122					
5:00-6:00						12		1968										124				2104					
5:15-6:15						15		1866										112				1993					
5:30-6:30						16		1901										93				2010					
5:45-6:45						12		1871										101				1984					
6:00-7:00						7		1753										83				1843					
PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total						
4:30-5:30	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		U-Turn	Left	Thru	Right	Peds	120

Peak Hour
Turning Movement Count



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
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Intersection: SB US 301 & Wawa Crossover
Weather: Clear
Count by: CountCAM - DSS
Count Day/Date: Wednesday, November 10, 2021
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)																						
Time:	US 301 Northbound					N/A Southbound					Wawa Crossover Eastbound					N/A Westbound					Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		
6:30-6:45		16	405									19										440
6:45-7:00		17	420									18										455
7:00-7:15		18	427									20										465
7:15-7:30		20	481									18										519
7:30-7:45		20	596									20										636
7:45-8:00		39	536									16										591
8:00-8:15		27	455									30										512
8:15-8:30		31	545									36										612
8:30-8:45		27	459									40										526
8:45-9:00		22	427									21										470
9:00-9:15		27	410									25										462
9:15-9:30		20	364									34										418

Hourly Totals																										
6:30-7:30		71	1733									75										1879				
6:45-7:45		75	1924									76										2075				
7:00-8:00		97	2040									74										2211				
7:15-8:15		106	2068									84										2258				
7:30-8:30		117	2132									102										2351				
7:45-8:45		124	1995									122										2241				
8:00-9:00		107	1886									127										2120				
8:15-9:15		107	1841									122										2070				
8:30-9:30		96	1660									120										1876				
AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total					
7:30-8:30	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		U-Turn	Left	Thru	Right	Peds

Weekday Evening Peak Hour (4 pm - 7 pm)																									
Time:	US 301 Northbound					N/A Southbound					Wawa Crossover Eastbound					N/A Westbound					Total				
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		U-Turn	Left	Thru	Right
4:00-4:15		25	603									20													648
4:15-4:30		27	539									16													582
4:30-4:45		26	565									18													609
4:45-5:00		20	473									26													519
5:00-5:15		17	519									22													558
5:15-5:30		13	478									29													520
5:30-5:45		22	476									17													515
5:45-6:00		19	481									19													519
6:00-6:15		10	406									18													434
6:15-6:30		8	369									16													393
6:30-6:45		15	286									19													320
6:45-7:00		12	265									14													291

Hourly Totals																										
4:00-5:00		98	2180									80													2358	
4:15-5:15		90	2096									82													2268	
4:30-5:30		76	2035									95													2206	
4:45-5:45		72	1946									94													2112	
5:00-6:00		71	1954									87													2112	
5:15-6:15		64	1841									83													1988	
5:30-6:30		59	1732									70													1861	
5:45-6:45		52	1542									72													1666	
6:00-7:00		45	1326									67													1438	
PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total					
4:00-5:00	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		U-Turn	Left	Thru	Right	Peds

Peak Hour Turning Movement Count	Intersection: NB US 301 & Wawa Crossover Weather: Clear Count by: CountCam-DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Trade Zone Avenue Eastbound					Clagett Landing Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	32	392	11	0	0	0	261	78	0	0	32	2	11	0	0	0	0	0	0	819
6:45-7:00	0	40	439	8	0	0	0	254	108	0	0	35	8	7	0	0	0	0	0	0	899
7:00-7:15	0	46	471	4	0	0	0	282	98	0	0	32	1	12	0	0	0	0	0	0	946
7:15-7:30	0	50	596	0	0	0	0	346	82	0	0	37	1	16	0	0	0	0	0	0	1128
7:30-7:45	0	41	560	5	0	0	0	348	81	0	0	46	2	11	0	0	0	0	0	0	1094
7:45-8:00	1	50	523	3	0	0	0	324	85	0	0	28	0	13	0	0	0	0	0	0	1027
8:00-8:15	1	48	486	1	0	0	0	373	84	0	0	50	2	14	0	0	0	0	0	0	1059
8:15-8:30	0	35	478	2	0	0	0	338	76	0	0	43	1	19	0	0	0	0	0	0	992
8:30-8:45	0	33	483	2	0	0	0	310	57	0	0	41	0	14	0	0	0	0	0	0	940
8:45-9:00	0	27	483	2	0	0	0	345	87	0	0	45	1	18	0	0	0	0	0	0	1008
9:00-9:15	0	17	330	1	0	0	0	335	73	0	0	47	0	16	0	0	0	0	0	0	819
9:15-9:30	0	27	332	5	0	0	0	319	70	0	0	43	0	12	0	0	0	0	0	0	808

Hourly Totals																					
6:30-7:30	0	168	1898	23	0	0	0	1143	366	0	0	136	12	46	0	0	0	0	0	0	3792
6:45-7:45	0	177	2066	17	0	0	0	1230	369	0	0	150	12	46	0	0	0	0	0	0	4067
7:00-8:00	1	187	2150	12	0	0	0	1300	346	0	0	143	4	52	0	0	0	0	0	0	4195
7:15-8:15	2	189	2165	9	0	0	0	1391	332	0	0	161	5	54	0	0	0	0	0	0	4308
7:30-8:30	2	174	2047	11	0	0	0	1383	326	0	0	167	5	57	0	0	0	0	0	0	4172
7:45-8:45	2	166	1970	8	0	0	0	1345	302	0	0	162	3	60	0	0	0	0	0	0	4018
8:00-9:00	1	143	1930	7	0	0	0	1366	304	0	0	179	4	65	0	0	0	0	0	0	3999
8:15-9:15	0	112	1774	7	0	0	0	1328	293	0	0	176	2	67	0	0	0	0	0	0	3759
8:30-9:30	0	104	1628	10	0	0	0	1309	287	0	0	176	1	60	0	0	0	0	0	0	3575

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total	
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	0	
	2	189	2165	9	0	0	0	1391	332	0	0	161	5	54	0	0	0	0	0	0	0	4308

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Trade Zone Avenue Eastbound					Clagett Landing Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	13	417	1	0	0	0	431	52	0	0	163	2	57	0	0	0	0	0	0	1136
4:15-4:30	0	16	430	8	0	0	0	442	39	0	0	94	0	31	0	0	0	0	0	0	1060
4:30-4:45	0	15	449	0	0	0	0	545	29	0	0	76	0	43	0	0	0	0	0	1	1157
4:45-5:00	1	20	403	1	0	0	0	483	43	0	0	77	0	18	0	0	0	0	1	0	1047
5:00-5:15	1	28	454	0	0	0	0	527	51	0	0	97	0	54	0	0	0	0	0	0	1212
5:15-5:30	1	22	410	0	0	0	0	460	33	0	0	68	0	28	0	0	0	0	1	0	1023
5:30-5:45	0	21	461	0	0	0	0	483	30	0	0	60	0	29	0	0	0	0	0	0	1084
5:45-6:00	0	17	380	1	0	0	0	469	39	0	0	50	1	19	0	0	0	0	0	0	976
6:00-6:15	0	27	437	0	0	0	0	425	39	0	0	56	0	32	0	0	0	0	0	0	1016
6:15-6:30	0	20	340	1	0	0	0	461	48	0	0	50	0	19	0	0	0	0	0	0	939
6:30-6:45	0	14	282	0	0	0	0	454	37	0	0	45	0	17	0	0	0	0	0	0	849
6:45-7:00	0	24	233	0	0	0	0	341	31	0	0	33	0	17	0	0	0	0	0	0	679

Hourly Totals																					
4:00-5:00	1	64	1699	10	0	0	0	1901	163	0	0	410	2	149	0	0	0	0	1	1	4401
4:15-5:15	2	79	1736	9	0	0	0	1997	162	0	0	344	0	146	0	0	0	0	1	1	4477
4:30-5:30	3	85	1716	1	0	0	0	2015	156	0	0	318	0	143	0	0	0	0	2	1	4440
4:45-5:45	3	91	1728	1	0	0	0	1953	157	0	0	302	0	129	0	0	0	0	2	0	4366
5:00-6:00	2	88	1705	1	0	0	0	1939	153	0	0	275	1	130	0	0	0	0	1	0	4295
5:15-6:15	1	87	1688	1	0	0	0	1837	141	0	0	234	1	108	0	0	0	0	1	0	4099
5:30-6:30	0	85	1618	2	0	0	0	1838	156	0	0	216	1	99	0	0	0	0	0	0	4015
5:45-6:45	0	78	1439	2	0	0	0	1809	163	0	0	201	1	87	0	0	0	0	0	0	3780
6:00-7:00	0	85	1292	1	0	0	0	1681	155	0	0	184	0	85	0	0	0	0	0	0	3483

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total	
4:15-5:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	1	
	2	79	1736	9	0	0	0	1997	162	0	0	344	0	146	0	0	0	0	0	1	1	4477

Peak Hour
Turning Movement Count



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: US 301 at Trade Zone Avenue
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Wednesday, November 10, 2021
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Queens Court Eastbound					N/A Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	0	422		0	0		199	23	0	0	0		10	0					0	654
6:45-7:00	0	0	453		0	0		255	26	0	0	0		6	0					0	740
7:00-7:15	0	0	493		0	0		300	26	0	0	0		10	0					0	829
7:15-7:30	0	0	525		0	0		327	31	0	0	0		11	0					0	894
7:30-7:45	0	0	617		0	0		321	38	0	0	0		5	0					0	981
7:45-8:00	0	0	602		0	0		340	52	0	0	0		12	0					0	1006
8:00-8:15	0	0	509		0	0		306	50	0	0	0		21	0					0	886
8:15-8:30	0	0	560		0	0		318	48	0	0	0		89	0					0	1015
8:30-8:45	0	0	474		0	0		357	32	0	1	0		71	0					0	935
8:45-9:00	0	0	492		0	0		322	39	0	0	0		36	0					0	889
9:00-9:15	0	0	417		0	0		287	15	0	0	0		46	0					0	765
9:15-9:30	0	0	377		0	0		245	37	0	0	0		31	0					0	690

Hourly Totals																					
6:30-7:30	0	0	1893		0	0		1081	106	0	0	0		37	0					0	3117
6:45-7:45	0	0	2088		0	0		1203	121	0	0	0		32	0					0	3444
7:00-8:00	0	0	2237		0	0		1288	147	0	0	0		38	0					0	3710
7:15-8:15	0	0	2253		0	0		1294	171	0	0	0		49	0					0	3767
7:30-8:30	0	0	2288		0	0		1285	188	0	0	0		127	0					0	3888
7:45-8:45	0	0	2145		0	0		1321	182	0	1	0		193	0					0	3842
8:00-9:00	0	0	2035		0	0		1303	169	0	1	0		217	0					0	3725
8:15-9:15	0	0	1943		0	0		1284	134	0	1	0		242	0					0	3604
8:30-9:30	0	0	1760		0	0		1211	123	0	1	0		184	0					0	3279

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
7:30-8:30	0	0	2288		0	0	1285	188	0	0	0		127	0						0	3888

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Queens Court Eastbound					N/A Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	0	453		0	0		607	27	0	0	0		143	0					0	1230
4:15-4:30	0	0	507		0	0		461	26	0	0	0		34	0					0	1028
4:30-4:45	0	0	525		0	0		556	24	0	0	0		35	1					0	1140
4:45-5:00	0	0	473		0	0		500	22	0	0	0		29	0					0	1024
5:00-5:15	0	0	497		0	0		527	23	0	0	0		36	0					0	1083
5:15-5:30	0	0	435		0	0		525	12	0	0	0		26	0					0	998
5:30-5:45	0	0	468		0	0		496	29	0	0	0		17	0					0	1010
5:45-6:00	0	0	389		0	0		530	15	0	0	0		19	0					0	953
6:00-6:15	0	0	411		0	0		495	14	0	0	0		20	0					0	940
6:15-6:30	0	0	309		0	0		490	18	0	0	0		21	0					0	838
6:30-6:45	0	0	292		0	0		363	13	0	0	0		25	0					0	693
6:45-7:00	0	0	245		0	0		324	10	0	0	0		12	0					0	591

Hourly Totals																					
4:00-5:00	0	0	1958		0	0		2124	99	0	0	0		241	1					0	4423
4:15-5:15	0	0	2002		0	0		2044	95	0	0	0		134	1					0	4276
4:30-5:30	0	0	1930		0	0		2108	81	0	0	0		126	1					0	4246
4:45-5:45	0	0	1873		0	0		2048	86	0	0	0		108	0					0	4115
5:00-6:00	0	0	1789		0	0		2078	79	0	0	0		98	0					0	4044
5:15-6:15	0	0	1703		0	0		2046	70	0	0	0		82	0					0	3901
5:30-6:30	0	0	1577		0	0		2011	76	0	0	0		77	0					0	3741
5:45-6:45	0	0	1401		0	0		1878	60	0	0	0		85	0					0	3424
6:00-7:00	0	0	1257		0	0		1672	55	0	0	0		78	0					0	3062

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
4:00-5:00	0	0	1958		0	0	2124	99	0	0	0		241	1						0	4423

Peak Hour Turning Movement Count	Intersection: US 301 at Queens Court Weather: Clear Count by: Count Cam DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																			Total		
US 301 Northbound					US 301 Southbound					N/A Eastbound					N/A Westbound						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0		422		0	0		209		0											631
6:45-7:00	0		453		0	0		261		0											714
7:00-7:15	0		492		0	1		309		0											802
7:15-7:30	1		525		0	0		338		0											864
7:30-7:45	0		616		0	1		325		0											942
7:45-8:00	0		600		0	2		350		0											952
8:00-8:15	0		507		0	2		325		0											834
8:15-8:30	0		560		0	0		407		0											967
8:30-8:45	1		474		0	0		428		0											903
8:45-9:00	1		489		0	3		355		0											848
9:00-9:15	0		413		0	4		329		0											746
9:15-9:30	0		376		0	1		275		0											652

Hourly Totals																			Total		
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru		Right	Peds
6:30-7:30	1		1892		0	1		1117		0											3011
6:45-7:45	1		2086		0	2		1233		0											3322
7:00-8:00	1		2233		0	4		1322		0											3560
7:15-8:15	1		2248		0	5		1338		0											3592
7:30-8:30	0		2283		0	5		1407		0											3695
7:45-8:45	1		2141		0	4		1510		0											3656
8:00-9:00	2		2030		0	5		1515		0											3552
8:15-9:15	2		1936		0	7		1519		0											3464
8:30-9:30	2		1752		0	8		1387		0											3149
AM Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:30-8:30	0		2283		0	5		1407		0											3695

Weekday Evening Peak Hour (4 pm - 7 pm)																			Total		
US 301 Northbound					US 301 Southbound					N/A Eastbound					N/A Westbound						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	2		449		0	4		746		0											1201
4:15-4:30	1		502		0	5		490		0											998
4:30-4:45	1		522		0	3		588		0											1114
4:45-5:00	0		473		0	0		529		0											1002
5:00-5:15	0		491		0	6		557		0											1054
5:15-5:30	3		435		0	0		551		0											989
5:30-5:45	3		467		0	1		512		0											983
5:45-6:00	0		387		0	2		547		0											936
6:00-6:15	1		411		0	0		515		0											927
6:15-6:30	3		306		0	3		508		0											820
6:30-6:45	1		290		0	2		386		0											679
6:45-7:00	5		243		0	2		334		0											584

Hourly Totals																			Total		
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru		Right	Peds
4:00-5:00	4		1946		0	12		2353		0											4315
4:15-5:15	2		1988		0	14		2164		0											4168
4:30-5:30	4		1921		0	9		2225		0											4159
4:45-5:45	6		1866		0	7		2149		0											4028
5:00-6:00	6		1780		0	9		2167		0											3962
5:15-6:15	7		1700		0	3		2125		0											3835
5:30-6:30	7		1571		0	6		2082		0											3666
5:45-6:45	5		1394		0	7		1956		0											3362
6:00-7:00	10		1250		0	7		1743		0											3010
PM Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	4		1946		0	12		2353		0											4315

Peak Hour Turning Movement Count	Intersection: US 301 @ Cut Through Weather: Clear Count by: Count Cam DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																						
		US 301 Northbound					US 301 Southbound					Leeland Rd Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
6:30-6:45	2	6	421		0	0		251	8	0	0	20		1	0						709	
6:45-7:00	0	5	446		0	0		267	8	0	0	17		6	0						749	
7:00-7:15	1	7	516		0	0		295	9	0	0	28		7	0						863	
7:15-7:30	0	7	597		0	0		352	8	0	0	40		18	0						1022	
7:30-7:45	1	3	564		0	0		331	17	0	0	51		15	0						982	
7:45-8:00	0	18	543		0	0		410	21	0	0	36		11	0						1039	
8:00-8:15	0	9	522		0	0		383	24	0	0	39		17	0						994	
8:15-8:30	0	9	536		0	0		383	22	0	0	31		21	0						1002	
8:30-8:45	3	11	483		0	0		338	16	0	0	41		14	3						906	
8:45-9:00	0	6	481		0	0		349	10	0	0	20		9	3						875	
9:00-9:15	0	8	339		0	0		354	14	0	0	23		10	0						748	
9:15-9:30	0	2	353		0	0		329	10	0	0	29		13	7						736	

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-7:30	3	25	1980		0	0		1165	33	0	0	105		32	0						3343
6:45-7:45	2	22	2123		0	0		1245	42	0	0	136		46	0						3616
7:00-8:00	2	35	2220		0	0		1388	55	0	0	155		51	0						3906
7:15-8:15	1	37	2226		0	0		1476	70	0	0	166		61	0						4037
7:30-8:30	1	39	2165		0	0		1507	84	0	0	157		64	0						4017
7:45-8:45	3	47	2084		0	0		1514	83	0	0	147		63	3						3944
8:00-9:00	3	35	2022		0	0		1453	72	0	0	131		61	6						3783
8:15-9:15	3	34	1839		0	0		1424	62	0	0	115		54	6						3537
8:30-9:30	3	27	1656		0	0		1370	50	0	0	113		46	13						3278

AM Peak Hour		Northbound					Southbound					Eastbound					Westbound					Total			
U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:15-8:15	1	37	2226		0	0		1476	70	0	0	166		61	0										4037

Weekday Evening Peak Hour (4 pm - 7 pm)																						
		US 301 Northbound					US 301 Southbound					Leeland Rd Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
4:00-4:15	1	6	417		0	0		556	31	0	0	25		13	1						1049	
4:15-4:30	0	9	491		0	0		566	23	0	0	18		7	0						1114	
4:30-4:45	1	7	450		0	0		478	21	0	0	19		11	0						987	
4:45-5:00	1	6	479		0	0		528	27	0	0	21		8	0						1070	
5:00-5:15	0	3	451		0	0		538	22	0	0	16		14	0						1044	
5:15-5:30	1	6	462		0	0		519	29	0	0	17		9	0						1043	
5:30-5:45	1	7	437		0	0		580	22	0	0	13		9	0						1069	
5:45-6:00	2	5	421		0	0		510	15	0	0	17		11	0						981	
6:00-6:15	2	10	354		0	0		509	25	0	0	9		5	0						914	
6:15-6:30	0	7	326		0	0		385	21	0	0	16		7	0						762	
6:30-6:45	0	2	290		0	0		453	20	0	0	5		2	0						772	
6:45-7:00	1	5	242		0	0		359	16	0	0	4		4	0						631	

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	3	28	1837		0	0		2128	102	0	0	83		39	1						4221
4:15-5:15	2	25	1871		0	0		2110	93	0	0	74		40	0						4215
4:30-5:30	3	22	1842		0	0		2063	99	0	0	73		42	0						4144
4:45-5:45	3	22	1829		0	0		2165	100	0	0	67		40	0						4226
5:00-6:00	4	21	1771		0	0		2147	88	0	0	63		43	0						4137
5:15-6:15	6	28	1674		0	0		2118	91	0	0	56		34	0						4007
5:30-6:30	5	29	1538		0	0		1984	83	0	0	55		32	0						3726
5:45-6:45	4	24	1391		0	0		1857	81	0	0	47		25	0						3429
6:00-7:00	3	24	1212		0	0		1706	82	0	0	34		18	0						3079

PM Peak Hour		Northbound					Southbound					Eastbound					Westbound					Total			
U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:45-5:45	3	22	1829		0	0		2165	100	0	0	67		40	0										4226

Peak Hour
Turning Movement Count



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: US 301 & Leeland Rd

Weather: Clear

Count by: Count Cam DSS

Count Day/Date: 11/10/2021

County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Beech Tree Pkwy Eastbound					Swanson Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	4	410	0	0	0	0	246	4	0	0	37	0	16	0	0	1	0	1	0	719
6:45-7:00	0	5	427	0	0	0	1	249	4	0	0	40	0	31	0	0	0	0	1	0	758
7:00-7:15	0	8	502	1	0	4	0	275	15	0	0	30	0	19	0	0	0	0	3	0	857
7:15-7:30	0	12	580	0	0	1	0	360	23	0	0	43	0	13	0	0	0	0	2	0	1034
7:30-7:45	0	11	560	0	0	0	0	332	13	0	0	24	0	22	0	0	2	0	0	0	964
7:45-8:00	0	13	547	0	0	1	0	328	20	0	0	19	0	15	0	0	1	0	2	0	946
8:00-8:15	0	17	496	0	0	1	2	341	26	0	0	23	0	15	0	0	1	0	1	0	923
8:15-8:30	2	15	519	1	0	0	3	382	25	0	1	15	0	14	0	0	2	0	1	0	980
8:30-8:45	0	12	480	0	0	0	0	336	25	0	0	16	1	18	2	0	0	0	0	0	888
8:45-9:00	1	19	455	2	0	0	0	352	30	0	0	16	0	11	3	0	5	2	1	0	894
9:00-9:15	2	17	333	0	0	0	1	348	20	0	0	24	0	7	2	0	0	0	1	0	753
9:15-9:30	4	9	326	2	0	0	0	334	27	0	0	16	0	11	9	0	2	0	1	0	732

Hourly Totals																					
6:30-7:30	0	29	1919	1	0	5	1	1130	46	0	0	150	0	79	0	0	1	0	7	0	3368
6:45-7:45	0	36	2069	1	0	5	1	1216	55	0	0	137	0	85	0	0	2	0	6	0	3613
7:00-8:00	0	44	2189	1	0	6	0	1295	71	0	0	116	0	69	0	0	3	0	7	0	3801
7:15-8:15	0	53	2183	0	0	3	2	1361	82	0	0	109	0	65	0	0	4	0	5	0	3867
7:30-8:30	2	56	2122	1	0	2	5	1383	84	0	1	81	0	66	0	0	6	0	4	0	3813
7:45-8:45	2	57	2042	1	0	2	5	1387	96	0	1	73	1	62	2	0	4	0	4	0	3739
8:00-9:00	3	63	1950	3	0	1	5	1411	106	0	1	70	1	58	5	0	8	2	3	0	3690
8:15-9:15	5	63	1787	3	0	0	4	1418	100	0	1	71	1	50	7	0	7	2	3	0	3522
8:30-9:30	7	57	1594	4	0	0	1	1370	102	0	0	72	1	47	16	0	7	2	3	0	3283

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:15-8:15	0	53	2183	0	0	3	2	1361	82	0	0	109	0	65	0	0	4	0	5	0	3867

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Beech Tree Pkwy Eastbound					Swanson Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	3	21	394	2	0	1	0	480	36	0	0	34	0	31	0	0	0	0	0	0	1002
4:15-4:30	1	14	457	0	0	0	2	479	36	0	0	32	0	14	0	0	0	0	1	0	1036
4:30-4:45	2	34	408	0	0	1	1	475	45	0	0	27	0	22	0	0	3	0	0	0	1018
4:45-5:00	1	27	453	2	0	1	4	488	54	0	0	34	0	20	0	0	1	0	3	0	1088
5:00-5:15	3	18	352	0	0	2	1	497	54	0	0	40	0	22	0	0	1	0	1	0	991
5:15-5:30	3	18	460	0	0	0	2	443	67	0	0	45	0	22	0	0	2	1	1	0	1064
5:30-5:45	1	29	395	2	0	0	2	403	82	0	0	36	1	26	0	0	2	1	3	0	983
5:45-6:00	1	31	411	0	0	0	1	428	60	0	0	26	0	32	0	0	0	0	1	0	991
6:00-6:15	2	23	379	0	0	0	2	423	68	0	0	31	0	14	0	0	0	0	1	0	943
6:15-6:30	1	32	330	2	0	0	2	449	60	0	0	27	0	13	0	0	1	0	2	0	919
6:30-6:45	1	19	249	0	0	1	1	438	67	0	0	22	0	16	0	0	1	0	1	0	816
6:45-7:00	2	15	209	0	0	0	0	343	59	0	0	27	0	16	0	0	1	0	0	0	672

Hourly Totals																					
4:00-5:00	7	96	1712	4	0	3	7	1922	171	0	0	127	0	87	0	0	4	0	4	0	4144
4:15-5:15	7	93	1670	2	0	4	8	1939	189	0	0	133	0	78	0	0	5	0	5	0	4133
4:30-5:30	9	97	1673	2	0	4	8	1903	220	0	0	146	0	86	0	0	7	1	5	0	4161
4:45-5:45	8	92	1660	4	0	3	9	1831	257	0	0	155	1	90	0	0	6	2	8	0	4126
5:00-6:00	8	96	1618	2	0	2	6	1771	263	0	0	147	1	102	0	0	5	2	6	0	4029
5:15-6:15	7	101	1645	2	0	0	7	1697	277	0	0	138	1	94	0	0	4	2	6	0	3981
5:30-6:30	5	115	1515	4	0	0	7	1703	270	0	0	120	1	85	0	0	3	1	7	0	3836
5:45-6:45	5	105	1369	2	0	1	6	1738	255	0	0	106	0	75	0	0	2	0	5	0	3669
6:00-7:00	6	89	1167	2	0	1	5	1653	254	0	0	107	0	59	0	0	3	0	4	0	3350

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:30-5:30	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:30-5:30	9	97	1673	2	0	4	8	1903	220	0	0	146	0	86	0	0	7	1	5	0	4161

Peak Hour
Turning Movement Count

Intersection: US 301 & Swanson Road

Weather: Clear

Count by: Count Cam DSS

Count Day/Date: 11/10/2021

County: Prince George's



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Village Drive Eastbound					Village Drive Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	1	329	13	0	0	13	217	2	0	0	1	0	12	0	0	21	2	82	0	693
6:45-7:00	1	0	301	13	0	1	15	256	1	0	0	4	1	5	0	0	26	0	119	0	743
7:00-7:15	0	0	348	15	0	0	16	256	1	0	0	0	0	6	0	0	35	2	160	0	839
7:15-7:30	0	1	428	13	0	0	25	313	2	0	0	1	0	10	0	0	23	1	146	0	963
7:30-7:45	1	4	444	19	0	0	26	312	3	0	0	3	2	11	0	1	31	0	116	0	973
7:45-8:00	0	3	435	22	0	0	19	322	0	0	0	4	1	6	0	0	27	1	134	0	974
8:00-8:15	0	2	398	16	0	0	19	305	1	0	0	2	4	15	0	0	22	0	109	0	893
8:15-8:30	0	3	440	10	0	0	26	353	1	0	0	5	2	10	0	0	9	2	98	0	959
8:30-8:45	0	2	372	13	0	0	21	294	1	0	0	5	3	11	0	1	22	2	101	0	848
8:45-9:00	0	1	357	9	0	0	22	310	1	0	0	7	1	13	0	0	16	6	84	0	827
9:00-9:15	0	1	312	26	0	0	13	321	2	0	0	4	4	18	0	0	13	4	60	0	778
9:15-9:30	0	2	265	16	0	0	32	297	2	0	0	4	1	12	0	0	13	6	64	0	714

Hourly Totals																					
6:30-7:30	1	2	1406	54	0	1	69	1042	6	0	0	6	1	33	0	0	105	5	507	0	3238
6:45-7:45	2	5	1521	60	0	1	82	1137	7	0	0	8	3	32	0	1	115	3	541	0	3518
7:00-8:00	1	8	1655	69	0	0	86	1203	6	0	0	8	3	33	0	1	116	4	556	0	3749
7:15-8:15	1	10	1705	70	0	0	89	1252	6	0	0	10	7	42	0	1	103	2	505	0	3803
7:30-8:30	1	12	1717	67	0	0	90	1292	5	0	0	14	9	42	0	1	89	3	457	0	3799
7:45-8:45	0	10	1645	61	0	0	85	1274	3	0	0	16	10	42	0	1	80	5	442	0	3674
8:00-9:00	0	8	1567	48	0	0	88	1262	4	0	0	19	10	49	0	1	69	10	392	0	3527
8:15-9:15	0	7	1481	58	0	0	82	1278	5	0	0	21	10	52	0	1	60	14	343	0	3412
8:30-9:30	0	6	1306	64	0	0	88	1222	6	0	0	20	9	54	0	1	64	18	309	0	3167

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:15-8:15	1	10	1705	70	0	0	89	1252	6	0	0	10	7	42	0	1	103	2	505	0	3803

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Village Drive Eastbound					Village Drive Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	3	366	46	0	0	84	455	1	0	0	3	3	7	0	0	9	3	67	0	1047
4:15-4:30	1	1	358	40	0	1	114	373	2	0	0	4	9	13	0	0	12	2	61	0	991
4:30-4:45	1	6	429	31	0	0	103	446	3	0	0	2	10	8	0	0	12	7	49	0	1107
4:45-5:00	0	3	371	29	0	1	105	383	2	0	0	1	8	14	0	0	9	3	53	0	982
5:00-5:15	0	7	352	36	0	0	100	419	1	0	0	4	6	10	0	1	6	2	59	0	1003
5:15-5:30	0	2	371	51	0	1	99	324	0	0	0	7	10	6	0	0	14	3	61	0	949
5:30-5:45	0	7	382	49	0	1	97	421	0	0	0	6	10	8	0	0	18	1	50	0	1050
5:45-6:00	2	3	348	44	0	0	70	373	0	0	0	3	7	9	0	0	17	4	44	0	924
6:00-6:15	2	4	337	49	0	1	82	324	0	1	0	3	6	9	0	0	26	3	54	0	900
6:15-6:30	1	4	276	25	0	0	50	385	3	1	0	4	7	9	0	0	19	3	40	0	826
6:30-6:45	0	1	234	43	0	0	67	340	3	0	0	3	4	18	0	0	8	3	34	0	758
6:45-7:00	1	0	203	39	0	0	60	282	0	0	0	3	6	7	0	0	15	3	23	0	642

Hourly Totals																					
4:00-5:00	2	13	1524	146	0	2	406	1657	8	0	0	10	30	42	0	0	42	15	230	0	4127
4:15-5:15	2	17	1510	136	0	2	422	1621	8	0	0	11	33	45	0	1	39	14	222	0	4083
4:30-5:30	1	18	1523	147	0	2	407	1572	6	0	0	14	34	38	0	1	41	15	222	0	4041
4:45-5:45	0	19	1476	165	0	3	401	1547	3	0	0	18	34	38	0	1	47	9	223	0	3984
5:00-6:00	2	19	1453	180	0	2	366	1537	1	0	0	20	33	33	0	1	55	10	214	0	3926
5:15-6:15	4	16	1438	193	0	3	348	1442	0	1	0	19	33	32	0	0	75	11	209	0	3824
5:30-6:30	5	18	1343	167	0	2	299	1503	3	2	0	16	30	35	0	0	80	11	188	0	3702
5:45-6:45	5	12	1195	161	0	1	269	1422	6	2	0	13	24	45	0	0	70	13	172	0	3410
6:00-7:00	4	9	1050	156	0	1	259	1331	6	2	0	13	23	43	0	0	68	12	151	0	3128

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:00-5:00	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	2	13	1524	146	0	2	406	1657	8	0	0	10	30	42	0	0	42	15	230	0	4127

Peak Hour
Turning Movement Count



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: US 301 at Village Drive
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Wednesday, November 10, 2021
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					MD 725 Eastbound					MD 725 Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	1	65	301	5	0	1	1	233	46	0	0	42	4	45	0	0	28	27	6	0	805
6:45-7:00	2	67	272	11	0	0	3	240	67	0	0	45	7	41	0	0	42	53	23	0	873
7:00-7:15	1	62	323	11	0	2	0	255	54	0	0	53	2	66	0	0	69	93	23	0	1014
7:15-7:30	1	73	351	14	0	3	3	291	74	0	0	50	2	54	0	0	31	58	17	0	1022
7:30-7:45	4	90	371	13	0	0	2	322	75	0	0	60	6	51	0	0	33	48	9	0	1084
7:45-8:00	2	98	318	19	0	1	1	274	103	0	0	77	7	53	0	0	38	48	13	0	1052
8:00-8:15	2	67	361	9	0	0	4	273	88	1	0	67	9	76	0	0	28	48	5	0	1037
8:15-8:30	6	69	379	17	0	0	2	294	79	0	0	68	11	65	0	0	19	35	11	0	1055
8:30-8:45	2	62	349	10	0	2	5	287	78	0	0	61	8	70	0	0	30	34	7	0	1005
8:45-9:00	4	67	313	11	0	0	5	276	66	0	0	71	7	76	0	0	24	29	5	0	954
9:00-9:15	6	59	250	11	0	0	2	230	63	1	0	80	13	64	0	0	16	28	8	0	830
9:15-9:30	1	55	242	10	0	0	2	295	56	0	0	50	6	73	0	0	22	17	4	0	833

Hourly Totals																					
6:30-7:30	5	267	1247	41	0	6	7	1019	241	0	0	190	15	206	0	0	170	231	69	0	3714
6:45-7:45	8	292	1317	49	0	5	8	1108	270	0	0	208	17	212	0	0	175	252	72	0	3993
7:00-8:00	8	323	1363	57	0	6	6	1142	306	0	0	240	17	224	0	0	171	247	62	0	4172
7:15-8:15	9	328	1401	55	0	4	10	1160	340	1	0	254	24	234	0	0	130	202	44	0	4196
7:30-8:30	14	324	1429	58	0	1	9	1163	345	1	0	272	33	245	0	0	118	179	38	0	4229
7:45-8:45	12	296	1407	55	0	3	12	1128	348	1	0	273	35	264	0	0	115	165	36	0	4150
8:00-9:00	14	265	1402	47	0	2	16	1130	311	1	0	267	35	287	0	0	101	146	28	0	4052
8:15-9:15	18	257	1291	49	0	2	14	1087	286	1	0	280	39	275	0	0	89	126	31	0	3845
8:30-9:30	13	243	1154	42	0	2	14	1088	263	1	0	262	34	283	0	0	92	108	24	0	3623

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:30-8:30	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:30-8:30	14	324	1429	58	0	1	9	1163	345	1	0	272	33	245	0	0	118	179	38	0	4229

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					MD 725 Eastbound					MD 725 Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	6	59	351	20	0	1	4	364	48	0	0	86	20	111	0	0	27	23	6	0	1126
4:15-4:30	1	58	389	30	0	3	6	356	67	0	0	75	17	116	0	0	28	25	7	0	1178
4:30-4:45	5	34	327	26	0	2	10	350	63	0	0	83	46	126	0	0	28	20	9	0	1129
4:45-5:00	5	40	410	27	0	3	8	377	61	0	0	93	32	141	1	0	26	21	5	0	1249
5:00-5:15	2	68	315	18	0	3	5	362	59	0	0	109	33	167	0	0	35	28	10	0	1214
5:15-5:30	2	37	349	17	0	0	5	390	60	0	0	69	20	148	0	0	25	23	2	0	1147
5:30-5:45	1	72	362	16	0	2	9	320	65	0	0	86	40	110	0	0	36	25	2	0	1146
5:45-6:00	5	71	351	18	0	2	8	376	60	0	0	76	30	111	0	0	30	22	8	0	1168
6:00-6:15	2	46	271	17	0	1	7	352	54	1	0	77	18	97	0	0	31	30	7	0	1010
6:15-6:30	3	38	272	18	0	0	5	397	71	0	0	60	19	105	0	0	23	17	3	0	1031
6:30-6:45	2	57	256	11	0	1	7	303	68	0	0	71	23	72	0	0	22	17	2	0	912
6:45-7:00	3	40	210	8	0	0	4	344	82	0	0	56	12	81	0	0	14	11	2	0	867

Hourly Totals																					
4:00-5:00	17	191	1477	103	0	9	28	1447	239	0	0	337	115	494	1	0	109	89	27	0	4683
4:15-5:15	13	200	1441	101	0	11	29	1445	250	0	0	360	128	550	1	0	117	94	31	0	4771
4:30-5:30	14	179	1401	88	0	8	28	1479	243	0	0	354	131	582	1	0	114	92	26	0	4740
4:45-5:45	10	217	1436	78	0	8	27	1449	245	0	0	357	125	566	1	0	122	97	19	0	4757
5:00-6:00	10	248	1377	69	0	7	27	1448	244	0	0	340	123	536	0	0	126	98	22	0	4675
5:15-6:15	10	226	1333	68	0	5	29	1438	239	1	0	308	108	466	0	0	122	100	19	0	4472
5:30-6:30	11	227	1256	69	0	5	29	1445	250	1	0	299	107	423	0	0	120	94	20	0	4356
5:45-6:45	12	212	1150	64	0	4	27	1428	253	1	0	284	90	385	0	0	106	86	20	0	4122
6:00-7:00	10	181	1009	54	0	2	23	1396	275	1	0	264	72	355	0	0	90	75	14	0	3821

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:15-5:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:15-5:15	13	200	1441	101	0	11	29	1445	250	0	0	360	128	550	1	0	117	94	31	0	4771

Peak Hour
Turning Movement Count



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: US 301 at MD 725
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Wednesday, November 10, 2021
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	US 301 Northbound					US 301 Southbound					Chrysler Drive Eastbound					Chevy Drive Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	14	352	7	0	1	0	230	10	0	0	5	0	24	0	0	1	9	0	0	653
6:45-7:00	0	16	370	8	0	0	0	261	6	0	0	3	0	19	0	0	0	5	0	0	688
7:00-7:15	1	16	364	9	0	1	0	324	3	0	0	3	0	20	0	0	2	8	0	0	751
7:15-7:30	0	15	478	5	0	0	0	381	6	0	0	7	0	20	0	0	0	7	0	0	919
7:30-7:45	1	13	439	7	0	0	0	395	6	0	0	11	0	20	0	0	1	6	0	0	899
7:45-8:00	1	17	474	5	0	0	0	391	7	0	0	7	1	34	0	0	0	4	0	0	941
8:00-8:15	0	29	429	10	0	0	0	363	10	0	0	10	0	27	0	0	1	6	0	0	885
8:15-8:30	1	12	348	6	0	3	0	377	10	0	0	13	1	33	0	0	0	8	2	0	814
8:30-8:45	0	13	401	5	0	2	0	380	5	0	0	13	0	29	0	0	0	5	0	0	853
8:45-9:00	0	27	370	5	0	3	0	383	11	0	0	13	0	31	0	0	0	5	0	0	848
9:00-9:15	1	18	298	8	0	2	0	343	6	0	0	9	0	40	0	0	0	9	0	0	734
9:15-9:30	1	26	278	9	0	0	0	267	9	0	0	16	0	28	0	0	0	7	0	0	641

Hourly Totals																					
6:30-7:30	1	61	1564	29	0	2	0	1196	25	0	0	18	0	83	0	0	3	29	0	0	3011
6:45-7:45	2	60	1651	29	0	1	0	1361	21	0	0	24	0	79	0	0	3	26	0	0	3257
7:00-8:00	3	61	1755	26	0	1	0	1491	22	0	0	28	1	94	0	0	3	25	0	0	3510
7:15-8:15	2	74	1820	27	0	0	0	1530	29	0	0	35	1	101	0	0	2	23	0	0	3644
7:30-8:30	3	71	1690	28	0	3	0	1526	33	0	0	41	2	114	0	0	2	24	2	0	3539
7:45-8:45	2	71	1652	26	0	5	0	1511	32	0	0	43	2	123	0	0	1	23	2	0	3493
8:00-9:00	1	81	1548	26	0	8	0	1503	36	0	0	49	1	120	0	0	1	24	2	0	3400
8:15-9:15	2	70	1417	24	0	10	0	1483	32	0	0	48	1	133	0	0	0	27	2	0	3249
8:30-9:30	2	84	1347	27	0	7	0	1373	31	0	0	51	0	128	0	0	0	26	0	0	3076

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:15-8:15	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
	2	74	1820	27		0	0	1530	29		35	1	101			2	23	0		3644	

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	US 301 Northbound					US 301 Southbound					Chrysler Drive Eastbound					Chevy Drive Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	1	26	409	11	0	3	1	521	6	0	0	27	0	66	0	0	2	12	1	0	1086
4:15-4:30	0	21	466	6	0	2	0	522	5	0	0	17	0	39	0	0	1	3	1	0	1083
4:30-4:45	0	31	440	9	0	5	0	519	17	0	0	25	0	53	0	0	0	7	3	0	1109
4:45-5:00	0	28	417	5	0	1	0	570	7	0	0	16	0	40	0	0	1	7	0	0	1092
5:00-5:15	2	22	409	4	0	0	0	486	13	0	0	28	0	71	0	0	0	4	0	0	1039
5:15-5:30	0	20	432	5	0	2	0	560	11	0	0	15	0	49	0	0	0	3	0	0	1097
5:30-5:45	2	21	399	9	0	2	0	495	5	0	0	12	0	43	0	0	0	11	0	0	999
5:45-6:00	1	24	387	4	0	3	0	478	8	0	0	10	0	42	0	0	0	4	0	0	961
6:00-6:15	0	18	369	3	0	1	0	513	10	0	0	16	0	32	0	0	0	3	0	0	965
6:15-6:30	2	20	308	3	0	3	0	428	10	0	0	12	0	39	0	0	0	2	0	0	827
6:30-6:45	1	18	286	0	0	0	0	345	7	0	0	15	0	41	0	0	0	1	0	0	714
6:45-7:00	1	21	224	2	0	1	0	374	4	0	0	10	0	27	0	0	0	2	0	0	666

Hourly Totals																					
4:00-5:00	1	106	1732	31	0	11	1	2132	35	0	0	85	0	198	0	0	4	29	5	0	4370
4:15-5:15	2	102	1732	24	0	8	0	2097	42	0	0	86	0	203	0	0	2	21	4	0	4323
4:30-5:30	2	101	1698	23	0	8	0	2135	48	0	0	84	0	213	0	0	1	21	3	0	4337
4:45-5:45	4	91	1657	23	0	5	0	2111	36	0	0	71	0	203	0	0	1	25	0	0	4227
5:00-6:00	5	87	1627	22	0	7	0	2019	37	0	0	65	0	205	0	0	0	22	0	0	4096
5:15-6:15	3	83	1587	21	0	8	0	2046	34	0	0	53	0	166	0	0	0	21	0	0	4022
5:30-6:30	5	83	1463	19	0	9	0	1914	33	0	0	50	0	156	0	0	0	20	0	0	3752
5:45-6:45	4	80	1350	10	0	7	0	1764	35	0	0	53	0	154	0	0	0	10	0	0	3467
6:00-7:00	4	77	1187	8	0	5	0	1660	31	0	0	53	0	139	0	0	0	8	0	0	3172

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:00-5:00	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
	1	106	1732	31		11	1	2132	35		85	0	198			4	29	5		4370	

Peak Hour
Turning Movement Count



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: US 301 & Chrysler Drive
Weather: Clear
Count by: CountCam-DSS
Count Day/Date: Tuesday, December 14, 2021
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					Trade Zone Avenue Eastbound					Trade Zone Avenue Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	0	0	6	0	0	8	0	0	0	0	0	32	0	0	1	20	48	36	0	151
6:45-7:00	0	1	0	5	0	0	12	0	0	0	0	0	24	1	0	1	21	66	44	0	175
7:00-7:15	0	0	1	8	0	0	8	0	1	0	0	1	30	1	0	0	16	65	33	0	164
7:15-7:30	1	0	0	12	0	0	12	0	2	0	0	1	26	0	0	0	12	82	40	0	188
7:30-7:45	0	0	0	13	0	0	10	0	0	0	0	0	35	1	0	0	15	71	30	0	175
7:45-8:00	0	0	0	11	0	0	7	0	0	0	0	1	49	0	0	2	11	83	40	0	204
8:00-8:15	0	1	1	9	0	0	11	1	0	0	0	0	31	1	0	2	17	68	40	0	182
8:15-8:30	0	0	0	29	0	0	7	1	2	0	0	0	49	0	0	0	19	70	19	0	196
8:30-8:45	0	0	0	20	0	0	13	1	0	0	0	0	32	3	0	1	17	55	11	0	153
8:45-9:00	0	0	0	11	0	0	8	1	0	0	0	0	36	0	0	0	23	70	36	0	185
9:00-9:15	0	0	0	11	0	0	8	0	0	0	0	1	51	0	0	0	17	47	20	0	155
9:15-9:30	0	0	0	24	0	0	10	0	0	0	0	0	35	0	0	1	34	39	17	0	160

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-7:30	1	1	1	31	0	0	40	0	3	0	0	2	112	2	0	2	69	261	153	0	678
6:45-7:45	1	1	1	38	0	0	42	0	3	0	0	2	115	3	0	1	64	284	147	0	702
7:00-8:00	1	0	1	44	0	0	37	0	3	0	0	3	140	2	0	2	54	301	143	0	731
7:15-8:15	1	1	1	45	0	0	40	1	2	0	0	2	141	2	0	4	55	304	150	0	749
7:30-8:30	0	1	1	62	0	0	35	2	2	0	0	1	164	2	0	4	62	292	129	0	757
7:45-8:45	0	1	1	69	0	0	38	3	2	0	0	1	161	4	0	5	64	276	110	0	735
8:00-9:00	0	1	1	69	0	0	39	4	2	0	0	0	148	4	0	3	76	263	106	0	716
8:15-9:15	0	0	0	71	0	0	36	3	2	0	0	1	168	3	0	1	76	242	86	0	689
8:30-9:30	0	0	0	66	0	0	39	2	0	0	0	1	154	3	0	2	91	211	84	0	653
AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:30-8:30	0	1	1	62	0	0	35	2	2	0	0	1	164	2	0	4	62	292	129	0	757

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					Trade Zone Avenue Eastbound					Trade Zone Avenue Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	0	0	43	0	0	27	2	2	0	0	1	177	1	0	1	15	38	16	0	323
4:15-4:30	0	0	0	31	0	0	32	2	2	0	0	1	67	2	0	1	7	40	8	0	193
4:30-4:45	0	0	0	15	0	0	31	0	1	0	0	0	65	0	0	0	5	29	15	0	161
4:45-5:00	0	0	0	13	0	0	20	2	1	0	0	0	51	0	0	1	10	47	5	0	150
5:00-5:15	0	0	1	21	0	0	31	2	1	0	0	0	87	2	0	0	10	43	6	0	204
5:15-5:30	1	0	0	23	0	0	17	1	0	0	0	1	44	2	0	0	10	26	12	0	137
5:30-5:45	0	0	0	21	0	0	34	2	0	0	0	0	47	0	0	1	14	35	11	0	165
5:45-6:00	0	0	0	18	0	0	17	0	0	0	0	1	47	0	0	0	9	57	4	0	153
6:00-6:15	0	0	3	16	0	0	10	1	0	0	0	0	75	1	0	0	10	42	7	0	165
6:15-6:30	0	0	1	11	0	0	15	0	0	0	0	1	45	0	0	0	11	28	7	0	119
6:30-6:45	0	1	1	25	0	0	9	2	0	0	0	0	37	1	0	1	12	23	4	0	116
6:45-7:00	0	0	0	12	0	0	5	1	0	0	0	1	22	0	0	1	11	32	4	0	89

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	0	0	102	0	0	110	6	6	0	0	2	360	3	0	3	37	154	44	0	827
4:15-5:15	0	0	1	80	0	0	114	6	5	0	0	1	270	4	0	2	32	159	34	0	708
4:30-5:30	1	0	1	72	0	0	99	5	3	0	0	1	247	4	0	1	35	145	38	0	652
4:45-5:45	1	0	1	78	0	0	102	7	2	0	0	1	229	4	0	2	44	151	34	0	656
5:00-6:00	1	0	1	83	0	0	99	5	1	0	0	2	225	4	0	1	43	161	33	0	659
5:15-6:15	1	0	3	78	0	0	78	4	0	0	0	2	213	3	0	1	43	160	34	0	620
5:30-6:30	0	0	4	66	0	0	76	3	0	0	0	2	214	1	0	1	44	162	29	0	602
5:45-6:45	0	1	5	70	0	0	51	3	0	0	0	2	204	2	0	1	42	150	22	0	553
6:00-7:00	0	1	5	64	0	0	39	4	0	0	0	2	179	2	0	2	44	125	22	0	489
PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:00-5:00	0	0	0	102	0	0	110	6	6	0	0	2	360	3	0	3	37	154	44	0	827

Peak Hour Turning Movement Count	Intersection: Prince George's Boulevard at Trade Zone Avenue Weather: Clear Count by: Count Cam DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					Commerce Drive Eastbound					N/A Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
6:30-6:45	0	2	3		0	0		3	5	0	0	5		6	0					0	24
6:45-7:00	0	5	6		0	0		5	3	0	0	1		3	0					1	23
7:00-7:15	0	0	14		0	0		3	4	0	0	0		3	0					0	24
7:15-7:30	0	4	13		0	0		3	1	0	0	3		2	0					0	26
7:30-7:45	1	1	10		0	0		4	2	0	0	2		1	0					0	21
7:45-8:00	0	4	18		0	0		6	4	0	0	5		4	0					1	41
8:00-8:15	0	4	9		0	0		8	4	0	0	1		4	0					0	30
8:15-8:30	0	4	26		0	0		12	5	0	0	2		2	0					0	51
8:30-8:45	0	4	16		0	0		9	3	0	1	3		5	0					1	41
8:45-9:00	0	3	19		0	0		7	5	0	0	1		2	0					1	37
9:00-9:15	2	5	9		0	0		7	3	0	0	2		5	0					0	33
9:15-9:30	0	3	19		0	0		9	2	0	1	6		2	0					0	42

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-7:30	0	11	36		0	0		14	13	0	0	9		14	0					1	98
6:45-7:45	1	10	43		0	0		15	10	0	0	6		9	0					1	95
7:00-8:00	1	9	55		0	0		16	11	0	0	10		10	0					1	113
7:15-8:15	1	13	50		0	0		21	11	0	0	11		11	0					1	119
7:30-8:30	1	13	63		0	0		30	15	0	0	10		11	0					1	144
7:45-8:45	0	16	69		0	0		35	16	0	1	11		15	0					2	165
8:00-9:00	0	15	70		0	0		36	17	0	1	7		13	0					2	161
8:15-9:15	2	16	70		0	0		35	16	0	1	8		14	0					2	164
8:30-9:30	2	15	63		0	0		32	13	0	2	12		14	0					2	155
AM Peak Hour	Northbound					Southbound					Eastbound					Westbound				Total	
7:45-8:45	0	16	69		0	0		35	16	0	1	11		15	0					2	165

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					Commerce Drive Eastbound					N/A Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
4:00-4:15	0	9	14		0	0		46	9	0	0	15		87	0					0	180
4:15-4:30	0	7	12		0	0		15	3	0	0	14		12	0					0	63
4:30-4:45	0	0	8		0	0		7	6	0	0	2		13	0					0	36
4:45-5:00	1	4	10		0	0		11	6	0	0	2		11	1					0	45
5:00-5:15	0	0	14		0	0		8	3	0	0	6		14	2					0	45
5:15-5:30	0	1	11		0	0		7	5	0	0	1		8	0					0	33
5:30-5:45	0	1	16		0	0		3	5	0	0	1		5	0					0	31
5:45-6:00	0	2	15		0	0		2	2	0	0	3		8	0					0	32
6:00-6:15	0	3	4		0	0		7	4	0	0	5		10	0					0	33
6:15-6:30	0	0	15		0	0		5	0	0	0	1		4	0					0	25
6:30-6:45	0	0	13		0	0		13	6	0	0	5		3	0					0	40
6:45-7:00	0	1	6		0	0		5	6	0	0	7		2	0					0	27

Hourly Totals																					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	1	20	44		0	0		79	24	0	0	33		123	1					0	325
4:15-5:15	1	11	44		0	0		41	18	0	0	24		50	3					0	192
4:30-5:30	1	5	43		0	0		33	20	0	0	11		46	3					0	162
4:45-5:45	1	6	51		0	0		29	19	0	0	10		38	3					0	157
5:00-6:00	0	4	56		0	0		20	15	0	0	11		35	2					0	143
5:15-6:15	0	7	46		0	0		19	16	0	0	10		31	0					0	129
5:30-6:30	0	6	50		0	0		17	11	0	0	10		27	0					0	121
5:45-6:45	0	5	47		0	0		27	12	0	0	14		25	0					0	130
6:00-7:00	0	4	38		0	0		30	16	0	0	18		19	0					0	125
PM Peak Hour	Northbound					Southbound					Eastbound					Westbound				Total	
4:00-5:00	1	20	44		0	0		79	24	0	0	33		123	1					0	325

Peak Hour
Turning Movement Count



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Prince George's Boulevard at Commerce Drive
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Tuesday, December 14, 2021
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					N/A Eastbound					Queens Court Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0		0	0	0	0	8	0		0					0	0	0		5	0	13
6:45-7:00	0		1	0	0	0	6	1		0					0	0	0		11	0	19
7:00-7:15	0		1	0	0	0	6	1		0					0	0	0		12	0	20
7:15-7:30	0		0	1	0	0	4	1		0					0	1	0		17	0	24
7:30-7:45	0		1	0	0	0	5	1		0					0	0	0		12	0	19
7:45-8:00	0		0	0	0	0	6	3		0					0	0	0		21	0	30
8:00-8:15	0		2	1	0	0	13	0		0					0	0	1		12	0	29
8:15-8:30	0		1	0	0	0	13	1		0					0	0	0		29	0	44
8:30-8:45	0		1	0	0	0	10	3		0					0	1	0		19	0	34
8:45-9:00	0		3	0	0	0	9	0		0					0	0	0		20	1	32
9:00-9:15	0		3	1	0	1	10	3		0					0	0	1		12	0	31
9:15-9:30	0		0	0	0	0	11	0		0					0	0	0		22	0	33

Hourly Totals																						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
6:30-7:30	0		2	1	0	0	24	3		0					0	1	0		45	0	76	
6:45-7:45	0		3	1	0	0	21	4		0					0	1	0		52	0	82	
7:00-8:00	0		2	1	0	0	21	6		0					0	1	0		62	0	93	
7:15-8:15	0		3	2	0	0	28	5		0					0	1	1		62	0	102	
7:30-8:30	0		4	1	0	0	37	5		0					0	0	1		74	0	122	
7:45-8:45	0		4	1	0	0	42	7		0					0	1	1		81	0	137	
8:00-9:00	0		7	1	0	0	45	4		0					0	1	1		80	1	140	
8:15-9:15	0		8	1	0	1	42	7		0					0	1	1		80	1	142	
8:30-9:30	0		7	1	0	1	40	6		0					0	1	1		73	1	131	
AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total	
8:15-9:15	0		8	1	0	1	42	7		0	0					0	1	1		80	1	142

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Prince George's Boulevard Northbound					Prince George's Boulevard Southbound					N/A Eastbound					Queens Court Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0		0	0	0	0	133	1		0					0	0	0		23	0	157
4:15-4:30	0		1	2	0	1	24	1		0					0	0	0		17	0	46
4:30-4:45	0		0	0	0	0	21	0		0					0	0	0		9	0	30
4:45-5:00	0		0	0	0	1	22	0		0					0	0	0		14	0	37
5:00-5:15	0		1	0	0	0	19	3		0					0	0	0		13	0	36
5:15-5:30	0		1	1	0	0	15	0		0					0	0	0		11	0	28
5:30-5:45	0		0	0	0	0	6	0		0					0	0	0		17	0	23
5:45-6:00	0		0	0	0	0	12	0		0					0	0	0		17	0	29
6:00-6:15	0		1	0	0	1	15	1		0					0	0	0		5	0	23
6:15-6:30	0		0	0	0	0	9	0		0					0	0	0		15	0	24
6:30-6:45	0		0	0	0	0	16	0		0					0	0	0		13	0	29
6:45-7:00	0		0	0	0	0	7	0		0					0	0	0		7	0	14

Hourly Totals																						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
4:00-5:00	0		1	2	0	2	200	2		0					0	0	0		63	0	270	
4:15-5:15	0		2	2	0	2	86	4		0					0	0	0		53	0	149	
4:30-5:30	0		2	1	0	1	77	3		0					0	0	0		47	0	131	
4:45-5:45	0		2	1	0	1	62	3		0					0	0	0		55	0	124	
5:00-6:00	0		2	1	0	0	52	3		0					0	0	0		58	0	116	
5:15-6:15	0		2	1	0	1	48	1		0					0	0	0		50	0	103	
5:30-6:30	0		1	0	0	1	42	1		0					0	0	0		54	0	99	
5:45-6:45	0		1	0	0	1	52	1		0					0	0	0		50	0	105	
6:00-7:00	0		1	0	0	1	47	1		0					0	0	0		40	0	90	
PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total	
4:00-5:00	0		1	2	0	2	200	2		0	0					0	0	0		63	0	270

Peak Hour Turning Movement Count	Intersection: Prince George's Boulevard at Queens Court Weather: Clear Count by: Count Cam DSS Count Day/Date: Tuesday, December 14, 2021 County: Prince George's
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Appendix B

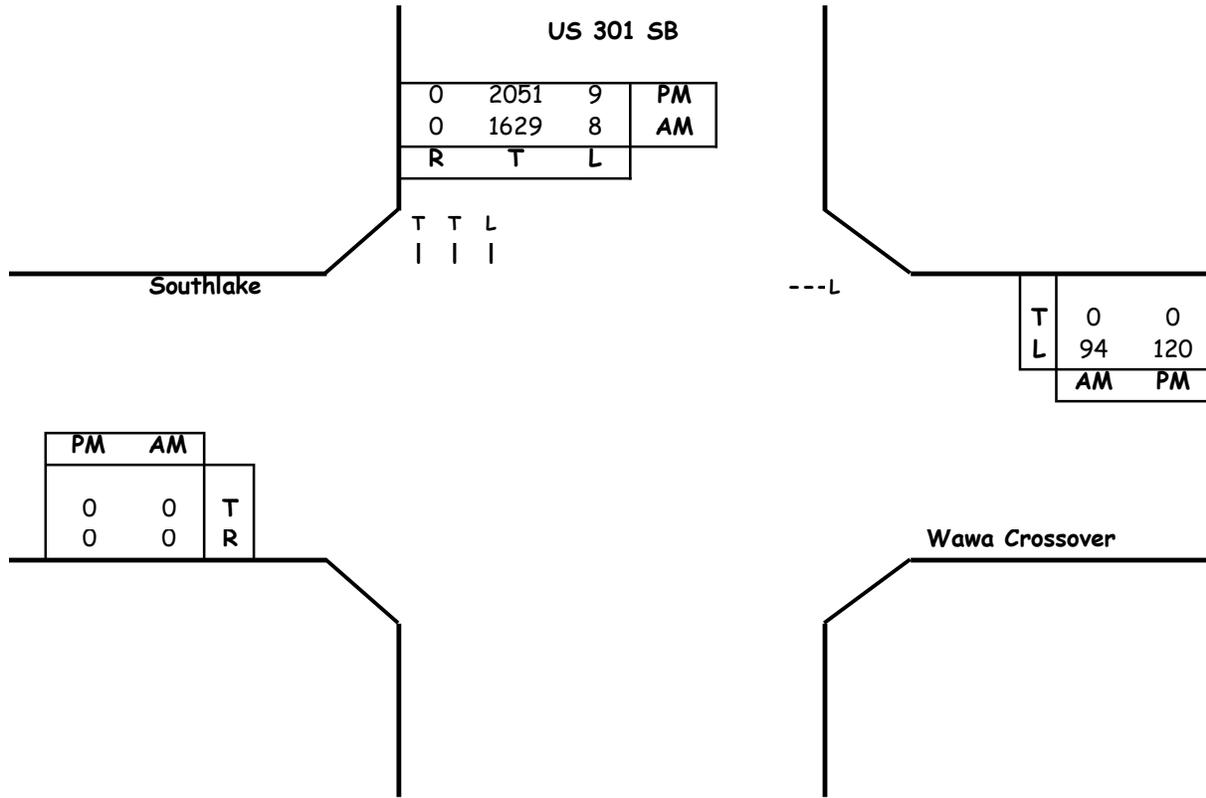
Critical Lane Volume (LOS) Worksheets
Highway Capacity Software (LOS) Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301 SB
Minor Street: Wawa Crossover
Study Period: EXISTING TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB							896
SB	1629	0.55	896				
EB	0	0	0	94	1	94	94
WB	0	0	0	0	0	0	
CLV TOTAL=							990
Level of Service (LOS)=-							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB							1128
SB	2051	0.55	1128				
EB	0	0	0	120	1	120	120
WB	0	0	0	0	0	0	
CLV TOTAL=							1248
Level of Service (LOS)=-							C

Critical Lane Volume Analysis



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**US 301 SB &
Wawa Crossover
(EXISTING TRAFFIC)**

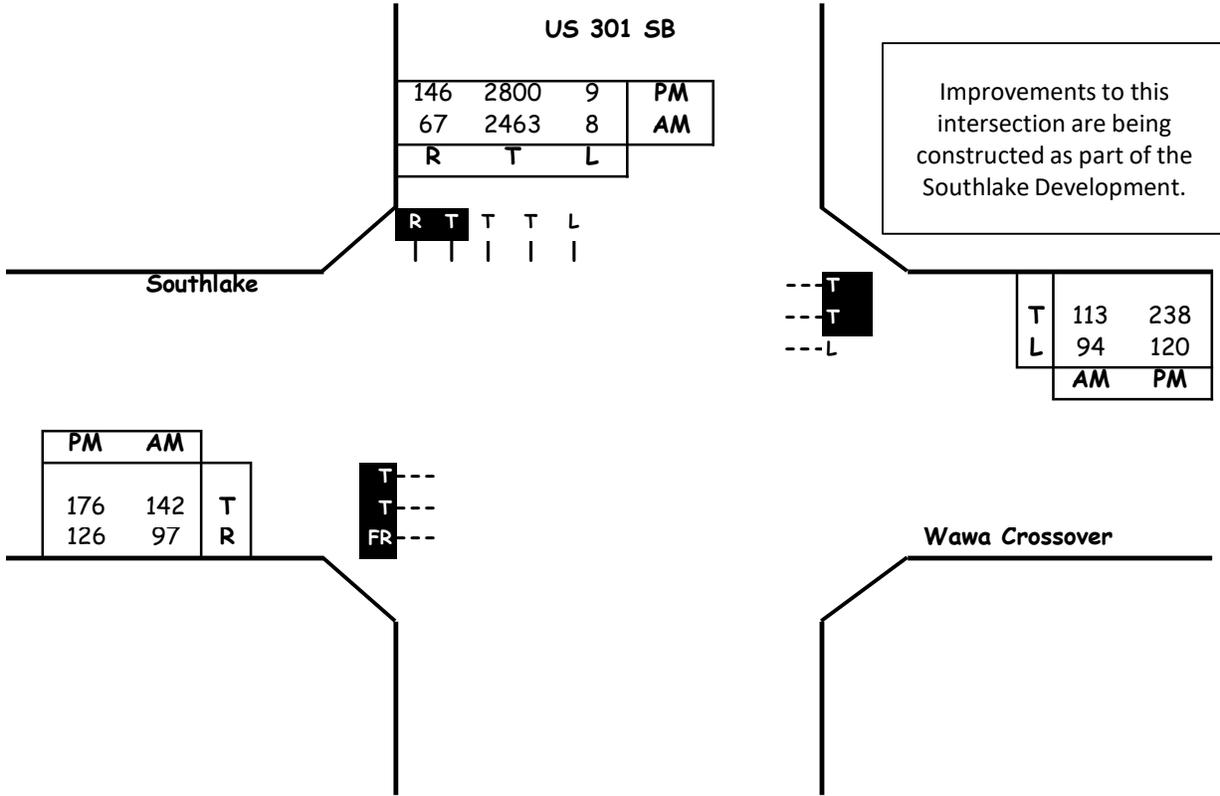
**Intersection
1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301 SB
Minor Street: Wawa Crossover
Study Period: BACKGROUND TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	AM CLV
	VOL	x LUF	= Total	VOL x LUF = Total	
NB					911
SB	2463	0.37	911		
EB	142	0.55	78	94 1 94	172
WB	113	0.55	62		
CLV TOTAL=					1083
Level of Service (LOS)=-					B

Evening Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	PM CLV
	VOL	x LUF	= Total	VOL x LUF = Total	
NB					1036
SB	2800	0.37	1036		
EB	176	0.55	97	120 1 120	217
WB	238	0.55	131		
CLV TOTAL=					1253
Level of Service (LOS)=-					C

Critical Lane Volume Analysis

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**US 301 SB &
Wawa Crossover
(BACKGROUND TRAFFIC)**

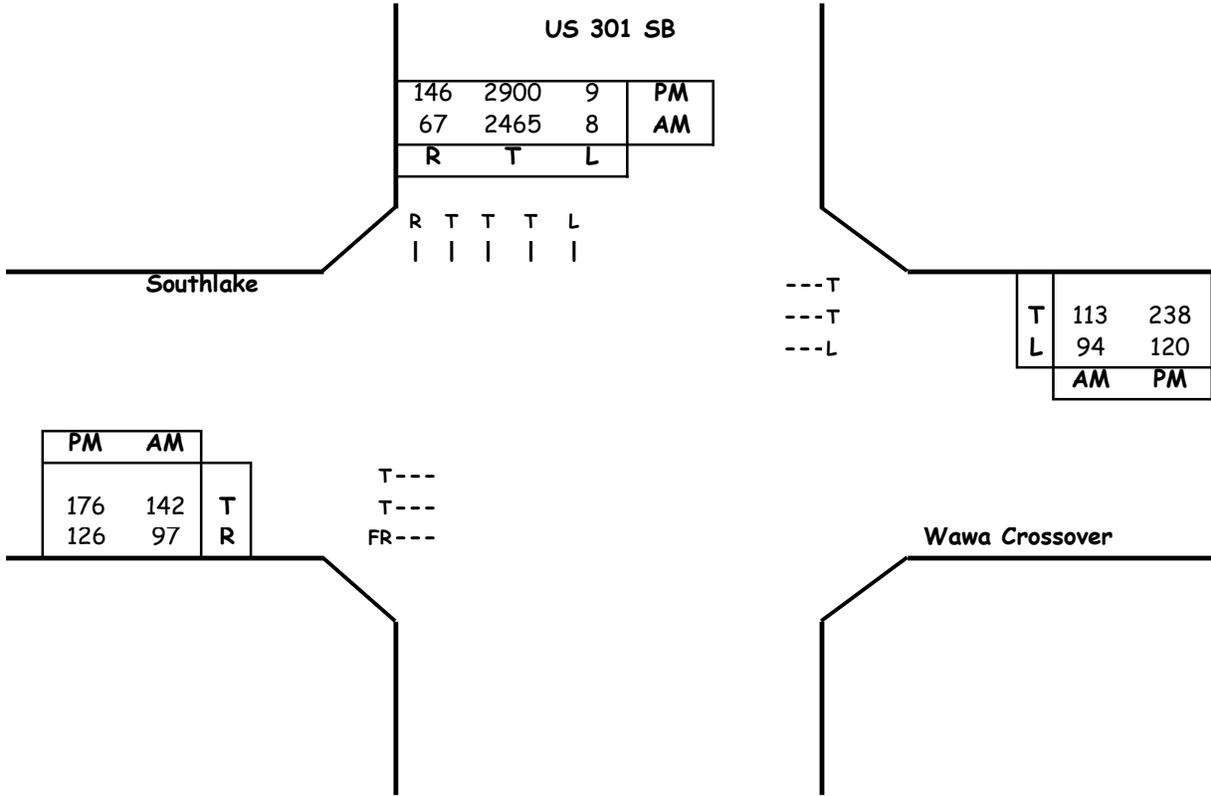
**Intersection
1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301 SB
Minor Street: Wawa Crossover
Study Period: TOTAL TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	AM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB					912
SB	2465	0.37	912		
EB	142	0.55	78	94 1 94	172
WB	113	0.55	62		
CLV TOTAL=					1084
Level of Service (LOS)=-					B

Evening Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	PM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB					1073
SB	2900	0.37	1073		
EB	176	0.55	97	120 1 120	217
WB	238	0.55	131		
CLV TOTAL=					1290
Level of Service (LOS)=-					C

Critical Lane Volume Analysis



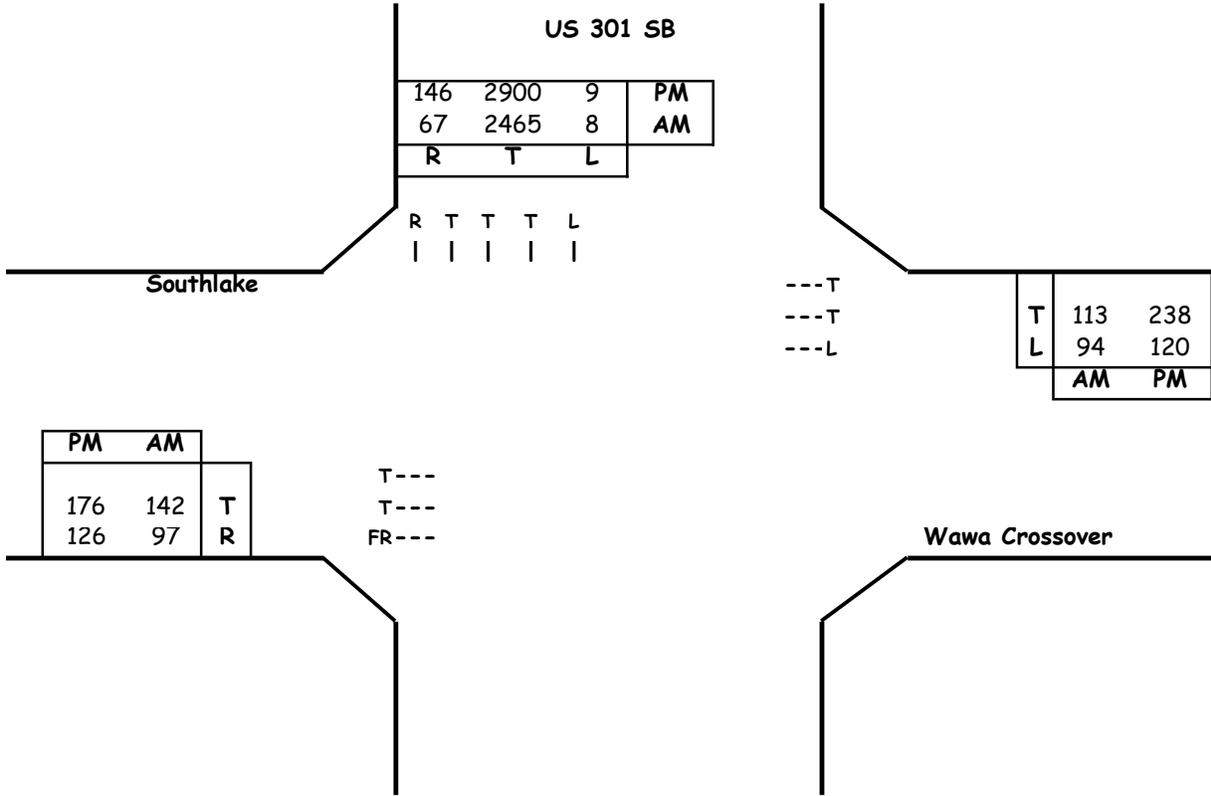
**US 301 SB &
Wawa Crossover
(TOTAL TRAFFIC)**

**Intersection
1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301 SB
 Minor Street: Wawa Crossover Analyst: Lenhart Traffic Consulting
 Study Period: TOTAL TRAFFIC WITH CIP IMPROVEMENTS

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	AM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB					912
SB	2465	0.37	912		
EB	142	0.55	78	94 1 94	172
WB	113	0.55	62		
CLV TOTAL=					1084
Level of Service (LOS)=-					B

Evening Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	PM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB					1073
SB	2900	0.37	1073		
EB	176	0.55	97	120 1 120	217
WB	238	0.55	131		
CLV TOTAL=					1290
Level of Service (LOS)=-					C

Critical Lane Volume Analysis

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**US 301 SB &
Wawa Crossover**

(TOTAL TRAFFIC WITH CIP IMPROVEMENTS)

**Intersection
1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

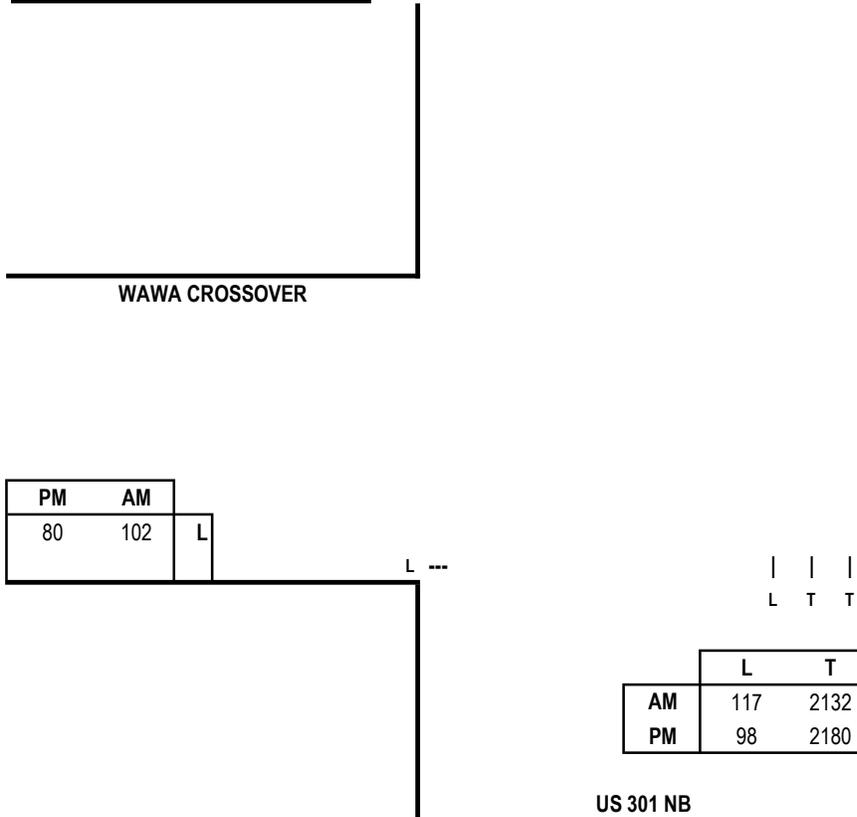
Intersection of: US 301 NB

and: Wawa Crossover

Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	102	1.00	102				102
NB	2132	0.55	1173				1173
SB							
CLV TOTAL =							1275
Level of Service (LOS) =							C

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	80	1.00	80				80
NB	2180	0.55	1199				1199
SB							
CLV TOTAL =							1279
Level of Service (LOS) =							C

Critical Lane Volume Analysis



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US 301 NB &
Wawa Crossover
(Existing Traffic)

**Intersection
2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

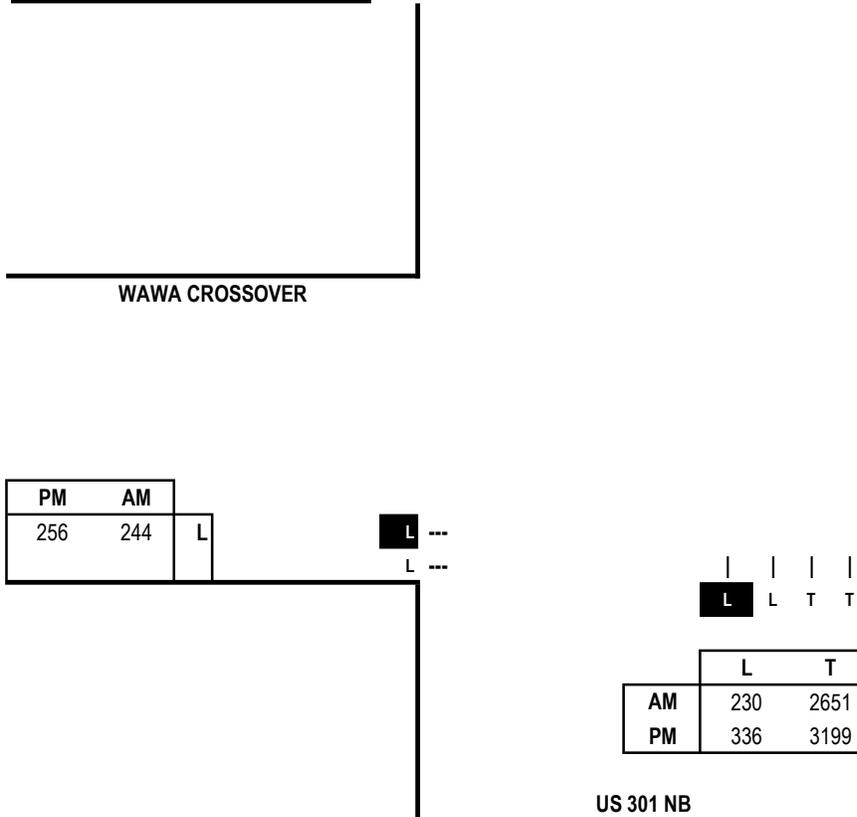
Intersection of: US 301 NB

and: Wawa Crossover

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Improvements to this intersection are being constructed as part of the Southlake Development.

Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	244	0.60	146				146
NB	2651	0.55	1458				1458
SB							
CLV TOTAL =							1604
Level of Service (LOS) =							F

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	256	0.60	154				154
NB	3199	0.55	1759				1759
SB							
CLV TOTAL =							1913
Level of Service (LOS) =							F

<p style="text-align: center;">Critical Lane Volume Analysis</p> <p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>US 301 NB & Wawa Crossover (Background Traffic)</p>	<p>Intersection 2</p>
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CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

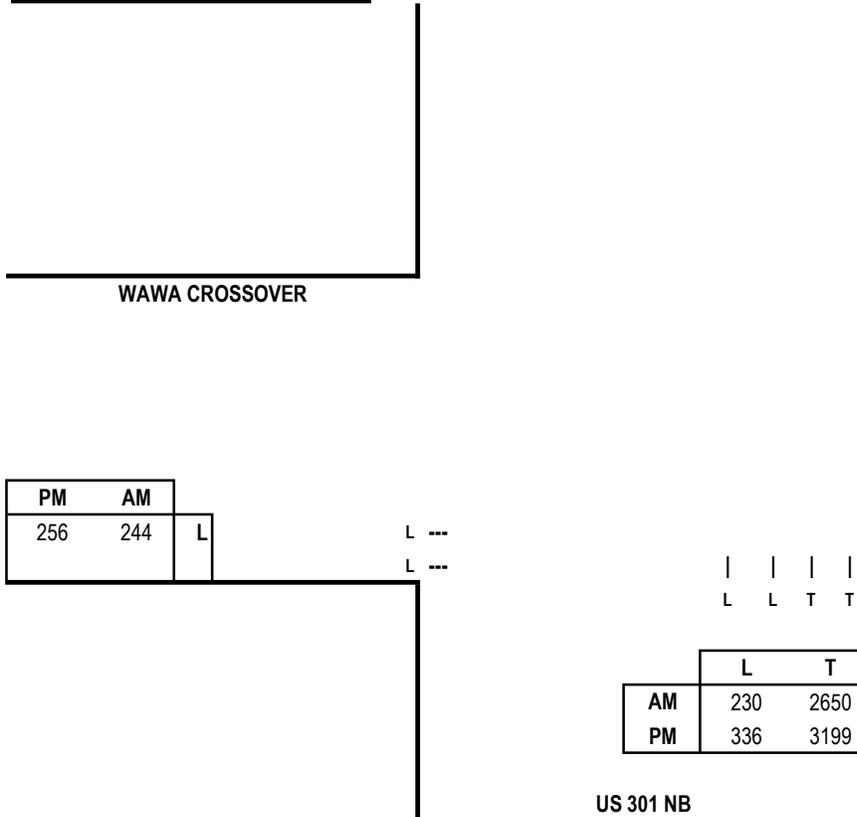
Intersection of: US 301 NB

and: Wawa Crossover

Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	244	0.60	146				146
NB	2650	0.55	1458				1458
SB							
CLV TOTAL =							1604
Level of Service (LOS) =							F

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	256	0.60	154				154
NB	3199	0.55	1759				1759
SB							
CLV TOTAL =							1913
Level of Service (LOS) =							F

Critical Lane Volume Analysis



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US 301 NB &
Wawa Crossover
(Total Traffic)

**Intersection
2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

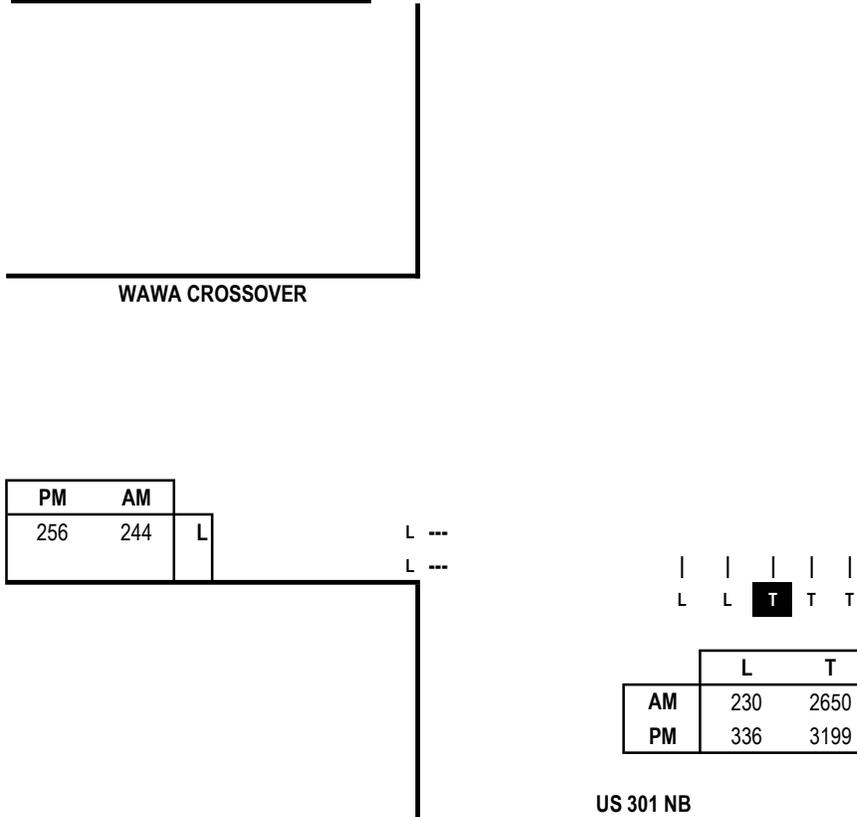
Intersection of: US 301 NB

and: Wawa Crossover

Conditions: Total Traffic with CIP Improvements

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	244	0.60	146				146
NB	2650	0.37	981				981
SB							
CLV TOTAL =							1127
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	256	0.60	154				154
NB	3199	0.37	1184				1184
SB							
CLV TOTAL =							1338
Level of Service (LOS) =							D

Critical Lane Volume Analysis



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**US 301 NB &
Wawa Crossover**
(Total Traffic with CIP Improvements)

**Intersection
2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

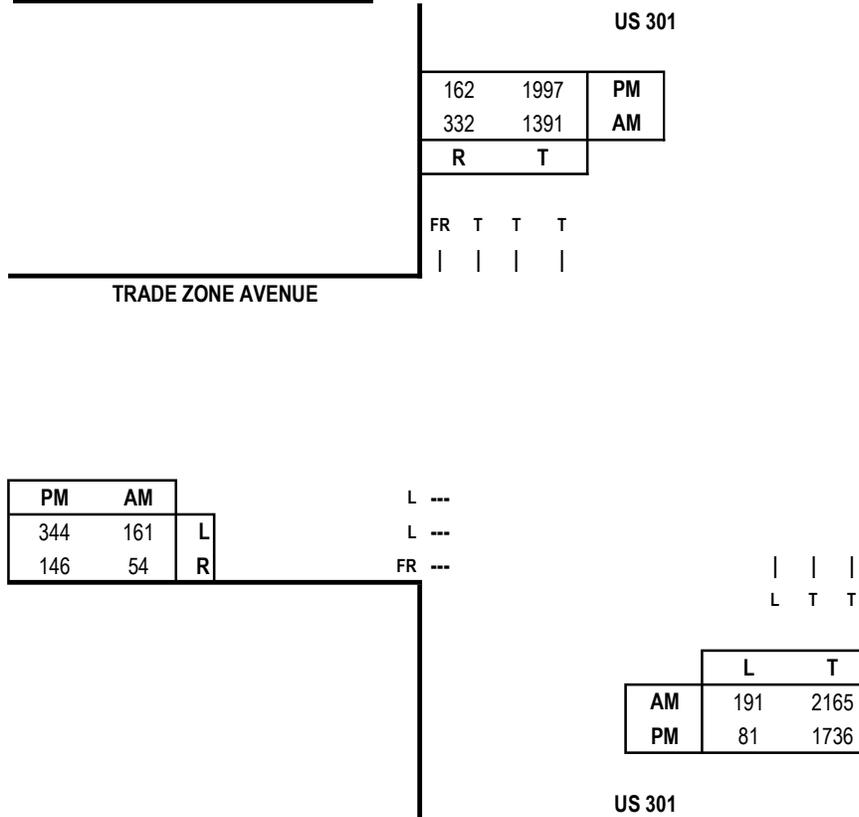
Intersection of: US 301

and: Trade Zone Avenue

Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	161	0.60	97				97
NB	2165	0.55	1191				1191
SB	1391	0.37	515	191	1.00	191	
CLV TOTAL =							1288
Level of Service (LOS) =							C

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	344	0.60	206				206
NB	1736	0.55	955				955
SB	1997	0.37	739	81	1.00	81	
CLV TOTAL =							1161
Level of Service (LOS) =							C

Critical Lane Volume Analysis



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US 301 &
Trade Zone Avenue
(Existing Traffic)

**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

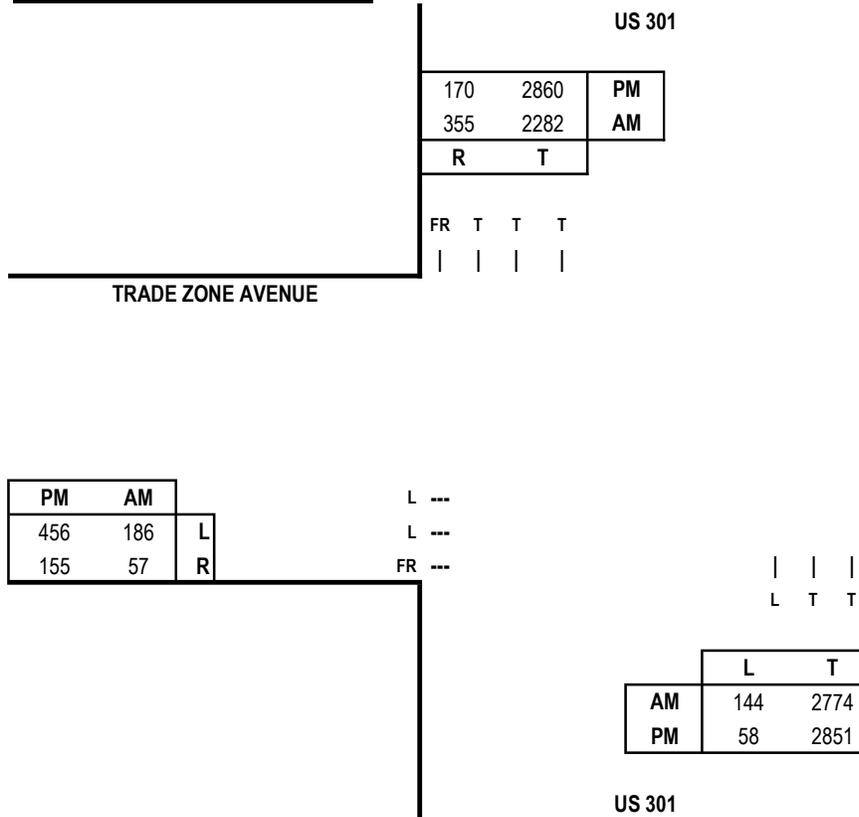
Intersection of: US 301

and: Trade Zone Avenue

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	186	0.60	112				112
NB	2774	0.55	1526				1526
SB	2282	0.37	844	144	1.00	144	
CLV TOTAL =							1638
Level of Service (LOS) =							F

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	456	0.60	274				274
NB	2851	0.55	1568				1568
SB	2860	0.37	1058	58	1.00	58	
CLV TOTAL =							1842
Level of Service (LOS) =							F

Critical Lane Volume Analysis



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US 301 &
Trade Zone Avenue
(Background Traffic)

**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

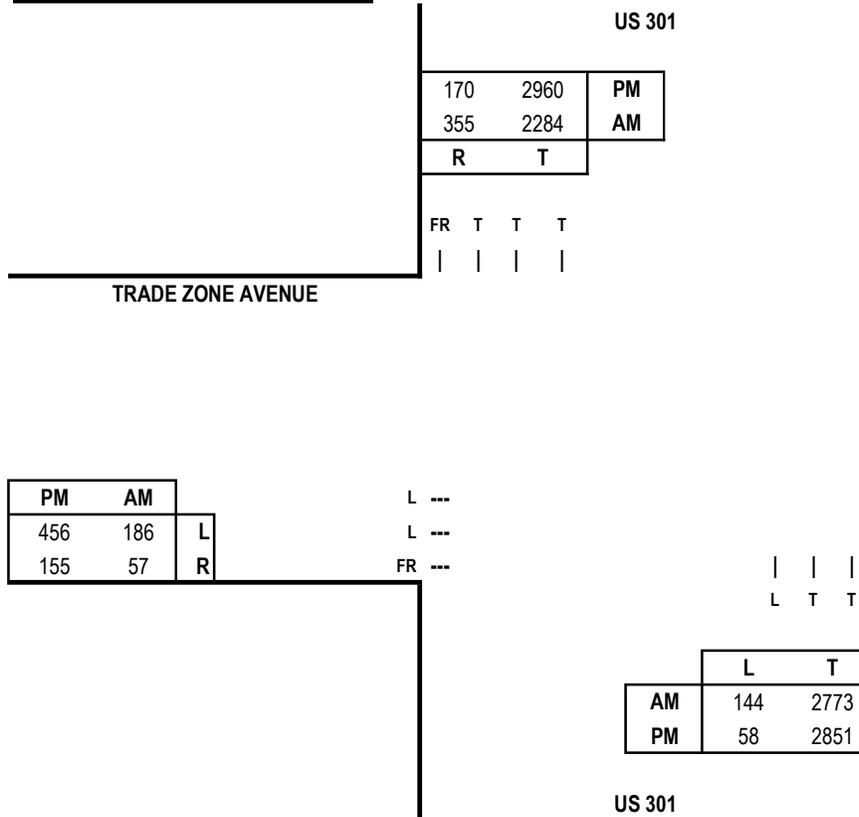
Intersection of: US 301

and: Trade Zone Avenue

Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	186	0.60	112				112
NB	2773	0.55	1525				1525
SB	2284	0.37	845	144	1.00	144	
CLV TOTAL =							1637
Level of Service (LOS) =							F

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	456	0.60	274				274
NB	2851	0.55	1568				1568
SB	2960	0.37	1095	58	1.00	58	
CLV TOTAL =							1842
Level of Service (LOS) =							F

Critical Lane Volume Analysis



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US 301 &
Trade Zone Avenue
(Total Traffic)

**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

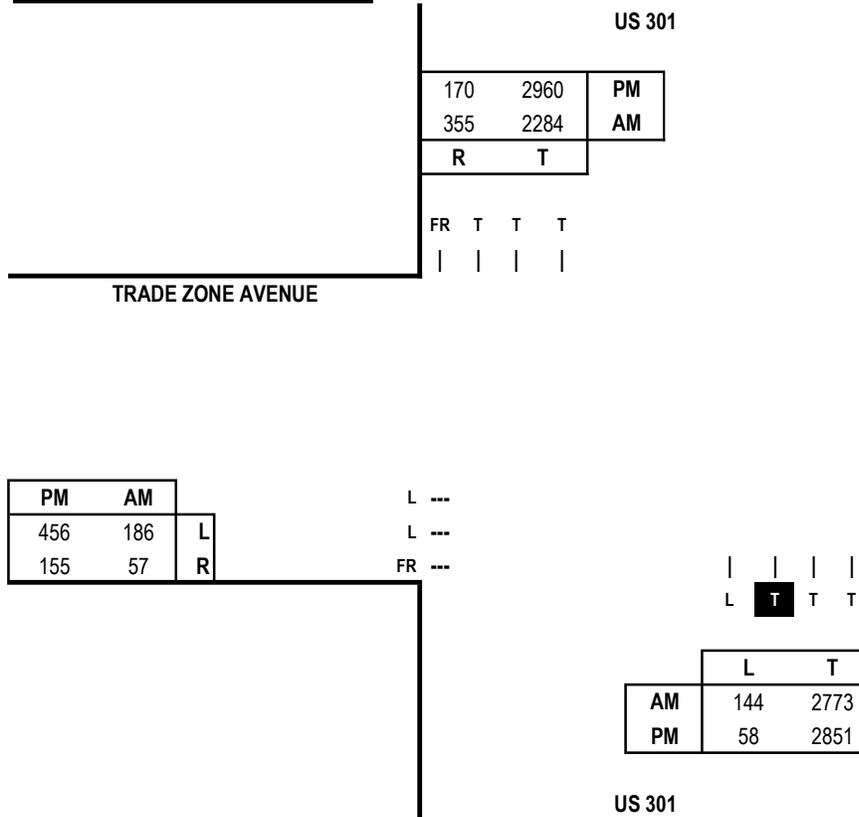
Intersection of: US 301

and: Trade Zone Avenue

Conditions: Total Traffic with CIP Improvements
Signal at US 301 & Queens Court

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	186	0.60	112				112
NB	2773	0.37	1026				1026
SB	2284	0.37	845	144	1.00	144	
CLV TOTAL =							1138
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	456	0.60	274				274
NB	2851	0.37	1055				1153
SB	2960	0.37	1095	58	1.00	58	
CLV TOTAL =							1427
Level of Service (LOS) =							D

Critical Lane Volume Analysis



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**US 301 &
Trade Zone Avenue**
(Total Traffic with CIP Improvements)

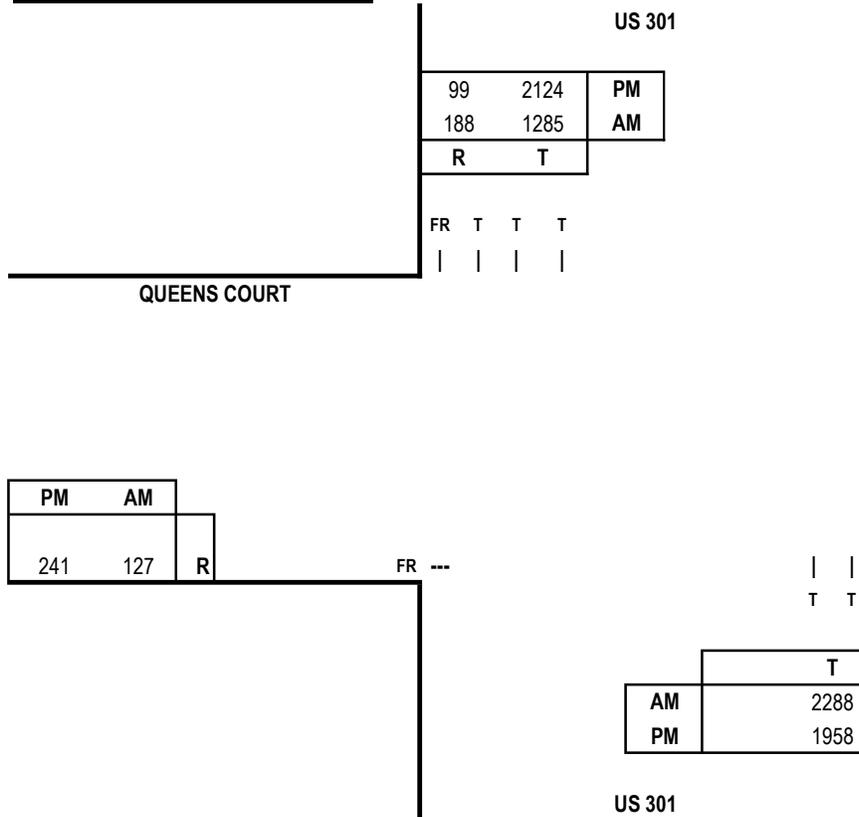
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301
and: Queens Court
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	127	0.00	0				0
NB	2288	0.55	1258				1258
SB	1285	0.37	475				
CLV TOTAL =							1258
Level of Service (LOS) =							C

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	241	0.00	0				0
NB	1958	0.55	1077				1077
SB	2124	0.37	786				
CLV TOTAL =							1077
Level of Service (LOS) =							B

Critical Lane Volume Analysis



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SEVERNA PARK, MD 21146
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US 301 &
Queens Court
(Existing Traffic)

**Intersection
4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

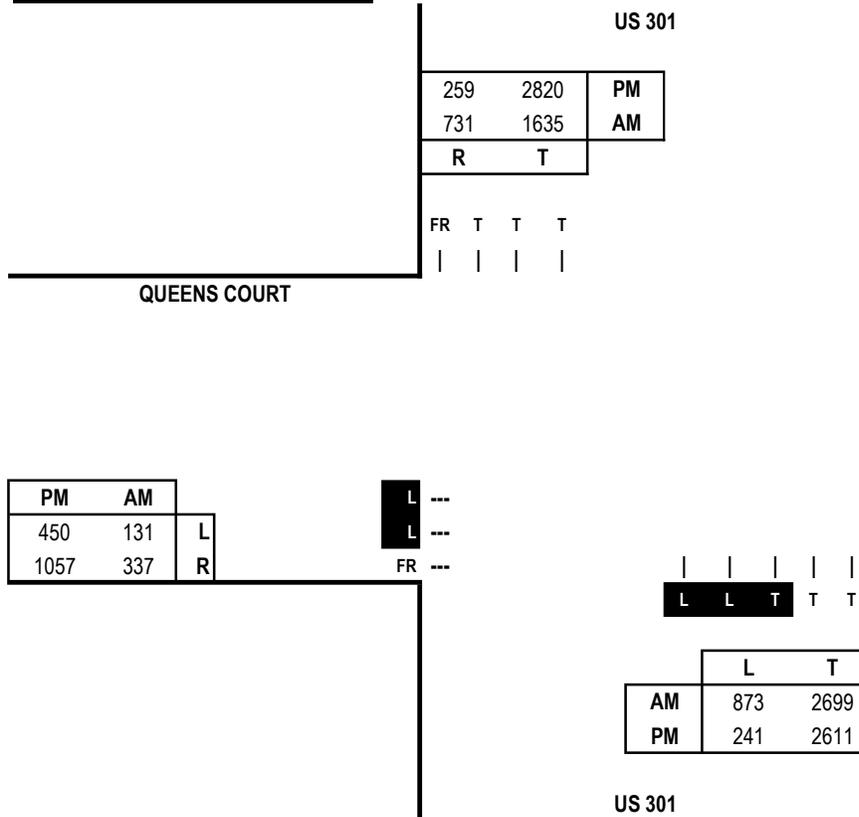
Intersection of: US 301

and: Queens Court

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	131	0.60	79				79
NB	2699	0.37	999				1129
SB	1635	0.37	605				
CLV TOTAL =							1208
Level of Service (LOS) =							C

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	450	0.60	270				270
NB	2611	0.37	966				1188
SB	2820	0.37	1043				
CLV TOTAL =							1458
Level of Service (LOS) =							E

Critical Lane Volume Analysis



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US 301 &
Queens Court
(Background Traffic)

**Intersection
4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

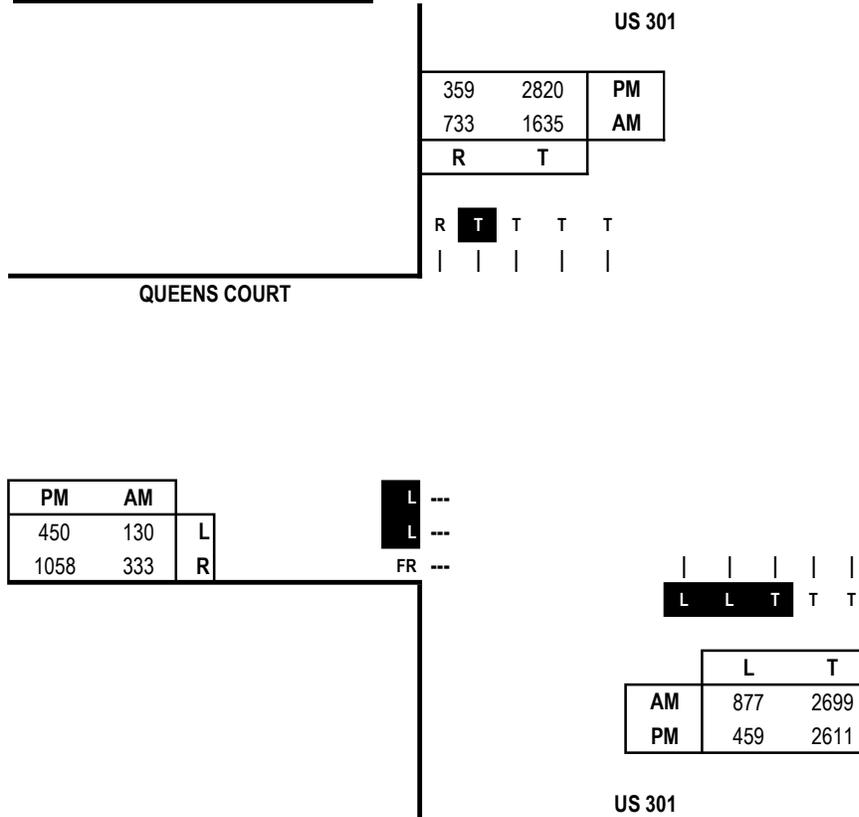
Intersection of: US 301

and: Queens Court

Conditions: Total Traffic with Full Signal + CIP

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	130	0.60	78				78
NB	2699	0.37	999				1000
SB	1635	0.29	474	877	0.60	526	
CLV TOTAL =							1078
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	450	0.60	270				270
NB	2611	0.37	966				1093
SB	2820	0.29	818	459	0.60	275	
CLV TOTAL =							1363
Level of Service (LOS) =							D

Critical Lane Volume Analysis



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US 301 &
Queens Court
(Total Traffic with Full Signal + CIP)

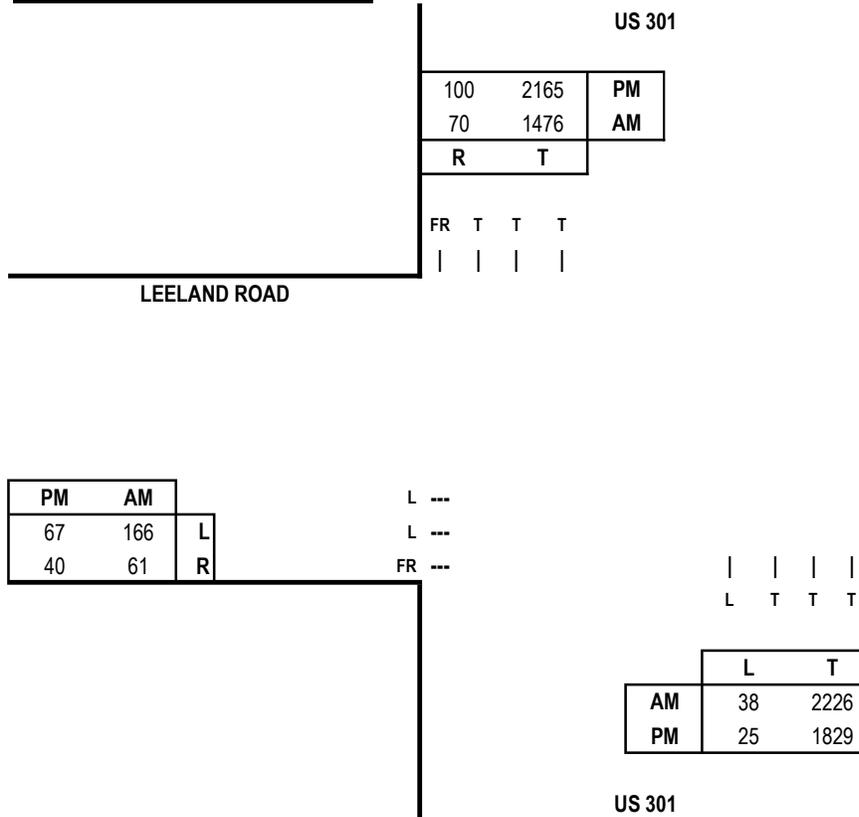
**Intersection
4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301
and: Leeland Road
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	166	0.60	100				100
NB	2226	0.37	824				824
SB	1476	0.37	546	38	1.00	38	
CLV TOTAL =							924
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	67	0.60	40				40
NB	1829	0.37	677				826
SB	2165	0.37	801	25	1.00	25	
CLV TOTAL =							866
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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US 301 &
Leeland Road
(Existing Traffic)

**Intersection
6**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

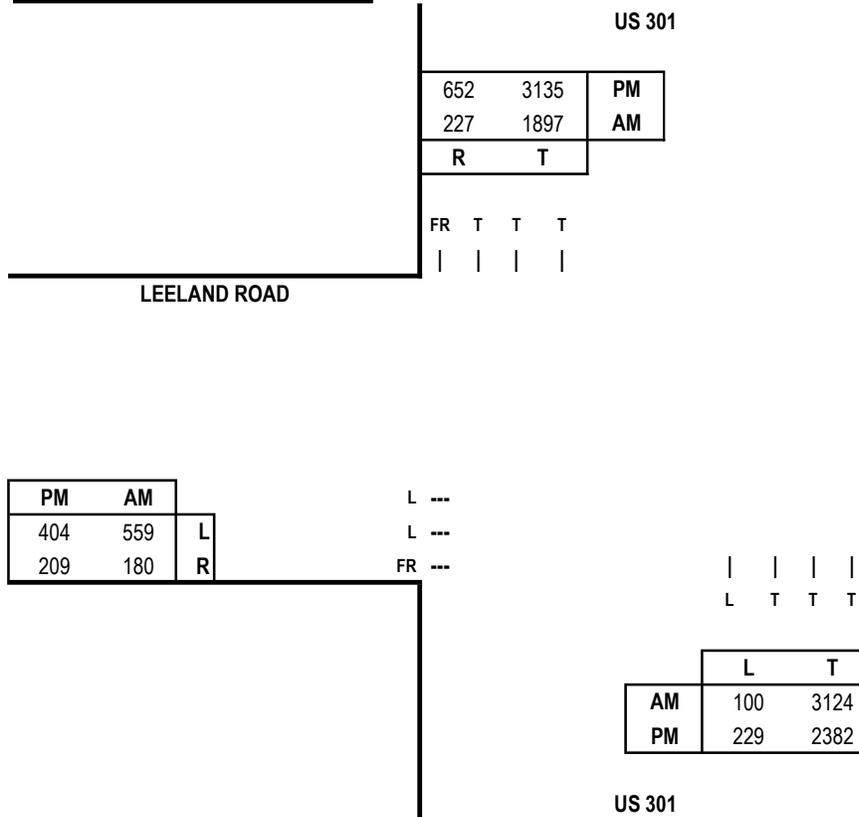
Intersection of: US 301

and: Leeland Road

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	559	0.60	335				335
NB	3124	0.37	1156				1156
SB	1897	0.37	702	100	1.00	100	
CLV TOTAL =							1491
Level of Service (LOS) =							E

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	404	0.60	242				242
NB	2382	0.37	881				1389
SB	3135	0.37	1160	229	1.00	229	
CLV TOTAL =							1631
Level of Service (LOS) =							F

Critical Lane Volume Analysis



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US 301 &
Leeland Road
(Background Traffic)

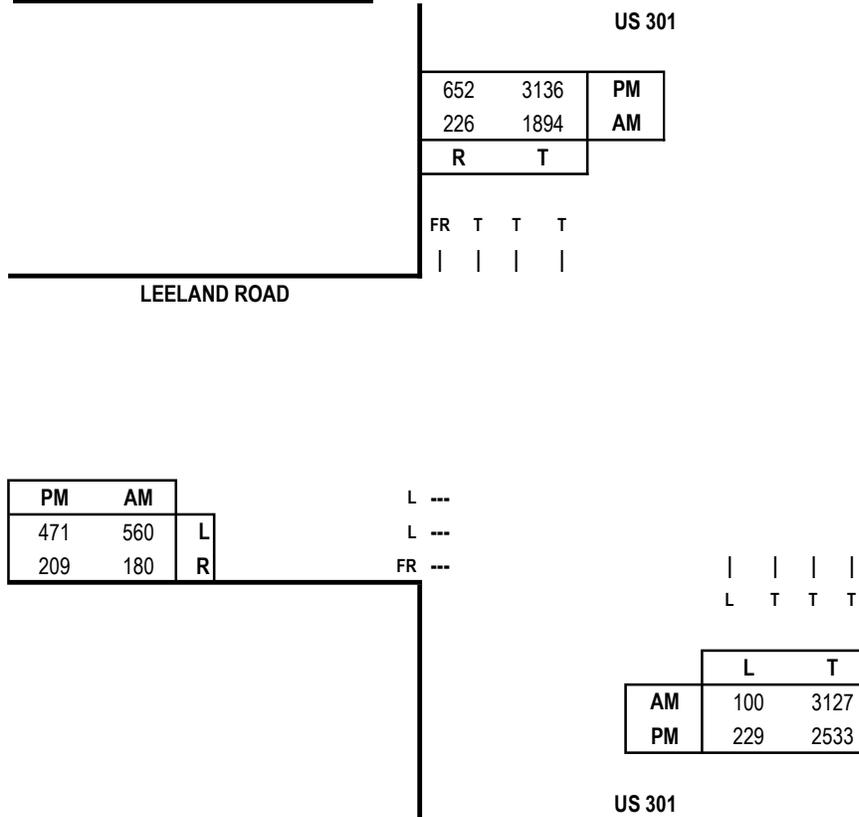
**Intersection
6**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301
and: Leeland Road
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	560	0.60	336				336
NB	3127	0.37	1157				1157
SB	1894	0.37	701	100	1.00	100	
CLV TOTAL =							1493
Level of Service (LOS) =							E

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	471	0.60	283				283
NB	2533	0.37	937				1389
SB	3136	0.37	1160	229	1.00	229	
CLV TOTAL =							1672
Level of Service (LOS) =							F

Critical Lane Volume Analysis



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US 301 &
Leeland Road
(Total Traffic)

**Intersection
6**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

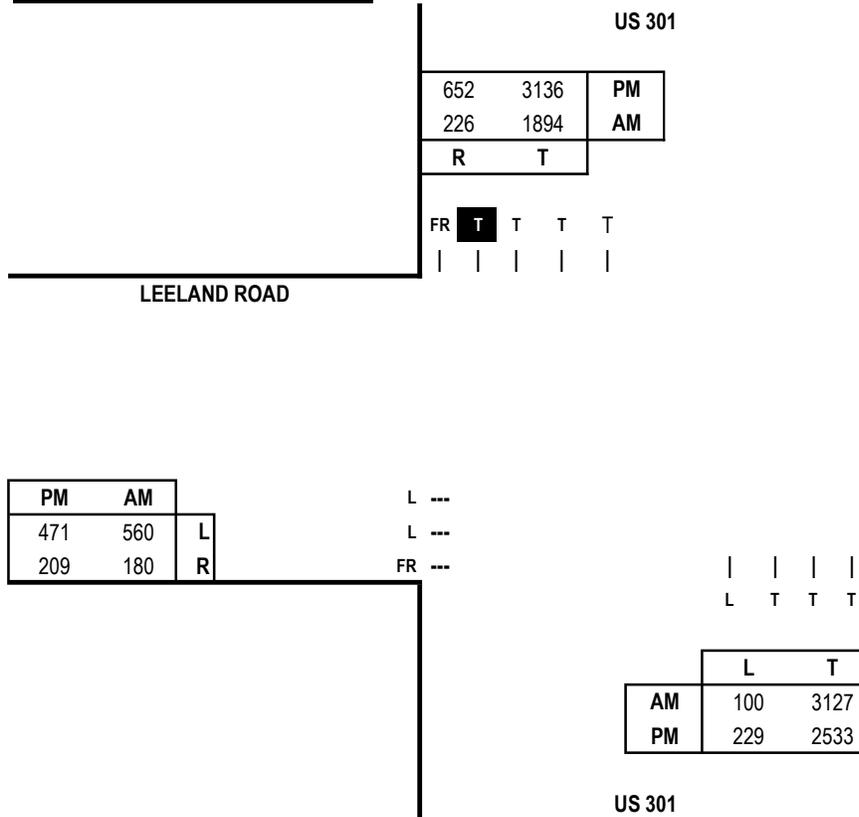
Intersection of: US 301

and: Leeland Road

Conditions: Total Traffic with CIP Improvements

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	560	0.60	336				336
NB	3127	0.37	1157				1157
SB	1894	0.29	549	100	1.00	100	
CLV TOTAL =							1493
Level of Service (LOS) =							E

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	471	0.60	283				283
NB	2533	0.37	937				1138
SB	3136	0.29	909	229	1.00	229	
CLV TOTAL =							1421
Level of Service (LOS) =							D

Critical Lane Volume Analysis



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US 301 &
Leeland Road
(Total Traffic with CIP Improvements)

**Intersection
6**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301

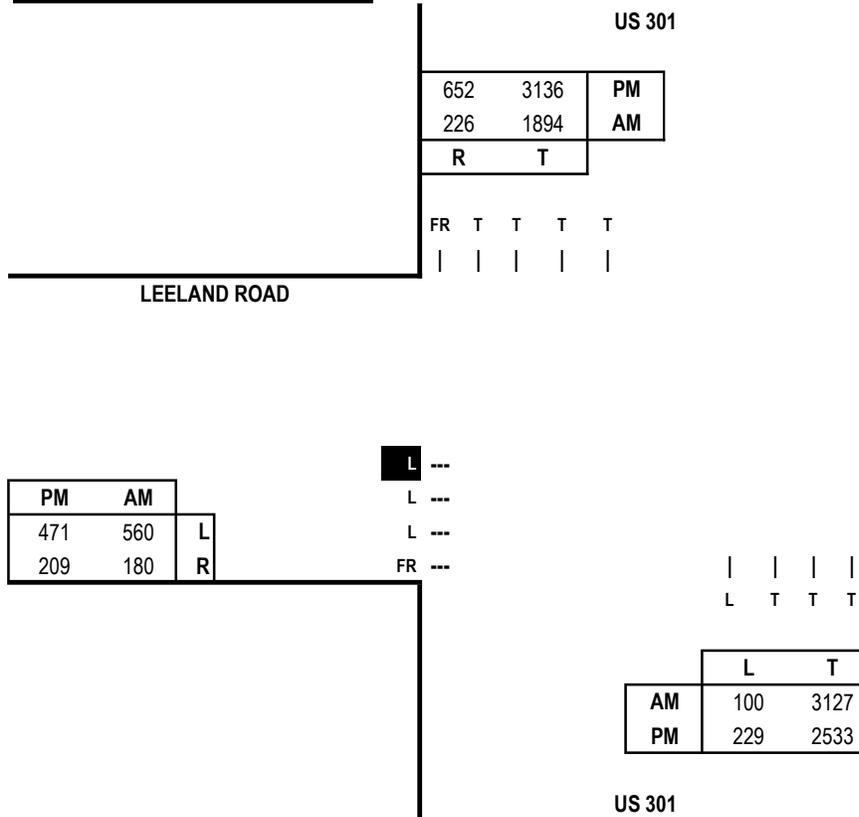
and: Leeland Road

Conditions: Total Traffic with Improvements

Analyst: Lenhart Traffic Consulting

CIP Improvements are Completed (additional through lanes each direction) but turn lanes are needed

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	560	0.45	252				252
NB	3127	0.37	1157				1157
SB	1894	0.29	549	100	1.00	100	
CLV TOTAL =							1409
Level of Service (LOS) =							D

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	471	0.45	212				212
NB	2533	0.37	937				1138
SB	3136	0.29	909	229	1.00	229	
CLV TOTAL =							1350
Level of Service (LOS) =							D

Critical Lane Volume Analysis



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**US 301 &
Leeland Road**
(Total Traffic with Improvements)

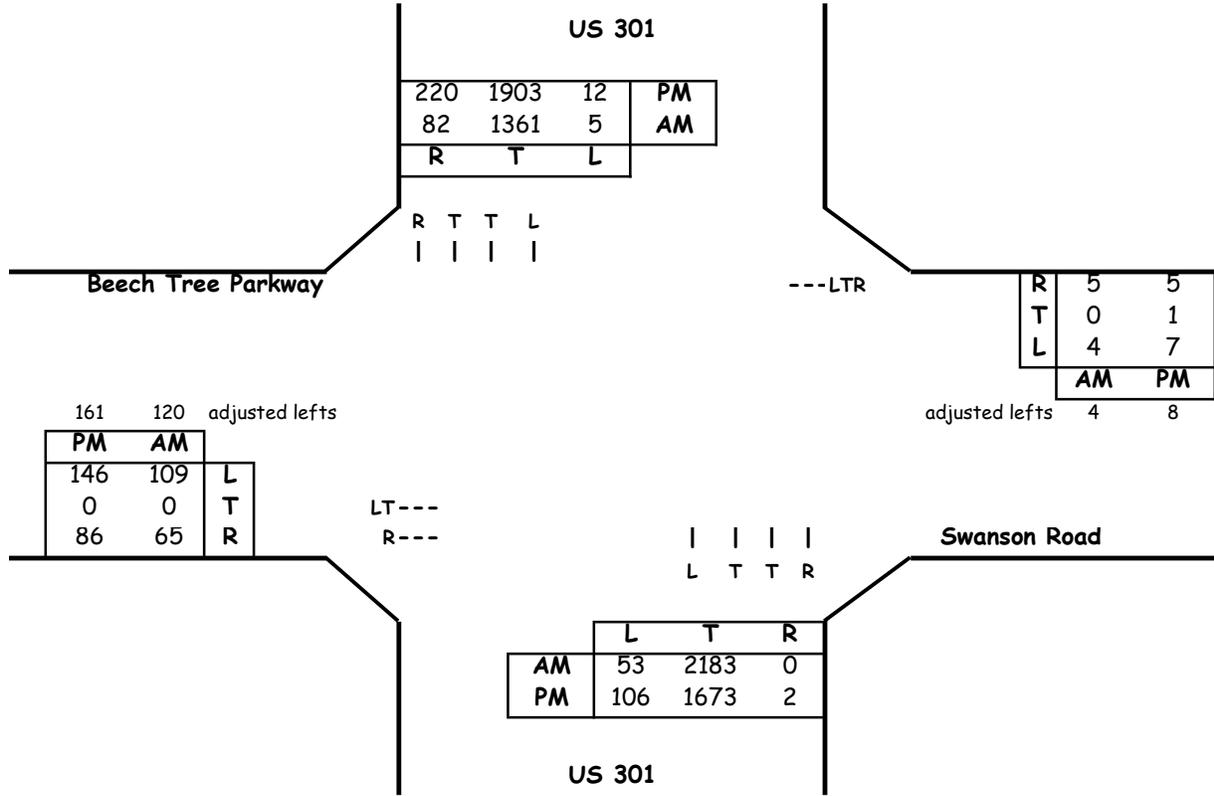
**Intersection
6**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301
Minor Street: Swanson Road
Study Period: EXISTING TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2183	0.55	1201	5	1	5	1206
SB	1361	0.55	749	53	1	53	
EB	120	1	120	4	1	4	124
WB	9	1	9	109	1	109	
CLV TOTAL=							1330
Level of Service (LOS)=-							D

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1673	0.55	920	12	1	12	1153
SB	1903	0.55	1047	106	1	106	
EB	161	1	161	7	1	7	168
WB	14	1	14	146	1	146	
CLV TOTAL=							1321
Level of Service (LOS)=-							D

Critical Lane Volume Analysis

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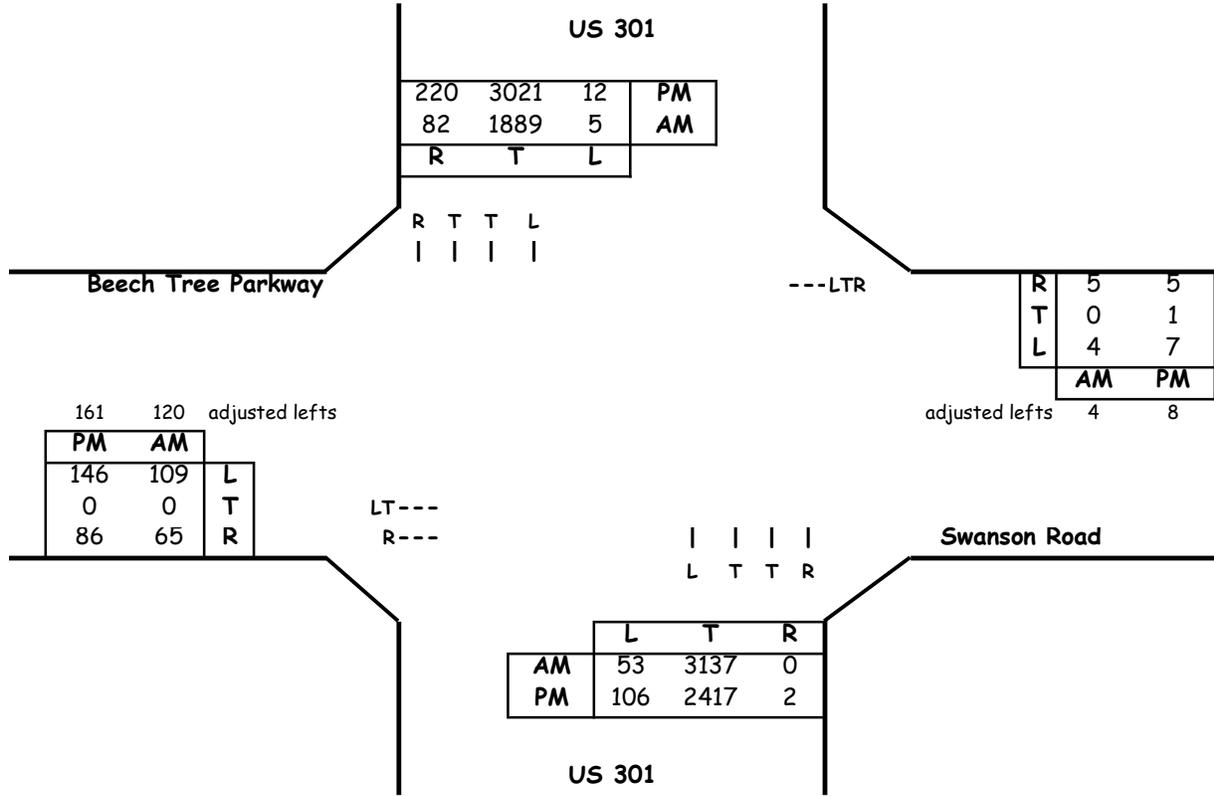
**US 301 &
Swanson Road
(EXISTING TRAFFIC)**

**Intersection
7**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301
Minor Street: Swanson Road **Analyst:** Lenhart Traffic Consulting
Study Period: BACKGROUND TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	3137	0.55	1725	5	1	5	1730
SB	1889	0.55	1039	53	1	53	
EB	120	1	120	4	1	4	124
WB	9	1	9	109	1	109	
CLV TOTAL =							1854
Level of Service (LOS) =							F

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2417	0.55	1329	12	1	12	1768
SB	3021	0.55	1662	106	1	106	
EB	161	1	161	7	1	7	168
WB	14	1	14	146	1	146	
CLV TOTAL =							1936
Level of Service (LOS) =							F

Critical Lane Volume Analysis

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**US 301 &
Swanson Road
(BACKGROUND TRAFFIC)**

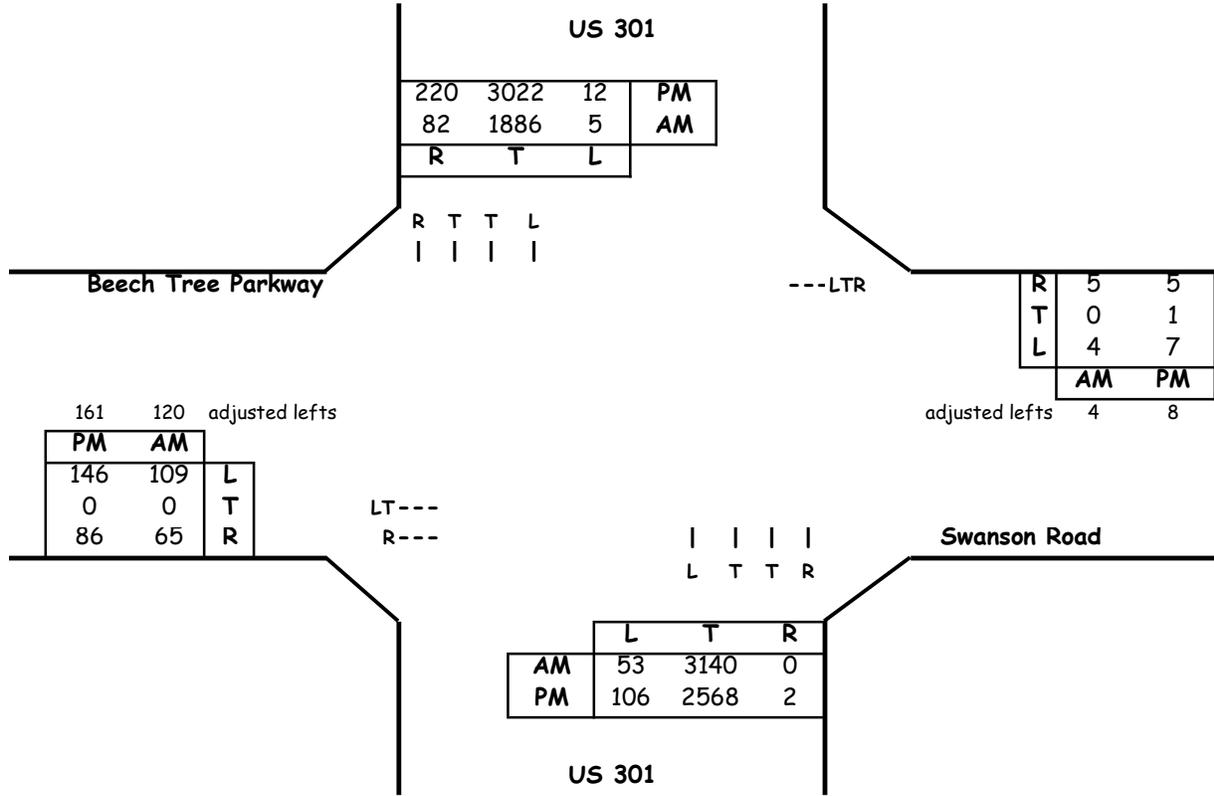
**Intersection
7**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301
Minor Street: Swanson Road
Study Period: TOTAL TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	3140	0.55	1727	5	1	5	1732
SB	1886	0.55	1037	53	1	53	
EB	120	1	120	4	1	4	124
WB	9	1	9	109	1	109	
CLV TOTAL =							1856
Level of Service (LOS) =							F

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2568	0.55	1412	12	1	12	1768
SB	3022	0.55	1662	106	1	106	
EB	161	1	161	7	1	7	168
WB	14	1	14	146	1	146	
CLV TOTAL =							1936
Level of Service (LOS) =							F

Critical Lane Volume Analysis

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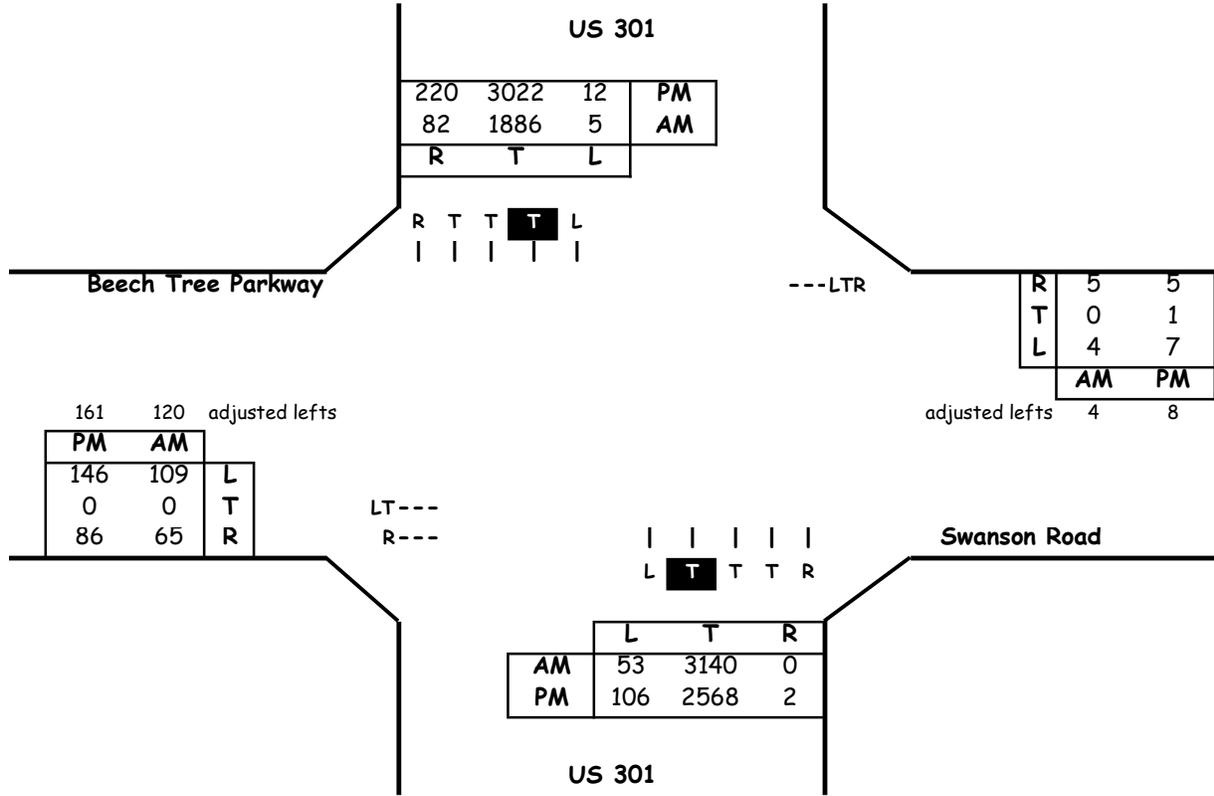
**US 301 &
Swanson Road
(TOTAL TRAFFIC)**

**Intersection
7**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301
 Minor Street: Swanson Road Analyst: Lenhart Traffic Consulting
 Study Period: TOTAL TRAFFIC WITH CIP IMPROVEMENTS

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	3140	0.37	1162	5	1	5	1167
SB	1886	0.37	698	53	1	53	
EB	120	1	120	4	1	4	124
WB	9	1	9	109	1	109	
CLV TOTAL=							1291
Level of Service (LOS)=-							C

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2568	0.37	950	12	1	12	1224
SB	3022	0.37	1118	106	1	106	
EB	161	1	161	7	1	7	168
WB	14	1	14	146	1	146	
CLV TOTAL=							1392
Level of Service (LOS)=-							D

Critical Lane Volume Analysis

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**US 301 &
Swanson Road**

(TOTAL TRAFFIC WITH CIP IMPROVEMENTS)

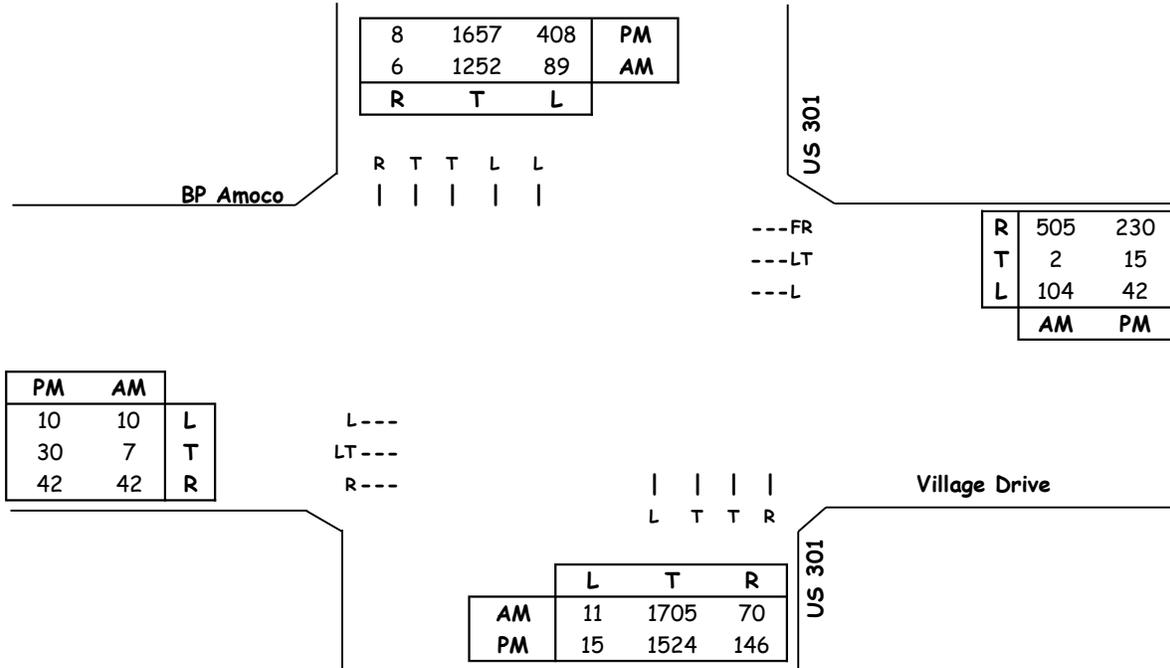
**Intersection
7**

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301
 Minor Street: Village Drive
 Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	31	1.00	31				31
WB	106	0.60	64				64
NB	1705	0.55	938	89	0.60	53	991
SB	1252	0.55	689	11	1.00	11	
CLV TOTAL=							1086
Level of Service (LOS)=							B

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	27	1.00	27				27
WB	57	0.60	34				34
NB	1524	0.55	838	408	0.60	245	1083
SB	1657	0.55	911	15	1.00	15	
CLV TOTAL=							1144
Level of Service (LOS)=							B

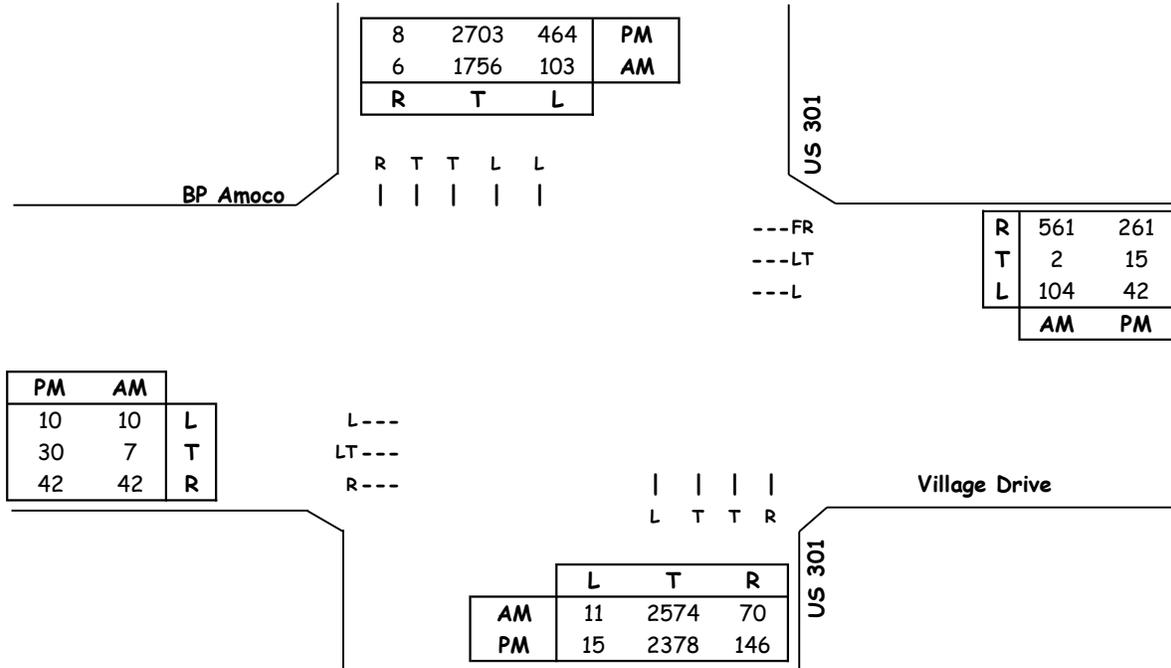
Critical Lane Volume Analysis		Intersection 8
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	US 301 & Village Drive (Existing Traffic)	

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301
 Minor Street: Village Drive
 Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	31	1.00	31				31
WB	106	0.60	64				64
NB	2574	0.55	1416	103	0.60	62	1478
SB	1756	0.55	966	11	1.00	11	
CLV TOTAL=							1573
Level of Service (LOS)=							E

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	27	1.00	27				27
WB	57	0.60	34				34
NB	2378	0.55	1308	464	0.60	278	1586
SB	2703	0.55	1487	15	1.00	15	
CLV TOTAL=							1647
Level of Service (LOS)=							F

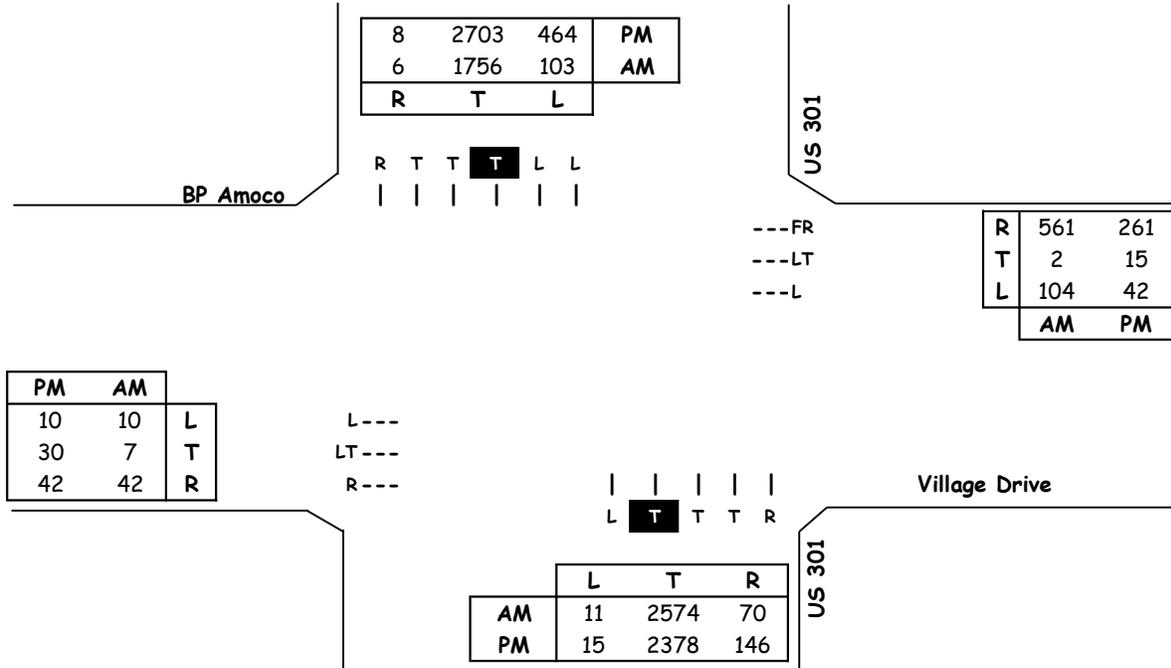
Critical Lane Volume Analysis		
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	US 301 & Village Drive (Total Traffic)	Intersection 8

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301
 Minor Street: Village Drive
 Study Period: Total Traffic with CIP Improvements

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	31	1.00	31				31
WB	106	0.60	64				64
NB	2574	0.37	952	103	0.60	62	1014
SB	1756	0.37	650	11	1.00	11	
CLV TOTAL=							1109
Level of Service (LOS)=							B

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	27	1.00	27				27
WB	57	0.60	34				34
NB	2378	0.37	880	464	0.60	278	1158
SB	2703	0.37	1000	15	1.00	15	
CLV TOTAL=							1219
Level of Service (LOS)=							C

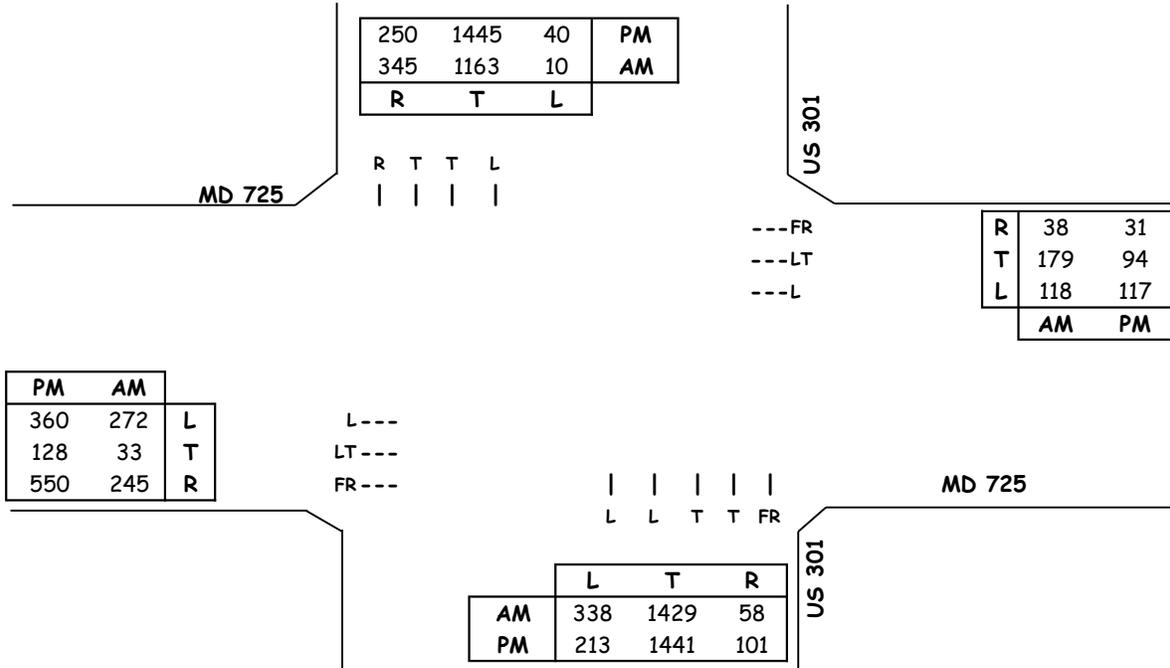
Critical Lane Volume Analysis		
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	US 301 & Village Drive (Total Traffic with CIP Improvements)	Intersection 8

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301
 Minor Street: MD 725
 Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	305	0.60	183				183
WB	297	0.60	178				178
NB	1429	0.55	786	10	1.00	10	843
SB	1163	0.55	640	338	0.60	203	
CLV TOTAL=							1204
Level of Service (LOS)=							C

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	488	0.60	293				293
WB	211	0.60	127				127
NB	1441	0.55	793	40	1.00	40	923
SB	1445	0.55	795	213	0.60	128	
CLV TOTAL=							1343
Level of Service (LOS)=							D

Critical Lane Volume Analysis



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US 301 &
 MD 725
 (Existing Traffic)

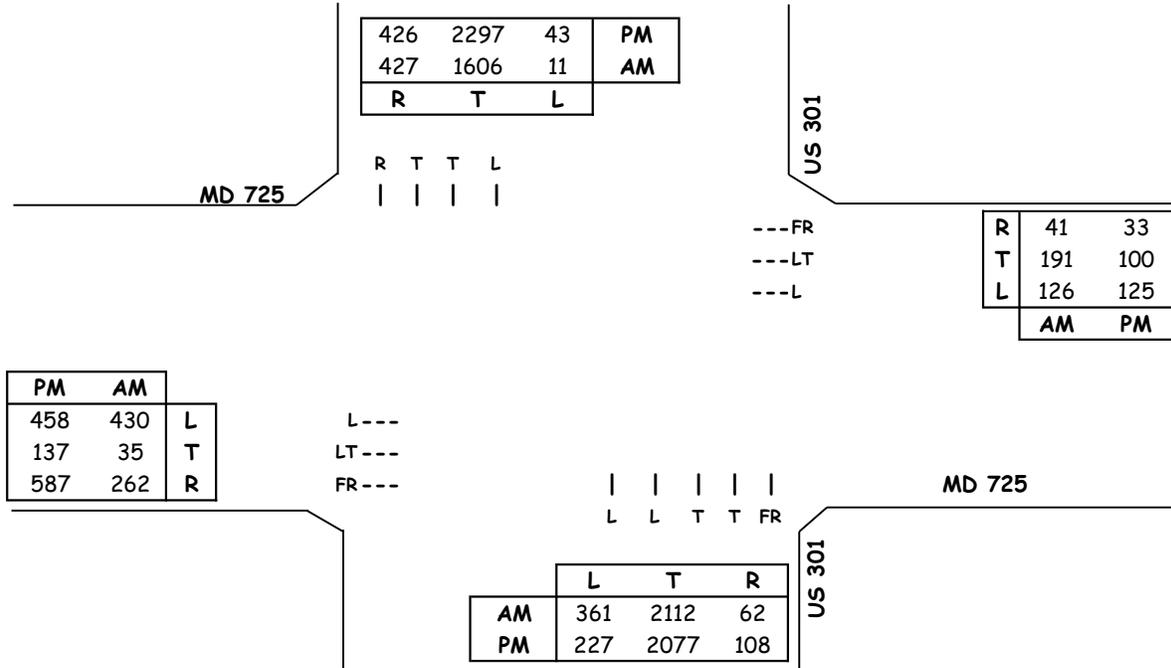
**Intersection
 9**

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301
 Minor Street: MD 725
 Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	465	0.60	279				279
WB	317	0.60	190				190
NB	2112	0.55	1162	11	1.00	11	1173
SB	1606	0.55	883	361	0.60	217	
CLV TOTAL=							1642
Level of Service (LOS)=							F

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	595	0.60	357				357
WB	225	0.60	135				135
NB	2077	0.55	1142	43	1.00	43	1399
SB	2297	0.55	1263	227	0.60	136	
CLV TOTAL=							1891
Level of Service (LOS)=							F

Critical Lane Volume Analysis



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US 301 &
 MD 725
 (Background Traffic)

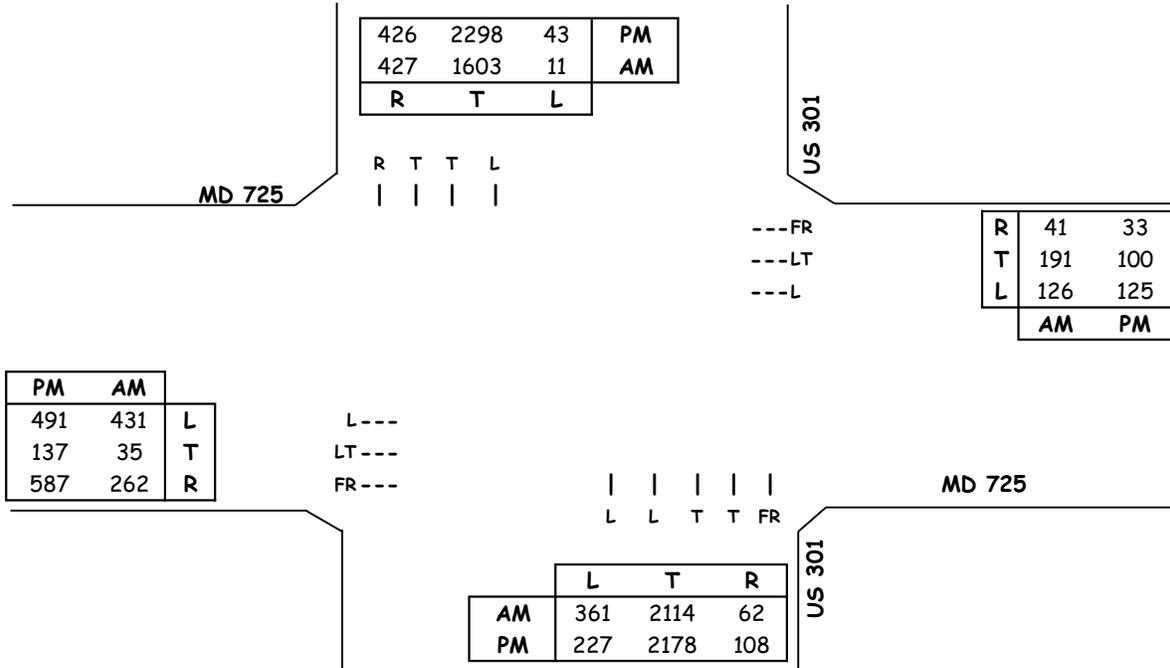
**Intersection
 9**

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301
 Minor Street: MD 725
 Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	466	0.60	280				280
WB	317	0.60	190				190
NB	2114	0.55	1163	11	1.00	11	1174
SB	1603	0.55	882	361	0.60	217	
CLV TOTAL=							1644
Level of Service (LOS)=							F

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	628	0.60	377				377
WB	225	0.60	135				135
NB	2178	0.55	1198	43	1.00	43	1400
SB	2298	0.55	1264	227	0.60	136	
CLV TOTAL=							1912
Level of Service (LOS)=							F

Critical Lane Volume Analysis



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US 301 &
 MD 725
 (Total Traffic)

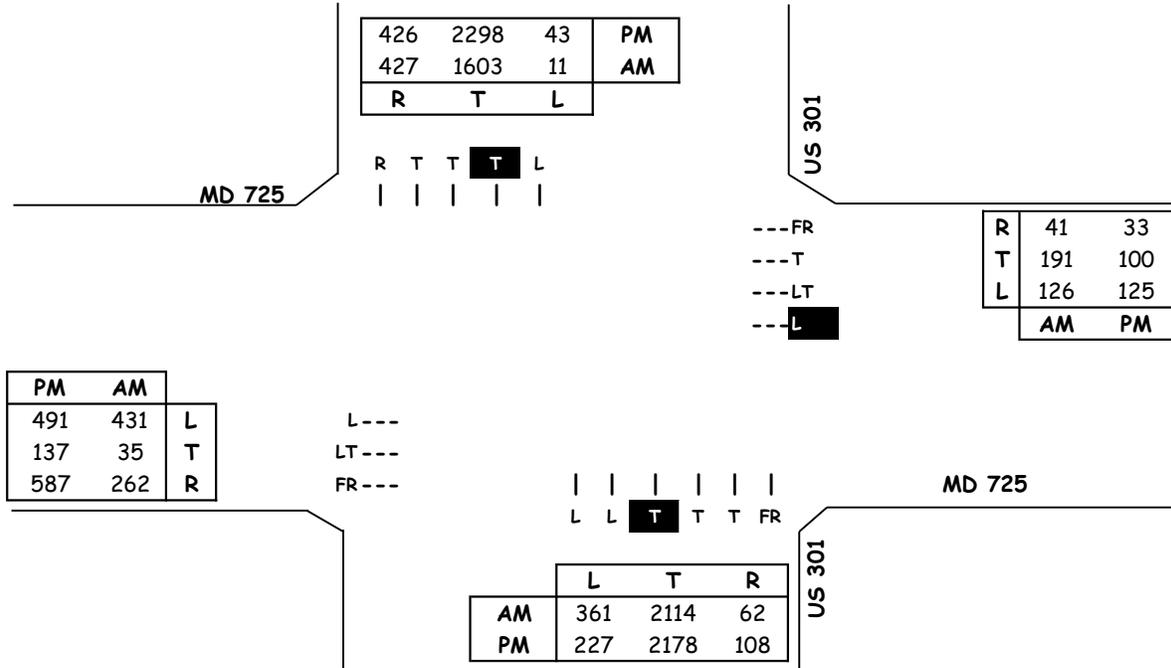
**Intersection
 9**

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301
 Minor Street: MD 725
 Study Period: Total Traffic with CIP Improvements

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	466	0.60	280				280
WB	317	0.37	117				117
NB	2114	0.37	782	11	1.00	11	810
SB	1603	0.37	593	361	0.60	217	
CLV TOTAL=							1207
Level of Service (LOS) =							C

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	628	0.60	377				377
WB	225	0.37	83				83
NB	2178	0.37	806	43	1.00	43	986
SB	2298	0.37	850	227	0.60	136	
CLV TOTAL=							1446
Level of Service (LOS) =							D

Critical Lane Volume Analysis



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US 301 &
 MD 725
 (Total Traffic with CIP Improvements)

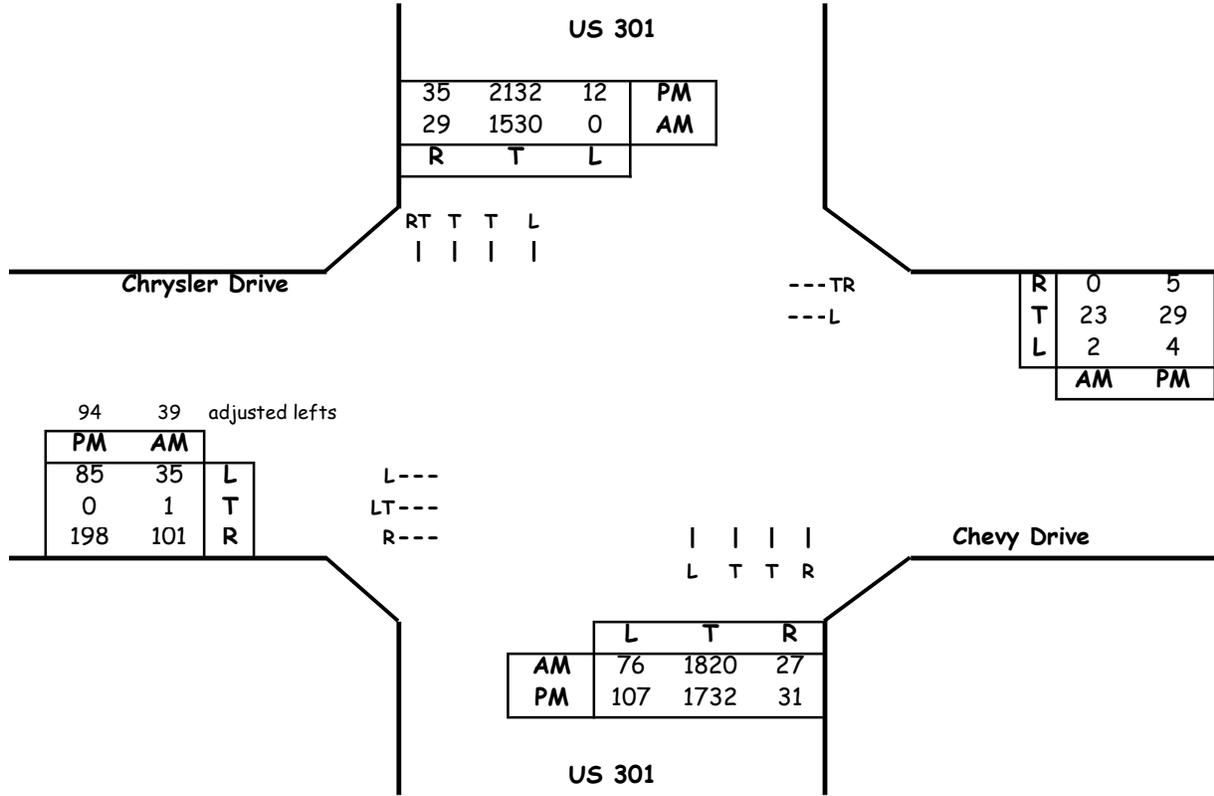
**Intersection
 9**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301
 Minor Street: Chevy Drive
 Study Period: EXISTING TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	1820	0.55	1001	0	1	0	1001
SB	1559	0.37	577	76	1	76	
EB	40	0.6	24	2	1	2	44
WB	23	1	23	35	0.6	21	
CLV TOTAL=							1045
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	1732	0.55	953	12	1	12	965
SB	2167	0.37	802	107	1	107	
EB	94	1	94	4	1	4	98
WB	34	1	34	85	0.6	51	
CLV TOTAL=							1063
Level of Service (LOS) =							B

Critical Lane Volume Analysis

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**US 301 &
Chevy Drive**
(EXISTING TRAFFIC)

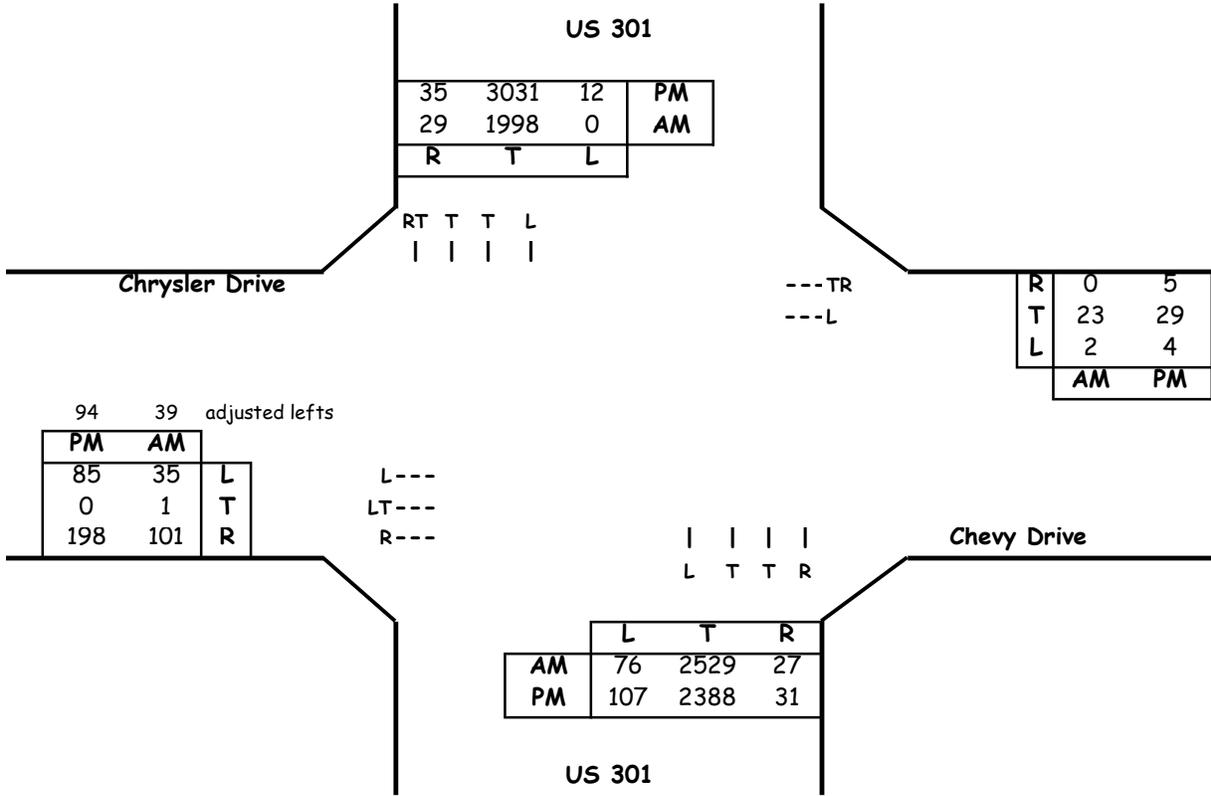
**Intersection
10**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301
 Minor Street: Chevy Drive
 Study Period: BACKGROUND TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	2529	0.55	1391	0	1	0	1391
SB	2027	0.37	750	76	1	76	
EB	40	0.6	24	2	1	2	44
WB	23	1	23	35	0.6	21	
CLV TOTAL=							1435
Level of Service (LOS) =							D

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	2388	0.55	1313	12	1	12	1325
SB	3066	0.37	1134	107	1	107	
EB	94	0.6	56	4	1	4	85
WB	34	1	34	85	0.6	51	
CLV TOTAL=							1410
Level of Service (LOS) =							D

Critical Lane Volume Analysis

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**US 301 &
Chevy Drive**
(BACKGROUND TRAFFIC)

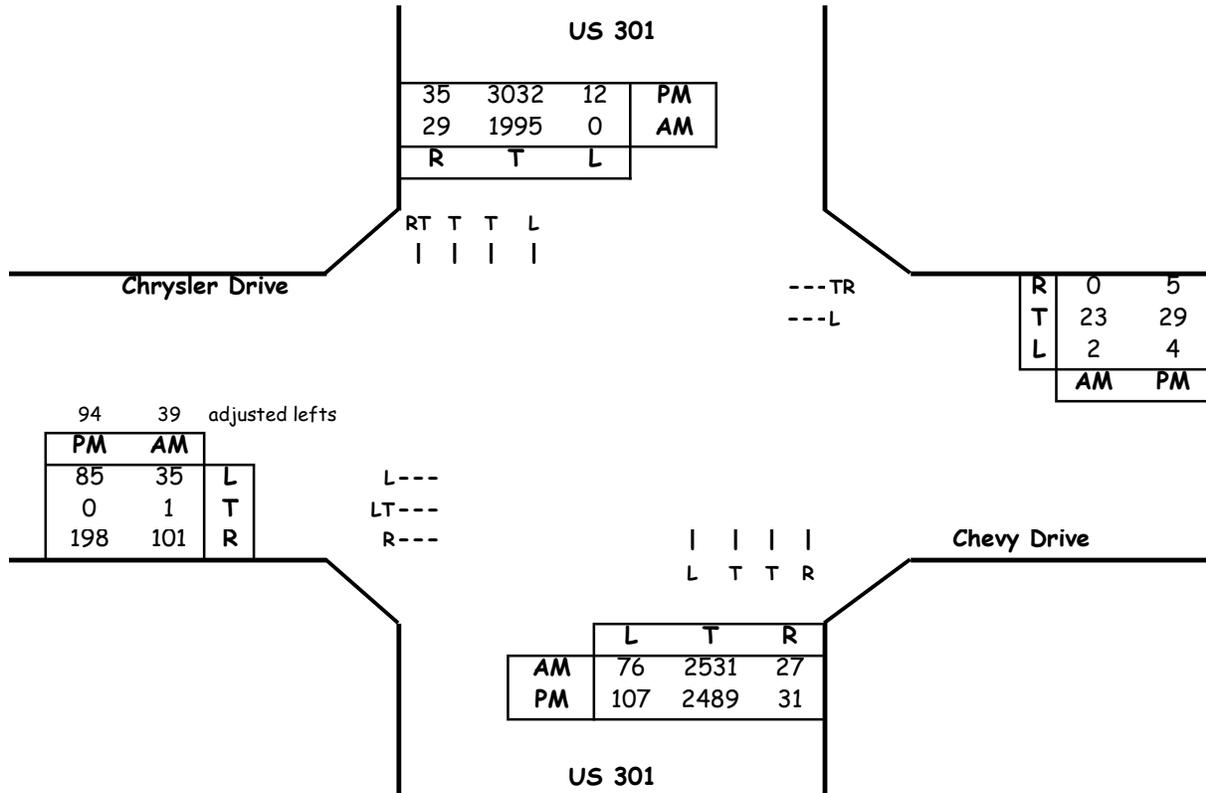
**Intersection
10**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301
 Minor Street: Chevy Drive
 Study Period: TOTAL TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2531	0.55	1392	0	1	0	1392
SB	2024	0.37	749	76	1	76	
EB	40	0.6	24	2	1	2	44
WB	23	1	23	35	0.6	21	
CLV TOTAL=							1436
Level of Service (LOS) =							D

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2489	0.55	1369	12	1	12	1381
SB	3067	0.37	1135	107	1	107	
EB	94	0.6	56	4	1	4	85
WB	34	1	34	85	0.6	51	
CLV TOTAL=							1466
Level of Service (LOS) =							E

Critical Lane Volume Analysis



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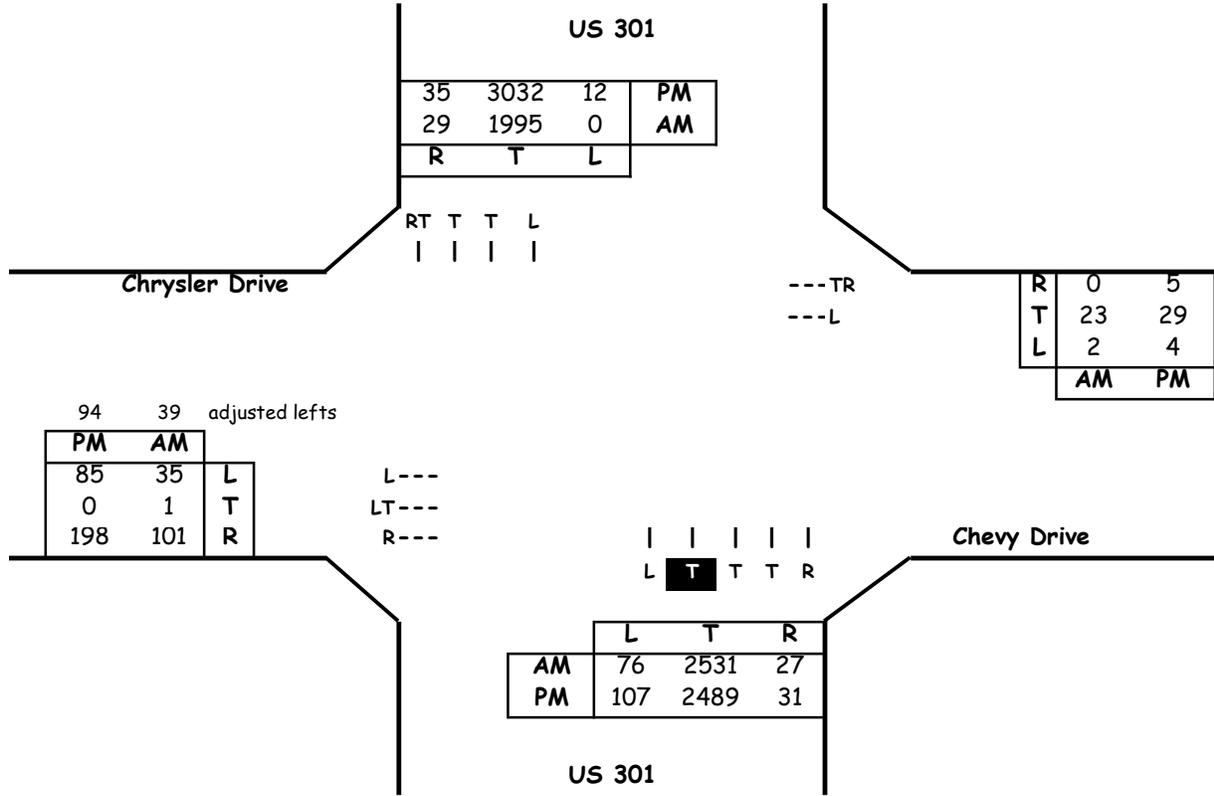
**US 301 &
Chevy Drive
(TOTAL TRAFFIC)**

**Intersection
10**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301
 Minor Street: Chevy Drive Analyst: Lenhart Traffic Consulting
 Study Period: TOTAL TRAFFIC WITH CIP IMPROVEMENTS

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	2531	0.37	936	0	1	0	936
SB	2024	0.37	749	76	1	76	
EB	40	0.6	24	2	1	2	44
WB	23	1	23	35	0.6	21	
CLV TOTAL=							980
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	2489	0.37	921	12	1	12	1242
SB	3067	0.37	1135	107	1	107	
EB	94	0.6	56	4	1	4	85
WB	34	1	34	85	0.6	51	
CLV TOTAL=							1327
Level of Service (LOS) =							D

Critical Lane Volume Analysis

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**US 301 &
Chevy Drive**

(TOTAL TRAFFIC WITH CIP IMPROVEMENTS)

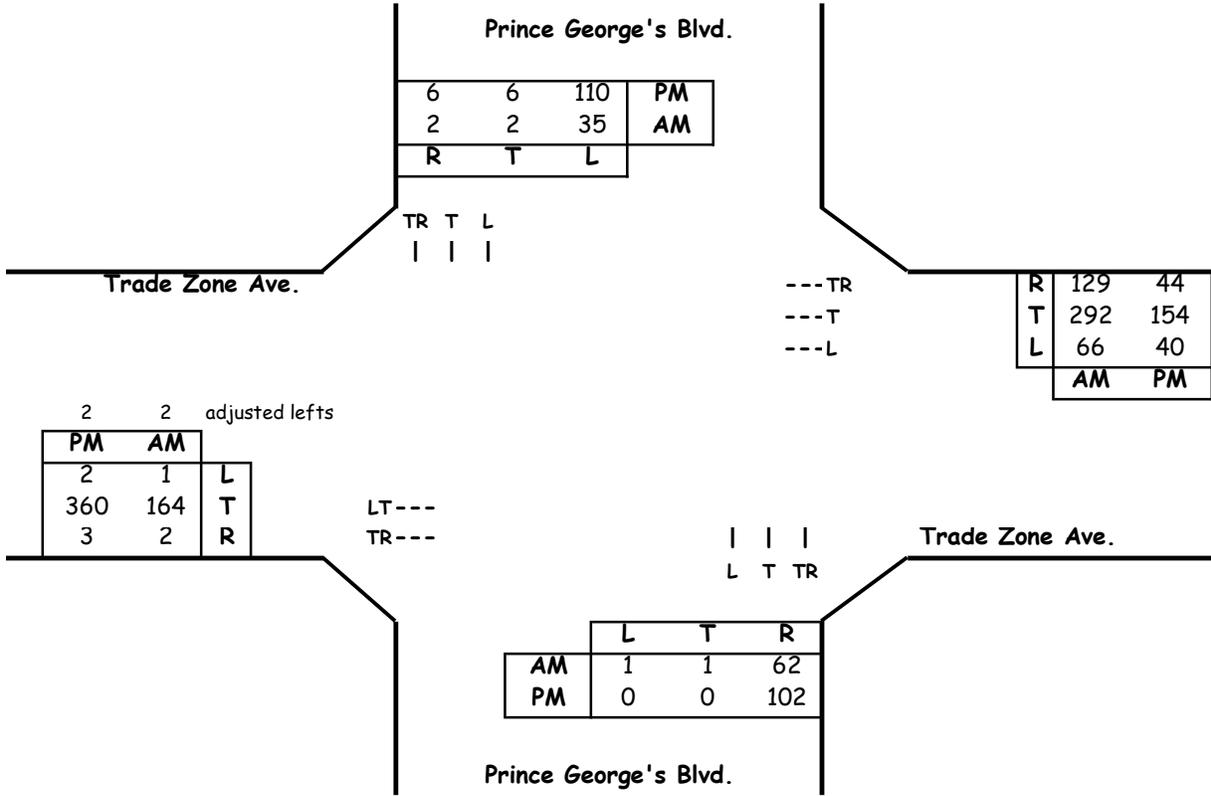
**Intersection
10**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Prince George's Blvd.
Minor Street: Trade Zone Ave.
Study Period: EXISTING TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	63	0.55	35	35	1	35	70
SB	4	0.55	2	1	1	1	
EB	168	0.55	92	66	1	66	233
WB	421	0.55	232	1	1	1	
CLV TOTAL=							303
Level of Service (LOS)=-							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	102	0.55	56	110	1	110	166
SB	12	0.55	7	0	1	0	
EB	365	0.55	201	40	1	40	241
WB	198	0.55	109	2	1	2	
CLV TOTAL=							407
Level of Service (LOS)=-							A

Critical Lane Volume Analysis

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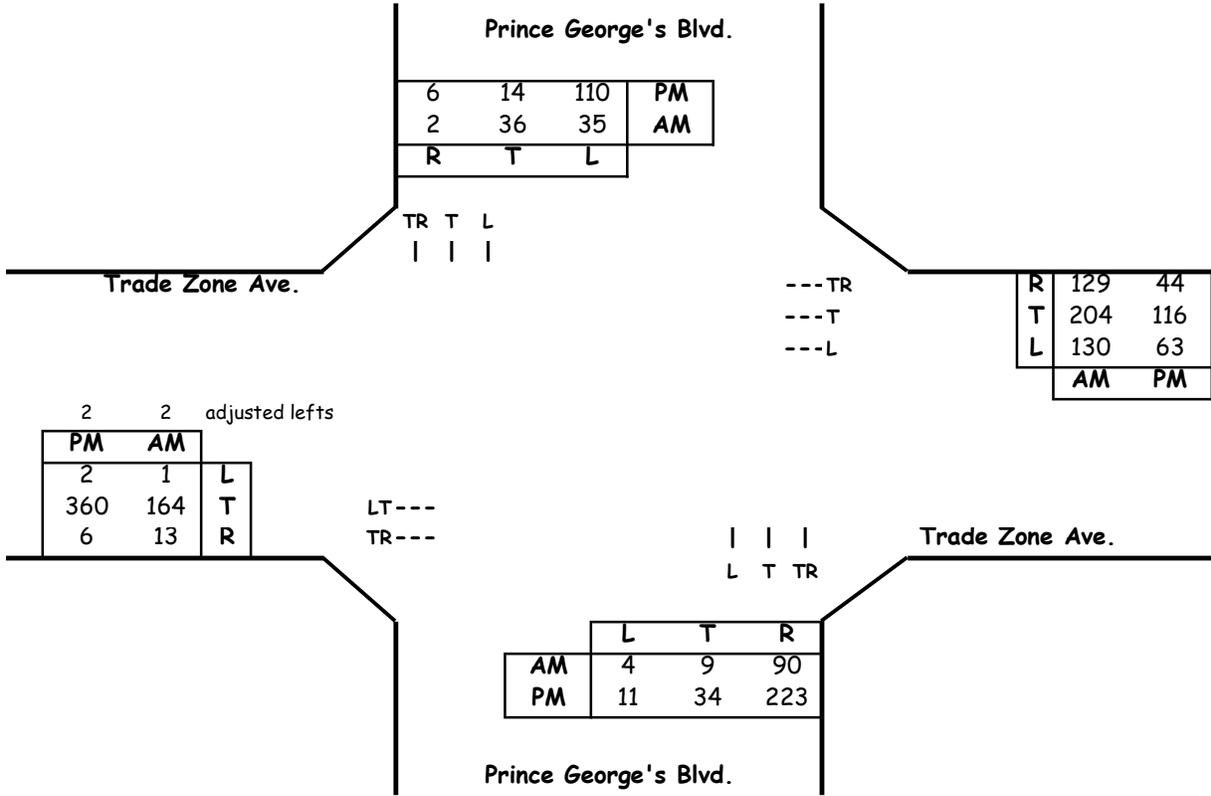
**Prince George's Blvd. &
Trade Zone Ave.**
(EXISTING TRAFFIC)

**Intersection
11**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Prince George's Blvd.
Minor Street: Trade Zone Ave. **Analyst:** Lenhart Traffic Consulting
Study Period: BACKGROUND TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	99	0.55	54	35	1	35	89
SB	38	0.55	21	4	1	4	
EB	179	0.55	98	130	1	130	
WB	333	0.55	183	1	1	1	
CLV TOTAL=							317
Level of Service (LOS)=-							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	257	0.55	141	110	1	110	251
SB	20	0.55	11	11	1	11	
EB	368	0.55	202	63	1	63	
WB	160	0.55	88	2	1	2	
CLV TOTAL=							516
Level of Service (LOS)=-							A

Critical Lane Volume Analysis

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Prince George's Blvd. &
 Trade Zone Ave.
 (BACKGROUND TRAFFIC)

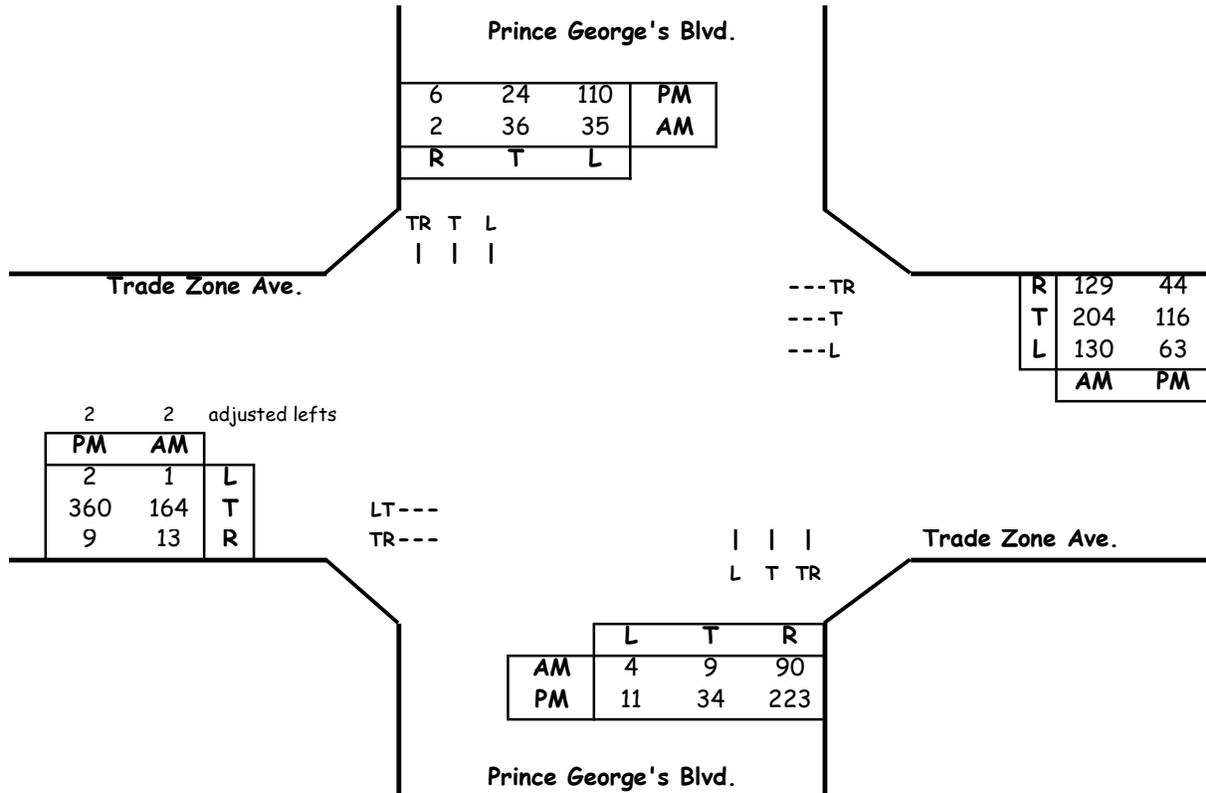
**Intersection
 11**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Prince George's Blvd.
Minor Street: Trade Zone Ave.
Study Period: TOTAL TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	99	0.55	54	35	1	35	89 228
SB	38	0.55	21	4	1	4	
EB	179	0.55	98	130	1	130	
WB	333	0.55	183	1	1	1	
CLV TOTAL=							317
Level of Service (LOS)=-							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	257	0.55	141	110	1	110	251 267
SB	30	0.55	17	11	1	11	
EB	371	0.55	204	63	1	63	
WB	160	0.55	88	2	1	2	
CLV TOTAL=							518
Level of Service (LOS)=-							A

Critical Lane Volume Analysis



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Prince George's Blvd. &
 Trade Zone Ave.
 (TOTAL TRAFFIC)

**Intersection
 11**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

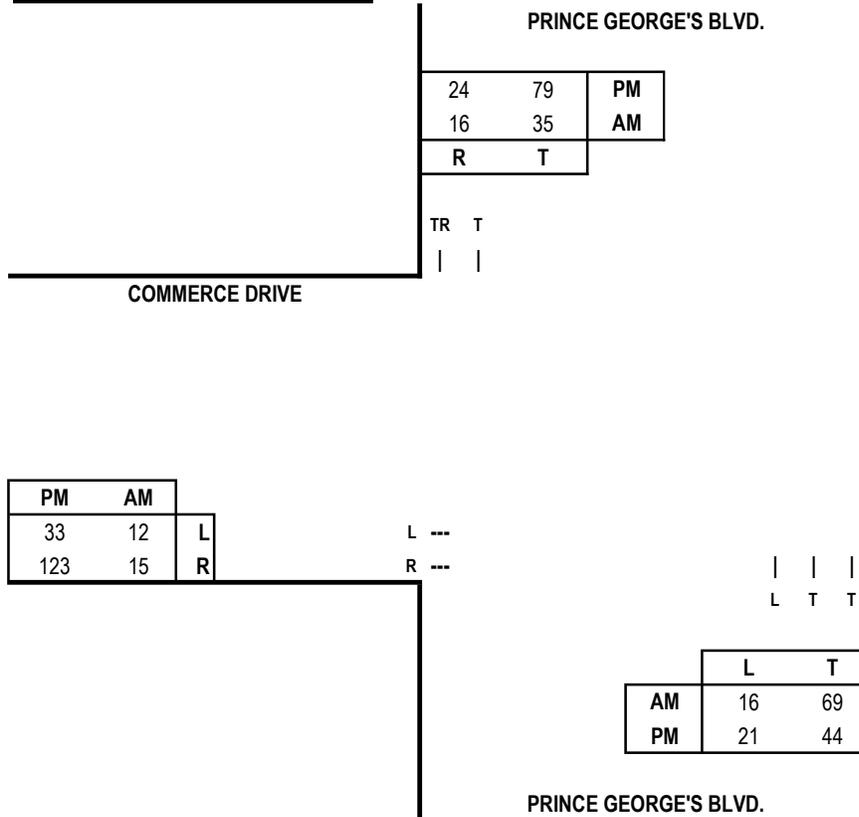
Intersection of: Prince George's Blvd.

and: Commerce Drive

Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	12	1.00	12				12
NB	69	0.55	38				44
SB	51	0.55	28	16	1.00	16	
CLV TOTAL =							56
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	102	1.00	102				102
NB	44	0.55	24				78
SB	103	0.55	57	21	1.00	21	
CLV TOTAL =							180
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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Prince George's Blvd. &
Commerce Drive
(Existing Traffic)

**Intersection
12**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

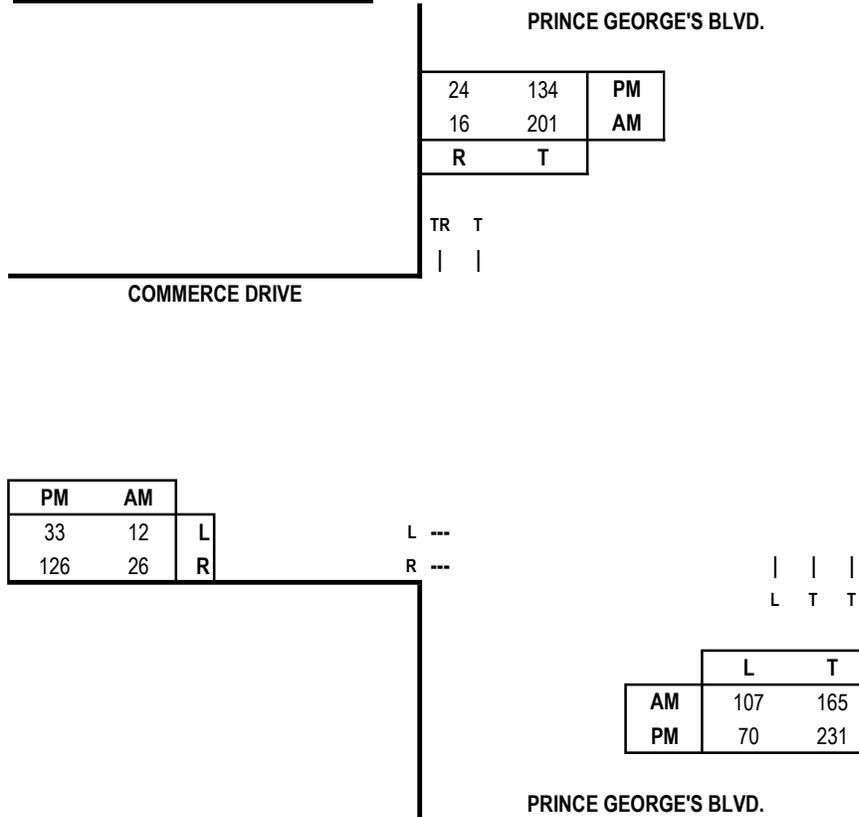
Intersection of: Prince George's Blvd.

and: Commerce Drive

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	12	1.00	12				12
NB	165	0.55	91				226
SB	217	0.55	119	107	1.00	107	
CLV TOTAL =							238
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	56	1.00	56				56
NB	231	0.55	127				157
SB	158	0.55	87	70	1.00	70	
CLV TOTAL =							213
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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Prince George's Blvd. &
Commerce Drive
(Background Traffic)

**Intersection
12**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

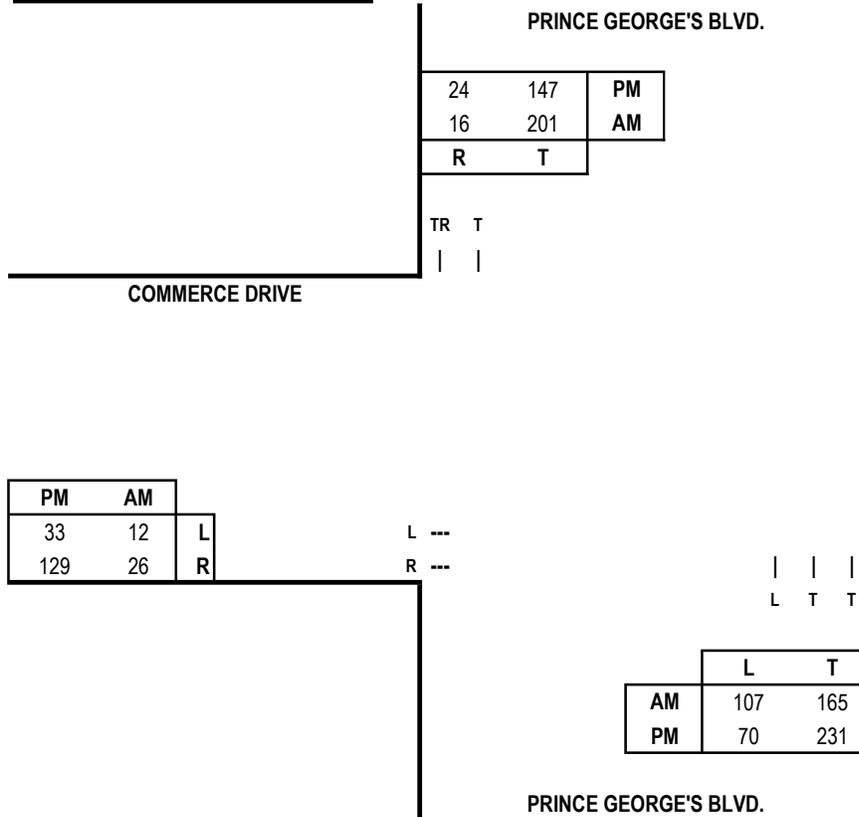
Intersection of: Prince George's Blvd.

and: Commerce Drive

Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	12	1.00	12				12
NB	165	0.55	91				226
SB	217	0.55	119	107	1.00	107	
CLV TOTAL =							238
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	59	1.00	59				59
NB	231	0.55	127				164
SB	171	0.55	94	70	1.00	70	
CLV TOTAL =							223
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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Prince George's Blvd. &
Commerce Drive
(Total Traffic)

**Intersection
12**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

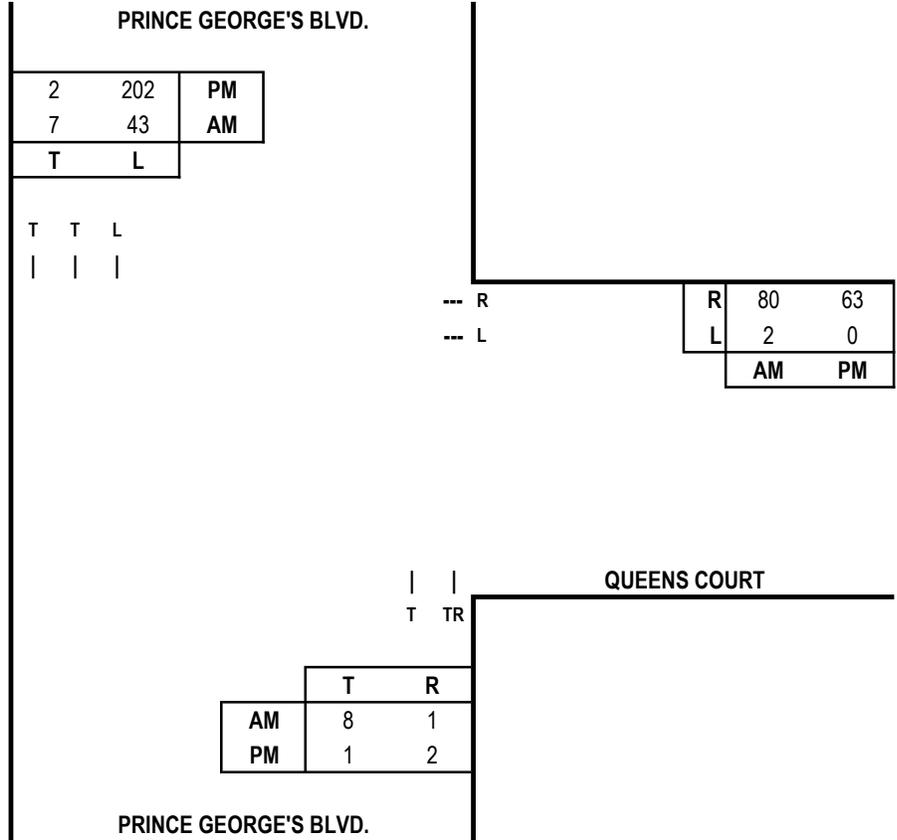
Intersection of: Prince George's Blvd.

and: Queens Court

Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

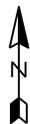
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	37	1.00	37				37
NB	9	0.55	5	43	1.00	43	48
SB	7	0.55	4				
CLV TOTAL =							85
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	63	0.00	0				0
NB	3	0.55	2	202	1.00	202	204
SB	2	0.55	1				
CLV TOTAL =							204
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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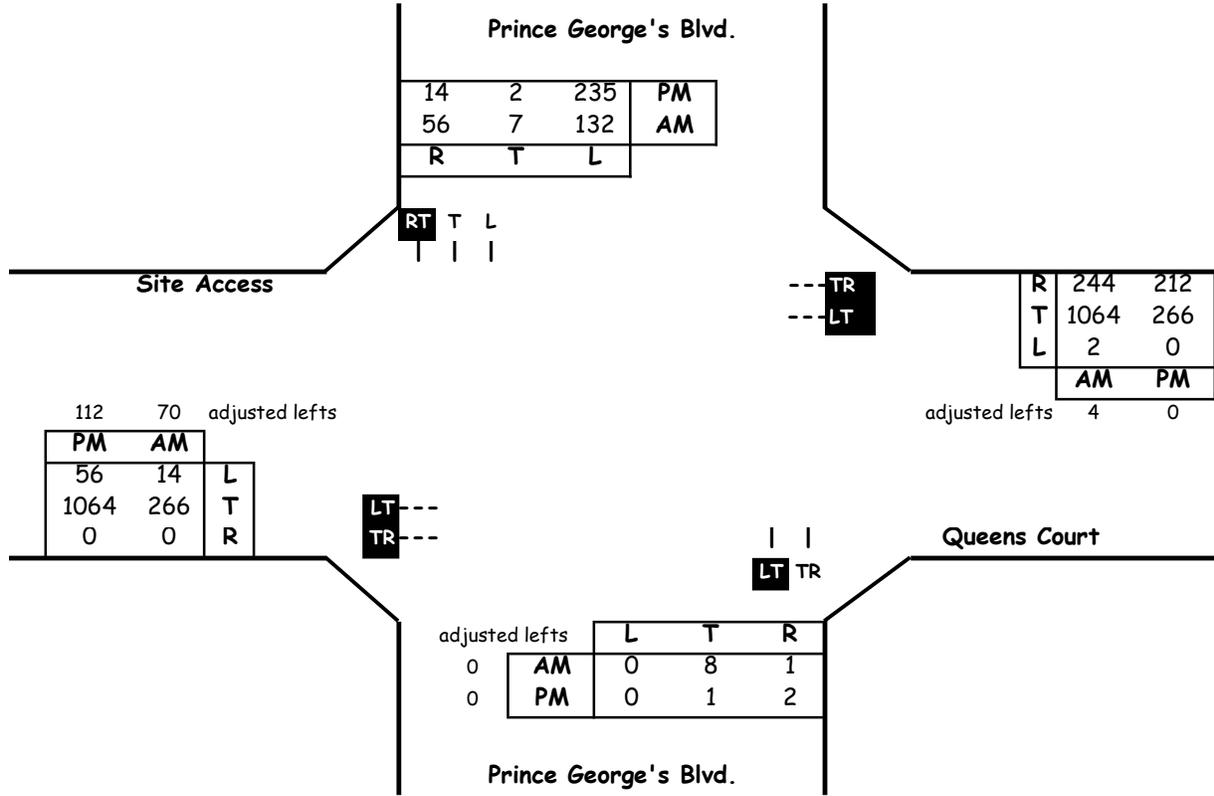
Prince George's Blvd. &
Queens Court
(Existing Traffic)

**Intersection
13**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Prince George's Blvd.
Minor Street: Queens Court **Analyst:** Lenhart Traffic Consulting
Study Period: BACKGROUND TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	9	0.55	5	132	1	132	137
SB	63	0.55	35	0	1	0	
EB	336	0.55	185	2	1	2	185
WB	1312	0.55	722	14	1	14	722
CLV TOTAL =							1044
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	3	0.55	2	235	1	235	237
SB	16	0.55	9	0	1	0	
EB	1176	0.55	647	0	1	0	647
WB	478	0.55	263	56	1	56	263
CLV TOTAL =							1147
Level of Service (LOS) =							B

Critical Lane Volume Analysis



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Prince George's Blvd. &
 Queens Court
 (BACKGROUND TRAFFIC)

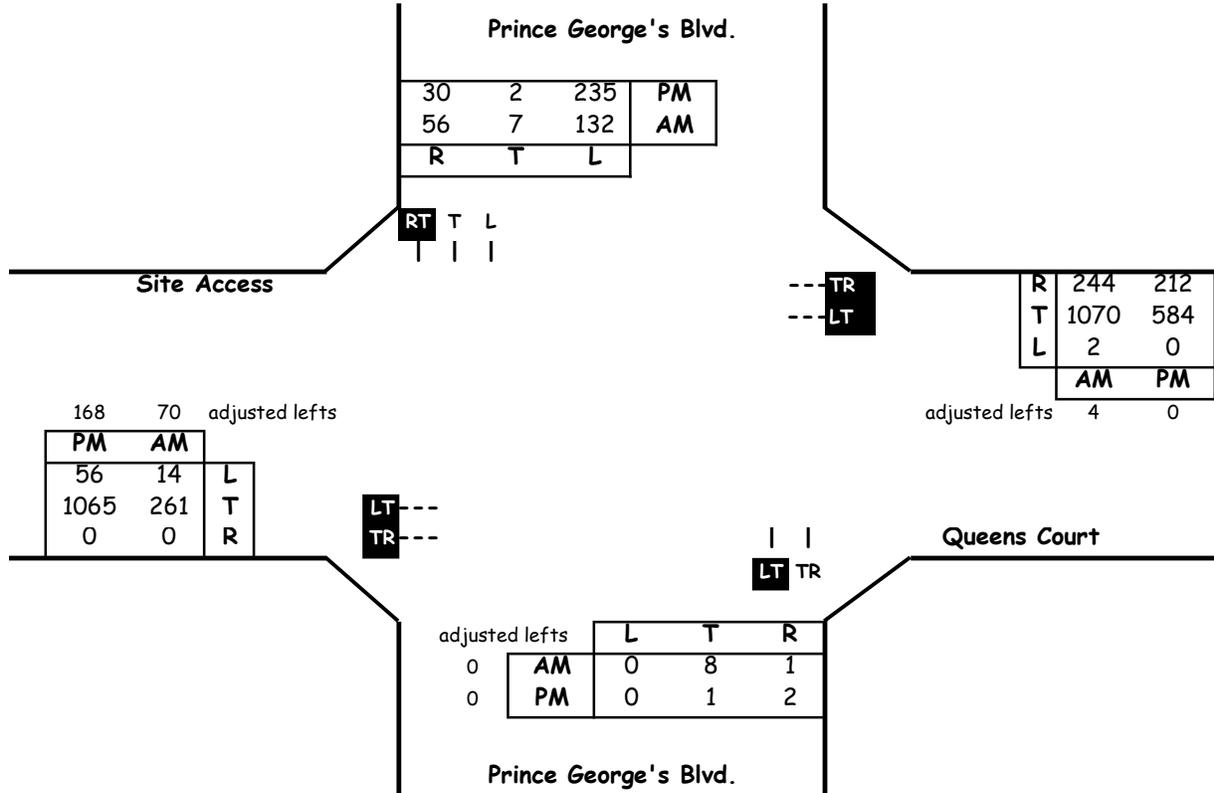
**Intersection
 13**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Prince George's Blvd.
Minor Street: Queens Court
Study Period: TOTAL TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	9	0.55	5	132	1	132	137
SB	63	0.55	35	0	1	0	
EB	331	0.55	182	2	1	2	182
WB	1318	0.55	725	14	1	14	725
CLV TOTAL=							1044
Level of Service (LOS)=-							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	3	0.55	2	235	1	235	237
SB	32	0.55	18	0	1	0	
EB	1233	0.55	678	0	1	0	678
WB	796	0.55	438	56	1	56	438
CLV TOTAL=							1353
Level of Service (LOS)=-							D

Critical Lane Volume Analysis

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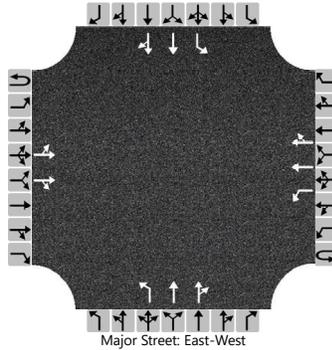
Prince George's Blvd. &
 Queens Court
 (TOTAL TRAFFIC)

**Intersection
 13**

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2022			North/South Street	Prince George's Boulevard		
Time Analyzed	Existing AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	2	0	0	1	2	0	1	2	0		1	2	0	
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		1	164	2	0	66	292	129	1	1	62		35	2	2	
Percent Heavy Vehicles (%)		3			3	3			3	3	3		3	3	3	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

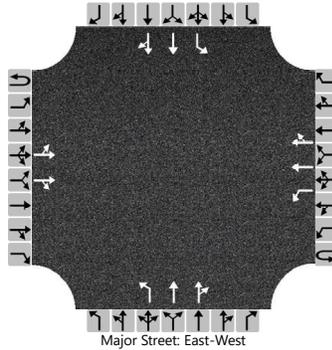
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				72				1	1	68		38	1	3
Capacity, c (veh/h)		1093				1385				518	382	935		398	405	592
v/c Ratio		0.00				0.05				0.00	0.00	0.07		0.10	0.00	0.01
95% Queue Length, Q ₉₅ (veh)		0.0				0.2				0.0	0.0	0.2		0.3	0.0	0.0
Control Delay (s/veh)		8.3				7.7				12.0	14.4	9.1		15.0	13.9	11.1
Level of Service (LOS)		A				A				B	B	A		C	B	B
Approach Delay (s/veh)	0.1				1.0				9.2				14.7			
Approach LOS									A				B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2022			North/South Street	Prince George's Boulevard		
Time Analyzed	Existing PM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		2	360	3	0	40	154	44		0	0	102		110	6	6
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

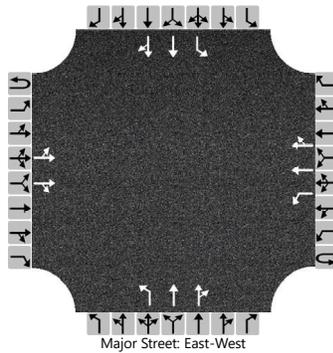
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				43				0	0	111		120	3	10
Capacity, c (veh/h)		1345				1153				474	438	808		475	433	670
v/c Ratio		0.00				0.04				0.00	0.00	0.14		0.25	0.01	0.01
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.0	0.0	0.5		1.0	0.0	0.0
Control Delay (s/veh)		7.7				8.2				12.6	13.2	10.2		15.1	13.4	10.5
Level of Service (LOS)		A				A				B	B	B		C	B	B
Approach Delay (s/veh)	0.0				1.4				10.2				14.7			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2028			North/South Street	Prince George's Boulevard		
Time Analyzed	Background AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		1	164	13	0	130	204	129		4	9	90		35	36	2
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

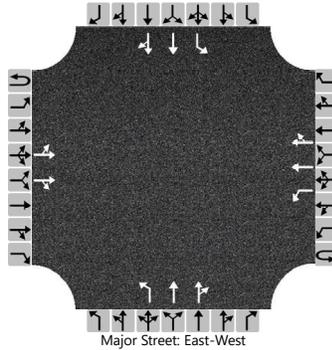
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				141				4	5	103		38	20	22
Capacity, c (veh/h)		1186				1371				400	347	868		346	361	383
v/c Ratio		0.00				0.10				0.01	0.01	0.12		0.11	0.05	0.06
95% Queue Length, Q ₉₅ (veh)		0.0				0.3				0.0	0.0	0.4		0.4	0.2	0.2
Control Delay (s/veh)		8.0				7.9				14.1	15.5	9.7		16.7	15.5	15.0
Level of Service (LOS)		A				A				B	C	A		C	C	B
Approach Delay (s/veh)	0.0				2.2				10.1				15.9			
Approach LOS									B				C			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2028			North/South Street	Prince George's Boulevard		
Time Analyzed	Background PM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		2	360	6	0	63	116	44		11	34	223		110	14	6
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

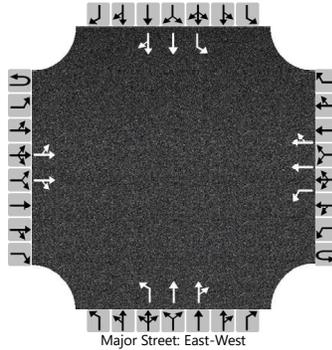
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				68				12	18	261		120	8	14
Capacity, c (veh/h)		1393				1150				450	428	758		352	415	561
v/c Ratio		0.00				0.06				0.03	0.04	0.34		0.34	0.02	0.03
95% Queue Length, Q ₉₅ (veh)		0.0				0.2				0.1	0.1	1.5		1.5	0.1	0.1
Control Delay (s/veh)		7.6				8.3				13.2	13.8	12.2		20.4	13.8	11.6
Level of Service (LOS)		A				A				B	B	B		C	B	B
Approach Delay (s/veh)	0.0				2.4				12.4				19.1			
Approach LOS									B				C			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2028			North/South Street	Prince George's Boulevard		
Time Analyzed	Total AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		1	164	13	0	130	204	129		4	9	90		35	36	2
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

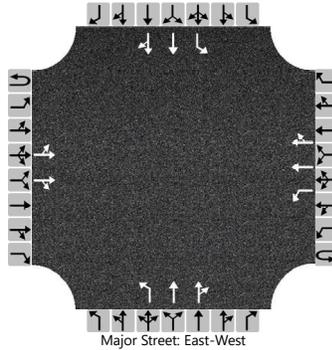
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				141				4	5	103		38	20	22
Capacity, c (veh/h)		1186				1371				400	347	868		346	361	383
v/c Ratio		0.00				0.10				0.01	0.01	0.12		0.11	0.05	0.06
95% Queue Length, Q ₉₅ (veh)		0.0				0.3				0.0	0.0	0.4		0.4	0.2	0.2
Control Delay (s/veh)		8.0				7.9				14.1	15.5	9.7		16.7	15.5	15.0
Level of Service (LOS)		A				A				B	C	A		C	C	B
Approach Delay (s/veh)	0.0				2.2				10.1				15.9			
Approach LOS									B				C			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	11		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Trade Zone Avenue		
Analysis Year	2028			North/South Street	Prince George's Boulevard		
Time Analyzed	Total PM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	2	0		1	2	0
Configuration		LT		TR		L	T	TR		L	T	TR		L	T	TR
Volume (veh/h)		2	360	9	0	63	116	44		11	34	223		110	24	6
Percent Heavy Vehicles (%)		3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

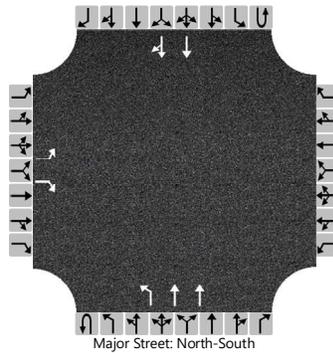
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				68				12	18	261		120	13	20
Capacity, c (veh/h)		1393				1147				442	428	757		352	414	510
v/c Ratio		0.00				0.06				0.03	0.04	0.34		0.34	0.03	0.04
95% Queue Length, Q ₉₅ (veh)		0.0				0.2				0.1	0.1	1.5		1.5	0.1	0.1
Control Delay (s/veh)		7.6				8.3				13.4	13.8	12.2		20.4	14.0	12.3
Level of Service (LOS)		A				A				B	B	B		C	B	B
Approach Delay (s/veh)	0.0				2.4				12.4				18.8			
Approach LOS									B				C			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Commerce Drive		
Analysis Year	2022			North/South Street	Prince George's Blvd.		
Time Analyzed	Existing AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		12		15					0	16	69				35	16		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type Storage		Left + Thru									1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

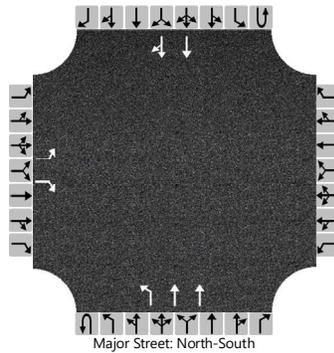
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13		16						17							
Capacity, c (veh/h)		819		1038						1540							
v/c Ratio		0.02		0.02						0.01							
95% Queue Length, Q ₉₅ (veh)		0.0		0.0						0.0							
Control Delay (s/veh)		9.5		8.5						7.4							
Level of Service (LOS)		A		A						A							
Approach Delay (s/veh)		8.9								1.4							
Approach LOS		A															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Commerce Drive		
Analysis Year	2022			North/South Street	Prince George's Blvd.		
Time Analyzed	Existing PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		33		123					0	21	44				79	24		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type Storage		Left + Thru									1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

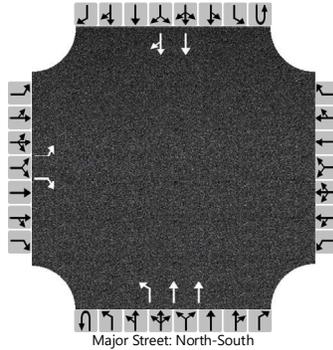
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		36		134						23						
Capacity, c (veh/h)		780		996						1468						
v/c Ratio		0.05		0.13						0.02						
95% Queue Length, Q ₉₅ (veh)		0.1		0.5						0.0						
Control Delay (s/veh)		9.8		9.2						7.5						
Level of Service (LOS)		A		A						A						
Approach Delay (s/veh)		9.3								2.4						
Approach LOS		A														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Commerce Drive		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Background AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		12		26					0	107	165				201	16		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type Storage		Left + Thru									1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

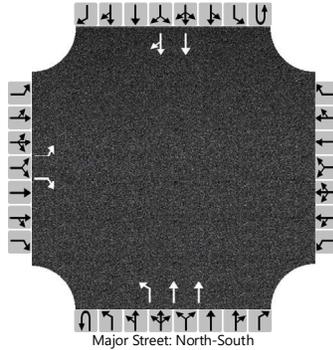
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13		28						116						
Capacity, c (veh/h)		510		908						1321						
v/c Ratio		0.03		0.03						0.09						
95% Queue Length, Q ₉₅ (veh)		0.1		0.1						0.3						
Control Delay (s/veh)		12.2		9.1						8.0						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)		10.1								3.1						
Approach LOS		B														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Commerce Drive		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Background PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration		L		R						L	T				T	TR
Volume (veh/h)		33		126					0	70	231				134	24
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9							4.1					
Critical Headway (sec)		6.86		6.96							4.16					
Base Follow-Up Headway (sec)		3.5		3.3							2.2					
Follow-Up Headway (sec)		3.53		3.33							2.23					

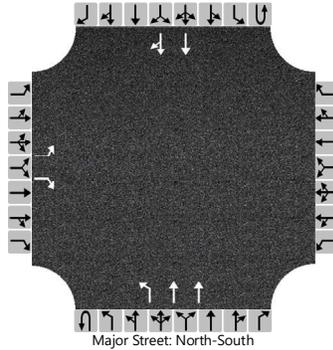
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		36		137							76					
Capacity, c (veh/h)		580		953							1395					
v/c Ratio		0.06		0.14							0.05					
95% Queue Length, Q ₉₅ (veh)		0.2		0.5							0.2					
Control Delay (s/veh)		11.6		9.4							7.7					
Level of Service (LOS)		B		A							A					
Approach Delay (s/veh)	9.9								1.8							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Commerce Drive		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Total AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		12		26					0	107	165				201	16		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type Storage		Left + Thru									1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

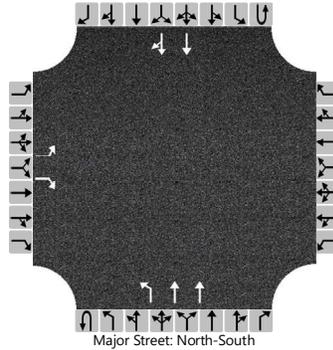
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13		28						116							
Capacity, c (veh/h)		510		908						1321							
v/c Ratio		0.03		0.03						0.09							
95% Queue Length, Q ₉₅ (veh)		0.1		0.1						0.3							
Control Delay (s/veh)		12.2		9.1						8.0							
Level of Service (LOS)		B		A						A							
Approach Delay (s/veh)		10.1								3.1							
Approach LOS		B															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	12		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Commerce Drive		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Total PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		33		129					0	70	231				147	24		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)	0																	
Right Turn Channelized	No																	
Median Type Storage					Left + Thru								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9							4.1						
Critical Headway (sec)		6.86		6.96							4.16						
Base Follow-Up Headway (sec)		3.5		3.3							2.2						
Follow-Up Headway (sec)		3.53		3.33							2.23						

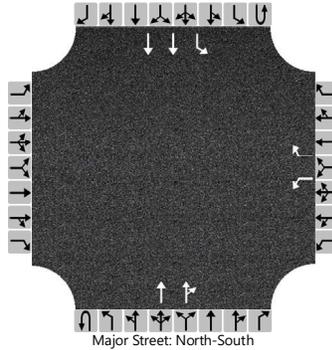
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		36		140							76						
Capacity, c (veh/h)		573		943							1379						
v/c Ratio		0.06		0.15							0.06						
95% Queue Length, Q ₉₅ (veh)		0.2		0.5							0.2						
Control Delay (s/veh)		11.7		9.5							7.8						
Level of Service (LOS)		B		A							A						
Approach Delay (s/veh)	9.9								1.8								
Approach LOS	A																

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Queens Court		
Analysis Year	2022			North/South Street	Prince George's Blvd.		
Time Analyzed	Existing AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						2		80			8	1	0	43	7	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.86		6.96							4.16	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

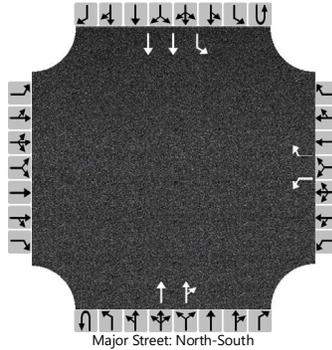
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					2		87							47		
Capacity, c (veh/h)					803		1073							1601		
v/c Ratio					0.00		0.08							0.03		
95% Queue Length, Q ₉₅ (veh)					0.0		0.3							0.1		
Control Delay (s/veh)					9.5		8.6							7.3		
Level of Service (LOS)					A		A							A		
Approach Delay (s/veh)					8.7								6.3			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	1/13/2022			East/West Street	Queens Court		
Analysis Year	2022			North/South Street	Prince George's Blvd.		
Time Analyzed	Existing PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						0		63			1	2	0	202	2	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1		
Critical Headway (sec)						6.86		6.96							4.16		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.53		3.33							2.23		

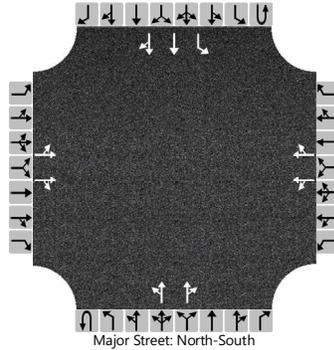
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0		68							220		
Capacity, c (veh/h)						478		1078							1610		
v/c Ratio						0.00		0.06							0.14		
95% Queue Length, Q ₉₅ (veh)						0.0		0.2							0.5		
Control Delay (s/veh)						12.5		8.6							7.6		
Level of Service (LOS)						B		A							A		
Approach Delay (s/veh)					8.6								7.5				
Approach LOS					A												

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Queens Court		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Background AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	2	0		0	2	0	0	0	2	0	0	1	2	0
Configuration		LT		TR		LT		TR		LT		TR		L	T	TR
Volume (veh/h)		14	266	0		2	1064	244		0	8	1	0	132	7	56
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

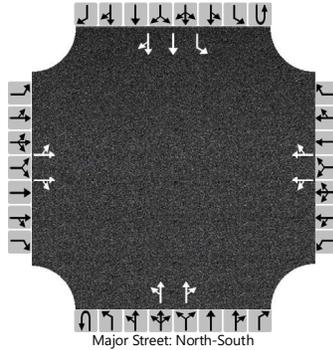
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		160		145		580		843		0				143		
Capacity, c (veh/h)				525		510		613		1523				1601		
v/c Ratio				0.28		1.14		1.38		0.00				0.09		
95% Queue Length, Q ₉₅ (veh)				1.1		19.8		37.3		0.0				0.3		
Control Delay (s/veh)				14.4		110.8		199.4		7.4				7.5		
Level of Service (LOS)				B		F		F		A				A		
Approach Delay (s/veh)					163.3				0.0				5.1			
Approach LOS					F											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Queens Court		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Background PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	2	0		0	2	0	0	0	2	0	0	1	2	0	
Configuration		LT		TR		LT		TR		LT		TR		L	T	TR	
Volume (veh/h)		56	1064	0		0	266	212		0	1	2	0	235	2	14	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3			3	3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

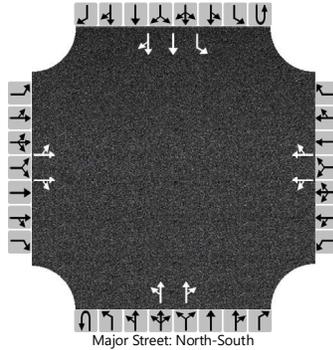
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		639		578		145		375		0				255			
Capacity, c (veh/h)		344		394				648		1591				1610			
v/c Ratio		1.86		1.47				0.58		0.00				0.16			
95% Queue Length, Q ₉₅ (veh)		42.5		30.2				3.7		0.0				0.6			
Control Delay (s/veh)		423.5		249.9				17.9		7.3				7.7			
Level of Service (LOS)		F		F				C		A				A			
Approach Delay (s/veh)		341.0								0.0				7.2			
Approach LOS		F															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Queens Court		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Total AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	2	0		0	2	0		0	2	0		0	1	2	0
Configuration		LT		TR		LT		TR		LT		TR		L	T	TR	
Volume (veh/h)		14	261	0		2	1070	244		0	8	1		0	132	7	56
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3	3		
Proportion Time Blocked																	
Percent Grade (%)	0				0												
Right Turn Channelized																	
Median Type Storage					Left + Thru								1				

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

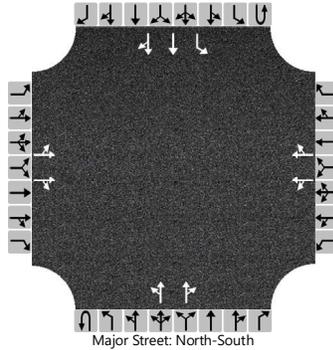
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		157		142		584		847		0				143		
Capacity, c (veh/h)				525		510		612		1523				1601		
v/c Ratio				0.27		1.14		1.38		0.00				0.09		
95% Queue Length, Q ₉₅ (veh)				1.1		20.1		37.7		0.0				0.3		
Control Delay (s/veh)				14.4		113.0		202.1		7.4				7.5		
Level of Service (LOS)				B		F		F		A				A		
Approach Delay (s/veh)					165.7				0.0				5.1			
Approach LOS					F											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Lenhart Traffic Cons.			Intersection	13		
Agency/Co.				Jurisdiction	Prince George's County		
Date Performed	2/10/2022			East/West Street	Queens Court		
Analysis Year	2028			North/South Street	Prince George's Blvd.		
Time Analyzed	Total PM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	National Capital Business Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	2	0		0	2	0	0	0	2	0	0	1	2	0	
Configuration		LT		TR		LT		TR		LT		TR		L	T	TR	
Volume (veh/h)		56	1065	0		0	584	212		0	1	2	0	235	2	30	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3			3	3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Left + Thru								1							

Critical and Follow-up Headways

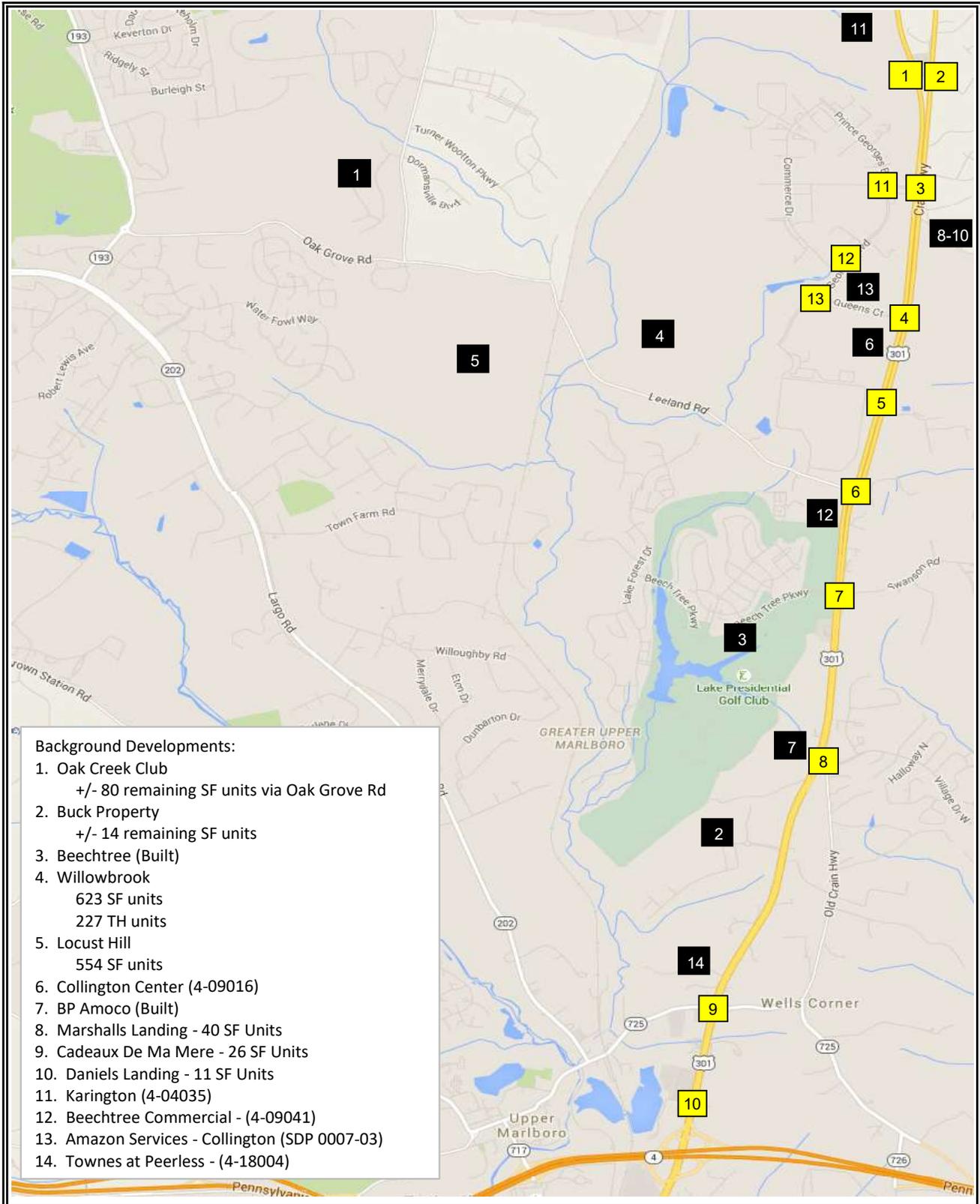
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		640		579		317		548		0				255			
Capacity, c (veh/h)				391				532		1568				1610			
v/c Ratio				1.48				1.03		0.00				0.16			
95% Queue Length, Q ₉₅ (veh)				30.6				15.4		0.0				0.6			
Control Delay (s/veh)				256.6				75.0		7.3				7.7			
Level of Service (LOS)				F				F		A				A			
Approach Delay (s/veh)										0.0				6.7			
Approach LOS																	

Appendix C

Background Developments



- Background Developments:**
1. Oak Creek Club
+/- 80 remaining SF units via Oak Grove Rd
 2. Buck Property
+/- 14 remaining SF units
 3. Beechtree (Built)
 4. Willowbrook
623 SF units
227 TH units
 5. Locust Hill
554 SF units
 6. Collington Center (4-09016)
 7. BP Amoco (Built)
 8. Marshalls Landing - 40 SF Units
 9. Cadeaux De Ma Mere - 26 SF Units
 10. Daniels Landing - 11 SF Units
 11. Karington (4-04035)
 12. Beechtree Commercial - (4-09041)
 13. Amazon Services - Collington (SDP 0007-03)
 14. Townes at Peerless - (4-18004)

Traffic Impact Analysis



LENHART TRAFFIC CONSULTING, INC.
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
 SEVERNA PARK, MD 21146
www.lenharttraffic.com

**Background Development
Location Map**

**Appendix
C-1**

Trip Generation Rates

Single-Family Housing (Prince Georges County Rates)

Morning Trips = 0.75 x Units

Evening Trips = 0.90 x Units

Trip Distribution (In/Out)

20/80

65/35

Townhouse (Prince Georges County Rates)

Morning Trips = 0.70 x Units

Evening Trips = 0.80 x Units

Trip Distribution (In/Out)

20/80

65/35

Multi-Family (garden and mid-rise, Prince Georges County Rates)

Morning Trips = 0.52 x Units

Evening Trips = 0.60 x Units

Trip Distribution (In/Out)

20/80

65/35

Industrial (Light Service, Prince Georges County Rates)

Morning Trips = 0.86 x ksf

Evening Trips = 0.86 x ksf

Trip Distribution (In/Out)

80/20

20/80

Shopping Center (General Urban/Suburban, ksf, ITE-820)

Morning Trips = 0.5 x ksf + 151.78

Ln(Evening Trips) = 0.74 x Ln(ksf) + 2.89

Trip Distribution (In/Out)

62/38

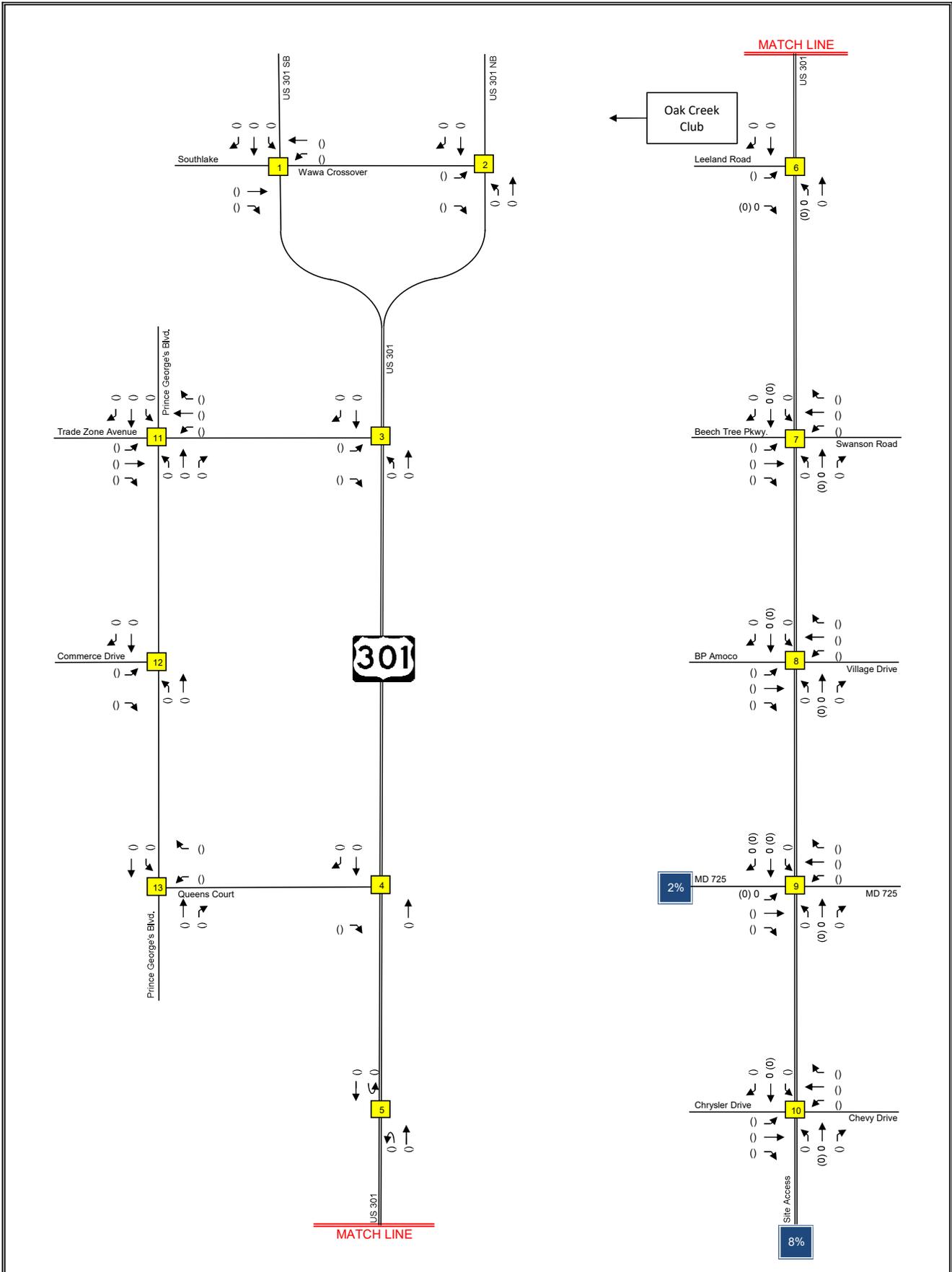
48/52

Trip Generation Totals

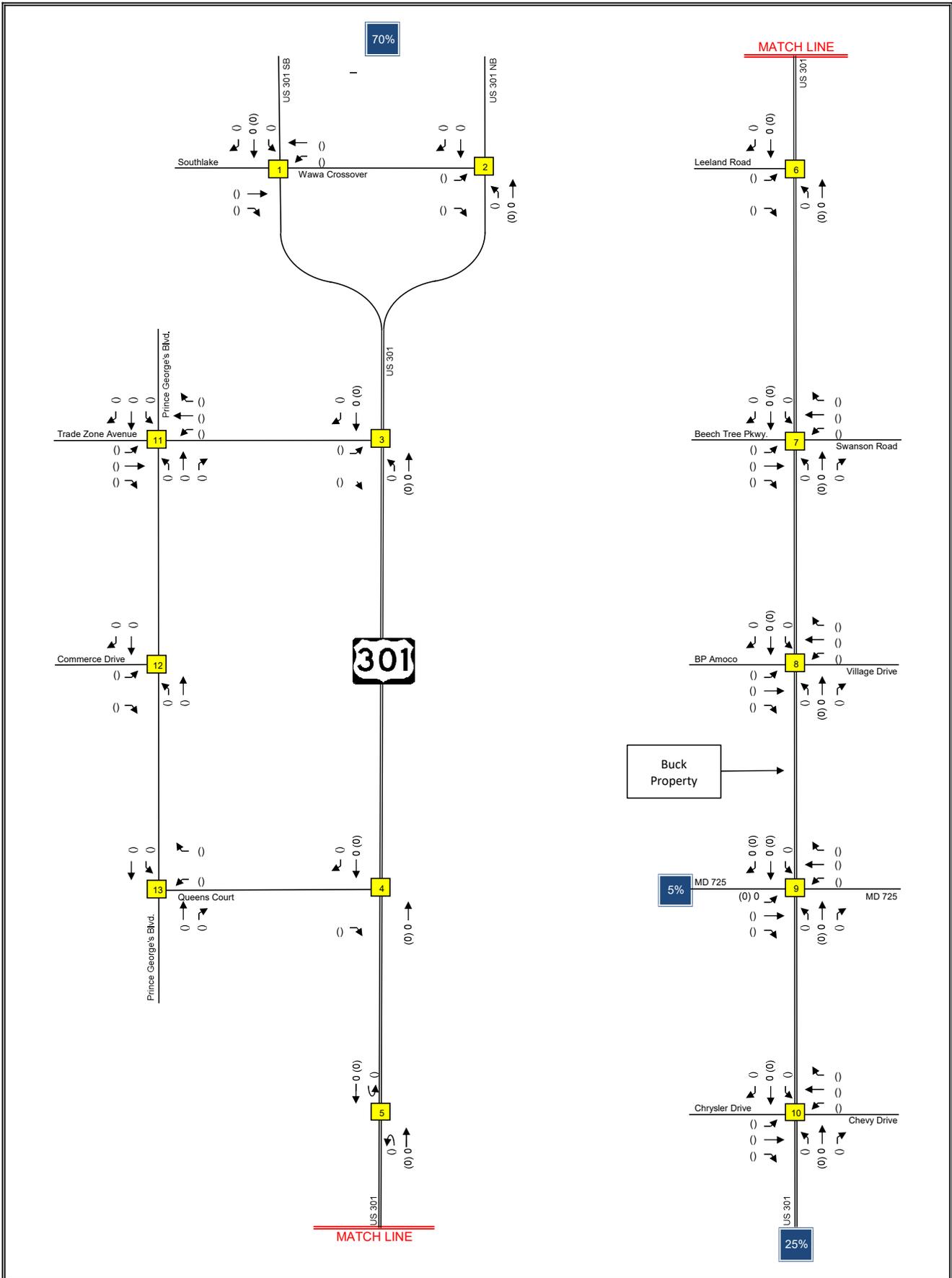
		AM Peak			PM Peak					
		In	Out	Total	In	Out	Total			
1	Oak Creek Club	Built								
2	Buck Property	Built								
3	Beechtree	Built								
4	Willowbrook (Amended Resolution 07-43(A))	Single-Family Housing (Prince Georges County Rates)	623 units	Subject Site Replacing Old Approval						
		Townhouse (Prince Georges County Rates)	227 units							
5	Locust Hill	Approved Trip Cap (4-06075, Resolution 07-28)			83	330	413	322	173	495
6	Collington Center	Industrial (Light Service, Prince Georges County Rates)	220,800 sq.ft.	152	38	190	38	152	190	
		Industrial (Light Service, Prince Georges County Rates)	87,400 sq.ft.	60	15	75	15	60	75	
		Shopping Center (General Urban/Suburban, ksf, ITE-820)	23,500 sq.ft.	102	62	164	89	97	186	
		Pass-by	-50%	-51	-31	-82	-45	-49	-93	
		Net New Offsite Trips		263	84	347	97	260	358	
7	BP Amoco	Built								
8	Marshalls Landing	Single-Family Detached (County Rates)	40 units	6	24	30	23	13	36	
9	Cadeaux DeMaMere	Single-Family Detached (County Rates)	26 units	4	16	20	15	8	23	
10	Daniels Landing	Single-Family Detached (County Rates)	11 units	2	6	8	7	3	10	
11	Karington	Net New Off-site Trips (4-04035, Resolution 04-247(C2)(A2))		669	644	1313	954	971	1925	
12	Beechtree Retail	Trip Cap per 4-09041 (Reconsideration Hearing)		129	107	236	407	406	813	
13	Amazon Services	Implied Trip Cap from SDP 0007-03		65	19	84	23	63	86	
14	Townes at Peerless (From Resolution 18-115)	Residential	62 units	9	35	44	32	17	49	
		Commercial/Retail (ITE)	3,000 sq. ft.	17	15	32	16	17	33	
		Less 65% pass-by		-11	-10	-21	-10	-11	-21	
		Total New Trips (Trip Cap from Resolution 18-115)		15	40	55	38	23	61	

NOTE: Trip Generation Rates obtained from the Prince George's County Guidelines and/or ITE Trip Generation Manual, 10th Edition

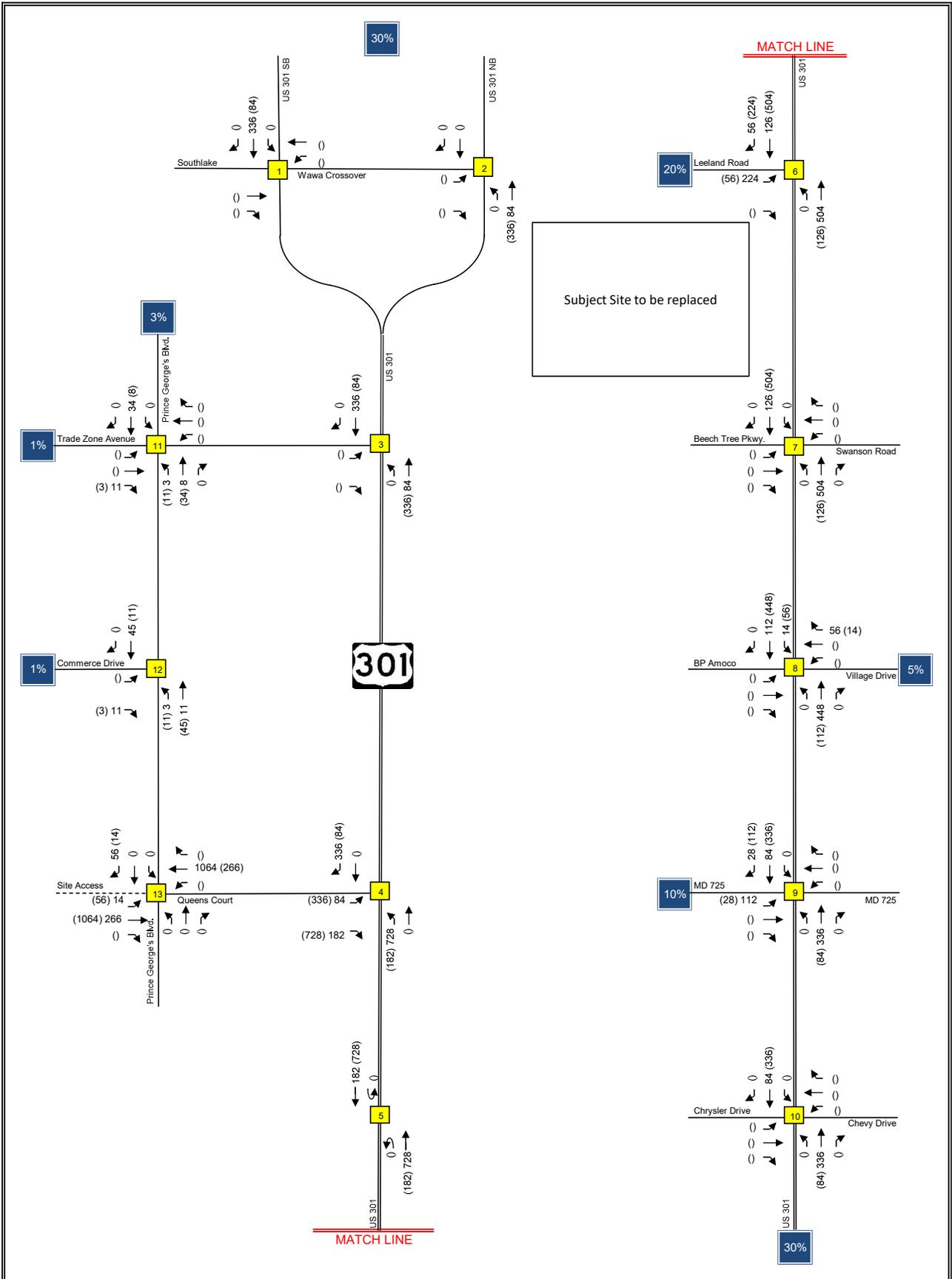
Traffic Impact Analysis	Trip Generation for Background Developments	Appendix C-2
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<p>Traffic Impact Analysis</p>	<p>Trip Assignment for Oak Creek Club (Built)</p>	<p>Appendix C3a</p>
<p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Key: xx = AM Peak Vol's (xx) = PM Peak Vol's</p>	



<p>Traffic Impact Analysis</p> <p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Trip Assignment for Buck Property (Built)</p> <p>Key: xx = AM Peak Vol's (xx) = PM Peak Vol's</p>	<p>Appendix C4</p>
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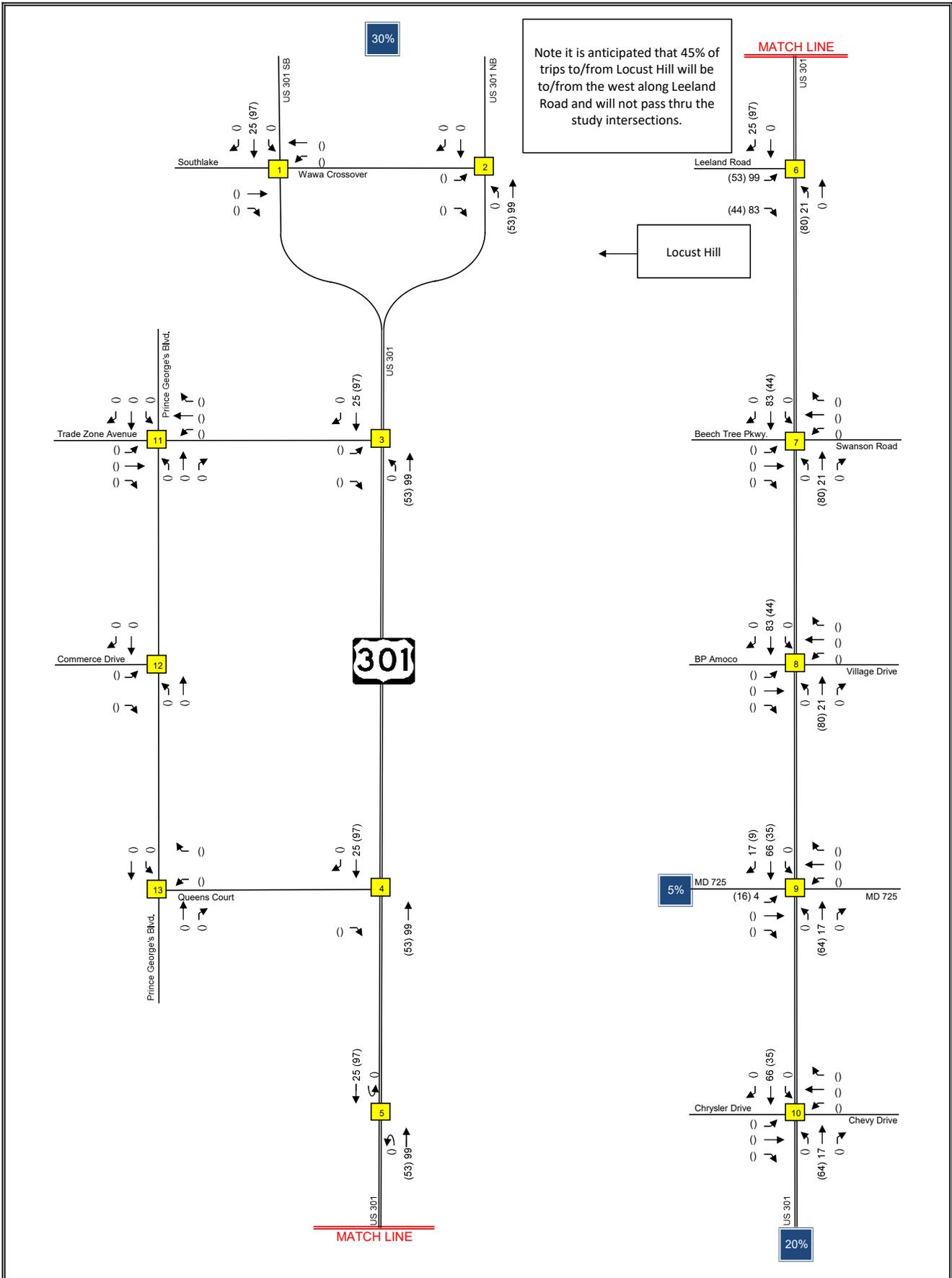
Traffic Impact Analysis

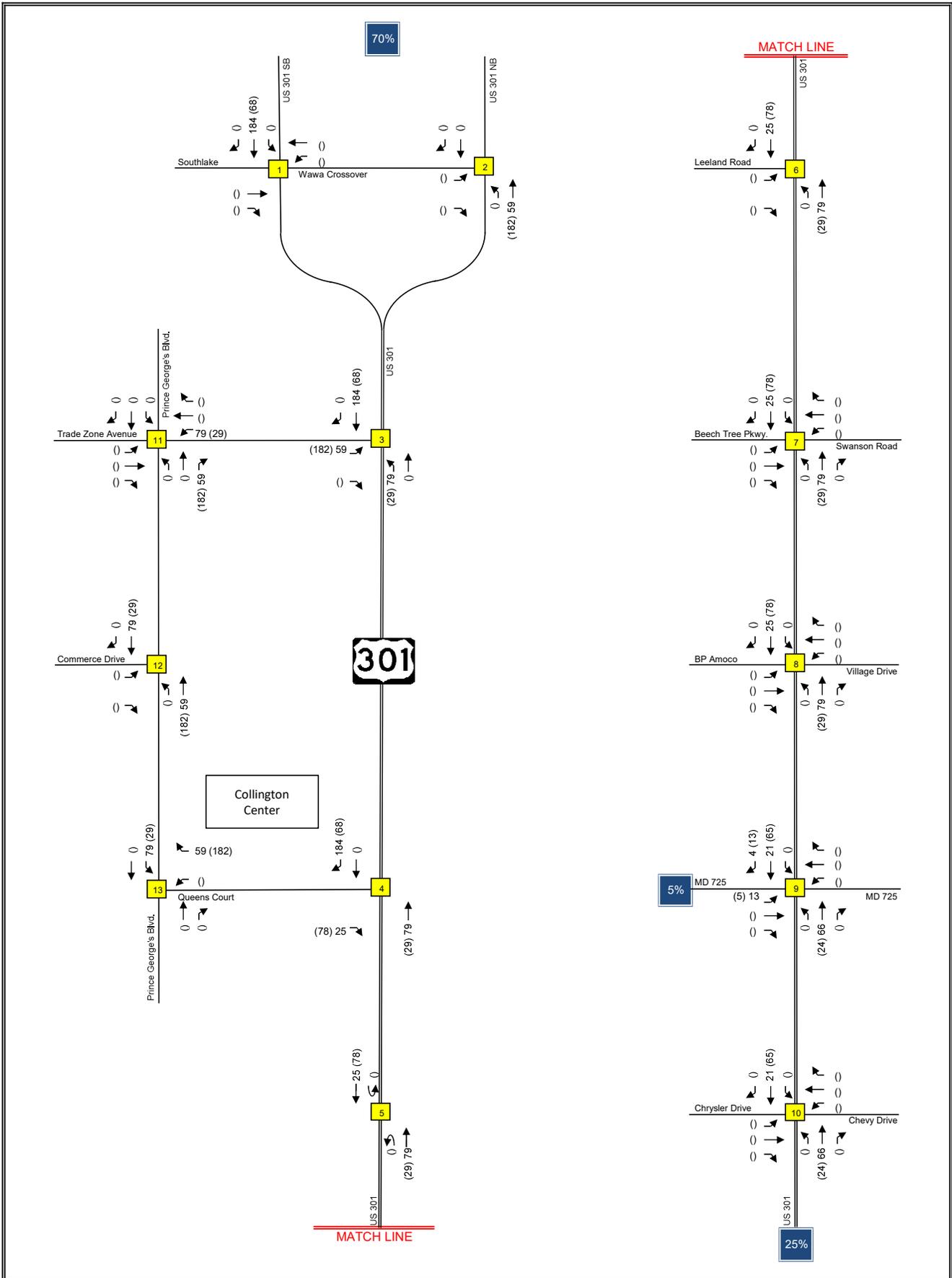
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**Trip Assignment for
National Capital Business Park**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

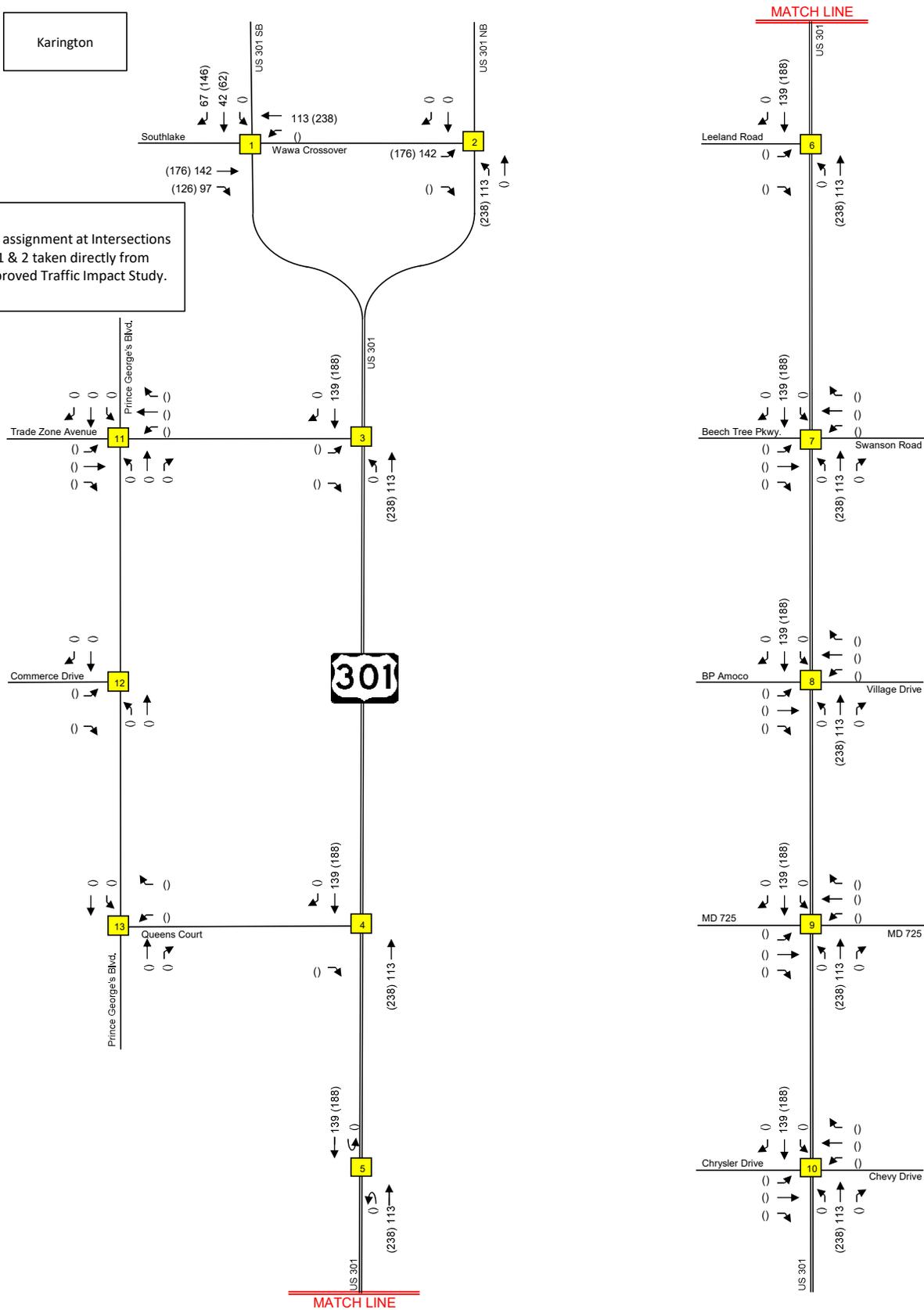
**Appendix
C5**





Karington

Trip assignment at intersections 1 & 2 taken directly from approved Traffic Impact Study.



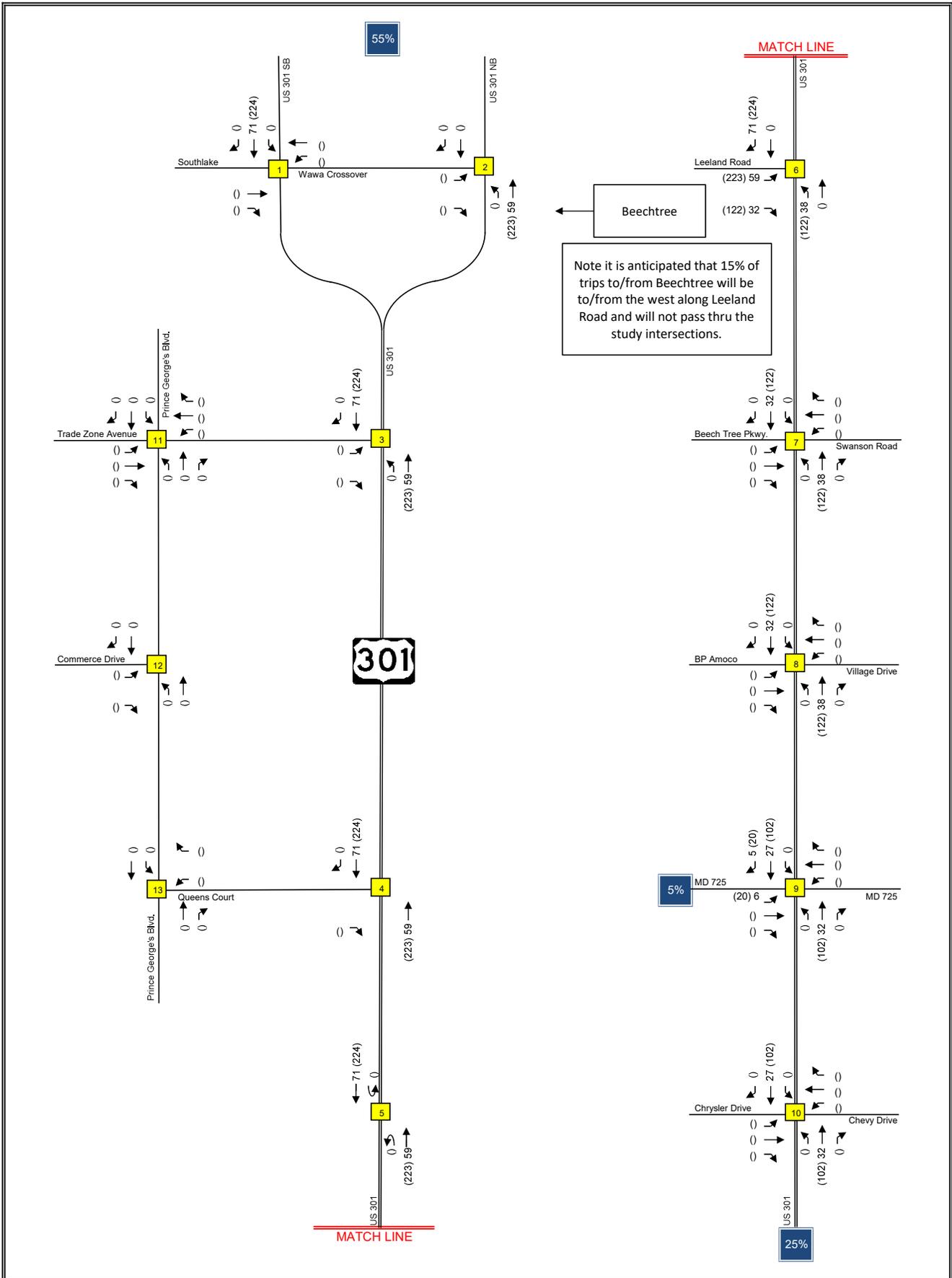
Traffic Impact Analysis

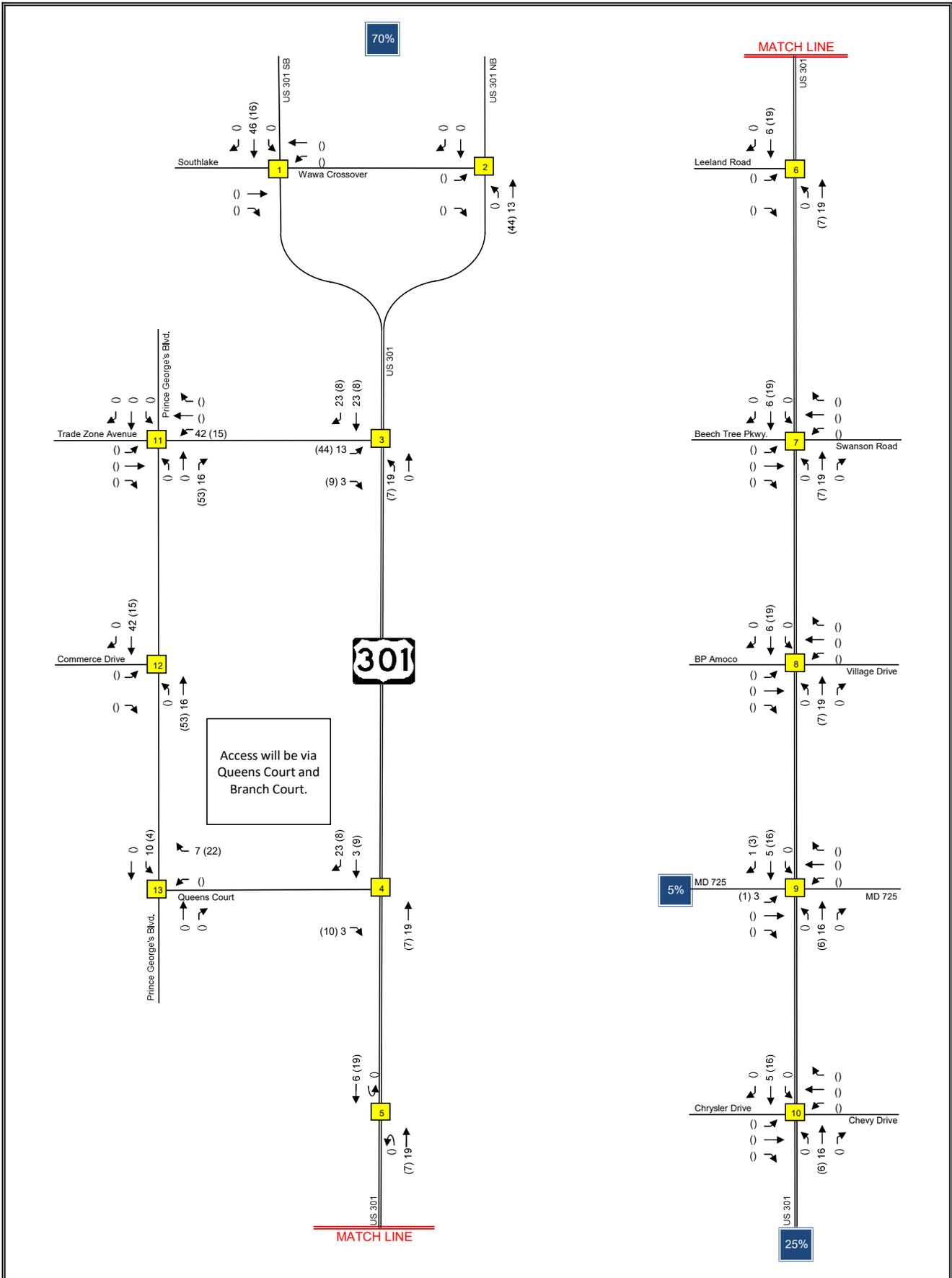
Trip Assignment for Karington

Appendix C9

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Key: xx = AM Peak Vol's (xx) = PM Peak Vol's





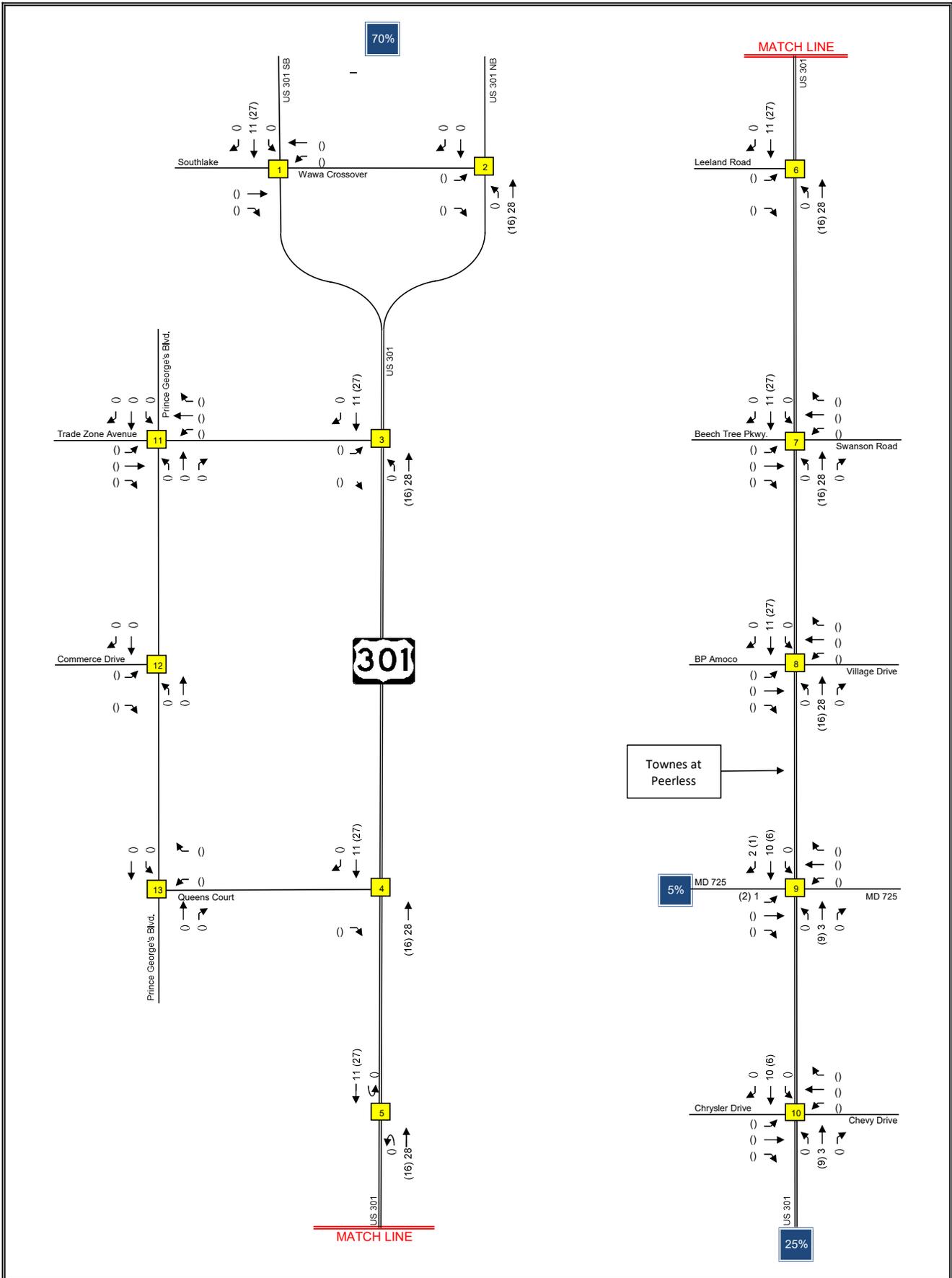
Traffic Impact Analysis

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Trip Assignment for
 Amazon Services

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Appendix
 C11**



Appendix D

Calculation of Pro Rata Contribution

Intersection	Background Conditions				Total Conditions		Item 1		Item 2		Item 3		
	Background CLV without CIP Improvements		Background CLV with CIP Improvements		Total CLV with CIP Improvements including Signal at Queens Ct		Added Capacity Provided by Improvement		Site Impact		Site Impact to Improvements (0% if LOS is "D" or better with No Imp's, OR 3 thru lanes exist, or if Imp's provided to get "D" or better)		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1 - US 301 SB & Wawa Crossover	1083	1253	1083	1253	1084	1290	0	0	1	37	--	--	
2 - US 301 NB & Wawa Crossover	1604	1913	1127	1338	1127	1338	477	575	0	0	0.0%	0.0%	
3 - US 301 & Trade Zone Ave	1638	1842	1138	1390	1138	1427	500	452	0	37	0.0%	8.2%	
4 - US 301 & Queens Court	1208	1458	1078	1236	1078	1363	130	222	0	127	0.0%	57.2%	
5 - US 301 & Leeland Rd	1491	1631	1491	1380	1493	1421	0	251	2	41	--	16.3%	
7 - US 301 & Swanson Rd	1854	1936	1290	1392	1291	1392	564	544	1	0	0.2%	0.0%	
8 - US 301 & Village Dr	1571	1573	1108	1169	1109	1219	463	404	1	50	0.2%	12.4%	
9 - US 301 & MD 725	1642	1891	1207	1426	1207	1446	435	465	0	20	0.0%	4.3%	
10 - US 301 & Chrysler Drive	1435	1410	980	1326	980	1327	455	84	0	1	0.0%	1.2%	
Average Impact:											5.6%		
Original CIP Cost:											\$24,780,000		
CIP Adjustment due to 4th Through Lane to be added SB thru Queens and Leeland Rd:											\$2,522,250		See Note 6 below
CIP Adjusted Cost:											\$27,302,250		
Applicant's CIP Fee for Net Increase Over Previous Approval (4-20032):											\$1,516,622		
CIP Fee from Previous Approval (4-20032):											\$3,517,354		
Total New CIP Fee:											\$5,033,976		Note this equates to approximately \$0.92 per square foot for the overall 5.5 MSF development (including mezzanine space)

3 Lanes SB Bonded/Permitted

Fourth Southbound Thru Lane Added to CIP

Fourth Southbound Thru Lane Added to CIP (Third NB Thru Lane already built)

Note:

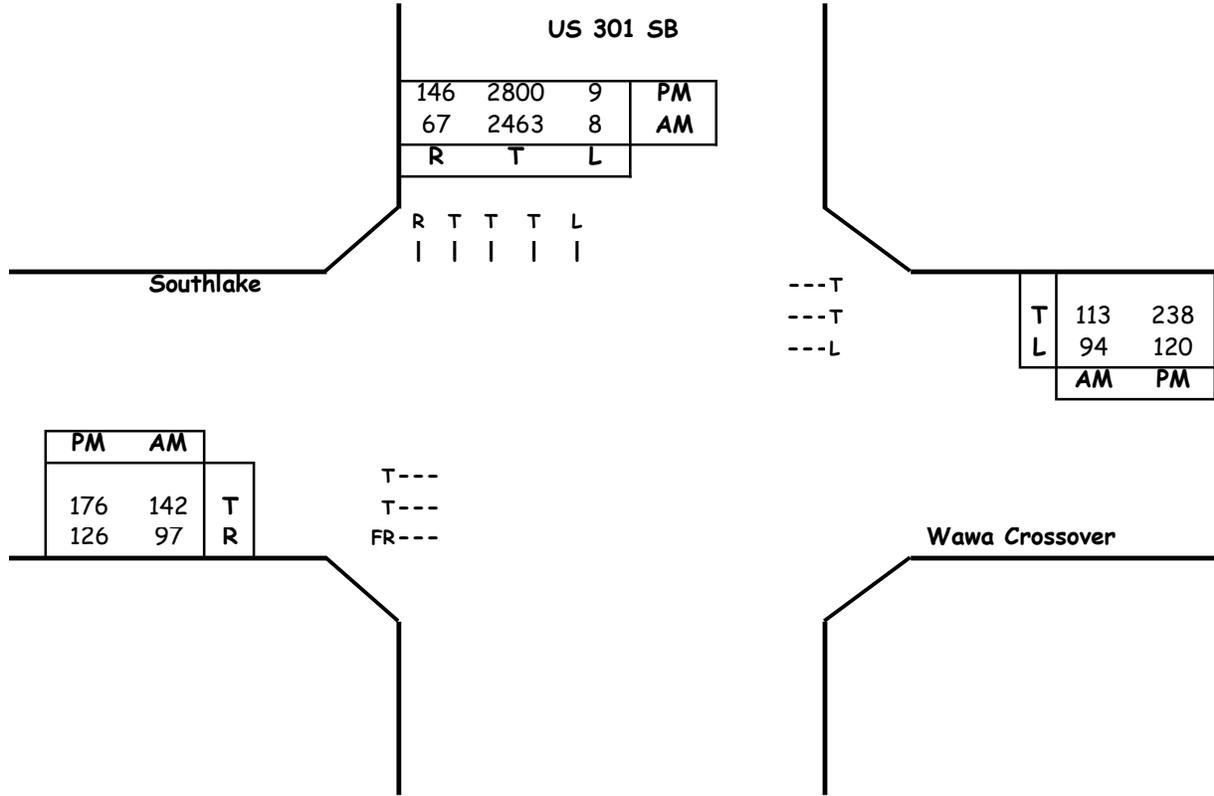
- Item 1 represents the capacity added by improvements (Background CLV without improvements less Background CLV with improvements).
- Item 2 represents the site impact (Total CLV with Imps less Background CLV with Imps).
- Item 3 represents the percent the site impact (Item 2) is to the added capacity (Item 1).
- The average impact is calculated by averaging the site impact over all intersections for the AM and PM impact. Intersections with 3 through lanes built and acceptable CLV's are considered done and the site impact is not added.
- Intersection #5 was a median crossover between Leeland Road and Queens Ct that was provided for informational purposes to show existing u-turns. This intersection is not included in the calculations above and will be 3 lanes each direction with this project's improvements.
- The cost estimate for the entire US 301 CIP project is \$24,780,000 (in 1989 Dollars) however, this estimate only accounts for the construction of third through lane along north and southbound US 301 between MD 214 and MD 4. As noted in the table above, a fourth southbound thru lane is needed at the intersections of US 301 & Queens Court and US 301 & Leeland Road in order to achieve adequacy which is not included in the \$24,780,000 cost estimate. Therefore, the cost of the fourth southbound thru has been estimated using the following methodology:
 - 5.6 miles between MD 214 and MD 4 where three north and southbound thru lanes are proposed as part of the US 301 CIP Project
 - 11.2 lane miles proposed as part of the US 301 CIP Project to construct a third through lane NB and SB through this entire area
 - \$ 24,780,000 cost estimate for US 301 CIP Project including three north and southbound thru lanes along US 301 between MD 214 and MD 4
 - \$ 2,212,500 per lane mile based on \$24,780,000 cost estimate for the construction of 11.2 lane miles along US 301 between MD 214 and MD 4
 - 1.14 lane miles is needed to support the fourth through lane at US 301 & Queens Court and US 301 & Leeland Road (1000' prior to each signal and 2000' beyond each signal)
 - \$ 2,522,250 is the estimated cost for the additional 1.14 lane miles needed to support the fourth through lane through these two intersections

Traffic Impact Analysis	Calculation of Pro Rata Contribution to CIP Improvements	Appendix D1
 <p>LENHART TRAFFIC CONSULTING, INC. 495 BACHMORSE ANNAPOLIS BLVD, SUITE 214 STEVENS PARK, MD 21156 www.lenharttraffic.com</p>		

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301 SB
 Minor Street: Wawa Crossover Analyst: Lenhart Traffic Consulting
 Study Period: BACKGROUND TRAFFIC WITH CIP IMPROVEMENTS

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	AM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB					911
SB	2463	0.37	911		
EB	142	0.55	78	94 1 94	172
WB	113	0.55	62		
CLV TOTAL=					1083
Level of Service (LOS)=-					B

Evening Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	PM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB					1036
SB	2800	0.37	1036		
EB	176	0.55	97	120 1 120	217
WB	238	0.55	131		
CLV TOTAL=					1253
Level of Service (LOS)=-					C

Critical Lane Volume Analysis

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**US 301 SB &
Wawa Crossover**

(BACKGROUND TRAFFIC WITH CIP IMPROVEMENTS)

**Intersection
1**

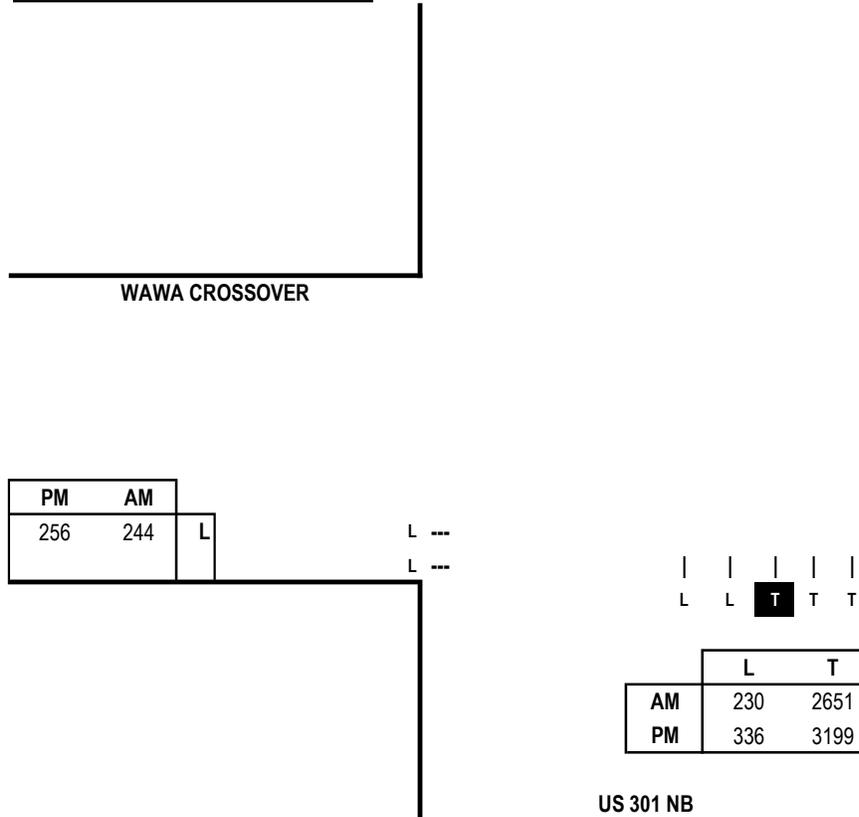
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301 NB

and: Wawa Crossover

Conditions: Background Traffic with CIP Improvements Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	244	0.60	146				146
NB	2651	0.37	981				981
SB							
CLV TOTAL =							1127
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	256	0.60	154				154
NB	3199	0.37	1184				1184
SB							
CLV TOTAL =							1338
Level of Service (LOS) =							D

Critical Lane Volume Analysis



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US 301 NB &
Wawa Crossover
(Background Traffic with CIP Improvements)

**Intersection
2**

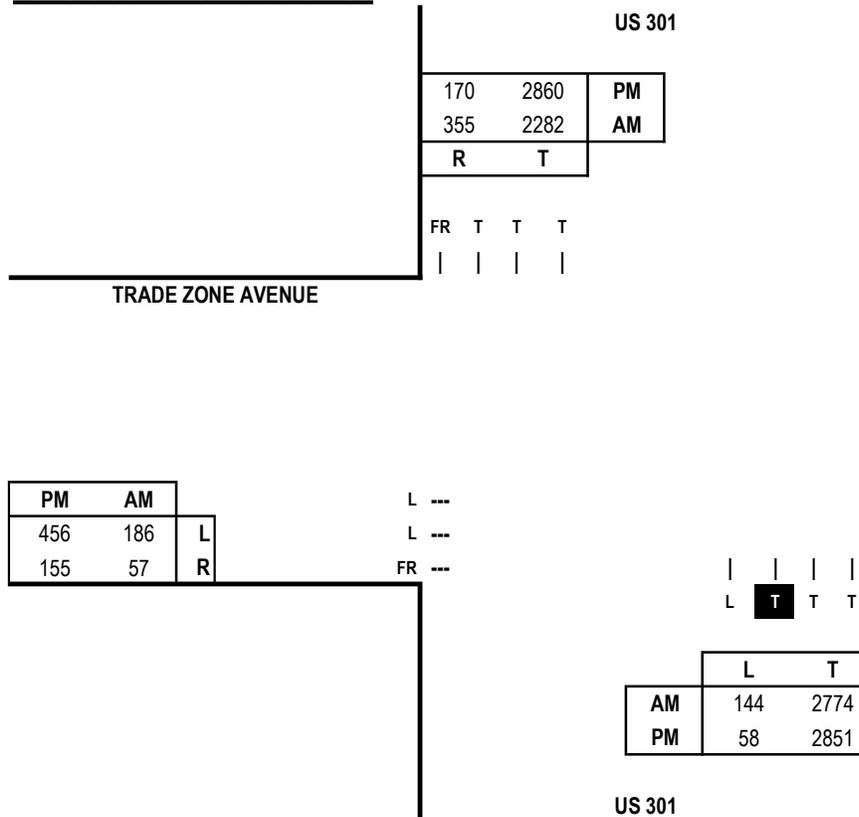
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301

and: Trade Zone Avenue

Conditions: Background Traffic with CIP Improvements Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	186	0.60	112				112
NB	2774	0.37	1026				1026
SB	2282	0.37	844	144	1.00	144	
CLV TOTAL =							1138
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	456	0.60	274				274
NB	2851	0.37	1055				1116
SB	2860	0.37	1058	58	1.00	58	
CLV TOTAL =							1390
Level of Service (LOS) =							D

Critical Lane Volume Analysis



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US 301 &
Trade Zone Avenue
(Background Traffic with CIP Improvements)

**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

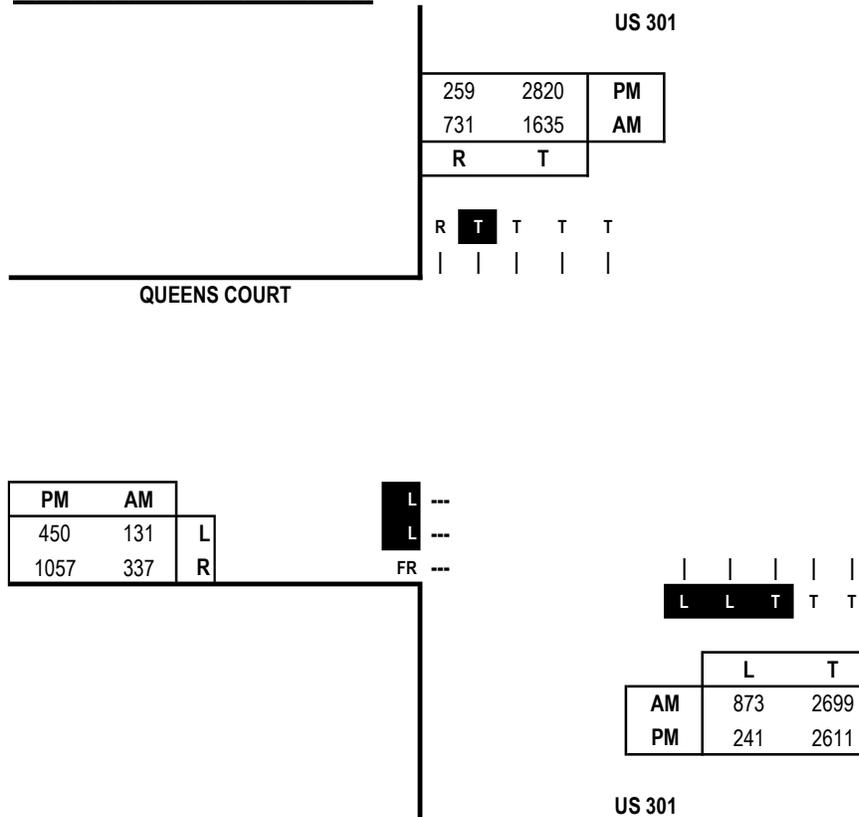
Intersection of: US 301

and: Queens Court

Conditions: Background Traffic with Full Signal + CIP

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	131	0.60	79				79
NB	2699	0.37	999				999
SB	1635	0.29	474	873	0.60	524	
CLV TOTAL =							1078
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	450	0.60	270				270
NB	2611	0.37	966				966
SB	2820	0.29	818	241	0.60	145	
CLV TOTAL =							1236
Level of Service (LOS) =							C

Critical Lane Volume Analysis



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US 301 &
Queens Court

(Background Traffic with Full Signal + CIP)

**Intersection
4**

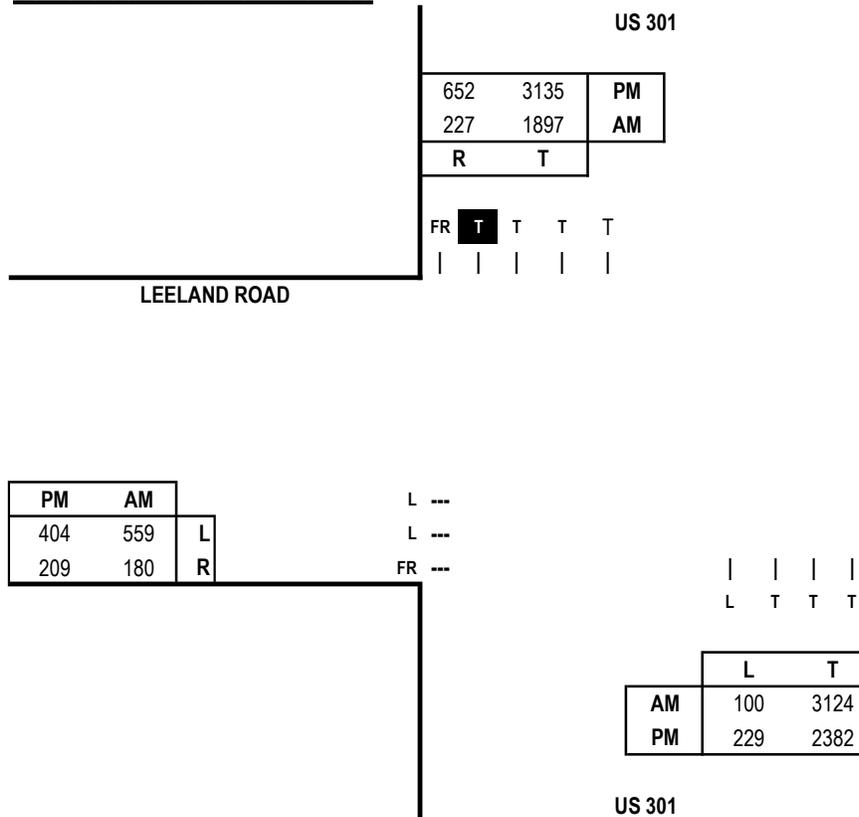
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301

and: Leeland Road

Conditions: Background Traffic with CIP Improvements Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	559	0.60	335				335
NB	3124	0.37	1156				1156
SB	1897	0.29	550	100	1.00	100	
CLV TOTAL =							1491
Level of Service (LOS) =							E

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	404	0.60	242				242
NB	2382	0.37	881				1138
SB	3135	0.29	909	229	1.00	229	
CLV TOTAL =							1380
Level of Service (LOS) =							D

Critical Lane Volume Analysis



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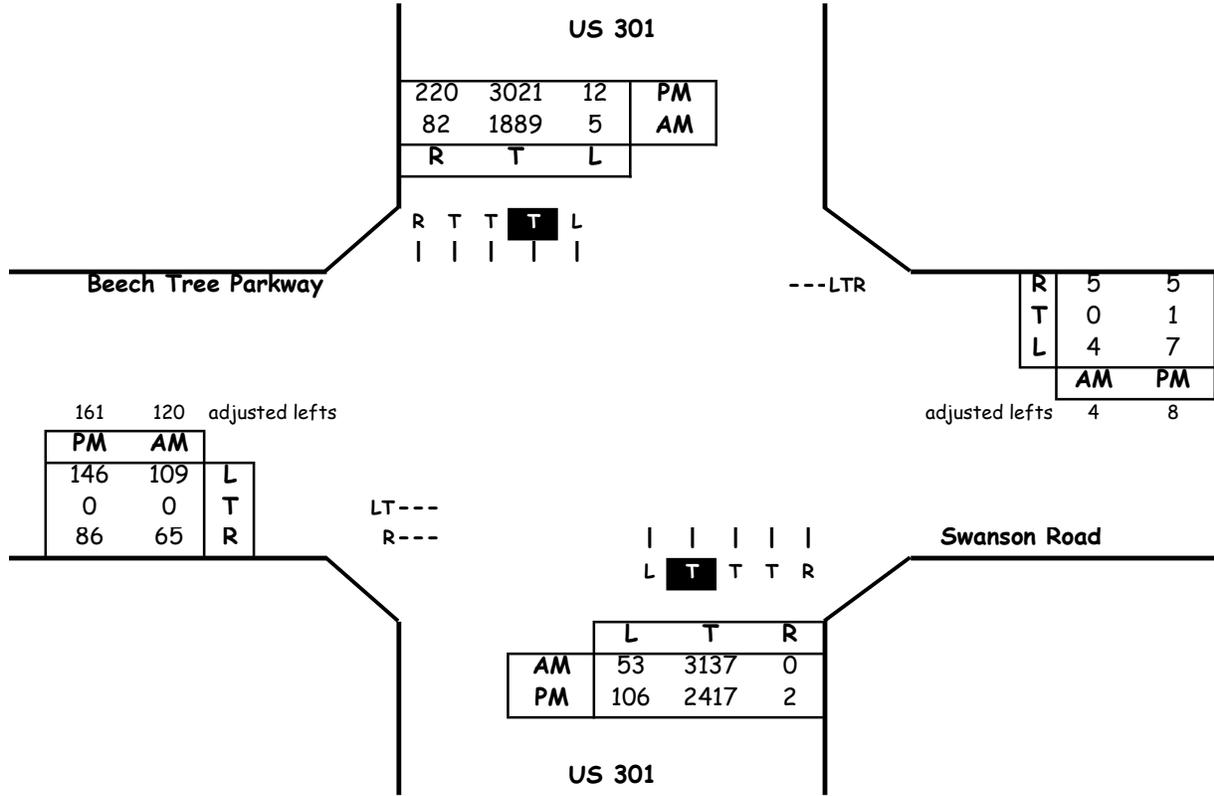
US 301 &
Leeland Road
(Background Traffic with CIP Improvements)

**Intersection
6**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301
 Minor Street: Swanson Road Analyst: Lenhart Traffic Consulting
 Study Period: BACKGROUND TRAFFIC WITH CIP IMPROVEMENTS

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	3137	0.37	1161	5	1	5	1166
SB	1889	0.37	699	53	1	53	
EB	120	1	120	4	1	4	124
WB	9	1	9	109	1	109	
CLV TOTAL =							1290
Level of Service (LOS) =							C

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2417	0.37	894	12	1	12	1224
SB	3021	0.37	1118	106	1	106	
EB	161	1	161	7	1	7	168
WB	14	1	14	146	1	146	
CLV TOTAL =							1392
Level of Service (LOS) =							D

Critical Lane Volume Analysis

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**US 301 &
Swanson Road**

(BACKGROUND TRAFFIC WITH CIP IMPROVEMENTS)

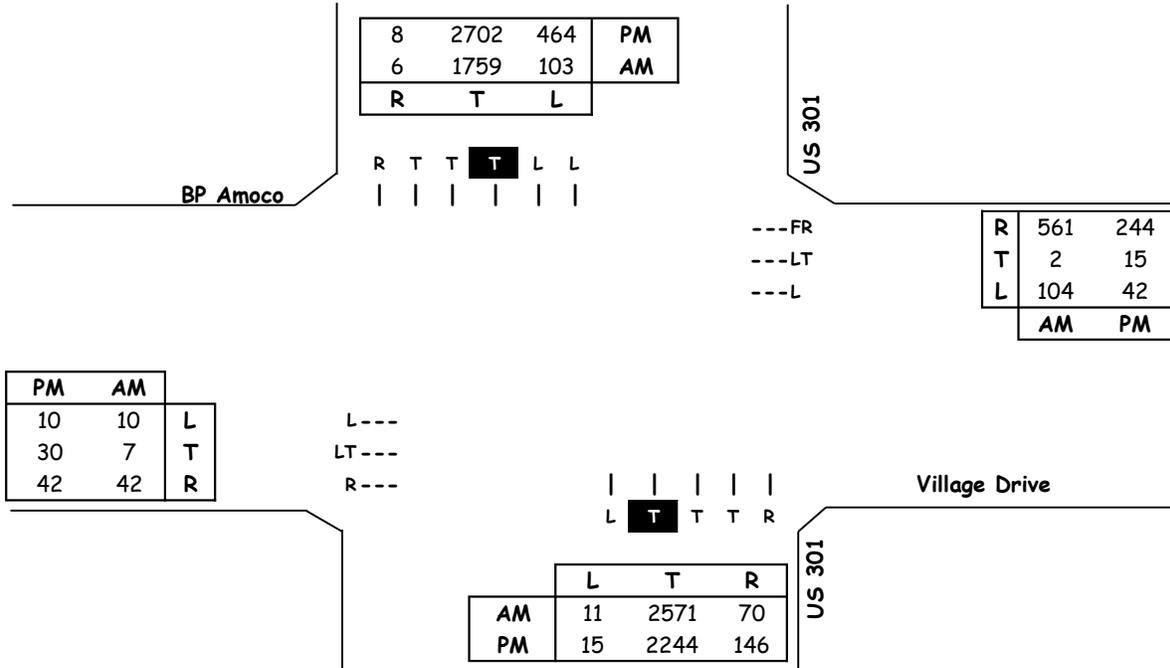
**Intersection
7**

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301
 Minor Street: Village Drive
 Study Period: Background Traffic with CIP Improvements

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	31	1.00	31				31
WB	106	0.60	64				64
NB	2571	0.37	951	103	0.60	62	1013
SB	1759	0.37	651	11	1.00	11	
CLV TOTAL=							1108
Level of Service (LOS)=							B

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	27	1.00	27				27
WB	57	0.60	34				34
NB	2244	0.37	830	464	0.60	278	1108
SB	2702	0.37	1000	15	1.00	15	
CLV TOTAL=							1169
Level of Service (LOS)=							C

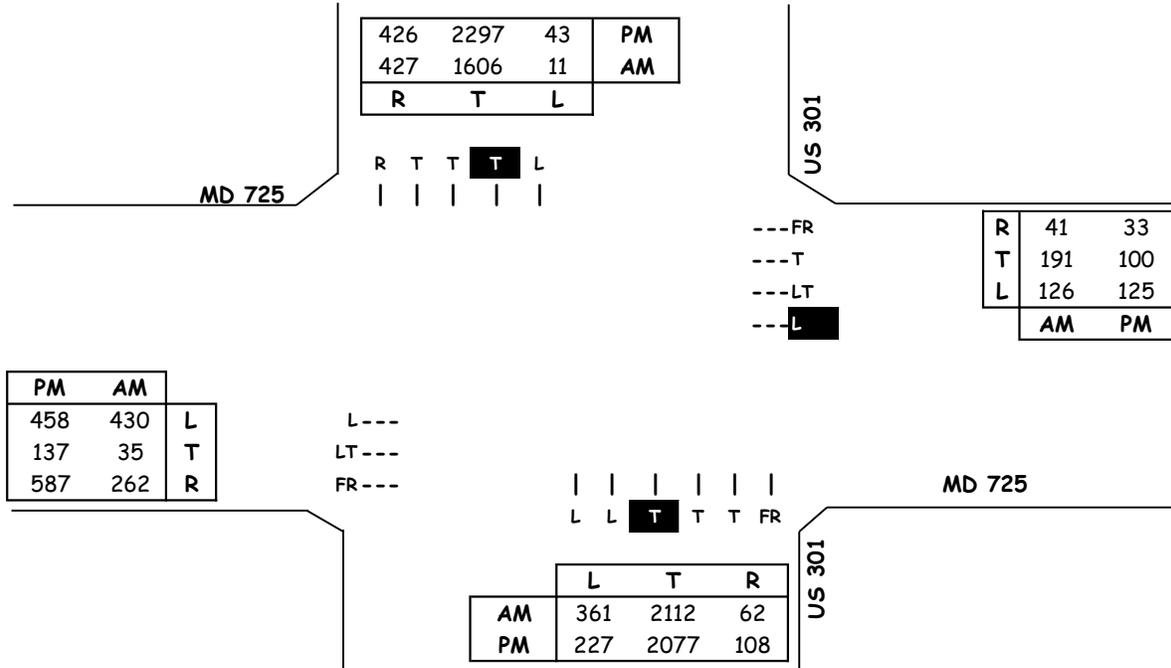
Critical Lane Volume Analysis		
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	US 301 & Village Drive (Background Traffic with CIP Improvements)	Intersection 8

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 301
 Minor Street: MD 725
 Study Period: Background Traffic with CIP Improvements

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Traffic Signal Phasing includes East/West Split Phase

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	465	0.60	279				279
WB	317	0.37	117				117
NB	2112	0.37	781	11	1.00	11	811
SB	1606	0.37	594	361	0.60	217	
CLV TOTAL=							1207
Level of Service (LOS)=							C

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	595	0.60	357				357
WB	225	0.37	83				83
NB	2077	0.37	768	43	1.00	43	986
SB	2297	0.37	850	227	0.60	136	
CLV TOTAL=							1426
Level of Service (LOS)=							D

Critical Lane Volume Analysis



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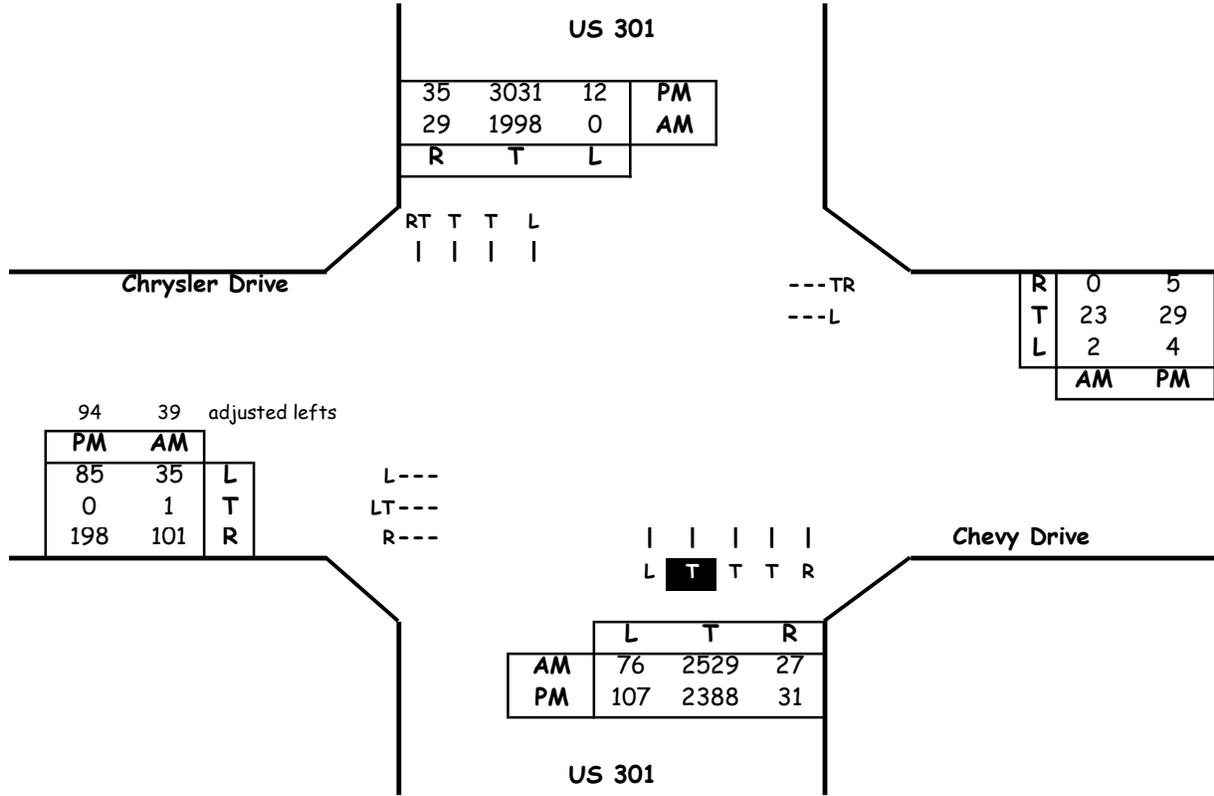
US 301 &
 MD 725
 (Background Traffic with CIP Improvements)

**Intersection
 9**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 301
 Minor Street: Chevy Drive Analyst: Lenhart Traffic Consulting
 Study Period: BACKGROUND TRAFFIC WITH CIP IMPROVEMENTS

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	2529	0.37	936	0	1	0	936
SB	2027	0.37	750	76	1	76	
EB	40	0.6	24	2	1	2	44
WB	23	1	23	35	0.6	21	
CLV TOTAL=							980
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	2388	0.37	884	12	1	12	1241
SB	3066	0.37	1134	107	1	107	
EB	94	0.6	56	4	1	4	85
WB	34	1	34	85	0.6	51	
CLV TOTAL=							1326
Level of Service (LOS) =							D

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
 SEVERNA PARK, MD 21146
 www.lenharttraffic.com

**US 301 &
Chevy Drive**

(BACKGROUND TRAFFIC WITH CIP IMPROVEMENTS)

**Intersection
10**



REPORT OF GEOTECHNICAL EXPLORATION

NATIONAL CAPITAL BUSINESS PARK LOT NO. 7

Prince George's County, Maryland

December 16, 2022

Prepared For:

NCBP PROPERTY, LLC
C/O MANEKIN, LLC
5850 Waterloo Road, Suite 210
Columbia, Maryland 21045

Attn: Mr. Cole Schnorf, Jr.

Prepared By:

GEO-TECHNOLOGY ASSOCIATES, INC.
Geotechnical and Environmental Consultants
14280 Park Center Drive, Suite A
Laurel, Maryland 20707
(410) 792-9446

GTA Job No: 131007x8

GEO-TECHNOLOGY ASSOCIATES, INC.

GEOTECHNICAL AND
ENVIRONMENTAL CONSULTANTS

A Practicing Geoprofessional Business Association Member Firm



December 16, 2022

NCBP Property, LLC
c/o Manekin, LLC
5850 Waterloo Road, Suite 210
Columbia, Maryland 21045

Attn: Mr. Cole Schnorf, Jr.

Re: Report of Geotechnical Exploration
Proposed Industrial Development
National Capital Business Park – Lot No. 7
Prince George's County, Maryland

Dear Cole:

In accordance with our proposal, dated September 30, 2022, Geo-Technology Associates, Inc. (GTA) has performed a geotechnical exploration for the proposed industrial improvements planned on Lot No. 7 of the National Capital Business Park (NCBP) industrial development, located in Prince George's County, Maryland. Transmitted herein is a report of our findings, analysis, and our geotechnical recommendations regarding the design and construction of the proposed industrial improvements on the site.

The soils samples obtained in conjunction with this exploration will be discarded 60 days after the date of this report, unless other arrangements are made by the Client. GTA appreciates the opportunity to be of continued assistance to you on this project. Should you have any questions or require additional information, please do not hesitate to contact our office.

Sincerely,
GEO-TECHNOLOGY ASSOCIATES, INC.


Andres Villarreal, Ph.D.
Project Geotechnical Professional



Benjamin T. Dinsmore, P.E.
Vice President

Professional Certification. I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland. License No.: 29184, Expiration Date: 6/16/2023. BTD

S:\Project Files\2013\131007x8 NCBP - Lot 7\Doc\GEO 131007x8 NCBP (GTA) - Geotech Report.doc
GTA Project No. 131007x8

14280 Park Center Drive, Suite A, Laurel, MD 20707 (410) 792-9446

◆ Abingdon, MD ◆ Baltimore, MD ◆ Laurel, MD ◆ Frederick, MD ◆ Waldorf, MD ◆ New Castle, DE ◆ Georgetown, DE
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◆ Northeastern, OH ◆ Sterling, VA ◆ Nashville, TN ◆ Charlotte, NC ◆ Raleigh, NC ◆ Orlando, FL

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APPENDICES:

Appendix A: – Figures

- Figure No. 1 – Site Aerial (1 Sheet, Color)
- Figure No. 2 – Site Geology Map (1 Sheet, Color)
- Figure No. 3 – Exploration Location Plan (1 Sheet, 24” x 36”, Color)
- Figure No. 4 – Mitigated Factor of Safety Plan (1 Sheet, 24” x 36”, Color)
- Figure Nos. 5 through 8 – Subsurface Profiles (1 Sheet, 11” x 17”, Color)
- Figure No. 9 – Typical Pavement Underdrain Detail (1 Sheet)

Appendix B: – Exploration Logs

- Table No. 1 – Subsurface Exploration Summary Table (2 Sheets, 11” x 17”)
- Notes for Exploration Logs (1 Sheet)
- 2022 Boring Logs (16 Sheets)
- Previous Boring Logs (49 Sheets)

Appendix C: – Laboratory Data

- 2022 Laboratory Test Data (12 Sheets)
- Previous Laboratory Test Data (16 Sheets)

Appendix D: – Proposed and Mitigated Slope Stability Evaluation (10 Sheets)

REPORT OF GEOTECHNICAL EXPLORATION
NATIONAL CAPITAL BUSINESS PARK – LOT NO. 7
PRINCE GEORGE’S COUNTY, MARYLAND
DECEMBER 16, 2022

INTRODUCTION

NCBP Property, LLC (the Client) is planning the development of Lot No. 7 within the National Capital Business Park (NCBP) industrial development in Prince George’s County, Maryland, for the construction of one industrial building and associated infrastructure. Geo-Technology Associates, Inc. (GTA) has previously performed multiple rounds of subsurface explorations and provided several geotechnical reports for the overall NCBP development for the current developer, as well as for a previously-proposed residential development. The findings of the previous explorations and GTA’s preliminary recommendations for the overall NCBP development are presented in GTA’s *Report of Geotechnical Exploration*, last revised February 11, 2022. To further characterize the subsurface conditions in the vicinity of the proposed Lot No. 7 development (herein referenced as “site” or “project site”), the Client retained GTA to perform a geotechnical exploration for the proposed commercial improvements within the project site. The scope of this study included a review of pertinent, previous subsurface data; an additional field exploration consisting of 16 Standard Penetration Test (SPT) borings; limited laboratory testing; an engineering analysis; and the preparation of this report.

In conjunction with this review and evaluation, GTA was provided with the following plans:

- The plan titled *Proposed Ferguson CGU*, dated August 8, 2022, prepared by Bohler Engineering, Inc. (Bohler), the project civil engineer. This plan depicts the existing grades on the project site and the conceptual proposed site layout and grading scheme.
- The *8FT StormPod – StormFilter Plan*, dated August 30, 2022, prepared by Contech Engineering Solutions, LLC (Contech), and provided by Bohler. This plan included details for the proposed StormPod Stormfilter structure, which is planned as the underground stormwater management (SWM) structure on the site.
- The *Site Development Concept Plan*, prepared and provided by Bohler electronically on July 11, 2022. This plan depicted the proposed layout of the industrial/commercial buildings and

roadways, along with preliminary proposed rough grades for the overall NCBP development. This plan provided insight on the overall improvements planned and the location of Lot No. 7 improvements within the overall NCBP development.

Please note that the overall site development and grading plans referenced for the previous report are subject to change as specific building layouts, grading schemes, and other details are finalized and, therefore, the recommendations in GTA's previous report should be considered preliminary.

Conclusions and recommendations regarding the design and construction of the Lot No. 7 improvements presented herein were derived from GTA's engineering analysis of field and laboratory data and review of the above-referenced plans. This study was performed in general accordance with GTA's proposal, dated September 30, 2022.

SITE CONDITIONS

The overall NCBP development is located along the north side of Leeland Road, approximately 3,500 feet west of its intersection with Crain Highway South (U.S. Route 301) in Prince George's County, Maryland. The NCBP development is generally bound to the west by Collington Branch, with wooded areas and a residential development beyond; to the north by the Collington Branch Stream Valley Park; to the east and northeast by the East Branch and Collington Center commercial development; and to the south by Leeland Road, with additional residential and wooded properties further to the south. The proposed Lot No. 7 of the proposed NCBP development is located in the central-southern portion of the overall development. The approximate site location and surrounding features are depicted on the Site Aerial, included as Figure No. 1 in Appendix A.

At the time of GTA's previous explorations, the project site consisted of undeveloped, moderately- to heavily-wooded areas. However, at the time of GTA's explorations in October and November of 2022, clearing and logging activities for the NCBP development had been completed or were underway. At that time, the majority of the project site had been cleared, and additional clearing and/or grading activities were underway in other portions of the overall NCBP

development. Significant grading did not appear to have been performed within the project site at that time of GTA's borings. However, a temporary sediment trap had been constructed adjacent to the east of the proposed Lot No. 7 improvements.

Topographically, the site can be characterized as rolling terrain, with several steep slopes, knolls, and dissected drainage swales observed in the site vicinity. Based upon a review of the aforementioned topographic site plan, the existing surface grades vary from a high elevation on the order of 176 feet above Mean Sea Level (MSL) on a knoll in the central portion of the site, to a low elevation on the order of 90 feet above MSL in a low-lying area of a stream valley in the southern limit of the site and within the above-referenced temporary sediment trap to the east of the site. Further to the east, the existing grades sloped relatively steeply downward toward the stream valley of the East Branch. Drainage is generally anticipated to occur radially from the referenced knoll toward the existing temporary sediment trap and drainage swales, and ultimately in the southeasterly direction toward East Branch, where surface water will flow in a southerly direction away from the site.

PROPOSED CONSTRUCTION

The proposed construction within the site is planned to include one single-story industrial building, referenced as Building 7, and associated surface parking areas, loading docks, an underground stormwater management (SWM) facility, and drive lanes. The proposed building is planned in the central portion of Lot No. 7 with a total footprint of approximately 360,000 square feet. Based on information provided by the design team, GTA understands that the building is planned as slab-at-grade, tilt-up construction, with a maximum height of 36 feet and no below-grade interior space. The available plan indicate that the finished floor elevation of the proposed building will be 132.5 feet above MSL. Structural plans were not available at the time of this report. However, based on our experience with similar projects, maximum structural loads are anticipated to be on the order of 100 to 150 kips for columns and 5 to 6 kips per foot for walls.

The existing public road to the east of the overall development, referenced as Queens Court, is planned to be extended through the overall site and along the north boundary of the proposed Lot

No. 7. A new public road, referenced as Logistics Lane, is planned to be extended to the south from the proposed Queens Court extension along the west boundary of the project site. Access to the site will be provided via several private entrance roads extending to the south and east from the proposed Queens Court extension and Logistics Lane, which are planned to be constructed by the project developer. Interior drive lanes and loops roads are planned to provide access to the proposed Building 7, parking areas, and loading docks. Car parking areas are planned along the northern side of the building. Tractor trailer loading docks are planned along the west and east sides of the building, and truck parking spaces are planned along the western and eastern portions of the proposed parking lot. Exterior grades along the west and east sides of the building are planned to be about 2 to 4 feet below the floor slab to accommodate the approximately 60 loading docks. Based on preliminary information provided by the Client and design team, GTA also understands that a portion of the parking lot, likely in the southern portion of the site will be utilized for the staging and storage of construction materials. This area will be subject to frequent traffic from relatively heavily-loaded fork-lifts used to transport, load, and unload these materials.

GTA understands that the stormwater management for the overall development is generally planned to consist of several submerged gravel wetlands to be constructed by the developer in conjunction with mass grading and infrastructure construction. However, one underground SWM facility, referenced as Facility UG-8, is also planned to be constructed in the southwestern portion of the site. Based on information provided by Bohler, including the StormPod Stormfilter details prepared by Contech, we understand that the underground SWM facility will consist of proprietary precast concrete modular StormPod structures, which will be delivered to the site in modules for installation. The modules will include sand filter media and water-tight joints and will be supported on a minimum 6-inch-thick bed of #57 Stone and backfilled with soil and stone in accordance with Contech specifications. The proposed bottom of facility of Facility UG-8 will be approximately 92.5 feet above MSL. Proposed cuts, generally on the order of 1 to 10 feet, will be required to establish the proposed bottom of facility.

Proposed underground utilities on the site will consist of water and sewer lines and proposed storm drains associated with the site stormwater management improvements. Storm drain lines are

planned in localized areas near the perimeter of the proposed improvements and are planned to tie-in to the underground SWM facility planned in the southern portion of the site, which will ultimately outfall into an existing low-lying area associated with the East Branch stream valley to the south of the project site. Detailed storm drain alignments and profiles were not available at the time of this report. The available plans indicate that water and sewer lines are generally planned beneath the proposed drive lanes. Utility invert elevations and profiles were not available at the time of this report.

Significant mass grading excavations, deeper than 40 feet in the vicinity of the existing knoll in the central portion of the site, will be required to establish the proposed finished floor elevation in the central portion of Building 7. Proposed fills, approaching 20 feet, will be required to establish the building pad subgrade elevation in the southern and northeastern portions of the building footprint. Cuts and fills, typically on the order of 10 to 20 feet, will be required to establish the proposed site grades outside the proposed building footprint in the majority of the site. The cuts required to establish the proposed grades along the east side of the eastern trailer parking area will result in an approximately 18-foot-tall cut slope with a gradient of about 3 horizontal to 1 vertical (3H:1V) along the eastern property line. The fills required to establish the proposed grades in the low-lying southern area portion of the site will result in a maximum 32-foot-tall fill slope with a gradient of about 3H:1V.

GTA understands that the site will be mass-graded, along with the construction of the overall NCBP infrastructure, by the developer and turned over to a “design-build” contractor for the construction of the Lot No. 7 improvements. Therefore, recommendations for the design and construction of proposed infrastructure outside of the limits of the project site are not included herein.

SITE GEOLOGY

According to the *Geologic Map of Maryland* (1968), the *Geologic Map of Prince George’s County, Maryland* (2003), and the *Geologic Map of the Upper Marlboro Quadrangle, Prince George’s County, Maryland* (1981), all published by the Maryland Geologic Survey, the site is

situated within the Coastal Plain Physiographic Province. More specifically, the site is underlain by five distinct formations of the Coastal Plain sediments, as described below.

Alluvium, including silty and clayey sand, gravel and silt-clay, is mapped in a low-lying area of a stream valley in the southwestern portion of the site. These sediments were likely deposited by major streams and likely range in thickness from approximately 3 to 25 feet within the stream valleys. This formation is not mapped in significant portions of the project site but is likely present in the vicinity of the stream valleys of the overall NCBP site.

The **Calvert Formation** is mapped at the ground surface in the central-west portion of the site and is generally present above elevations of approximately 130 feet above MSL within the project site. This formation consists of very fine- to fine-grained sand with variable clay content grading to silt and diatomaceous earth of Miocene age. The formation is expected to include predominantly silty clay and silty fine sand in the project area.

The **Nanjemoy Formation** is mapped at the ground surface over the majority of the site and beneath the Calvert Formation, where present. This formation consists predominantly of medium gray to dark greenish gray to pale brown, fine to coarse sand and clayey sand, with some silt-clay lenses.

The **Marlboro Clay** is mapped at the ground surface over the southern, eastern, and northwestern portions of the site and beneath the Calvert and Nanjemoy Formations, where present. Marlboro Clay consists of distinct red to reddish-brown or silvery-gray, marine clay and is known in this area for its low shear strength. The upper portion of the formation is often disturbed, a characteristic attributed to burrowing marine fauna. The geologic map indicates that this formation outcrops in relatively thin bands in the low-lying areas in the southern, eastern, and northwestern portions of the site, between approximate elevations 90 and 120 feet above MSL.

While not mapped at the ground surface within the project site, the **Aquia Formation** is known to be present below the Marlboro Clay and in the valleys of the streams where Alluvium,

Nanjemoy Formation, and Marlboro Clay has been eroded. The Aquia Formation consists of distinct green to black fine to medium sand and clayey sand. The sand is mostly quartz mixed with varying proportions of glauconite (a clay mineral). This formation is indicated to be present below approximately 80 to 90 feet above MSL and is, therefore, present at the ground surface in the lower-lying southern portion of the site.

Please refer to the above-referenced publications and the Site Geology Map, included as Figure No. 2 within Appendix A, for more details regarding these geologic units.

SUBSURFACE EXPLORATION

GTA has previously performed several rounds of subsurface explorations, in conjunction with previous reports for the overall development. GTA's *Report of Geotechnical Exploration*, last revised February 11, 2022, included 49 SPT borings, referenced using selected numbers between Borings B-12 through B-320, GTA-17 through GTA-29, MC-16 through MC-19, RD-9, RW-25 through RW-30, and SWM-8, in the vicinity of the project site. We reviewed the findings of the pertinent, previous boring logs and incorporated relevant information into this report.

To further characterize the subsurface conditions in the vicinity of the currently-proposed Lot No. 7 improvements, GTA performed 16 SPT borings, referenced as Borings B7-1 through B7-16, in October and November of 2022. The additional 2022 explorations were selected by GTA with input from the design team and were field-located by Bohler via an instrumented survey. The existing ground surface elevations at these boring locations were provided by Bohler based on their survey. The existing ground surface elevations at the previous boring locations were referenced from the above-referenced geotechnical report and should be considered approximate. The approximate exploration locations performed to date, overlaid on the site development plan available at the time of this report, are shown on the Exploration Location Plan, included as Figure No. 3 in Appendix A.

The SPT borings were drilled to depths of 20 to 60 feet below the existing grades using GTA's track-mounted Diedrich D-50 drill rigs, equipped with hollow-stem augers, split-spoon samplers, and an automatic hammer. Standard Penetration Tests were performed and soil samples

obtained at intervals of 2 ½-foot intervals within the top 10 feet below existing grades and at 5-foot intervals thereafter. The Standard Penetration Test generates an SPT N-value, which indicates the relative density of granular soils and the consistency of fine-grained soils.

Groundwater measurements were obtained during drilling, upon the completion of drilling, and about one to four days after completion of drilling. Temporary, perforated PVC pipes were installed in selected boreholes to facilitate water readings following the completion of drilling. Cave-in depths were measured and recorded upon the completion of drilling, after removing the augers, and one to four days thereafter in the boreholes that did not contain temporary pipes.

The soil samples obtained from the borings were delivered to GTA's laboratory in Laurel, Maryland for visual classification and limited laboratory testing. The soil descriptions and classifications provided on the logs are in general accordance with the Unified Soil Classification System (USCS) by visual/manual methods, supplemented by available laboratory test results.

SUBSURFACE CONDITIONS

The subsurface conditions encountered were generally consistent with the conditions described in the *Site Geology* section of this report and the results of our previous explorations performed at the site. From the ground surface, the explorations encountered a layer of topsoil, generally on the order of 2 to 6 inches in thickness, but as thick as 8 to 15 inches in some areas. The reported topsoil thickness generally represents the upper layer of dark and organic-rich soil. Note that organic soils may extend deeper than indicated on the logs, due to varying root mat thickness and the presence of root balls, which can extend several feet below existing grades. Underlying the topsoil, the borings encountered interbedded layers of native clays and silts with variable plasticity and coarse- to fine-grained sands with variable silt and clay content.

Soils visually identified by GTA as Marlboro Clay were typically classified as Lean CLAY (CL), Fat CLAY (CH), and Elastic SILT (MH), and were encountered in 47 of the 65 borings performed within the proposed improvements. The top of the Marlboro Clay was generally encountered at depths ranging from within less than 3 feet of the ground surface to greater than 40

feet below the existing grades. The majority of the borings that encountered Marlboro Clay extended through this stratum and into the underlying silty and clayey sands of the Aquia Formation, which occurs beneath the Marlboro Clay stratum in the project’s vicinity. Based on the available boring data, the top of the Marlboro Clay stratum was generally present between approximately El. 93 to 123 feet above MSL, while the bottom of the Marlboro Clay layer was generally on the order of El. 86 to El. 94 over the majority of the site. The thickness of the Marlboro Clay stratum was typically observed to be on the order 10 to 20 feet, but it was observed to be as thin as 2 feet and as thick as 30 feet. This layer is typically observed to be thinner when encountered close to the existing ground surface in lower-lying areas and thicker in higher elevation areas, where it is encountered at a significant depth below the existing grades.

The approximate areas where the Marlboro Clay stratum is anticipated to be present at or within several feet of the ground surface (sometimes referenced as “outcrops”) is depicted on GTA’s Mitigated Factor of Safety Plan, included as Figure No. 4 in Appendix A. Please note, however, that these areas have been estimated by interpolation from available subsurface data and the available topographic site plan and should be considered approximate. Based on SPT N-values generally within the range of 8 to 46 blows per foot (bpf), the soils identified as Marlboro Clays are considered to be medium stiff to hard.

In general, the majority of the soils encountered above the Marlboro Clay stratum were consistent with the descriptions of the Calvert and Nanjemoy Formation soils. These materials were predominantly visually classified as Clayey SAND (SC), Silty SAND (SM), SILT (ML), CL, and, less commonly, CH and MH. Within the top 2 feet of existing grades, soils of the Calvert and Nanjemoy formations exhibited SPT N-values generally within the range of 2 to 10 bpf, indicating very loose to loose or soft to stiff soil conditions. At greater depths above the Marlboro Clay stratum, SPT N-values generally ranged from 8 to 20 bpf, indicating loose to medium dense or medium stiff to very stiff soil conditions. A localized layer of very soft silt, with an SPT N-value of 0 bpf, was encountered near the ground surface in Boring B7-15. SPT N-values of 0 bpf are denoted on the logs as WOH/18”, indicating that the split spoon was advanced 18 inches by the weight of the hammer alone, without dropping the hammer.

The soils encountered below the anticipated Marlboro Clay stratum, or from the existing ground surface in the lower-lying, southern portion of the site, were consistent with the soils of the Aquia Formation, which typically consisted of silty/clayey sands (USCS SM and SC). Where encountered near the existing ground surface, in the lower-lying portions of the site, these soils were observed to be loose to medium dense with SPT N-values generally within the range of 9 to 20 bpf. Where encountered below the Marlboro Clay, the Aquia soils were generally medium dense to very dense with N-values ranging from 11 to 56 bpf.

Very dense/hard soils with SPT N-values from 76 to 50 blows for 1 inch of penetration, were encountered in scattered borings at significant depths (i.e., below 30 feet of existing grades) within the Marlboro Clay and Aquia Formation. The borings did not encounter soils sufficiently dense or hard to impede the advancement of the augers or split-spoon samplers to the planned depths.

Groundwater was observed during drilling and after completion of drilling in 19 of the 65 borings at depths from approximately 9 to 47 feet below existing grades. Approximately one to four days after completion of drilling, water was observed in 24 of the 65 borings at depths of about 4 to 49 feet below existing grades, but predominantly at depths from approximately 10 to 25 feet below existing grades. The depths at which water was encountered generally corresponded to elevations on the order of 68 to 115 feet above MSL. Please be advised that groundwater levels may fluctuate significantly with seasonal variations or as a results of construction activities and that “perched” water conditions can develop locally in the interbedded granular soils, underlain by less permeable silts and clays.

Please refer to the Subsurface Exploration Summary, included as Table No. 1, as well as the individual exploration logs, provided in Appendix B for further information regarding the subsurface conditions.

LABORATORY TESTING

GTA performed limited laboratory testing on selected samples obtained from the borings, including natural moisture content determinations, particle-size analysis, plasticity testing, moisture-density relationship testing, California Bearing Ratio (CBR) testing, and torsional shear testing.

The natural (in-situ) moisture contents determined for the selected samples were between 10 and 71 percent but were predominantly within the range of 15 to 35 percent. In general, the higher moisture contents were observed in the layers of higher-plasticity, fine-grained soils, or granular soils obtained below the observed water levels. Within the site’s geology, moisture contents in excess of 35 percent are generally indicative of soils containing diatomaceous materials. Such soils with elevated moisture contents, where encountered, were generally present in relatively thin layers.

Grain-size and plasticity testing has been performed on 11 samples for classification in accordance with the USCS and American Association of State Highway and Transportation Officials (AASHTO) classification system. The results of the classification tests are summarized in the table below.

SUMMARY OF SOIL CLASSIFICATION TESTING

Boring No.	Depth (ft)	NMC (%)	LL (%)	PI (%)	USCS Classification	AASHTO Classification
2022 Explorations						
B7-1	0.0 to 4.0	39.7	50	16	MH, Elastic SILT with Sand	A-7-5
B7-7	0.0 to 4.0	6.4	30	10	CL, Sandy Lean CLAY	A-4
B7-9	13.5 to 10.0	28.7	59	27	MH, Elastic SILT (MC)	A-7-5
B7-16	0.0 to 1.5	27.1	69	40	CH, Fat CLAY	A-7-6
Previous Explorations						
GTA-19	0.0 to 1.5	18.0	NP	NP	ML, Sandy SILT	A-4
GTA-19	53.5 to 55.0	24.2	55	25	MH, Elastic SILT (MC)	A-7-5
GTA-27	5.0 to 10.0	33.3	59	33	CH, Fat CLAY (MC)	A-7-6
GTA-28	48.5 to 50.0	26.7	64	33	CH, Fat CLAY (MC)	A-7-5

NMC = Natural Moisture Content
 LL = Liquid Limit
 PI = Plasticity Index
 NP indicates Non-Plastic Soil
 (MC) indicates soil identified as Marlboro Clay

GTA has previously performed Torsional Ring Shear (ASTM D-6467) testing on three selected samples of Marlboro Clay within the project site to estimate residual shear strength parameters. Hydrometer testing was also performed on these samples to determine the clay fraction. The results of the torsional shear tests are summarized in the table below.

SUMMARY OF TORSIONAL RING SHEAR TESTING

Boring No.	Depth (ft)	USCS	% Passing #200 Sieve	Clay Fraction (%)	Normal Stress (psf)	Residual Friction Angle* (degrees)
GTA-19	53.5 to 55.0	MH	95.1	33	1,500	11
					3,000	11
					6,000	10
GTA-27	5.0 to 10.0	CH	96.8	42	2,000	13
					4,500	10
					9,600	9
GTA-28	2.0 to 8.0	CH	98.6	53	2,000	11
					4,600	9
					9,700	8

*Residual friction angles, ϕ_r , correspond to secant angles at each applied normal stress.

In addition, GTA submitted one bulk sample collected from near the surface of Boring B7-7 to moisture-density relationship testing in accordance with the Standard Proctor (ASTM D-698). Also, two bulk samples obtained from near the surface of Borings B7-1 and GTA-19 were subjected to the Modified Proctor (ASTM D-1557) test. The bulk sample from GTA-19 was also subjected to the CBR (ASTM D-1883) test for use in evaluating the suitability of the native soils for pavement support. The test results are summarized in the following table.

SUMMARY OF MOISTURE-DENSITY RELATIONSHIP AND CBR TESTING

Exploration No.	Depth (ft)	USCS	Maximum Dry Density (pcf)	Optimum Moisture (%)	Natural Moisture (%)	CBR (%)
Standard Proctor Method (ASTM-D698)						
B7-7	0 to 4	CL	110.8	15.3	6.4	Not Performed
Modified Proctor Method (ASTM-D1557)						
B7-1	0 to 4	MH	102.3	21.0	39.7	Not Performed
GTA-19	0 to 1.5	ML	117.7	9.9	18.0	28.4

Please refer to the laboratory test data provided in Appendix C for additional information regarding laboratory testing.

CONCLUSIONS AND RECOMMENDATIONS

Based upon the results of this review and evaluation, it is GTA’s opinion that construction of the proposed industrial building and associated improvements within Lot No. 7 of the proposed

NCBP development is feasible, provided that the geotechnical recommendations presented herein are followed during final design and site development, and that the standard level of care is maintained during construction. The improvements will be impacted by several subsurface conditions, including the following:

- Site grading will require significant cuts and fills (i.e., fills of 20 to 30 feet or greater and cuts deeper than 40 feet) within the majority of the proposed building footprint and parking areas. The majority of the proposed cuts will generate soils of the Calvert and Nanjemoy Formations, which consist of interbedded layers of granular and, variable-plasticity, fine-grained soils. Layers of these soils will likely be moisture- and disturbance-sensitive to varying degrees and many of them will exhibit natural moisture contents well above their optimum moisture contents for compaction. These conditions will cause difficulties in achieving proper compaction and, depending upon weather conditions at the time of construction, will result in higher construction costs associated with moisture-conditioning and manipulation (likely including chemical stabilization) in conjunction with the preparation of the subgrade and fill compaction during mass grading and construction activities.
- The soils present at the final proposed grades in significant portions of the site will consist of the Calvert and Nanjemoy Formation soils, or similar soils placed as controlled fills in conjunction with the mass-grading and construction of site infrastructure for the overall NCBP development. These soils will likely be moisture- and disturbance-sensitive, which will present challenges during fine-grading activities and utility construction and backfill. Based on GTA's experience with such materials, it is likely that chemical stabilization will be necessary to treat these materials when present at the final subgrade within the pavement areas and, possibly within the floor slab of the proposed building.
- The majority of the site is underlain by Marlboro Clays and several relatively steep existing slopes are present or proposed slopes are planned within or just above the Marlboro Clay stratum. Portions of these proposed slopes will be subject to global stability concerns when planned in close proximity to the Marlboro Clay. Undercuts of the Marlboro Clay will be required in two areas where cut and fill slopes are planned along the southern and eastern limit of the project site to provide adequate factors of safety for global stability due to the presence of the steep proposed slopes in these areas.
- In the limited portions of the building where fills are planned, the underlying Calvert and Nanjemoy soils are expected to settle under the weight of the new fills and the ultimate structural loads. A settlement monitoring program should be implemented in areas where significant fills are planned at the start of mass grading and should continue until the start of building construction.

A discussion of these issues and GTA's geotechnical recommendations are included in the following sections. The recommendations are based on the plans available at the time of this report.

Please note that, if changes to the proposed site development and grading plan are required, updated plans should be provided to GTA for review and revisions to the recommendations presented herein.

Marlboro Clay and Slope Stability Considerations

Due to the presence of Marlboro Clay in the site vicinity, and in accordance with Prince George’s County requirements, GTA performed studies to estimate the limits of these soils and analyses to evaluate the global stability of existing and proposed slopes within the overall NCBP development in areas where the Marlboro Clay is anticipated. The primary concern related to Marlboro Clays in Prince George’s County is the fact that they are known to have low shear strengths, which potentially impact the global stability of proposed slopes and retaining walls, when planned within or just above the Marlboro Clay stratum. Prince George’s County guidelines place restrictions on the design and construction of improvements down-gradient of the top of a theoretical slip surface with a factor of safety of 1.5 when Marlboro Clay is present. The results of the slope stability analyses and recommendations for the overall NCBP development were presented in the above-referenced geotechnical report. Note that localized undercuts of Marlboro Clay were previously recommended in several areas in the vicinity of the project site to improve the global stability of proposed slopes.

However, since revised and more detailed plans for the proposed grades in the vicinity of the project site were available at the time of this exploration and evaluation, updated global stability analyses were performed for the proposed slopes associated with the site development. The slope stability analyses were performed using the Slide2 computer program, by RocScience, which allows for the generation of slip surfaces and calculation of the factor of safety against global instability of the slopes, based on a series of user-defined parameters. The soil strength parameters used for the native soil strata, as well as the proposed fill layers, were based on the results of GTA’s borings and laboratory test results, as well as published correlations and GTA’s experience with these soils. The results of the global stability analysis for the existing slopes, selected cross-sections analyzed for stability, and locations of the “Existing (“Unmitigated”) 1.5 Factor of Safety Line” for the existing slopes were presented in GTA’s report for the overall site. Please note that the Unmitigated 1.5

Factor of Safety Line is based on the existing site topography and, therefore, has not changed as a result of the revisions to the proposed grades within the project site and this updated evaluation.

The currently-proposed grading plan indicated that a combination of approximately 3H:1V cut and fill slopes are planned along portions of the southern and eastern property limits. GTA performed slope stability analyses for several typical cross-sections for the proposed slopes, as the proposed grading scheme for the project site and overall site development has been revised, to identify the location of the “Proposed (“Mitigated”) 1.5 Factor of Safety Line”, which incorporated the additional subsurface and laboratory test data. Based on this analysis, the factors of safety for the majority of the proposed site are anticipated to be greater than 1.5. However, the minimum factors of safety were calculated to be less than 1.5 for portions of the proposed slopes along the southern and eastern development limits. Assuming that the proposed grades cannot be revised to improve the slope stability in these areas, several options are available to mitigate the proposed slopes. However, based on previous coordination with the Client and Bohler and the recommendations presented in GTA’s previous reports, GTA understands that partial undercut of the Marlboro Clay in these areas is the preferred method to improve the factor of safety for global stability of the slopes in question, per the County requirements.

The locations of the sections evaluated and the Mitigated 1.5 Factor of Safety Line are depicted on Figure No. 4 (Mitigated Factor of Safety Plan) within Appendix A. Undercuts of the Marlboro Clay will be required in several areas where 3H:1V fill slopes are planned along the southern and eastern limit of the project site to improve the factors of safety to at least 1.5 as required by the County. The recommended locations of these undercuts are also depicted on Figure No. 4. Details for the undercuts are presented in GTA’s report for the overall site. Please refer to these details for additional information. Please note that the details are conceptual and specific undercut details should be prepared by GTA prior mass grading activities, based upon the final approved grading plans. GTA understands that these undercuts are planned to be performed by the project developer in conjunction with mass grading and construction of the site infrastructure. As final engineering is performed and site development and grading plans are completed, they should be provided to GTA for review and updated slope stability analyses to evaluate possible impacts on the

proposed project site improvements. In addition, the results of the slope stability analyses for the proposed and mitigated conditions performed in conjunction with this report are included in Appendix D.

Based on the proposed cuts and fills, Marlboro Clay is not anticipated to be present at or near the building's slab-at-grade and foundation or pavement subgrades within the project site. However, Marlboro Clays will likely be present at the underground SWM structure bearing elevation and will be generated from the excavations required for this structure. Marlboro Clay may also be generated from utility excavations depending upon the actual utility profiles. In addition, fine-grained soils including Marlboro Clays, generated from other portions of the overall development, may be used as fills within the project site. These soils generally consist of high-plasticity clays or silts and are not generally considered suitable for support of shallow spread footing in their native conditions. If encountered at the foundation bearing elevation, these soils should be over-excavated and replaced, or otherwise mitigated prior to or during construction. Please refer to the recommendations in the *Earthwork, Foundations, and Stormwater Management Considerations* sections below for more specific recommendations for the evaluation and mitigation of Marlboro Clays when present at or near the proposed grades in structural areas and at the underground SWM structure bearing elevation.

Settlement Considerations

Fills of about 20 feet are planned to establish the proposed finished floor elevation in the southern and northeastern of the proposed building. Due to the presence of layers of soft/loose, native soils, excessive delayed settlement (consolidation) could occur in the portions of the site where significant fills are planned over soft native subgrades. GTA performed a settlement analysis to estimate the magnitude and rate of settlement and estimates that consolidation settlements of about 4 to 6 inches will occur where significant fills are planned. The analysis indicates that the primary consolidation of these native soil layers is expected to occur over the course of about 2 to 3 months. However, based on GTA's experience with consolidation settlement in soils within similar geology, the settlement may occur over a shorter period of time (e.g., one to two months or less) due to the presence of sand seams and horizontal drainage paths within the native subgrade. Therefore, it

is likely that the majority of the consolidation will occur during the mass grading process. But, the magnitude and rate of settlement will likely vary significantly across the site due to the variations in subsurface conditions and the depths of mass grading fills that are planned.

GTA recommends that, in areas where significant (greater than 15 feet) mass grading fills are planned, settlement plates should be installed prior to the placement of fill and monitored during mass grading to evaluate the magnitude and rate of settlement observed. GTA recommends that a waiting period on the order of 2 to 3 months should be planned after fill placement and prior to commencing construction of permanent improvements. GTA can provide suggested locations for the proposed settlement plates prior to mass grading, and the actual locations of the settlement plates should be coordinated with the design team and the earthwork contractor. The settlement plates should be surveyed on a weekly basis during fill placement and should continue once every two weeks after mass grading is completed and the installation of utilities, paving, and foundations should not occur until the observed settlement has leveled off.

If improvements are constructed soon after the fill is placed, the consolidation of the existing fills could result in settlement/cracking or other distress to the proposed surface features due to longer-term differential settlement. Therefore, settlement should be evaluated prior to the start of utility, roadway, or building construction.

Earthwork

Based on the grading plans available at the time of this review and report, GTA understands that significant cuts, exceeding 40 feet below the existing grades, will be required to establish the proposed grades in the vicinity of the existing knoll in the central portion of the building pad. Fills up to about 20 feet, will be required to establish the proposed building pad elevation in the southern and northwestern portions of the Building 7 footprint. Cuts and fills generally less than 10 to 20 feet, will be required to establish the proposed exterior grades over the remainder of the site. GTA understands that mass grading cuts and fills for the project site will be performed in conjunction with the mass-grading and construction of site infrastructure for the overall NCBP development. Limited fine-grading, and floor slab/pavement subgrade preparation will likely remain to be performed by the

Lot No. 7 builder. The borings indicate that the cuts can generally be accomplished using standard excavations techniques such as scraping.

Based on the proposed grading scheme and the observed water levels in the explorations, the presence of groundwater is not expected to impact earthwork activities on a widespread basis. However, due to the interbedded nature of the native soils, perched water conditions may be encountered during site grading, particularly during and after wet weather. Note that water levels may fluctuate with seasonal variations in precipitation. Contractors should be prepared to provide adequate earth support and dewatering systems during mass grading as necessary.

Due to the potential for the presence of soft/very loose, high-plasticity, high-moisture content, and moisture- and disturbance-sensitive soils to impact construction and the design of the proposed improvements, GTA recommends that site preparation and mass-grading activities should be performed in a controlled manner and well-documented by the developer, and the developer's consultants. The design and construction team should obtain documentation of the evaluation of existing native soils and the placement and compaction of all proposed fills in structural areas from the developer to confirm that the recommendations presented herein were followed during mass grading.

In areas requiring fill, the existing subgrade surface should be stripped and grubbed to remove all existing trees, surface vegetation, topsoil/rootmat, and other deleterious matter. GTA's explorations encountered surficial topsoil layers with thicknesses between 2 and 15 inches. However, the topsoil/rootmat thickness is variable and may be encountered to greater depths between boring locations and in unexplored areas of the site or in swales, where they could extend to several feet below grade. The actual stripping thickness will depend on localized topsoil development, soil moisture, disturbance by construction traffic, weather during construction, and contractor care. After stripping, the fill subgrade should be proof-rolled with a loaded, tandem-axle dump truck. The proof-rolling should be observed by the geotechnical engineer or their qualified representative. Any soft/very loose, unstable soils should be over-excavated to a stable bearing stratum prior to the placement of structural fill as recommended in the field by the geotechnical

engineer. No fill should be placed until the subgrade is reviewed and evaluated by the geotechnical engineer.

The on-site granular soils and low plasticity/low-moisture, fine-grained soils are generally considered suitable for reuse as structural fill. However, the silty and clayey sands (SM and SC) encountered on the site generally contained significant proportions of fines and will likely be moisture and disturbance sensitive. Depending on weather conditions at the time of construction, these materials may be significantly wet of their optimum moisture contents for compaction. GTA recommends that, to the extent feasible, the granular soils generated from the on-site excavations should be segregated and stockpiled for use in more critical structural areas, such as the building footprint, utility backfill, near the final grades in pavement areas, and slope fills.

The majority of the higher-plasticity, fine-grained soils are anticipated to be moisture- and disturbance-sensitive and many layers of these materials exhibited natural moisture contents well above their optimum for compaction (i.e., 10 percent or higher above the optimum moisture content). The re-use of these soils should be limited to non-structural areas to the extent feasible. If native fine-grained soils are planned to be re-use as structural fills, they will require thorough pulverization, careful control of lift thickness, moisture content, and compaction during placement, and will likely require significant moisture-conditioning, depending on the season of construction.

Based on GTA's experience with other projects in this area, many of the on-site soils can likely be effectively air dried during a summer construction season. However, additional moisture conditioning by mixing with lime and/or cement may be required for the on-site soils that exhibited natural moisture contents in excess of 30 percent, some of which may contain diatomaceous materials, as air drying alone of these materials is not likely to be effective or efficient. GTA recommends that a contingency be established for drying, chemically stabilizing, and/or over-excavating and replacing unsuitable soils.

Significant quantities of Marlboro Clays are not likely to be generated from excavations planned within Lot No. 7, with the exception of the undercuts recommended above for the

stabilization of slopes that are impacted by Marlboro Clays. Additional fine-grained soils identified as Marlboro Clays may be generated from other portions of the NCBP development. These soils are not considered suitable for reutilization as fill in structural areas unless they are properly moisture-conditioned and manipulated to break down the clay clods, which could require significant effort, and/or chemically treated.

Off-site borrow materials, including materials from other portions of the NCBP development, if required, should meet the AASHTO classification of A-4 or more granular and be approved by the geotechnical engineer prior to import.

In general accordance with Prince George’s County requirements, GTA recommends that fills be constructed in a controlled, compacted manner to the following specifications:

COMPACTION SPECIFICATIONS

Structure/Fill Location	Compaction Specification
Below foundations or floor slab	95% of ASTM D-698
Within top 24 inches of roadway/pavement subgrade	97% of ASTM D-1557
Fills below top 24 inches of pavement subgrade, storm drain backfills, and slopes steeper than 5H:1V	95% of ASTM D-698
Water and Sewer Line Backfill	95% of ASTM D-698

Fills should be placed in maximum 8-inch-thick (loose-measure) lifts within 2 to 4 percent of optimum moisture. Fine-grained, plastic soils, if used as fill, should be placed with a moisture content 2 to 4 percent wet of optimum. New fills on existing slopes steeper than 5H:1V should be benched into the slope at 5- to 10- foot intervals to increase stability of the constructed fill slopes. GTA recommends that slopes should be graded no steeper than 3H:1V, due to the susceptibility of the predominant native soils to sloughing and erosion. If steeper slopes are required, they should be designed by the geotechnical engineer. Proposed slopes should also be evaluated by GTA for the potential to be impacted by Marlboro Clay as described in the *Marlboro Clay and Slope Stability Considerations* section.

Earthwork should be monitored by engineering technicians under the supervision of a registered professional engineer and all compactive effort should be verified by in-place density testing. If requested, GTA can consult with the design and construction teams during mass-grading and infrastructure construction to assess the placement and compaction of fill and to help address additional potential concerns that may arise.

Surface and Subsurface Drainage

Groundwater was encountered in several of the test borings performed in the lower lying portions of the project site. In addition, perched water conditions are likely to be present at shallower depths in localized areas due to the stratified nature of the on-site soils. While groundwater is not anticipated to be encountered within the planned excavations on the project site on a widespread basis, the contractor should be prepared to dewater utility and other excavations, particularly in the lower-lying areas of the site, or in the event that perched water is encountered in the interior of the site. If perched water or surface water runoff is encountered during excavations within the project site, the use of dewatering devices such as sumps or gravity flow trenches will likely be sufficient.

During mass grading operations, it will be critical to maintain the native drainage through existing swales and flow lines when placing mass grading fills within and above such features. This can be accomplished by placing drains within these natural channels, consisting of open-graded stone, wrapped in filter fabric, and extending these drains to daylight in low-lying areas outside the limits of the development. These natural drainage channels should not be blocked by the construction of foundations or other structures without incorporating appropriate subsurface drainage. During fine grading activities, final grades should be carefully established to provide adequate surface drainage away from the foundations. A minimum 6 inches fall within the first 10 feet is recommended. Impervious surfaces within the 10 feet of the building pad shall be slopes a minimum of 2 percent away from the pad.

Foundations

Based upon the available grading plan, the foundation bearing elevations will likely range from more than 40 feet below to 10 feet above the existing grades. Provided the proposed fills are placed in a controlled compacted manner as recommended in the *Earthwork* section, the proposed building will likely be supported in a combination of native soils and new, controlled compacted fills placed during mass-grading. Loose/soft native soils were commonly encountered within the top several feet of existing, and in localized layers at greater depths. These soils are not likely to be suitable for direct foundation support, and localized undercutting/replacement of foundation subgrade materials may be required during foundation construction. Any loose/soft or unsuitable soils which are present at the foundation subgrade elevations should be over-excavated to a stable bearing stratum and replaced with No. 57 stone or lean concrete.

GTA has assumed that the building will be relatively lightly loaded with estimated maximum column loads on the order of 150 kips and estimated maximum wall loads on the order of 6 kips per linear foot. Following the mitigation of the loose/soft layers of native soils; provided the new building pad fills consist of properly placed, compacted, and documented structural fill; and based on the assumed structural loads, it is GTA's opinion that the buildings can be supported on shallow spread footings.

GTA performed a settlement analysis to assess the feasibility of supporting the buildings on shallow foundations. Soil parameters used for the analysis were based on the available laboratory testing results, GTA's experience with similar soils in the project site vicinity, and the assumption that all structural fills will be placed in a controlled compacted manner in accordance with the recommendations presented herein. The results of the analysis indicate that the proposed buildings can likely be supported on shallow spread footings designed for a net allowable bearing pressure on the order of 2,500 psf. Maximum settlements on the order of 1 inch total and $\frac{3}{4}$ inch differential over a span of 50 feet should be anticipated for this foundation system. The structural engineer should confirm the allowable settlement tolerances for the buildings. Minimum footing widths of 24 inches for wall footings and 30 inches for column footings are recommended when design based on

the above pressures results in a narrower footing. Exterior footings should be founded a minimum of 30 inches below final exterior grades to provide protection from frost action.

Depending upon the final proposed structural loads, designing the foundations for the bearing pressure recommended above could result in excessively large footings. As an alternative to shallow spread footings, an intermediate foundation system, such as Aggregate Piers (APs) or Controlled Modulus Columns (CMCs) could be incorporated for the proposed building. Intermediate foundations are typically designed by a specialty contractor under a design/build contract. GTA anticipates that the building could likely be supported on shallow foundations designed for an increased allowable bearing pressure on the order of 5,000 psf, following proper installation of APs or CMCs. If this option is considered, GTA can provide additional information for the design and construction of such a system.

Foundation excavations should be thoroughly reviewed and evaluated by a professional geotechnical engineer or a qualified representative prior to concrete placement. This evaluation will be particularly critical for this project, given the anticipated variability in support conditions across the building. The relatively fine-grained, variable-plasticity soils of the Calvert and Nanjemoy Formations will likely be encountered at the foundation bearing elevations in the majority of the building. These soils are anticipated to be moisture- and disturbance sensitive and may exhibit high natural moisture contents. If these soils are observed to be disturbed, saturated, or otherwise unstable, they should be over-excavated to a stable subgrade and replaced with controlled compacted fill.

Penetration testing should be performed upon exposed foundation subgrades to confirm the design allowable bearing pressure. Any areas where soft, saturated, or otherwise unsuitable soils are encountered at footing subgrades should be over-excavated and reestablished with suitable material, as necessary. Foundations should be concreted on the day they are excavated and should be protected from precipitation and frost prior to concreting.

Floor Slabs

The available plan indicate that the proposed finished floor elevation is on the order of 132.5 feet above MSL. Support characteristics will vary significantly across the slab subgrades due to the variability in the subsurface conditions and the variations in depths of cuts and fills that will be required to establish the slab subgrade elevation. The slab is subject to differential settlement, particularly where significant fills are planned to establish the proposed subgrade elevation of the slab. As stated in the *Settlement Considerations* section above, the settlement under the weight of the mass grading fills should be evaluated by the placement and monitoring of settlement plates, and the construction of the slab and foundations should not begin until the rate of settlement is observed to level off.

Based on the proposed FFEs, the slab subgrade is expected to consist of a combination of firm native soils and newly placed, controlled and documented fills, which will likely consist predominantly of fine-grained soils of the Calvert and Nanjemoy Formations. These materials are anticipated to be moisture- and disturbance-sensitive, and are susceptible to loss of strength, particularly if exposed to the elements for a significant period of time after mass grading. The slab subgrade should be proof-rolled with a loaded, tandem-axle dump truck in the presence of the geotechnical engineer to evaluate stability. Where soft, saturated, previously-disturbed, or otherwise unstable soils are encountered at the slab subgrade, they should be undercut by 12 inches, and replaced with controlled, compacted, granular fill. If the subgrade beneath the undercut is observed to be unstable, the granular fill should be placed on a woven geotextile (Mirafi 500X or approved equivalent) to improve stabilization of the subgrade. As an alternative to removal and replacement, the top 12 inches of the slab subgrade could be chemically stabilized. The stability of the slab subgrades should be evaluated prior placement of concrete.

The ground-level floor should be designed as concrete slab-on-grade by the project structural engineer based on the actual anticipated structural loads. GTA recommends that the concrete slab-on-grade be founded on a minimum 6-inch granular bedding. The granular bedding layer should consist of non-plastic material meeting the criteria of USCS GW, GW-GM, SW, or SW-SM, with 100 percent passing the 1 ½ inch sieve and no more than 12 percent passing the No. 200 sieve. A

vaper retarder membrane, consisting of a 10 mil polyethene liner, is commonly incorporated between the slab and the granular bedding to interrupt the raise of capillary moisture through the slab. However, the project architect, structural engineer, and owner may alter the location of placement or eliminate the vapor retarder based on their experience and standard practices for the proposed use and facility. The slab may bear on wall projections but should be jointed so that the foundation walls can settle slightly without affecting the slab. Control joints should be provided to control shrinkage cracking of the concrete floor system.

GTA understands that loads on the floor slab may include significant localized loads from racking systems and/or supply storage, as well as periodic traffic loads from fork-lifts in the warehouse areas. Provided the recommendations above are followed, the floor slabs may be designed using a modulus of subgrade reaction of 130 pound per cubic inch (pci) for a short-term loading condition such as fork-lift wheel loads. A subgrade modulus of 70 pci is recommended for the long-term loading condition such as wide area rack or uniform storage loads.

Seismic Considerations

In accordance with the procedures outlined in the *2018 International Building Code*, GTA has evaluated the site subsurface profile to assign a “Site Class”. The Site Class designation is utilized in assessing the earthquake-related load and structural response for structural design of the proposed building. In accordance with the criteria provided in Chapter 20 of the American Society of Civil Engineers (ASCE) Publication 7, site geology, and observed SPT N-values, a Site Class “D” can be assigned for seismic analysis and design.

Subsurface Utilities

Utility plans showing utility invert elevations and profiles were not available at the time of the preparation of this report. However, GTA has assumed that the water, sewer, and storm drain pipes will generally be planned on the order of 5 to 10 feet below the proposed grades. Therefore, the utilities will likely be supported predominantly in the newly placed, controlled fills in the majority of the site, particularly near its perimeter. But utilities in the central portion of the site, where mass grading cuts are required, are likely to be supported in native soils. Based on the

exploration data and the anticipated nature of the proposed fills, GTA anticipates that the utility excavations can be accomplished by standard excavation techniques. Note, however, that perched water may be encountered in localized areas due to the interbedded layers of soil present on the site. In addition, groundwater could be encountered in localized areas around the perimeter of the site if utilities are planned in the low-lying areas. The utility contractor should be prepared to provide adequate dewatering systems and earth support systems during utility construction in accordance with the latest OSHA standards.

The firm natural soils or newly placed compacted fills are considered suitable for the support of utility pipe systems. Any soft/loose or unstable soils present at the utility subgrade should be over-excavated and replaced with controlled, compacted fill. Utility pipe systems below pavement and other structural areas should be backfilled using controlled, compacted fill. The most granular soils available should be used as utility backfill. The backfill should be constructed as described in our *Earthwork* recommendations.

GTA recommends placing crushed stone (CR-6), Graded Aggregate Base (GAB), No. 57 stone, or non-plastic sand/gravel for bedding and haunch fill, and extending to a minimum 6 inches above the pipe where flexible pipes are used, and to the spring-line where rigid pipes are used. This will facilitate compaction, provide additional protection for the pipe, and decrease the risk of excessive trench settlement. If groundwater or plastic soils are encountered at the utility invert elevation, a 6-inch granular bedding material should be placed to provide more uniform support. The recommendation to place this granular bedding layer should be made by the geotechnical engineer in the field based on actual site conditions encountered during construction. Note, however, that a layer of stone or gravel may be required by county or WSSC regulations regardless of soil conditions.

Hand equipment will be required for compaction around manholes and other structures. The lift thickness should not exceed 4 inches when compacting with lightweight equipment around structures. Each lift should be uniformly compacted with a sufficient number of passes to obtain the required degree of compaction. Due to the elevated natural moistures of the native soils, proper

compaction of the utility backfill may be difficult to achieve, and significant moisture-conditioning or soil amendment may be required. The use of the high-moisture content soils as utility backfill may not be cost-effective due to the time and effort that would be required to lower their moisture contents to within the working range of optimum. However, given that the majority of the soils generated from the utility excavations will likely consist of recently-placed, controlled fills, these conditions will not likely be encountered on a widespread basis.

The use of clayey (or fine grained) soils as utility trench backfill will entail increased risk of trench settlement and associated impacts. The extent of adverse impacts and the potential for such risks to materialize is totally dependent on the contractor care and adherence to strict quality control by their field personnel including lift thickness, moisture content, breaking down of lumps/clods, and use of sheep's-foot roller or other suitable compaction equipment. The risk of poor utility trench performance, associated settlements, and other impacts can be mitigated by using only sandy (granular) soils as utility backfill. If, due to economic or other considerations, fine-grained soils must be used as utility backfill, strict adherence to the recommendations included herein is required. If fine-grained/plastic soils must be used as utility backfill, they should be placed in maximum 6-inch-thick (loose measure) lifts and compacted with a sheep's-foot type roller at moisture content 2 to 4 percent above optimum.

Based on GTA's experience, it is difficult to get the utility contractor to "buy into" the level of care required for utility trench backfill. GTA recommends that the builder's contract with the utility contractor should include language making the contractor responsible for the adequate performance of the trench backfill irrespective of the presence and spot observation and testing performed by the third-party testing company. Appropriate contingencies should also be included to repair utility backfill where poor performance or settlement is noted. Full-time observation/testing of the utility backfill is also recommended to verify proper backfill and compaction of utility trenches and to reduce the potential for trench settlement. However, such observations and testing are not to be construed to relieve the utility contractor to provide proper quality control and follow appropriate construction means and methods.

Pavements

Pavement recommendations for the proposed public roads planned to the north and west of the site are addressed in the above-referenced report for the overall project site. GTA understands that the proposed pavement areas planned within Lot No. 7 will be limited to private internal parking lots and drive lanes, which GTA has assumed will not be subject to Prince George’s County requirements. The available grading plans indicate that the proposed pavement areas will be supported predominantly in new controlled fills, or native soils in localized areas in the northern portion of the site. GTA recommends that the upper 12 inches of pavement subgrade should be constructed of soils meeting the following characteristics:

Liquid Limit (AASHTO T-89)	40 or less
Plastic Index (AASHTO T-89, T-90)	12 or less

In addition, while Prince George’s County DPIE requires a minimum CBR value of 7 or more for public roadway subgrade soils, a lower CBR value of 5 is considered allowable for the private parking areas and drive lanes of the project site. GTA anticipates that the granular, non-plastic native soils (USCS SM and less plastic SC) will likely meet the above requirements and be considered suitable for pavement support. However, depending on soil moisture, weather during construction, and construction traffic disturbance many of these soils may be moisture- and disturbance-sensitive, and may be significantly wet of their optimum moisture contents and may require conditioning or other treatment prior to pavement construction. The more common, variable-plasticity, fine-grained soils (ML, CL, MH, CH, and more plastic SC) will likely be present at the pavement subgrade in proposed cut areas. These soils are unlikely to not meet the above characteristics and are not considered suitable for pavement subgrades without amendment.

As significant quantities of poor subgrade materials are likely to be encountered, GTA considers that the site is well-suited to in-place stabilization by treatment with chemical admixtures, such as cement or lime. If chemical treatment is considered, then GTA should perform additional laboratory testing during mass grading to evaluate the appropriate chemical application rate and to provide specific recommendations for chemical stabilization. As an alternative to chemical

stabilization, over-excavation and replacement with granular soils meeting the above requirements, which may be difficult to find on site, can be performed.

Based on the available plans, GTA has assumed that the parking areas to the north of the building are planned to be limited to automobile (passenger car) parking and, therefore, the proposed pavement section in this area could be limited to a light-duty section. However, the remaining parking areas will likely be subjected to truck traffic. GTA has assumed that traffic in the light-duty pavement areas will be limited to several hundred car trips per day. Based on information provided by the Client's design team, traffic counts of about 40 tractor trailers (20 in and 20 out) per day is anticipated for the heavy-duty sections of the proposed Lot 7 improvements. Based on this traffic loading, GTA performed a pavement analysis to determine suitable pavement thicknesses for light- and heavy-duty flexible (asphalt) and rigid (concrete) pavement sections. The design assumes that pavement subgrades will be prepared as described in this report. Note that pavement sections were evaluated for use on native and chemically-stabilized subgrades. However, as discussed above, GTA recommends that the pavement subgrades should be chemically stabilized. Therefore, the sections for use on native, unimproved subgrades are not presented below. The recommendations for flexible and rigid pavement sections are presented in the following paragraphs.

Flexible Pavement

The light-duty flexible pavement should only be utilized in areas that can be limited to car traffic only, such as the car parking lot planned to the north of the building. In cut areas exposed to car traffic, GTA recommends that the top 12 inches of subgrade material should be chemically stabilized as recommended above. For a 20-year design life, GTA has assumed a design Equivalent Single-Axle Load (ESAL) on the order of 20,000 ESAL for the light-duty flexible pavement.

The heavy-duty flexible pavement sections are intended for areas subjected to truck traffic, such as the drive lanes planned to access the loading docks and truck parking areas around the building and other areas, such as equipment staging areas. The pavement subgrade in the majority of these areas will consist of new fills. As recommended above, the top 12 inches of the pavement subgrade should be chemically stabilized. The design recommendations

below are based on daily traffic loads of 40 trucks entering and exiting the facility per day. Based on a 20-year design life, the total ESALs for design of the heavy-duty flexible pavement section are estimated to be approximately 500,000. Recommended light- and heavy-duty flexible pavement sections based on this preliminary analysis are presented in the table below.

FLEXIBLE PAVEMENT SECTION

Pavement Layer	Thickness (in.)	
	Light-Duty	Heavy-Duty
Asphalt Surface Course (12.5 mm Superpave)	1.5	2
Asphalt Base Course (25 mm Superpave)	2	4
Graded Aggregate Base (GAB)	3	6
Cement-Treated Subgrade	12	12

Rigid Pavement

GTA understands that significant fork-lift traffic is anticipated in an area in the southern portion of the parking lot for the staging and moving of construction materials. Due to the heavy concentrated loading on the front wheels of a fork-lift and the frequent stopping and turning motion of fork-lift traffic, flexible pavements are subject to premature distress, such as cracking, rutting, and potholes. Therefore, GTA recommends that the portions of the lot that are subject to fork-lift traffic should be constructed as rigid (concrete) pavement sections. GTA further recommends that rigid concrete pavement sections should be utilized in loading dock areas, dumpster pads, entrance/exit aprons and access roads, and other areas that may be subjected to heavy, static loads. As recommended above, the top 12 inches of subgrade material should be chemically stabilized in areas where rigid pavements are planned. Based on the preliminary information available at the time of this report, GTA recommends the following rigid pavement section, where required:

RIGID PAVEMENT SECTION

Pavement Layer	Thickness (in.)
Portland Cement Concrete	6
Graded Aggregate Base (GAB)	6
Lime/Cement-Treated Subgrade (Fill Area)	12

Prior to constructing the above-recommended paving sections, GTA should make observations of trafficability during mass grading and recommends that a testing program, including CBR testing, be implemented. Prior to construction of pavement sections, the pavement subgrade should be proof-rolled with a loaded tandem-axle dump truck under the observation of a geotechnical engineer, or an approved representative thereof, to evaluate its stability. Unsuitable soil should be over-excavated to a stable bearing layer. Grades may be reestablished with approved, controlled, compacted granular fill. GTA recommends the placement of transverse “stub” underdrains in the topographic low points within parking areas and private access roads to reduce the potential for saturation and loss of the subgrade and subbase. Typical details of pavement underdrains are included as Figure No. 9 within Appendix A.

Stormwater Management Facilities

One underground SWM facility is planned within the project site. Excavations on the order of 1 to 10 feet will be required to establish the facility bottom elevation. These excavations can likely be made using standard excavation techniques. Based on the observed groundwater levels, the presence of groundwater is not anticipated to impact construction of the underground SWM facilities. However, given the potential for perched groundwater conditions, perched water may be encountered in localized facility excavations.

A summary of the proposed facility with respect to the anticipated subsurface conditions in their vicinity is presented in the following table:

Facility No.	Boring No.	Proposed Bottom of Facility (ft. above MSL)	Anticipated Top Elevation of Marlboro Clay (ft. above MSL)	Anticipated Bottom Elevation of Marlboro Clay (ft. above MSL)	Approximate Groundwater Elevation (ft. above MSL)	Depth to Anticipated Groundwater Elevation* (ft.)
UG-8	B7-16, SWM-8	92.5	94 to 95	88 to 89	68 to 77	15 to 24

* Depth estimated from the proposed bottom of facility to the observed groundwater elevation.

Based on the proposed facility bottom elevations, Marlboro Clay is anticipated to be present at or below the bottom elevation of the underground structures in localized areas. The Marlboro Clay should be undercut below the proposed bottom of facility and replaced with controlled, compacted granular fill. The findings of the borings indicate that the bottom of the Marlboro Clay elevation is likely to be within 2 to 4 feet of the facility subgrade elevation. Therefore, significant over-excavation depths are not likely to be required to remove the Marlboro Clay from the facility footprint. The precast concrete modules should be placed on a minimum 6-inch-thick bed of #57 Stone, in accordance with the manufacturer’s requirements, and constructed on a stable subgrade. The stability of the underground SWM facility subgrade should be evaluated via proofroll by a geotechnical engineer or approved representative at the time of the placement of the bedding layer. Unstable subgrades should be undercut to a stable subgrade and replaced based on the recommendations of the geotechnical engineer at the time of construction. The backfill of the underground structures should be carefully performed in accordance with Contech specifications and observed and tested by a geotechnical engineer or their qualified representative.

ADDITIONAL SERVICES

GTA recommends that, during final design and construction of the proposed development, GTA should be retained to provide additional geotechnical engineering, and observation and testing services, which may include the following items.

- Review the final site development and grading plans, when available, to provide additional recommendations and revisions to this report, if necessary.
- Design any retaining walls or reinforced slopes (if planned). Global stability analyses should also be performed for proposed walls and/or slopes.

- Review final site and structural plans to evaluate if they conform to the intent of this report. Assist with design recommendations for intermediate foundation systems, if necessary, based on proposed structural loads and subsurface conditions.
- Provide observation and testing services during fill placement and other construction activities to evaluate if the work is being performed in accordance with the project specifications and intent of this report.
- Observe the proof-rolling of fill and roadway subgrades prior to placing fill or base course to evaluate stability. Additional laboratory testing can also be performed to evaluate suitable methods of soil treatment.
- Review excavated footings for compliance with the project drawings and the intent of this geotechnical report.

LIMITATIONS

This report, including all supporting boring logs, field data, field notes, laboratory test data, calculations, estimates and other documents prepared by GTA in connection with this project have been prepared for the exclusive use of NCBP Property, LLC pursuant to agreements between GTA and NCBP Property, LLC in accordance with generally accepted engineering practice. All terms and conditions set forth in the Agreement and the General Provisions attached thereto are incorporated herein by reference. No warranty, express or implied, is made herein. Use and reproduction of this report by any other person without the expressed written permission of GTA and NCBP Property, LLC is unauthorized and such use is at the sole risk of the user.

The analysis and recommendations contained in this report are based on the data obtained from limited observation and testing of the encountered materials. Test borings indicate soil conditions only at specific locations and times and only at the depths penetrated. They do not necessarily reflect strata or variations that may exist between test boring locations. Consequently, the analysis and recommendations must be considered preliminary until the subsurface conditions can be verified by direct observation at the time of construction. If variations of subsurface conditions from those described in this report are noted during construction, recommendations in this report may need to be re-evaluated.

In the event that any changes in the nature, design, or location of the facilities are planned, the conclusions and recommendations contained in this report should not be considered valid unless the changes are reviewed and conclusions of this report are verified in writing. Geo-Technology Associates, Inc. is not responsible for any claims, damages, or liability associated with interpretation of subsurface data or reuse of the subsurface data or engineering analysis without the expressed written authorization of Geo-Technology Associates, Inc.

The scope of our services for this geotechnical exploration did not include any environmental assessment or investigation for the presence or absence of wetlands, or hazardous or toxic materials in the soil, surface water, groundwater or air, on or below or around this site. Any statements in this report or on the logs regarding odors or unusual or suspicious items or conditions observed are strictly for the information of our client.

This report and the attached logs are instruments of service. The subject matter of this report is limited to the facts and matters stated herein. Absence of a reference to any other conditions or subject matter shall not be construed by the reader to imply approval by the writer.

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GEO-TECHNOLOGY ASSOCIATES, INC.

Important Information about This

Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, you can benefit from a lowered exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

Geotechnical-Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer

will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain* about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. *Read and refer to the report in full.*

You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*

responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

Most of the “Findings” Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site’s subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual site-wide-subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

This Report’s Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals’ misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals’ plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note*

conspicuously that you’ve included the material for information purposes only. To avoid misunderstanding, you may also want to note that “informational purposes” means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled “limitations,” many of these provisions indicate where geotechnical engineers’ responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a “phase-one” or “phase-two” environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer’s services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, *proper implementation of the geotechnical engineer’s recommendations will not of itself be sufficient to prevent moisture infiltration.* **Confront the risk of moisture infiltration** by including building-envelope or mold specialists on the design team. **Geotechnical engineers are not building-envelope or mold specialists.**



Telephone: 301/565-2733

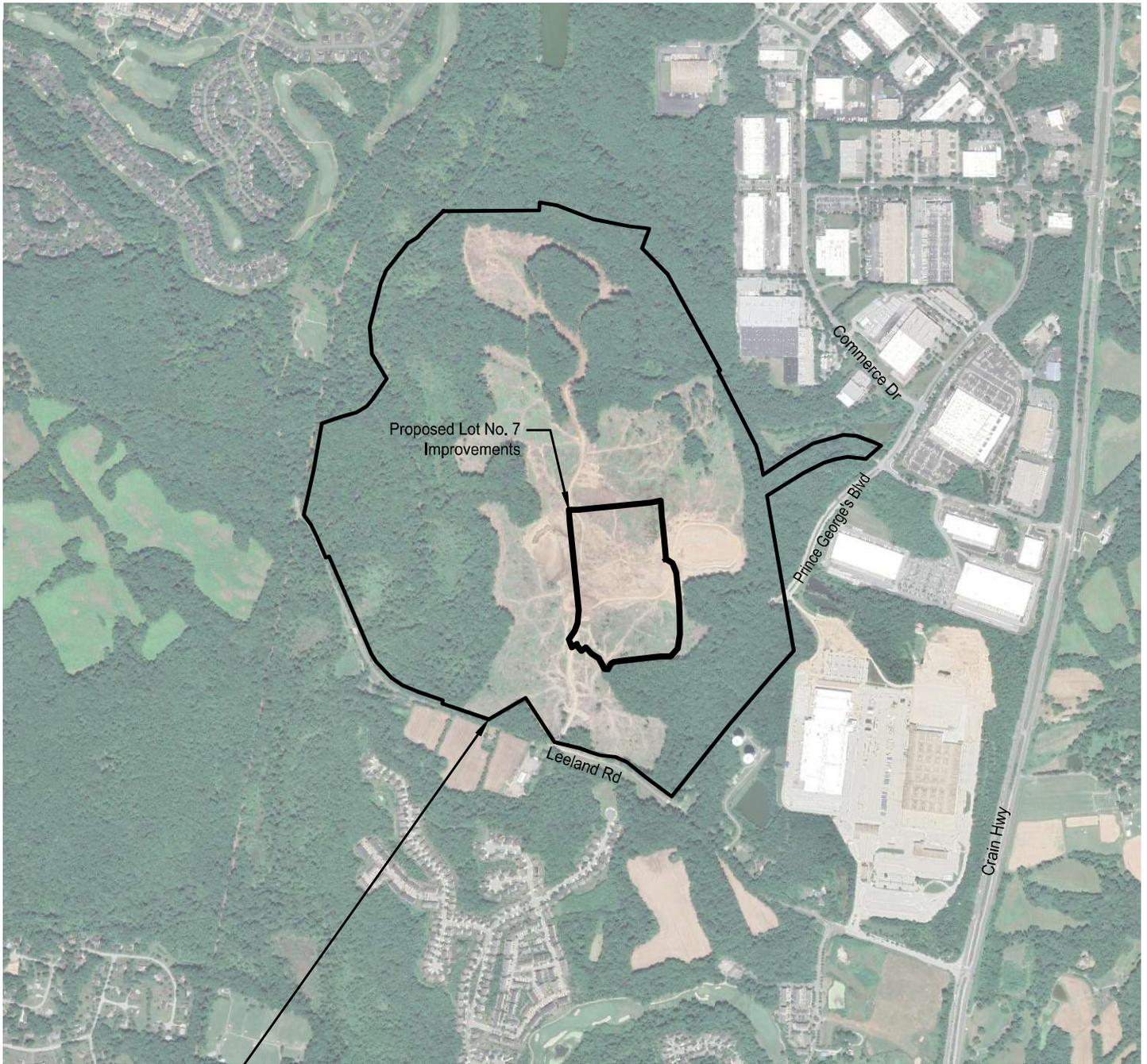
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APPENDIX A

FIGURES



Overall NCBP Development

Proposed Lot No. 7
Improvements

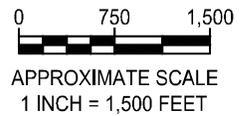
Leeland Rd

Commerce Dr
Prince Georges Blvd

Crain Hwy

NOTES

1. BASE IMAGE WAS OBTAINED FROM GOOGLE EARTH PRO (IMAGERY DATE: JUNE 2022).



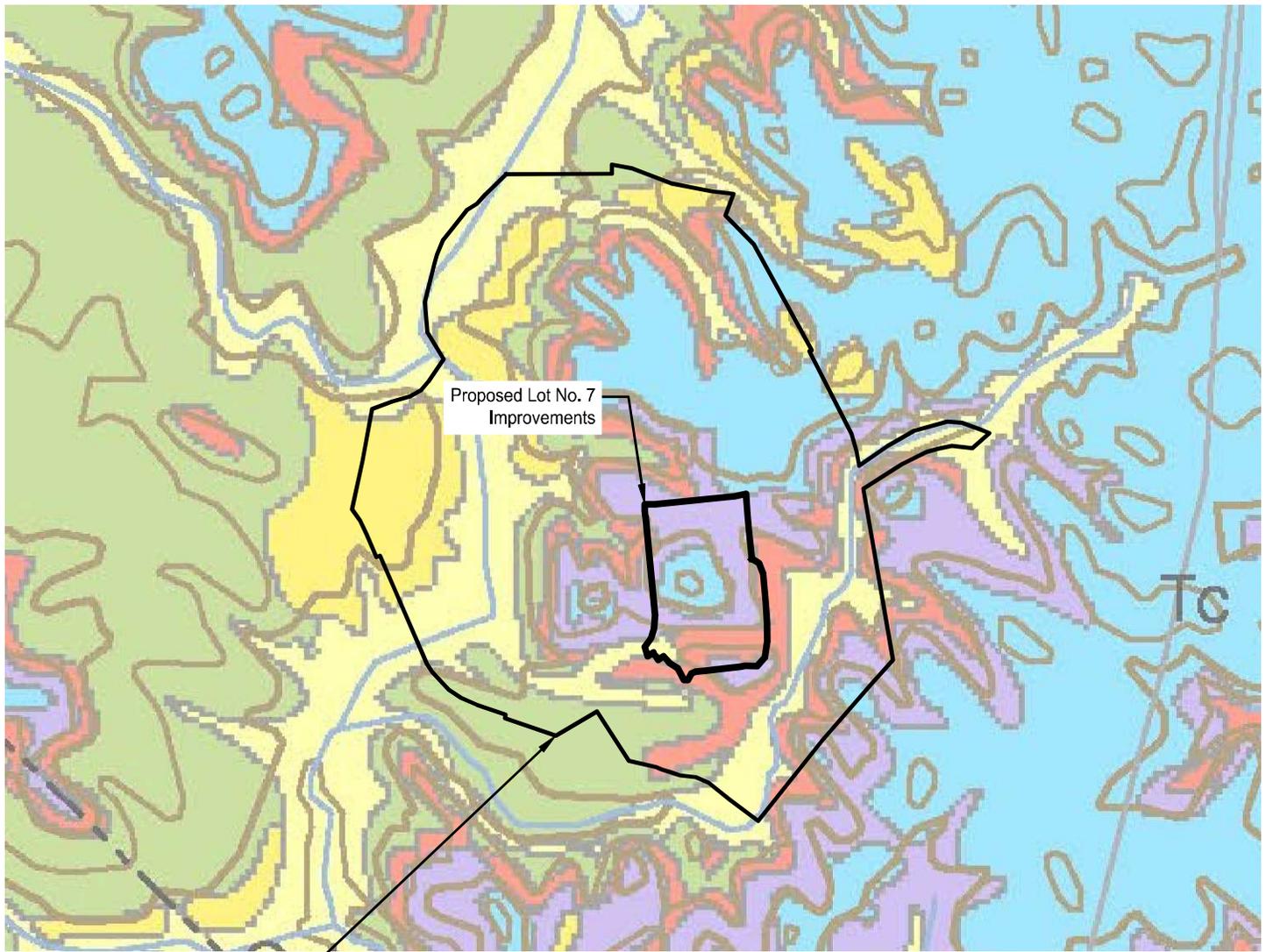
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NATIONAL CAPITAL BUSINESS PARK
LOT NO. 7

PRINCE GEORGE'S COUNTY, MARYLAND

SITE AERIAL



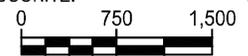
Overall NCBP Development

LEGEND

- Qal** ALLUVIUM (QAL) - INTERBEDDED SAND, SILT-CLAY, AND SUBORDINATE GRAVEL. INCLUDES VERY HETEROGENEOUS, COMMONLY POORLY STRATIFIED SEDIMENTS, WITH MUDDY SAND AND SILT THE DOMINANT LITHOLOGY. THIN PEATS OCCUR IN PLACES. DARK GRAY ORGANIC MUDS ARE PREVALENT IN TIDAL MARSH AREAS. MUCH OF THIS SEDIMENT IS SOFT AND WATER-SATURATED DUE TO PERENNIAL HIGH WATER TABLES.
- Qt** TERRACE DEPOSITS (QT) - INTERBEDDED SAND, GRAVEL, AND SILT-CLAY. TYPICALLY TAN, BROWN, OR SHADES OF GRAY; WEATHERS TO YELLOW, ORANGE, OR BROWN HUES, COMMONLY LIMONITIC.
- Tc** CALVERT FORMATION (TC) - SAND, QUARTZ SILT, AND DIATOMACEOUS SILT. GRAYISH OLIVE TO DARK GREEN FINE-GRAINED SAND AND SANDY CLAY. THE SANDS WEATHER TO TAN, YELLOW AND ORANGE. THE WEATHERED CLAYS ARE WHITE, GRAY, AND PALE GREEN.
- Tn** NANJEMOY FORMATION (TN) - SAND, GLAUCONITIC, VARIABLY CLAYEY; AND SILT-CLAY. GLAUCONITIC SAND, MEDIUM-GRAY TO DARK GREENISH GRAY, WHERE UNWEATHERED; SILT-CLAY, DARK-GRAY TO CHOCOLATE-BROWN, MOTTLED YELLOW AND PALE-BROWN IN WEATHERED OUTCROPS.
- Tm** MARLBORO CLAY (TM) - CLAY, PALE-RED TO SILVERY-GRAY, AND MINOR INTERBEDDED SILT, YELLOWISH GRAY TO PALE-GRAY. THE MARLBORO CLAY UNIT IS COMPOSED OF DENSE, BRITTLE CLAY, RANGING FROM THICKLY-BEDDED TO FINELY LAMINATED, LENTICULAR OR HUMMOCKY IN PART, CONTAINING PARTINGS AND THIN LENSES OF MICACEOUS AND LIGNITIC LAMINATED SILT.
- Ta** AQUIA FORMATION (TA) - SAND, VARIABLY GLAUCONITIC, AND MINOR CALCAREOUS OR FERRUGINOUS SANDSTONE. DARK GREENISH GRAY TO MEDIUM-GRAY SAND, FINE- TO MEDIUM-GRAINED, POORLY SORTED TO WELL SORTED, CONTAINING AS MUCH AS 40 PERCENT GLAUCONITE.

NOTES

1. BASE IMAGE WAS ADAPTED FROM *THE GEOLOGIC MAP OF PRINCE GEORGE'S COUNTY, MARYLAND*, (2003), PREPARED BY THE MARYLAND GEOLOGIC SURVEY.

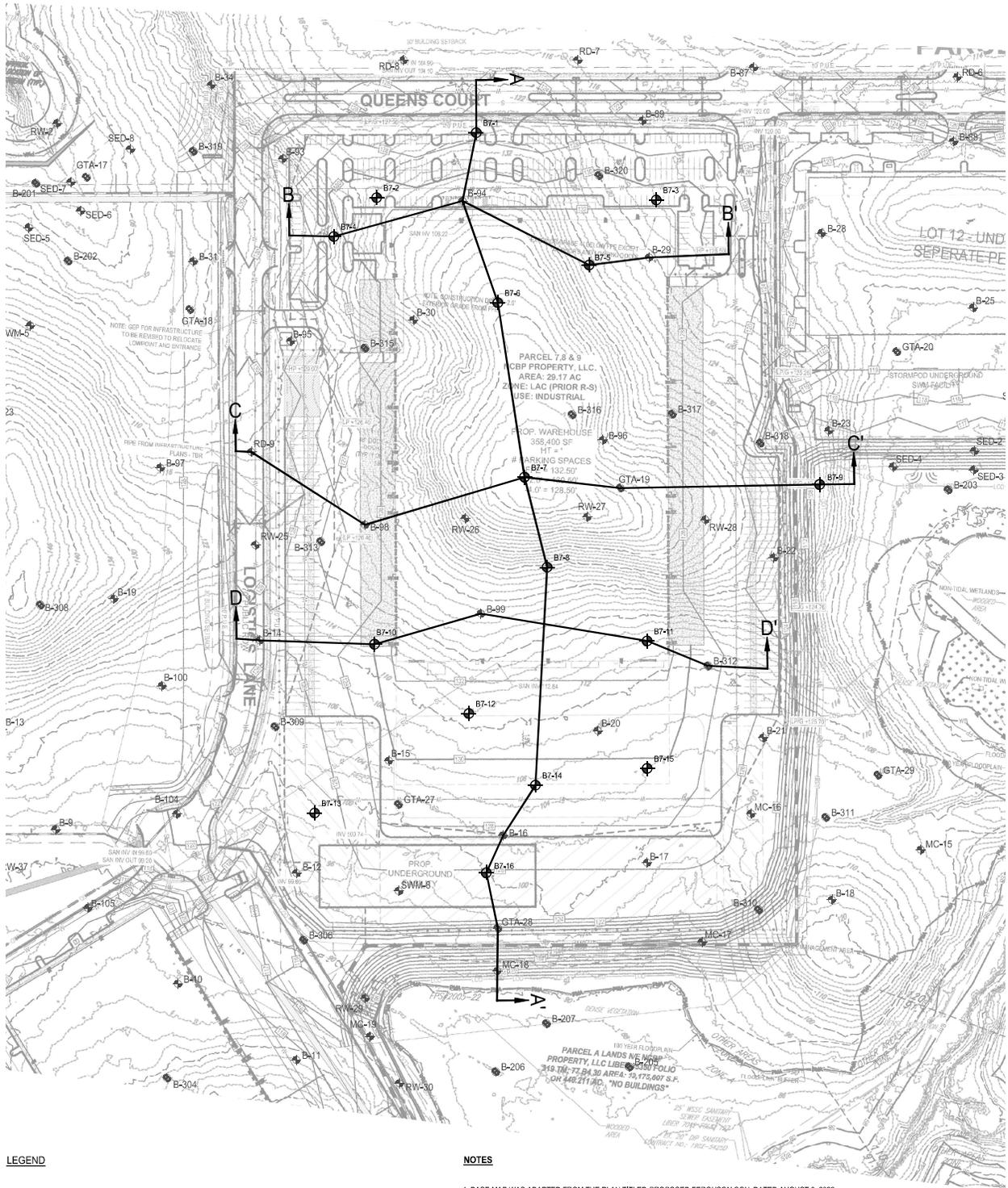


APPROXIMATE SCALE
1 INCH = 1,500 FEET



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NATIONAL CAPITAL BUSINESS PARK
LOT NO. 7
 PRINCE GEORGE'S COUNTY, MARYLAND
SITE GEOLOGY MAP

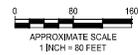


LEGEND

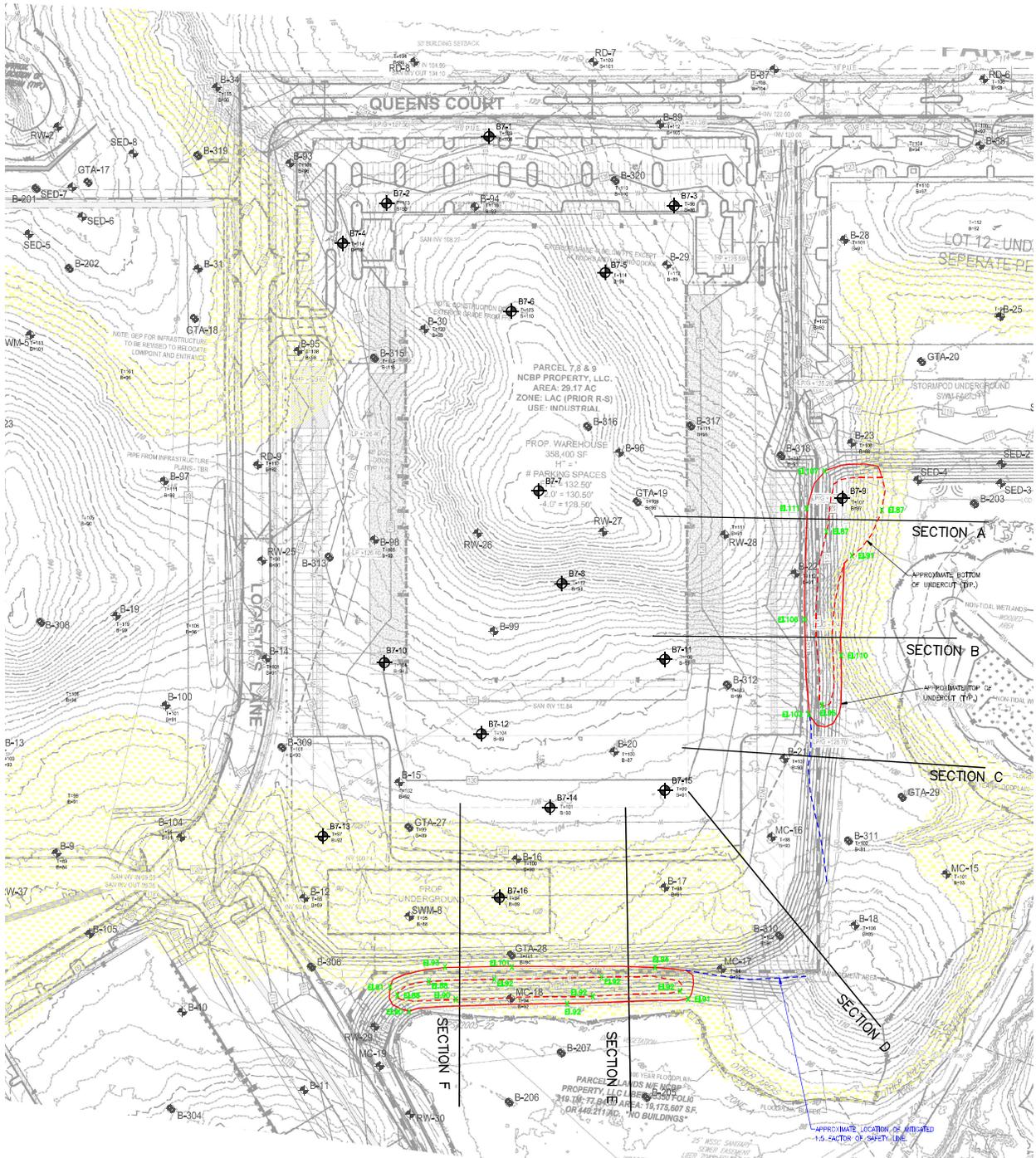
- B7-1 IDENTIFICATION AND APPROXIMATE LOCATION OF STANDARD PENETRATION TEST (SPT) BORING PERFORMED BY GEO-TECHNOLOGY ASSOCIATED, INC. (GTA) IN OCTOBER AND NOVEMBER OF 2022.
- RW-25 IDENTIFICATION AND APPROXIMATE LOCATION OF PREVIOUS SPT BORING PERFORMED BY GTA IN JUNE OF 2022.
- MC-16 RD-9 IDENTIFICATION AND APPROXIMATE LOCATION OF PREVIOUS SPT BORING PERFORMED BY GTA IN FEBRUARY OF 2021.
- B-207 B-306 IDENTIFICATION AND APPROXIMATE LOCATION OF PREVIOUS SPT BORING PERFORMED BY GTA IN FEBRUARY OF 2017.
- GTA-16 IDENTIFICATION AND APPROXIMATE LOCATION OF PREVIOUS SPT BORING PERFORMED BY GTA IN FEBRUARY AND MARCH OF 2016.
- SWM-8 B-12 IDENTIFICATION AND APPROXIMATE LOCATION OF PREVIOUS SPT BORING PERFORMED BY GTA IN JANUARY AND MARCH OF 2006.
- A A' SUBSURFACE PROFILE SECTION LINE

NOTES

1. BASE MAP WAS ADAPTED FROM THE PLAN TITLED *PROPOSED FERGUSON CGU*, DATED AUGUST 8, 2022, PREPARED BY BOHLER ENGINEERING, INC. (BOHLER), THE PROJECT CIVIL ENGINEER.
2. THE B7-SERIES EXPLORATION LOCATIONS WERE SELECTED BY GTA WITH INPUT FROM THE DESIGN TEAM AND WERE STAKED IN THE FIELD BY BOHLER USING AN INSTRUMENTED SURVEY. THE PREVIOUS EXPLORATION LOCATIONS WERE REFERENCED FROM GTA'S *REPORT OF GEOTECHNICAL EXPLORATION*, LAST REVISED FEBRUARY 11, 2022. EXPLORATION LOCATIONS SHOULD BE CONSIDERED ACCURATE ONLY TO THE DEGREE IMPLIED BY THE METHOD USED.



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	NATIONAL CAPITAL BUSINESS PARK - LOT NO. 7 PRINCE GEORGE'S COUNTY, MARYLAND EXPLORATION LOCATION PLAN

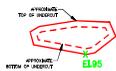


LEGEND

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- SWIA-8 B-12 IDENTIFICATION AND APPROXIMATE LOCATION OF PREVIOUS SPT BORING PERFORMED BY GTA IN JANUARY AND MARCH OF 2006.
- APPROXIMATE AREAS WHERE MARLBORO CLAY IS ANTICIPATED TO OUTCROP AT OR WITHIN SEVERAL FEET OF THE EXISTING GROUND SURFACE BASED ON AVAILABLE SUBSURFACE INFORMATION.
- T100 B-09 APPROXIMATE TOP AND BOTTOM ELEVATIONS OF MARLBORO CLAY ENCOUNTERED IN THE EXPLORATION.

SECTION A

SUBSURFACE PROFILE SECTION LINE EVALUATED FOR PROPOSED SLOPE STABILITY CONDITIONS.



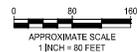
APPROXIMATE AREA OF MARLBORO CLAY UNDERCUT. EXCAVATE AND REPLACE WITH GRANULAR CONTROLLED AND COMPACTED FILL.
 TOP OF UNDERCUT SPOT GRADE ELEVATION IN APPROXIMATE AREA OF MARLBORO CLAY UNDERCUT.



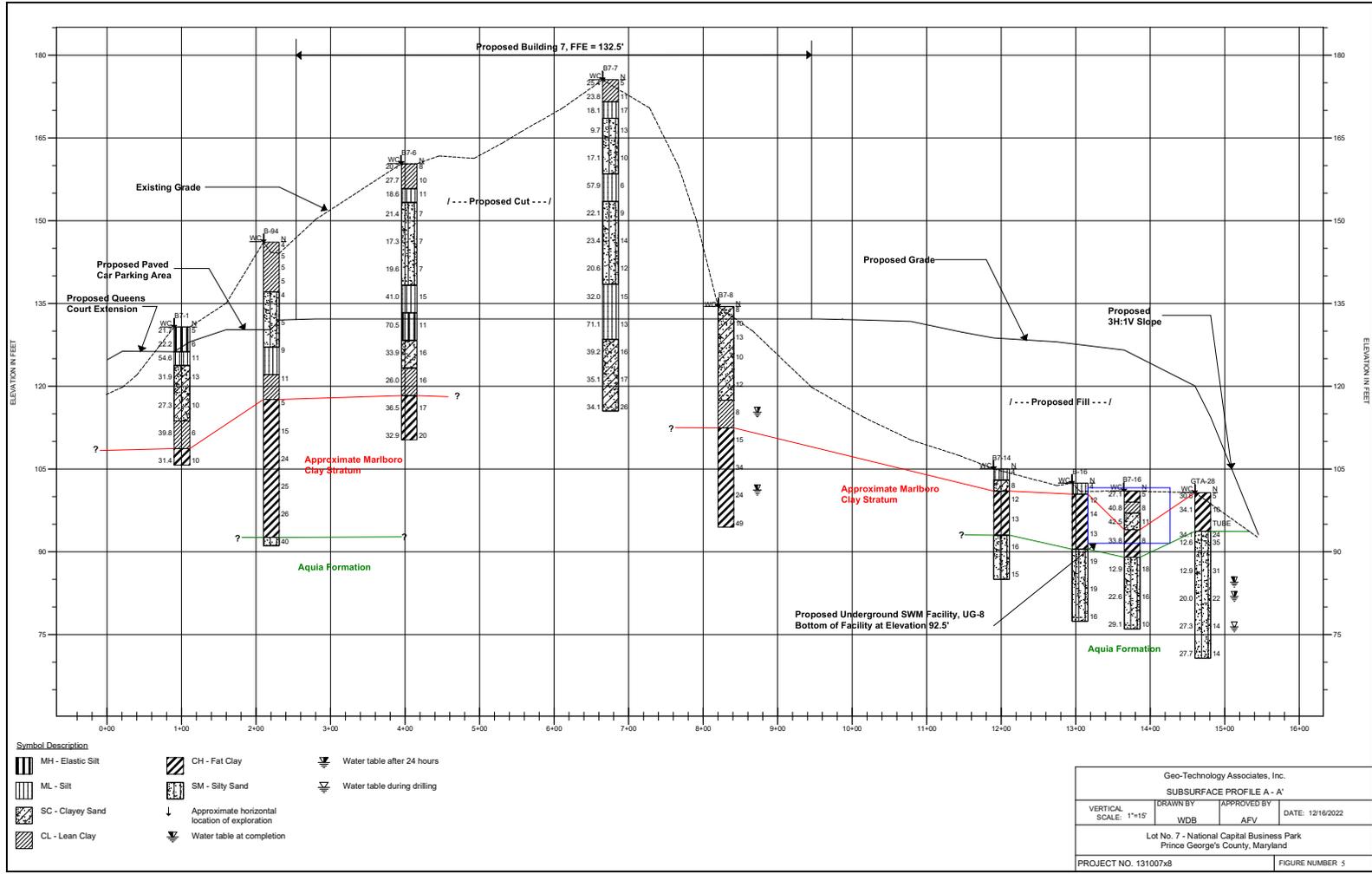
APPROXIMATE LOCATION OF SLIP SURFACE WITH A MITIGATED FACTOR OF SAFETY OF 1.5 BASED ON THIS ANALYSIS. BASED ON CURRENTLY PROPOSED GRADING PLANS, POTENTIAL SLIP SURFACES UP-GRADIENT OF THIS LINE ARE ANTICIPATED TO HAVE FACTORS OF SAFETY GREATER THAN 1.5. THE LOCATION OF THESE LINES WILL CHANGE IF SITE DEVELOPMENT AND GRADING PLANS ARE REVISED.

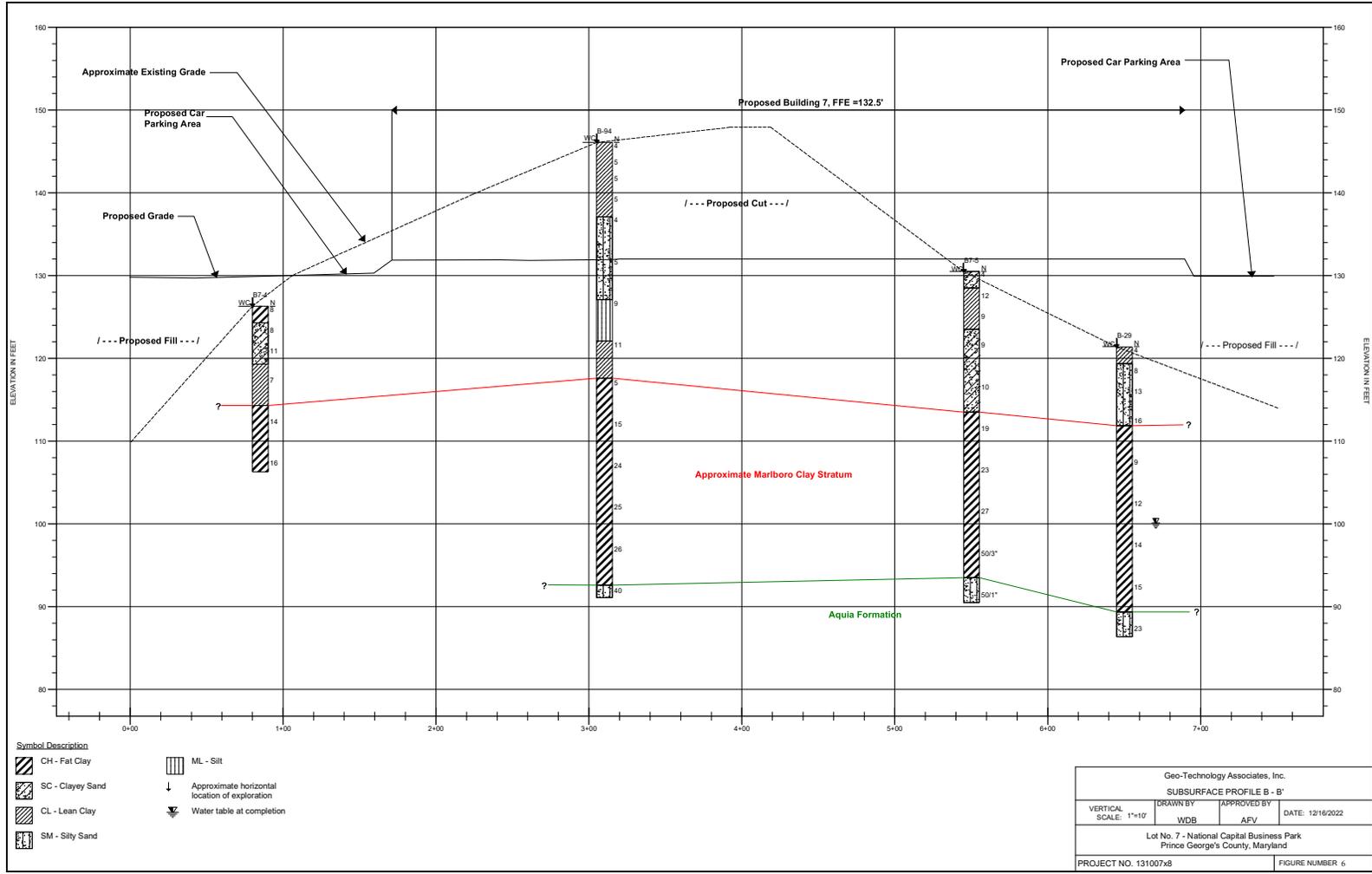
NOTES

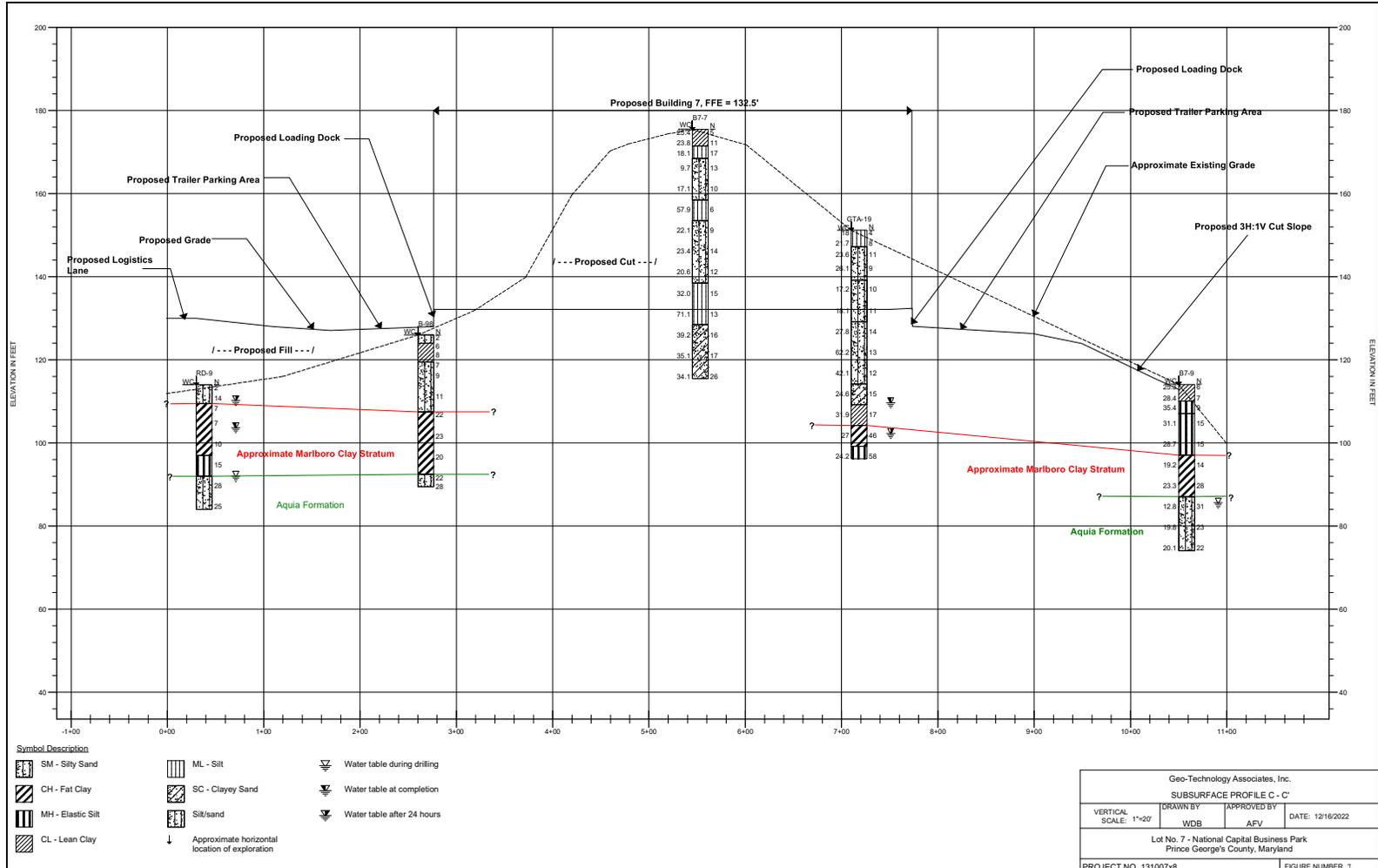
1. BASE MAP WAS ADAPTED FROM THE PLAN TITLED *PROPOSED FERGUSON CGU*, DATED AUGUST 8, 2022, PREPARED BY BOHLER ENGINEERING, INC. (BOHLER), THE PROJECT CIVIL ENGINEER.
2. THE B7-SERIES EXPLORATION LOCATIONS WERE SELECTED BY GTA WITH INPUT FROM THE DESIGN TEAM AND WERE STAKED IN THE FIELD BY BOHLER USING AN INSTRUMENTED SURVEY. THE PREVIOUS EXPLORATION LOCATIONS WERE REFERENCED FROM GTA'S *REPORT OF GEOTECHNICAL EXPLORATION*, LAST REVISED FEBRUARY 11, 2022. EXPLORATION LOCATIONS SHOULD BE CONSIDERED ACCURATE ONLY TO THE DEGREE IMPLIED BY THE METHOD USED.

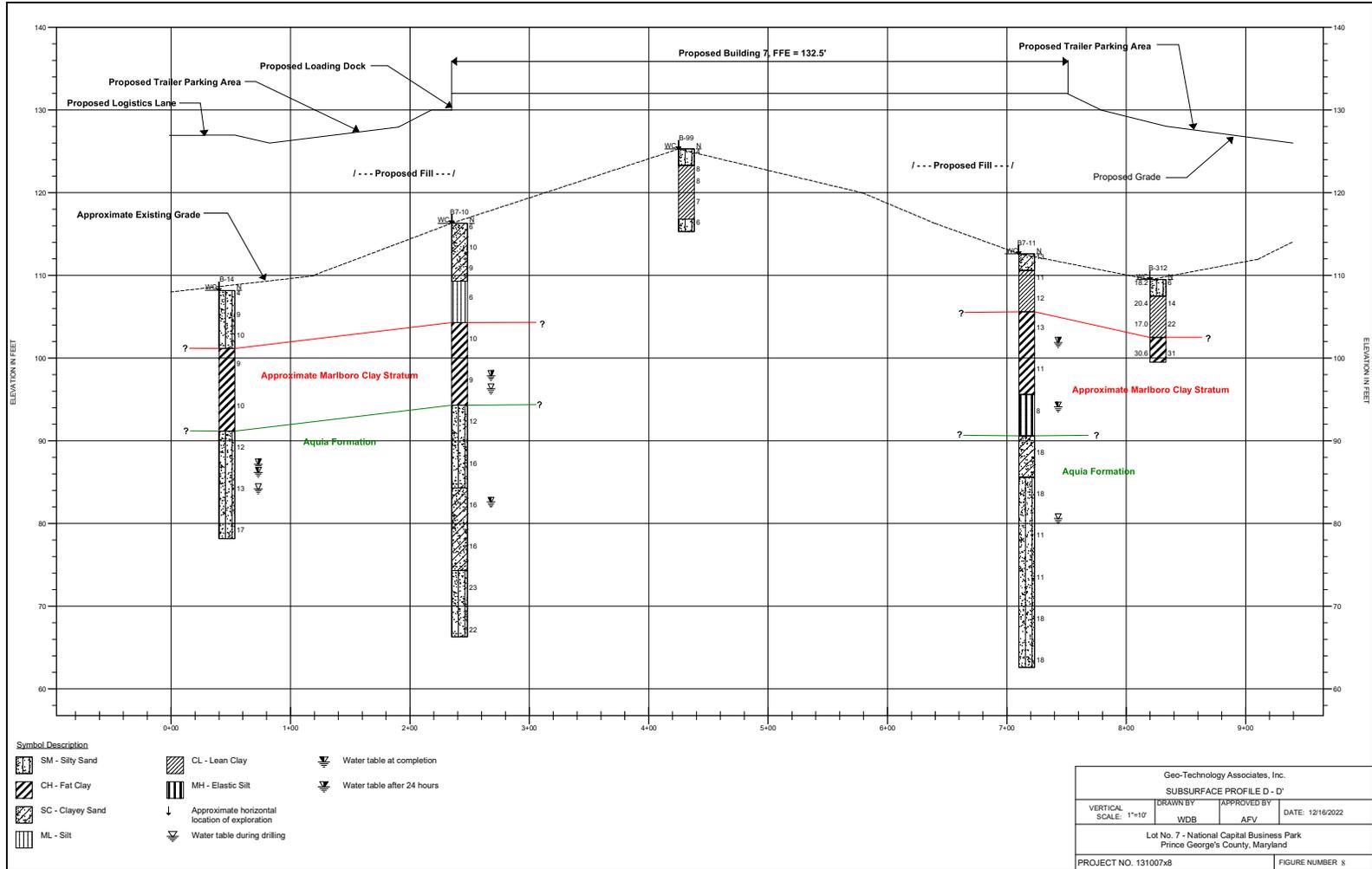


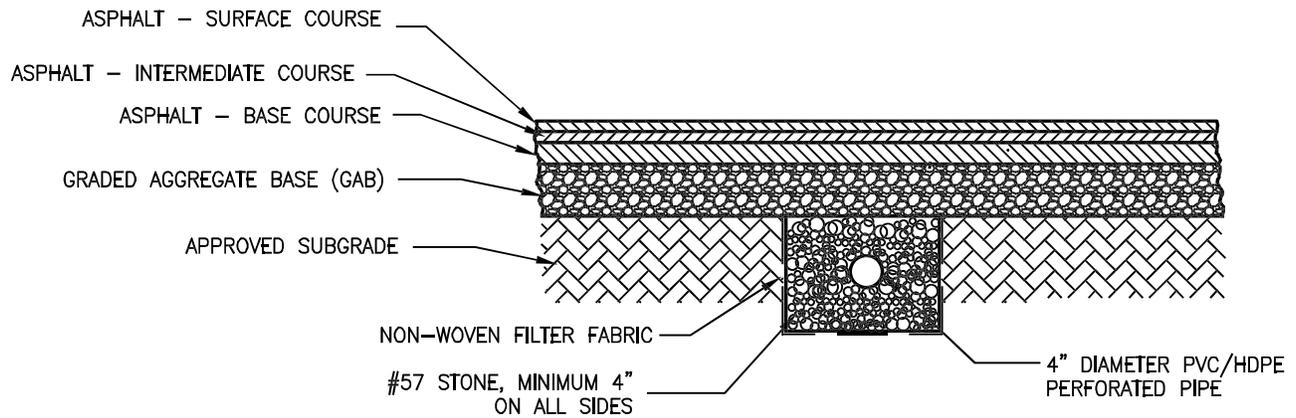
	<p>GEO-TECHNOLOGY ASSOCIATES, INC. GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS 14280 PARK CENTER DRIVE, SUITE A LAUREL, MARYLAND 20707 (410) 792-9446 OR (301) 470-4470 WWW.GTAENG.COM © GEO-TECHNOLOGY ASSOCIATES, INC.</p>
	<p>NATIONAL CAPITAL BUSINESS PARK - LOT NO. 7 PRINCE GEORGE'S COUNTY, MARYLAND</p> <p style="text-align: center;">MITIGATED FACTOR OF SAFETY PLAN</p>
<p>PROJECT: 1310078 DATE: DECEMBER 2022 SCALE: 1" = 80' DRAWN BY: APV REVIEW BY: BTD FIGURE: 3</p>	



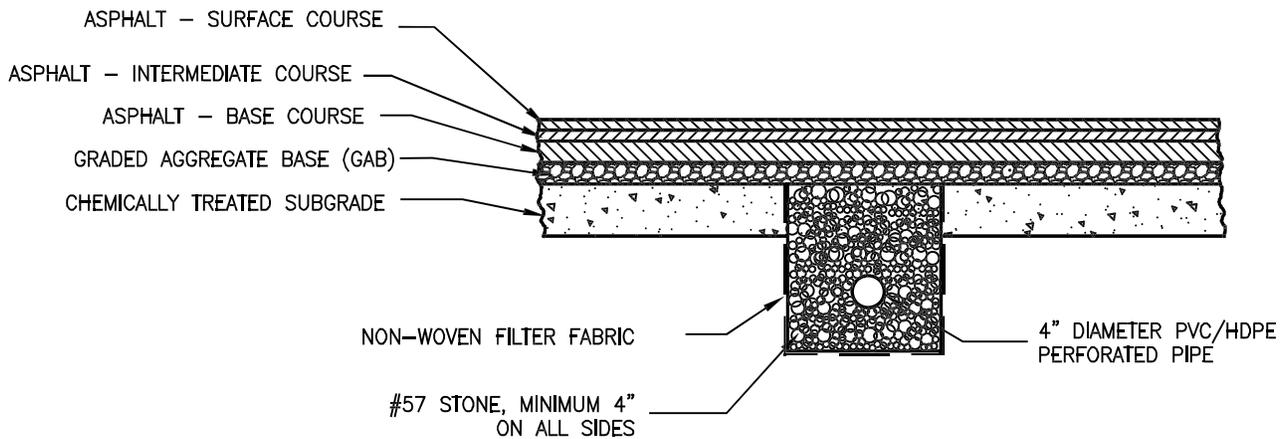








UNDERDRAIN DETAIL FOR UNTREATED PAVEMENT SECTION



UNDERDRAIN DETAIL FOR TREATED PAVEMENT SECTION

NOTES:

1. PERFORATED PIPE SHOULD BE CONNECTED TO THE SITE STORM DRAINAGE SYSTEM TO ALLOW GRAVITY FLOW OF COLLECTED WATER.
2. INSTALL UNDERDRAINS AFTER CHEMICAL STABILIZATION OF THE SUBGRADE.



GEO-TECHNOLOGY ASSOCIATES, INC.
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**NATIONAL CAPITAL BUSINESS PARK -
 LOT NO. 7**

PRINCE GEORGE'S COUNTY, MARYLAND

**TYPICAL PAVEMENT
 UNDERDRAIN DETAIL**

PROJECT: 131007X8

DATE: DECEMBER 2022

SCALE: NTS

DRAWN BY: WDB

REVIEW BY: AFV

FIGURE: 9



APPENDIX B

EXPLORATION LOGS

NOTES FOR EXPLORATION LOGS

KEY TO USCS TERMINOLOGY AND GRAPHIC SYMBOLS

MAJOR DIVISIONS (BASED UPON ASTM D 2488)			SYMBOLS		
			GRAPHIC	LETTER	
COARSE-GRAINED SOILS <small>MORE THAN 50% OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE</small>	GRAVEL AND GRAVELY SOILS <small>MORE THAN 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE</small>	CLEAN GRAVELS <small>(LESS THAN 15% PASSING THE NO. 200 SIEVE)</small>		GW	Well-Graded GRAVEL
		GRAVELS WITH FINES <small>(MORE THAN 15% PASSING THE NO. 200 SIEVE)</small>		GP	Poorly Graded GRAVEL
	SAND AND SANDY SOILS <small>MORE THAN 50% OF COARSE FRACTION PASSING ON NO. 4 SIEVE</small>	CLEAN SANDS <small>(LESS THAN 15% PASSING THE NO. 200 SIEVE)</small>		GM	Silty GRAVEL
				GC	Clayey GRAVEL
		SANDS WITH FINES <small>(MORE THAN 15% PASSING THE NO. 200 SIEVE)</small>		SW	Well-Graded SAND
				SP	Poorly Graded SAND
FINE-GRAINED SOILS <small>MORE THAN 50% OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE</small>	SILT OR CLAY <small>(<15% RETAINED THE NO. 200 SIEVE)</small>	SILTS AND LEAN CLAYS <small>LIQUID LIMIT LESS THAN 50</small>		ML	SILT
		SILT OR CLAY WITH SAND OR GRAVEL <small>(15% TO 30% RETAINED THE NO. 200 SIEVE)</small>		CL	Lean CLAY
	SANDY OR GRAVELY SILT OR CLAY <small>(>30% RETAINED THE NO. 200 SIEVE)</small>	ELASTIC SILTS AND FAT CLAYS <small>LIQUID LIMIT GREATER THAN 50</small>		OL	
				MH	Elastic SILT
				CH	Fat CLAY
				OH	
HIGHLY ORGANIC SOILS				PT	

COARSE-GRAINED SOILS (GRAVEL AND SAND)	
DESIGNATION	BLOWS PER FOOT (BPF) "N"
VERY LOOSE	0 - 4
LOOSE	5 - 10
MEDIUM DENSE	11 - 30
DENSE	31 - 50
VERY DENSE	>50

NOTE: "N" VALUE DETERMINED AS PER ASTM D 1586

FINE-GRAINED SOILS (SILT AND CLAY)	
CONSISTENCY	BPF "N"
VERY SOFT	<2
SOFT	2 - 4
MEDIUM STIFF	5 - 8
STIFF	9 - 15
VERY STIFF	16 - 30
HARD	>30

NOTE: ADDITIONAL DESIGNATIONS TO ADVANCE SAMPLER INDICATED IN BLOW COUNT COLUMN:
 WOH = WEIGHT OF HAMMER
 WOR = WEIGHT OR ROD(S)

NOTE: DUAL SYMBOLS ARE USED TO INDICATE COARSE-GRAINED SOILS CONTAINING AN ESTIMATED 5 TO 15% FINES BASED ON VISUAL CLASSIFICATION OR BETWEEN 5 AND 12 PERCENT FINES BASED ON LABORATORY TESTING; AND FINE-GRAINED SOILS WHEN THE PLOT OF LIQUID LIMIT & PLASTICITY INDEX VALUES FALL IN THE PLASTICITY CHART'S CROSSHATCHED AREA. FINE-GRAINED SOILS ARE CLASSIFIED AS ORGANIC (OL OR OH) WHEN ENOUGH ORGANIC PARTICLES ARE PRESENT TO INFLUENCE ITS PROPERTIES. LABORATORY TEST RESULTS ARE USED TO SUPPLEMENT SOIL CLASSIFICATION BY THE VISUAL-MANUAL PROCEDURES OF ASTM D 2488.

SAMPLE TYPE

DESIGNATION	SYMBOL
SOIL SAMPLE	S-
SHELBY TUBE	U-
ROCK CORE	R-

ADDITIONAL TERMINOLOGY AND GRAPHIC SYMBOLS

ADDITIONAL DESIGNATIONS	DESCRIPTION		GRAPHIC SYMBOLS	
		TOPSOIL		
		MAN MADE FILL		
		GLACIAL TILL		
	COBBLES AND BOULDERS			
RESIDUAL SOIL DESIGNATIONS	DESCRIPTION	"N" VALUE	GRAPHIC SYMBOLS	
	HIGHLY WEATHERED ROCK	50 TO 50/1"		
	PARTIALLY WEATHERED ROCK	MORE THAN 50 BLOWS FOR LESS THAN 1" OF PENETRATION, AUGER PENETRABLE		

WATER DESIGNATION

DESCRIPTION	SYMBOL
ENCOUNTERED DURING DRILLING	
UPON COMPLETION OF DRILLING	
24 HOURS+ AFTER DRILLING	
ADDITIONAL MEASUREMENTS	

NOTE: WATER OBSERVATIONS WERE MADE AT THE TIME INDICATED. POROSITY OF SOIL STRATA, WEATHER CONDITIONS, SITE TOPOGRAPHY, ETC. MAY CAUSE WATER LEVEL CHANGES.

**Table No. 1
Subsurface Exploration Summary
National Capital Business Park - Lot No. 7
GTA Job No. 131007x8**



Exploration ID No.	Approximate Existing Ground Surface Elevation ¹ (El.)	Approximate Proposed Elevation ² (El.)	Approximate Cut/Fill (-/+) Required (ft.)	Exploration Depth (ft.)	Approximate Termination Elevation (El.)	Approximate Topsoil Thickness (in.)	Encountered Marlboro Clay			Groundwater Observations						Approximate Cave-in Depth Observation	
							Approximate Top (El.)	Approximate Bottom (El.)	Approximate Thickness (ft.)	Encountered During Drilling		Completion of Drilling		One to Four Days After Drilling			
										Depth (ft.)	El.	Depth (ft.)	El.	Depth (ft.)	El.	Depth (ft.)	El.
<i>Standard Penetration Test (SPT) Borings Performed in October and November of 2022</i>																	
B7-1	130.7	127	-4	25	106	2	109	<106	>3	Dry	<106	Dry	<109	Dry	<109	21.2	109
B7-2	135.1	131	-4	50	85	3	113	93	20	Dry	<85	Dry	<85	Dry	<85	Pipe	---
B7-3	117.7	132	14	50	68	2	96	86	10	42	76	27.5	90	26.2	92	Pipe	---
B7-4	126.3	129	3	20	106	3	114	<106	>8	Dry	<106	Dry	<122	Dry	<122	4.3	122
B7-5	130.5	132.5	2	40	90	8	114	94	20	Dry	<90	Dry	<121	Dry	<122	8.9	122
B7-6	160.3	132.5	-28	50	110	4	123	<110	>13	Dry	<110	Dry	<110	Dry	<110	Pipe	---
B7-7	175.5	132.5	-43	60	115	3	NE	-----	-----	Dry	<115	Dry	<153	Dry	<155	20.8	155
B7-8	134.4	132.5	-2	40	94	2	112	<94	>13	Dry	<94	33.2	101	19.1	115	29.2	105
B7-9	114.1	108	-6	40	74	4	107	87	20	29	86	Dry	<74	Dry	<74	Pipe	---
B7-10	116.3	130	14	50	66	4	104	94	10	20	96	33.7	83	18.4	98	Pipe	---
B7-11	112.6	132.5	20	50	63	4	106	91	15	32	81	18.5	94	10.7	102	Pipe	---
B7-12	110.9	131	20	35	76	4	104	89	15	27	84	26.2	85	24.3	87	24.3	87
B7-13	99.1	125	26	20	79	4	97	92	5	Dry	<79	Dry	<94	Dry	<94	4.8	94
B7-14	105.0	127	22	20	85	3	101	93	8	Dry	<85	Dry	<85	Dry	<85	Pipe	---
B7-15	103.4	130	27	20	83	3	99	91	8	Dry	<83	Dry	<96	Dry	<97	6.6	97
B7-16	101.0	126	25	25	76	4	94	89	5	Dry	<76	Dry	<98	Dry	<98	3.0	98
<i>Previous SPT Borings (from latest to oldest)</i>																	
RW-25	115.2	128	13	35	80	3	98	<80	>18	Dry	<80	Dry	<89	Dry	<96	19.4	96
RW-26	152.1	132.5	-20	50	102	2.5	NE	-----	-----	Dry	<102	Dry	<137	Dry	<139	13.1	139
RW-27	155.8	132.5	-23	50	106	4	NE	-----	-----	47	109	Dry	<110	Dry	<136	19.8	136
RW-28	143.2	127	-16	60	83	5	111	91	20	34	110	Dry	<88	Dry	<120	23.4	120
RW-29	90.0	102	12	20	70	3	NE	-----	-----	Dry	<70	Dry	<70	Dry	<70	Pipe	---
RW-30	90.2	92	2	20	70	3	NE	-----	-----	18	72	13.9	76	10.3	80	12.8	77
MC-15	105	105	0	35	70	7	101	93	8	18.5	87	17.6	87	15.9	89	18.4	87
MC-16	102	125	23	35	67	6	98	90	8	Dry	<67	18.0	84	16.7	85	Pipe	---
MC-17	96	107	11	20	76	6	94	92	2	9	88	11.3	85	7.3	89	7.4	89
MC-18	94	95	1	20	74	5	94	92	2	19	76	10.5	84	8.4	86	9.4	85
MC-19	92	107	15	20	72	7	NE	-----	-----	19	73	9.6	82	7.6	84	9.0	83
RD-9	114	129	15	30	84	6	110	92	18	22	92	10.3	104	3.8	110	14.6	99
B-205	87.5	88	0	15	72.5	8	NE	-----	-----	14	74	Dry	<77	10.3	77	10.7	77
B-206	86.9	87	0	15	71.9	7	NE	-----	-----	Dry	<72	Dry	<72	11.1	76	7.3	80
B-207	87.6	88	0	15	72.6	6	NE	-----	-----	14	74	Dry	<73	12.2	75	Pipe	---
B-306	90.4	105	15	10	80.4	4	NE	-----	-----	Dry	<80	Dry	<80	Dry	<83	7.5	83
B-309	103.3	125	22	10	93.3	4	101	<93	>8	Dry	<93	Dry	<93	7.3	96	7.6	96
B-310	109.2	115	6	20	89.2	6	102	91	12	Dry	<89	Dry	<89	Dry	<95	14.3	95
B-311	101.9	102	0	10	91.9	5	102	<92	>10	Dry	<92	Dry	<92	Dry	<96	6.2	96
B-312	109.5	129	19	10	99.5	4	103	<100	>3	Dry	<100	Dry	<100	Dry	<104	5.8	104

**Table No. 1
Subsurface Exploration Summary
National Capital Business Park - Lot No. 7
GTA Job No. 131007x8**



Exploration ID No.	Approximate Existing Ground Surface Elevation ¹ (El.)	Approximate Proposed Elevation ² (El.)	Approximate Cut/Fill (-/+) Required (ft.)	Exploration Depth (ft.)	Approximate Termination Elevation (El.)	Approximate Topsoil Thickness (in.)	Encountered Marlboro Clay			Groundwater Observations						Approximate Cave-in Depth Observation	
							Approximate Top (El.)	Approximate Bottom (El.)	Approximate Thickness (ft.)	Encountered During Drilling		Completion of Drilling		One to Four Days After Drilling		Depth (ft.)	El.
										Depth (ft.)	El.	Depth (ft.)	El.	Depth (ft.)	El.		
B-313	121.3	127	6	10	111.3	4	NE	-----	-----	Dry	<111	Dry	<111	Dry	<114	7.2	114
B-315	125.9	128	2	10	115.9	3	NE	-----	-----	Dry	<116	Dry	<116	Dry	<118	7.5	118
B-316	162.2	132.5	-30	40	122.2	6	NE	-----	-----	Dry	<122	Dry	<122	Dry	<131	31.2	131
B-317	138.2	128	-10	45	93.2	6	111	<93	>18	Dry	<93	Dry	<93	Dry	<103	35.3	103
B-318	128.8	120	-9	40	88.8	5	107	92	15	31	98	31.3	98	27.3	102	33.2	96
B-320	120.0	130	10	10	110.0	4	NE	-----	-----	Dry	<110	Dry	<110	Dry	<114	6.2	114
GTA-19	151.2	132.5	-19	55	96.2	4	109	<96	>13	Dry	<96	41.5	110	48.9	102	51.5	100
GTA-27	101.1	128	27	30	71.1	5	99	89	10	Dry	<71	23.4	78	17.5	84	28.5	73
GTA-28	100.7	120	19	30	70.7	3.5	101	94	7	24	76	16.2	84	18.8	82	Pipe	---
GTA-29	105.4	105	0	35	70.4	4	NE	-----	-----	Dry	<70	26.6	79	N/A	N/A	28.4	---
SWM-8	95.3	126	31	30	65.3	8	95	88	7	27	68	Dry	<65	18.0	77	19.0	76
B-12	93.4	124	31	15	78.4	8	93	89	4	Dry	<78	Dry	<78	3.7	90	9.0	84
B-14	108.2	127	19	30	78.2	8	101	91	10	24	84	22.0	86	21.0	87	24.0	84
B-15	104.3	130	26	30	74.3	8	102	92	10	28	76	25.5	79	15.0	89	21.0	83
B-16	102.4	128	26	25	77.4	8	100	90	10	Dry	<77	Dry	<77	Dry	<77	16.0	86
B-17	98.0	126	28	20	78	8	98	91	7	Dry	<78	Dry	<78	Dry	<78	17.0	81
B-18	117.6	118	0	40	77.6	8	106	86	20	Dry	<78	Dry	<78	Dry	<78	13.8	104
B-20	106.8	131	24	30	76.8	3	100	87	13	28	79	11.0	96	Dry	<77	10.0	97
B-21	104.2	126	22	30	74.2	8	102	90	12	33	71	24.0	80	22.5	82	24.0	80
B-22	125.0	125	0	40	85	8	112	91	21	Dry	<85	Dry	<85	Dry	<85	26	99
B-29	121.4	132.5	11	35	86.4	8	111	89	22	Dry	<86	21.3	100	Dry	<86	31.9	89
B-30	136.6	132.5	-4	50	86.6	10	120	90	30	Dry	<87	Dry	<87	Dry	<87	46.0	91
B-89	115.0	122	7	10	105	15	112	<105	<7	Dry	<105	Dry	<105	Dry	<105	6.8	108
B-93	116.9	127	10	20	96.9	4	109	<97	<12	Dry	<97	Dry	<97	9.7	107	14.2	103
B-94	146.1	131	-15	55	91.1	2	118	93	26	Dry	<91	Dry	<91	38.3	108	45.8	100
B-95	113.0	131	18	15	98	4	108	<98	<10	Dry	<98	Dry	<98	12.3	101	12.1	101
B-96	150.3	132.5	-18	25	125.3	5	NE	-----	-----	Dry	<125	Dry	<125	Dry	<125	21.9	128
B-98	126.0	128	2	37	89.5	6	108	93	15	Dry	<90	Dry	<90	Dry	<90	31.1	95
B-99	125.3	132.5	7	10	115.3	7	NE	-----	-----	Dry	<115	Dry	<115	Dry	<115	7.4	118

Notes:

NE = Not Encountered N/A = Not Available

The approximate cave-in depth observations are the shallowest cave-in depths observed within each boring.

< (El.) = Groundwater was not observed and is therefore anticipated to be at or below the specified cave-in depth for the borings, or the exploration depth for the borings with temporary pipes.

Pipe = Temporary 3/4 inch PVC pipe installed to facilitate groundwater readings. Cave-in depth/elevation could not be measured.

¹ The existing ground surface elevations at the B7-series boring locations were provided by Bohler Engineering, Inc. (Bohler) based on an instrumented survey. The existing ground surface elevation at the previous boring locations was referenced from GTA's Report of Geotechnical Exploration, last revised February 11, 2022, and should be considered approximate.

² The proposed grades at the exploration locations represent the slab finish floor elevation of 132.5 for the borings performed within the proposed building footprint and represent proposed ground surface/pavement for other explorations. Proposed ground surface/pavement elevations were approximated from the proposed topographic contour lines shown on the available plans prepared by Bohler and should be considered approximate.

LOG OF BORING NO. B7-1

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ☒ Dry ☒ Dry ☒
 DATE: 10/27/2022 10/28/2022
 CAVED (ft): 22.0 21.2

DATE STARTED: **10/27/2022**
 DATE COMPLETED: **10/27/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Fleming**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ☒ Dry
 GROUND SURFACE ELEVATION: **130.7**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	12	2-2-3	5	130.7	0	MH		Light Brown, moist, medium stiff, Elastic SILT with Sand.	Topsoil: 2 in. Qu = 3.0 tsf	
S-2	2.5	14	3-3-3	6	126.2		ML		Light Brown, moist, stiff, Sandy SILT.		
S-3	5.0	16	5-5-6	11	123.7		SC		Light Brown, moist, medium dense, Clayey SAND.		
S-4	8.5	18	4-6-7	13		10			Same, Greenish Gray, loose		
S-5	13.5	8	6-6-4	10	113.7		CL		Gray, moist, medium stiff, Lean CLAY.		Qu = 2.5 tsf
S-6	18.5	18	3-3-3	6	108.7	20	CH		Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).		Qu = 4.0 tsf
S-7	23.5	16	4-5-5	10	105.7				Boring terminated at 25 feet.		
						30			Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		
						40					
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B7-1

Sheet 1 of 1

LOG OF BORING NO. B7-2

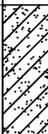
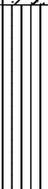
Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ▽ Dry ▽ Dry ▽
 DATE: 10/26/2022 10/27/2022
 CAVED (ft): Pipe Pipe

DATE STARTED: **10/26/2022**
 DATE COMPLETED: **10/26/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ Dry
 GROUND SURFACE ELEVATION: **135.1**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WBB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
S-1	0.0	9	2-3-3	6	135.1	0	SC		Brown, moist, loose, Clayey SAND.	Topsoil: 3 in.	
S-2	2.5	10	3-4-5	9							
S-3	5.0	7	3-5-5	10	128.1						
S-4	8.5	12	4-5-5	10		10	ML		Light Brown, moist, stiff, Sandy SILT.		
S-5	13.5	14	3-3-5	8					Same, medium stiff		
S-6	18.5	14	3-3-5	8	118.1	20	MH		Gray and Greenish Gray, moist, medium stiff, Elastic SILT, trace Sand.		
S-7	23.5	10	5-6-9	15	113.1		CH		Brown, moist, stiff, Fat CLAY (Marlboro Clay).		
S-8	28.5	13	5-10-17	27		30			Same, Reddish Brown, very stiff	Qu = 4.5 tsf	
S-9	33.5	15	7-9-14	23						Qu > 4.5 tsf	
S-10	38.5	16	7-9-14	23		40				Qu = 4.5 tsf	
S-11	43.5	9	10-20-21	41	93.1		SM		Olive, moist, dense, Silty SAND (Aquia Formation).		
S-12	48.5	10	17-24-32	56	85.1	50			Same, very dense		
									Boring terminated at 50 feet.		
									Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B7-2

Sheet 1 of 1

LOG OF BORING NO. B7-3

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ 27.5 ∇ 26.2 ∇ _____
 DATE: 10/27/2022 10/28/2022 _____
 CAVED (ft): Pipe Pipe _____

DATE STARTED: **10/27/2022**
 DATE COMPLETED: **10/27/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Fleming**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **42**
 GROUND SURFACE ELEVATION: **117.7**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	12	2-2-3	5	117.7	0	CL		Brown, moist, medium stiff, Sandy Lean CLAY.		Topsoil: 0 in. Qu = 2.5 tsf Qu = 3.5 tsf
S-2	2.5	16	6-6-7	13	115.7		SC		Brown, moist, medium dense, Clayey SAND.		
S-3	5.0	18	5-5-6	11	110.7		MH		Light Brown, moist, stiff, Elastic SILT.		Qu = 4.5 tsf
S-4	8.5	18	4-4-6	10		10			Same, Light Reddish Brown, very stiff		
S-5	13.5	18	7-9-12	21					Same, Light Reddish Brown, very stiff		Qu = 4.5 tsf
S-6	18.5	18	7-9-13	22		20			Same, Light Reddish Brown, very stiff		
S-7	23.5	18	6-8-11	19	95.7		CH		Brown, moist, very stiff, Fat CLAY (Marlboro Clay).		Qu = 4.5 tsf ∇ ∇ ∇
S-8	28.5	18	12-17-22	39		30			Same, hard		
S-9	33.5	12	14-18-26	44	85.7		SM		Greenish Brown, moist, dense, Silty SAND (Aquia Formation).		∇
S-10	38.5	18	13-16-20	36		40			Same, Dark Gray, wet, medium dense		
S-11	43.5	10	8-9-11	20					Same, Dark Gray, wet, medium dense		
S-12	48.5	18	24-36-40	76	67.7	50			Same, very dense		∇
									Boring terminated at 50 feet.		
						60			Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B7-3

Sheet 1 of 1

LOG OF BORING NO. B7-4

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ▽ Dry ▽ Dry ▽
 DATE: 10/26/2022 10/27/2022
 CAVED (ft): 4.5 4.3

DATE STARTED: **10/26/2022**
 DATE COMPLETED: **10/26/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ Dry
 GROUND SURFACE ELEVATION: **126.3**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	10	3-3-5	8	126.3	0	CH		Light Reddish Brown, moist, medium stiff, Sandy Fat CLAY.	Topsoil: 3 in.	Qu > 4.5 tsf
S-2	2.5	11	5-3-5	8	124.3		SC		Brown, moist, loose, Clayey SAND.		
S-3	5.0	11	4-5-6	11	119.3				Same, medium dense		
S-4	8.5	13	3-3-4	7	114.3	10	CL		Light Brown, moist, medium stiff, Lean CLAY.	Qu = 2.5 tsf	
S-5	13.5	13	4-6-8	14	106.3		CH		Light Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).	Qu > 4.5 tsf	
S-6	18.5	16	5-7-9	16	106.3	20			Same, very stiff	Qu = 4.0 tsf	
									Boring terminated at 20 feet.		
									Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B7-4

LOG OF BORING NO. B7-5

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **Dry** ∇ **Dry** ∇ _____
 DATE: **12/9/2022** **12/10/2022** _____
 CAVED (ft): **9.8** **8.9** _____

DATE STARTED: **12/9/2022**
 DATE COMPLETED: **12/9/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **130.5**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WBB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	10	2-2-2	4	130.5	0	SC		Brown, moist, very loose, Clayey SAND.		Topsoil: 8 in. Qu = 2.5 tsf
S-2	2.5	18	4-5-7	12	128.5		CL		Light Brown, moist, stiff, Sandy Lean CLAY.		
S-3	5.0	15	3-4-5	9	123.5				Same, no Sand		
S-4	8.5	17	3-4-5	9	123.5	10	SC		Greenish Brown, moist, loose, Clayey SAND.		
S-5	13.5	15	4-4-6	10	113.5						
S-6	18.5	18	9-8-11	19	113.5	20	CH		Reddish Brown, moist, very stiff, Fat CLAY (Marlboro Clay).		Qu > 4.5 tsf
S-7	23.5	18	5-10-13	23							Qu > 4.5 tsf
S-8	28.5	18	6-10-17	27		30			Same, Brown		Qu > 4.5 tsf
S-9	33.5	6	6-50/3"	50/3"					Same, hard		Qu > 4.5 tsf
S-10	38.5	18	15-19-50/1"	50/1"	93.5		SM		Olive, moist, very dense, Silty SAND (Aquia Formation).		
					90.5	40			Boring terminated at 40 feet.		
						50			Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B7-5

Sheet 1 of 1

LOG OF BORING NO. B7-6

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ▽ Dry ▽ Dry ▽
 DATE: 10/25/2022 10/26/2022
 CAVED (ft): Pipe Pipe

DATE STARTED: **10/25/2022**
 DATE COMPLETED: **10/25/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ Dry
 GROUND SURFACE ELEVATION: **160.3**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	8	4-4-4	8	160.3	0	CL		Brown, moist, medium stiff, Sandy Lean CLAY.	Qu = 2.5 tsf	
S-2	2.5	11	4-5-5	10	155.8				Same, stiff		
S-3	5.0	12	3-5-6	11	153.3		ML		Light Brown, moist, stiff, SILT.		
S-4	8.5	13	3-3-4	7		10	SM		Light Brown, moist, loose, Silty SAND.		
S-5	13.5	12	3-3-4	7					Same, Light Gray		
S-6	18.5	13	3-3-4	7		20					
S-7	23.5	10	3-6-9	15	138.3		ML		Tan, moist, stiff, SILT.		
S-8	28.5	13	4-5-6	11	133.3		MH		Gray, moist, stiff, Elastic SILT.		
S-9	33.5	12	5-7-9	16	128.3		SC		Greenish Brown, moist, medium dense, Clayey SAND.		
S-10	38.5	8	7-8-8	16	123.3		CL		Dark Gray, moist, very stiff, Sandy Lean CLAY (Marlboro Clay).		
S-11	43.5	10	7-8-9	17	118.3		CH		Gray, moist, very stiff, Fat CLAY (Marlboro Clay).		
S-12	48.5	10	7-9-11	20	110.3	50			Boring terminated at 50 feet.		
									Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		

NOTES:



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LOG OF BORING NO. B7-6

LOG OF BORING NO. B7-7

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ▽ Dry ▽ Dry ▽
 DATE: 10/24/2022 10/25/2022
 CAVED (ft): 22.1 20.8

DATE STARTED: **10/24/2022**
 DATE COMPLETED: **10/24/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ Dry
 GROUND SURFACE ELEVATION: **175.5**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	10	3-2-3	5	175.5	0	CL		Brown, moist, medium stiff, Sandy Lean CLAY.		Topsoil: 3 in.
S-2	2.5	11	3-5-6	11	171.5			Same, stiff			
S-3	5.0	12	5-7-10	17	168.5		ML		Light Brown, moist, stiff, Sandy SILT.		Qu = 3.0 tsf
S-4	8.5	12	4-6-7	13			SM		Tan, moist, medium dense, Silty SAND.		
S-5	13.5	13	3-5-5	10		12			Same, Orange Brown, loose		
S-6	18.5	14	2-3-3	6	158.5		ML		Light Gray, moist, medium stiff, Sandy SILT.		
S-7	23.5	10	4-4-5	9	153.5		SM		Tan, moist, loose, Silty SAND.		
S-8	28.5	13	5-6-8	14					Same, medium dense		
S-9	33.5	17	5-6-6	12		36					
S-10	38.5	11	5-6-9	15	138.5		ML		Gray, moist, stiff, SILT.		
S-11	43.5	14	5-6-7	13							Qu = 3.0 tsf
S-12	48.5	8	6-7-9	16	128.5	48	SC		Brown, moist, medium dense, Clayey SAND.		
S-13	53.5	8	8-8-9	17							
S-14	58.5	6	11-16-10	26	115.5	60			Same, Dark Gray Boring terminated at 60 feet.		
						72			Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B7-7

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LOG OF BORING NO. B7-8

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **33.2** ∇ **19.1** ∇ _____
 DATE: **10/27/2022** **10/28/2022** _____
 CAVED (ft): **37.0** **29.2** _____

DATE STARTED: **10/27/2022**
 DATE COMPLETED: **10/27/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Fleming**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **134.4**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
S-1	0.0	14	3-3-5	8	134.4	0	SC		Brown, moist, loose, Clayey SAND.	Topsoil: 2 in. Qu = 3.0 tsf	
S-2	2.5	18	4-4-6	10					Same, medium dense		
S-3	5.0	18	6-6-7	13					Same, Light Brown, loose		
S-4	8.5	18	5-5-5	10		10			Same, Greenish Gray, medium dense	Qu = 3.0 tsf	
S-5	13.5	18	5-7-5	12	117.4				Gray and Brown, moist, medium stiff, Lean CLAY (Marlboro Clay).	∇ Qu = 3.5 tsf	
S-6	18.5	18	3-4-4	8	112.4	20	CL		Gray, moist, stiff, Fat CLAY (Marlboro Clay).	Qu > 4.5 tsf	
S-7	23.5	18	5-6-9	15					Same, Light Reddish Brown, hard	Qu > 4.5 tsf	
S-8	28.5	18	9-13-21	34		30			Same, very stiff	∇ Qu > 4.5 tsf	
S-9	33.5	18	9-10-14	24					Same, hard	Qu > 4.5 tsf	
S-10	38.5		16-19-30	49	94.4	40			Boring terminated at 40 feet.		
<p>Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.</p>											

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B7-8

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LOG OF BORING NO. B7-9

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ▽ Dry ▽ Dry ▽
 DATE: 10/19/2022 10/20/2022
 CAVED (ft): Pipe Pipe

DATE STARTED: **10/19/2022**
 DATE COMPLETED: **10/19/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ 28.5
 GROUND SURFACE ELEVATION: **114.1**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	8	3-2-4	6	114.1	0	CL		Brown, moist, medium stiff, Sandy Lean CLAY.		Topsoil: 4 in. Qu = 3.5 tsf
S-2	2.5	8	3-3-4	7	110.1			Same, Tan and Greenish Brown			
S-3	5.0	10	3-4-5	9	107.1		MH		Light Gray, moist, stiff, Elastic SILT.		Qu = 3.5 tsf
S-4	8.5	13	6-7-8	15	107.1	10	MH		Brown, moist, stiff, Elastic SILT (Marlboro Clay).		Qu > 4.5 tsf
S-5	13.5	12	7-7-8	15	97.1						Qu > 4.5 tsf
S-6	18.5	12	6-7-7	14	97.1	20	CH		Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).		
S-7	23.5	7	10-12-16	28	87.1				Same, very stiff, trace Sand		Qu = 3.5 tsf
S-8	28.5	7	11-12-19	31	87.1	30	SM		Greenish Gray, moist, dense, Silty SAND (Aquia Formation).		<u>▽</u>
S-9	33.5	8	7-9-14	23					Same, Greenish Brown, medium dense		
S-10	38.5	7	8-8-14	22	74.1	40			Boring terminated at 40 feet.		
						50			Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B7-9

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LOG OF BORING NO. B7-10

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **33.7** ∇ **18.4** ∇ _____
 DATE: **10/18/2022** **10/19/2022** _____
 CAVED (ft): **Pipe** **Pipe** _____

DATE STARTED: **10/18/2022**
 DATE COMPLETED: **10/18/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **20**
 GROUND SURFACE ELEVATION: **116.3**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	9	3-3-3	6	116.3	0	SC		Brown, moist, loose, Clayey SAND.		Topsoil: 4 in.
S-2	2.5	10	3-4-6	10							
S-3	5.0	13	4-4-5	9	109.3						
S-4	8.5	12	4-3-3	6	104.3	10	ML		Light Gray, moist, medium stiff, Sandy SILT.		
S-5	13.5	8	3-4-6	10	94.3	20	CH		Light Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).		Qu = 2.5 tsf
S-6	18.5	10	3-4-5	9	84.3					∇ Qu = 3.0 tsf	
S-7	23.5	7	3-5-7	12	74.3	30	SM		Olive, moist, medium dense, Silty SAND (Aquia Formation).		
S-8	28.5	7	5-8-8	16	66.3	40	SC		Greenish Brown, moist, medium dense Clayey SAND (Aquia Formation).		∇
S-9	33.5	8	5-7-9	16							
S-10	38.5	8	7-8-8	16							
S-11	43.5	10	9-11-12	23							
S-12	48.5	8	8-10-12	22							
						50		Boring terminated at 50 feet.			
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B7-10

Sheet 1 of 1

LOG OF BORING NO. B7-11

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **18.5** ∇ **10.7** ∇ _____
 DATE: **10/20/2022** **10/24/2022** _____
 CAVED (ft): **Pipe** **Pipe** _____

DATE STARTED: **10/20/2022**
 DATE COMPLETED: **10/20/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **32**
 GROUND SURFACE ELEVATION: **112.6**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	12	4-7-6	13	112.6	0	SC		Brown, moist, medium dense, Clayey SAND.	Topsoil: 4 in.	
S-2	2.5	9	4-5-6	11	110.6		CL		Brown, moist, stiff, Sandy Lean CLAY.		
S-3	5.0	10	3-5-7	12	105.6		CH		Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).	Qu = 3.5 tsf	
S-4	8.5	13	4-7-6	13		10				∇	
S-5	13.5	13	4-5-6	11						Qu = 3.5 tsf	
S-6	18.5	10	3-3-5	8	95.6	20	MH		Reddish Brown, moist, medium stiff, Elastic SILT (Marlboro Clay).	∇ Qu = 3.5 tsf	
S-7	23.5	5	6-7-11	18	90.6		SC		Greenish Brown, moist, medium dense, Clayey SAND (Aquia Formation).		
S-8	28.5	6	7-8-10	18	85.6	30	SM		Greenish Brown, moist, medium dense, Silty SAND (Aquia Formation).	∇	
S-9	33.5	6	3-4-7	11					Same, Greenish Gray, wet		
S-10	38.5	7	3-3-8	11		40					
S-11	43.5	6	4-7-11	18					Same, Dark Gray, moist		
S-12	48.5	8	4-8-10	18	62.6	50			Boring terminated at 50 feet.		
										Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.	
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
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LOG OF BORING NO. B7-11

Sheet 1 of 1

LOG OF BORING NO. B7-12

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **8.3** ∇ **8.3** ∇ _____
 DATE: **10/18/2022** **10/19/2022** _____
 CAVED (ft): **26.2** **24.3** _____

DATE STARTED: **10/18/2022**
 DATE COMPLETED: **10/18/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **27**
 GROUND SURFACE ELEVATION: **110.9**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	14	2-3-2	5	110.9	0	SC		Brown, moist, loose, Clayey SAND.		Topsoil: 4 in.
S-2	2.5	13	4-5-5	10	106.9		SM		Brown, moist, loose, Silty SAND.		
S-3	5.0	13	3-3-7	10	103.9		CH		Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).		∇ Qu = 4.5 tsf
S-4	8.5	15	3-4-5	9		10					Qu = 3.5 tsf
S-5	13.5	15	4-5-6	11							Qu = 3.0 tsf
S-6	18.5	16	4-5-5	10		20					
S-7	23.5	13	8-8-9	17	88.9		SC		Greenish Brown, moist, medium dense, Clayey SAND (Aquia Formation).		
S-8	28.5	13	5-6-6	12	83.9		SM		Greenish Brown, wet, medium dense, Silty SAND (Aquia Formation).		∇
S-9	33.5	11	4-6-6	12	75.9				Boring terminated at 35 feet.		
						40			Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B7-12

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LOG OF BORING NO. B7-13

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ☒ Dry ☒ Dry ☒
 DATE: 10/14/2022 10/15/2022
 CAVED (ft): 4.9 4.8

DATE STARTED: **10/14/2022**
 DATE COMPLETED: **10/14/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ☒ Dry
 GROUND SURFACE ELEVATION: **99.1**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	14	2-3-3	6	99.1	0	CL		Brown, moist, medium stiff, Lean CLAY.		Topsoil: 4 in. Qu = 3.5 tsf Qu = 3.5 tsf Qu > 4.5 tsf
S-2	2.5	13	4-6-8	14	97.1		CH		Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).		
S-3	5.0	16	6-8-10	18	92.1				Same, Light Brown, very stiff		
S-4	8.5	14	7-8-10	18		10	SM		Greenish Brown, moist, medium dense, Silty SAND (Aquia Formation).		
S-5	13.5	14	6-7-8	15							
S-6	18.5	10	5-6-8	14	79.1	20			Boring terminated at 20 feet.		
						30			Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		
						40					
						50					
						60					

NOTES:



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LOG OF BORING NO. B7-13

Sheet 1 of 1

LOG OF BORING NO. B7-14

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ☒ Dry ☒ Dry ☒
 DATE: 10/17/2022 10/18/2022
 CAVED (ft): Pipe Pipe

DATE STARTED: **10/17/2022**
 DATE COMPLETED: **10/17/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ☒ Dry
 GROUND SURFACE ELEVATION: **105.0**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	13	2-2-2	4	105.0	0	ML		Brown, moist, soft, Sandy SILT.		Topsoil: 3 in.
S-2	2.5	11	3-4-4	8	103.0		SC		Brown, moist, loose, Clayey SAND.		
S-3	5.0	14	4-5-7	12	101.0		CH		Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).		Qu = 4.0 tsf
S-4	8.5	14	4-6-7	13		10					Qu = 3.0 tsf
					93.0		SM		Greenish Brown, moist, medium dense, Silty SAND with Clay Lenses (Aquia Formation).		
S-5	13.5	15	4-5-11	16							
S-6	18.5	14	6-7-8	15	85.0	20			Same, no Clay Lenses.		
									Boring terminated at 20 feet.		
									Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		
						30					
						40					
						50					
						60					

NOTES:



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LOG OF BORING NO. B7-14

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LOG OF BORING NO. B7-15

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ▽ Dry ▽ Dry ▽
 DATE: 10/19/2022 10/20/2022
 CAVED (ft): 7.0 6.6

DATE STARTED: **10/19/2022**
 DATE COMPLETED: **10/19/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ Dry
 GROUND SURFACE ELEVATION: **103.4**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
S-1	0.0	5	WOH/18"	WOH/18	103.4	0	ML		Dark Brown, moist, very soft, Sandy SILT.		Topsoil: 3 in.
S-2	2.5	13	3-2-5	7	101.4		CL		Light Gray and Light Brown, moist, medium stiff, Sandy Lean CLAY.		Qu = 3.0 tsf
S-3	5.0	9	3-4-5	9	99.4		CH		Light Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).		Qu > 4.5 tsf
S-4	8.5	13	4-5-6	11		10			Same, Reddish Brown		Qu = 3.5 tsf
					91.4		SM		Greenish Brown, moist, medium dense, Silty SAND (Aquia Formation).		
S-5	13.5	10	4-11-9	20			SC		Greenish Brown, moist, medium dense, Clayey SAND (Aquia Formation).		
S-6	18.5	11	6-7-9	16	86.4	20			Boring terminated at 20 feet.		
					83.4						
						30					
						40					
						50					
						60					

NOTES:



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LOG OF BORING NO. B7-15

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LOG OF BORING NO. B7-16

Sheet 1 of 1

PROJECT: **Lot No. 7 - National Capital Business Park**
 PROJECT NO.: **131007x8**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ▽ Dry ▽ Dry ▽
 DATE: 10/17/2022 10/18/2022
 CAVED (ft): 3.2 3.0

DATE STARTED: **10/17/2022**
 DATE COMPLETED: **10/17/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ Dry
 GROUND SURFACE ELEVATION: **101.0**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	10	2-2-3	5	101.0	0	CH		Brown, moist, medium stiff, Fat CLAY.		Topsoil: 4 in. Qu = 3.5 tsf
S-2	2.5	13	3-3-5	8	99.0		CL		Brown, moist, medium stiff, Sandy Lean CLAY.		
S-3	5.0	11	4-5-6	11	97.0		SC		Brown, moist, medium dense, Clayey SAND.		
S-4	8.5	15	2-3-5	8	94.0		CH		Light Reddish Brown and Gray, moist, medium stiff, Fat CLAY (Marlboro Clay).		Qu = 4.5 tsf
S-5	13.5	14	5-9-9	18	89.0		SM		Greenish Gray, moist, medium dense, Silty SAND (Aquia Formation).		
S-6	18.5	12	7-8-8	16		20					
S-7	23.5	14	3-4-6	10	76.0				Same, Greenish Brown, loose		
									Boring terminated at 25 feet.		
						30			Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		
						40					
						50					
						60					

NOTES:



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LOG OF BORING NO. B7-16

Sheet 1 of 1

PREVIOUS BORING LOGS

LOG OF BORING NO. RW-25

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **Dry** ∇ **Dry** ∇ _____
 DATE: **10/28/2021** **11/01/2021** _____
 CAVED (ft): **25.9** **19.4** _____

DATE STARTED: **10/28/2021**
 DATE COMPLETED: **10/28/2021**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **115.2**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **YO**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	18	1-1-3	4	115.2	0	CL		Brown, moist, soft, Sandy Lean CLAY.		Topsoil: 3 in. Qu = 3.8 tsf.
S-2	2.5	12	2-1-2	3	111.2		SM		Light Brown, moist, loose, Silty SAND.		
S-3	5.0	15	3-3-3	6	108.2		ML		Light Gray and Brown, moist, medium stiff, Sandy SILT.		
S-4	8.5	15	3-4-4	8	103.2	10	MH		Light Gray, moist, stiff, Elastic SILT.		
S-5	13.5	18	3-4-5	9	98.2		CH		Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).		
S-6	18.5	18	4-4-5	9		20			Same, Brown		
S-7	23.5	12	3-3-6	9							
S-8	28.5	18	3-5-7	12		30					
S-9	33.5	18	4-4-6	10	80.2				Boring terminated at 35 feet.		
						40			"Qu" is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		
						50					
						60					

NOTES:



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LOG OF BORING NO. RW-25

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LOG OF BORING NO. RW-26

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ▽ Dry ▽ Dry ▽
 DATE: 6/10/2022 6/13/2022
 CAVED (ft): 15.3 13.1

DATE STARTED: **6/10/2022**
 DATE COMPLETED: **6/10/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ Dry
 GROUND SURFACE ELEVATION: **152.1**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	7	4-2-5	7	152.1	0	SC		Brown, moist, loose, Clayey SAND.	Topsoil: 2.5 in.	
S-2	2.5	12	3-5-6	11	150.1		SM		Greenish Brown, moist, medium dense, Silty SAND.		
S-3	5.0	13	4-4-5	9				Same, Light Gray and Light Brown, loose			
S-4	8.5	12	5-8-8	16		10		Same, Light Gray, medium dense			
S-5	13.5	13	3-5-4	9				Same, loose			
S-6	18.5	10	5-3-7	10		20					
S-7	23.5	14	4-5-7	12				Same, medium dense			
S-8	28.5	13	3-4-7	11		30					
S-9	33.5	14	4-5-8	13				Same, Light Gray and Light Brown			
S-10	38.5	14	4-6-8	14	115.1	40	ML		Light Gray, moist, stiff, Sandy SILT.		Qu = 3.5 tsf
S-11	43.5	11	8-11-13	24	110.1		SM		Dark Gray, moist, medium dense, Silty SAND.		
S-12	48.5	18	9-12-14	26	102.1	50					
						60			Boring terminated at 50 feet.		
									Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.		

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. RW-26

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LOG OF BORING NO. RW-27

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **Dry** ∇ **Dry** ∇ _____
 DATE: **6/8/2022** **6/8/2022** _____
 CAVED (ft): **45.7** **19.8** _____

DATE STARTED: **6/8/2022**
 DATE COMPLETED: **6/8/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **48.5**
 GROUND SURFACE ELEVATION: **155.8**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS	
									DESCRIPTION			
S-1	0.0	8	3-4-5	9	155.8	0	SC		Brown, moist, loose, Clayey SAND.		Topsoil: 4 in.	
S-2	2.5	18	5-6-5	11	153.8		SM		Brown and Light Gray, moist, medium dense, Silty SAND.			
S-3	5.0	12	5-5-4	9					Same, loose			
S-4	8.5	18	9-9-8	17		10			Same, Light Gray, medium dense			
S-5	13.5	18	3-3-4	7					Same, Light Gray and Light Brown, loose			
S-6	18.5	18	5-5-5	10		20			Same, Light Gray			
S-7	23.5	18	5-5-3	8					Same, Light Brown and Light Gray			
S-8	28.5	18	5-6-7	13		30			Same, Light Gray, medium dense			
S-9	33.5	18	5-7-8	15	123.8		ML		Light Gray, moist, stiff, Sandy SILT.			Qu = 2.5 tsf
S-10	38.5	18	8-11-13	24		40			Same, Dark Gray, very stiff			Qu = 2.5 tsf
S-11	43.5	18	7-9-16	25								
S-12	48.5	18	9-10-14	24	108.8		SM		Dark Gray, moist, medium dense, Silty SAND.			∇
					105.8	50			Boring terminated at 50 feet.			
						60			Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.			

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. RW-27

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LOG OF BORING NO. RW-28

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **Dry** ∇ **Dry** ∇ _____
 DATE: **6/8/2022** **6/10/2022** _____
 CAVED (ft): **55.6** **23.4** _____

DATE STARTED: **6/8/2022**
 DATE COMPLETED: **6/8/2022**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **33.5**
 GROUND SURFACE ELEVATION: **143.2**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **WDB**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
S-1	0.0	12	3-3-3	6	143.2	0	SC		Brown, moist, loose, Clayey SAND.		Topsoil: 5 in.
S-2	2.5	18	5-6-7	13	141.2		SM		Light Brown, moist, medium dense, Silty SAND.		
S-3	5.0	18	3-4-5	9				Same, Light Gray and Brown, loose			
S-4	8.5	18	3-3-5	8				Same, Light Gray			
					131.2	12	SC		Light Brown and Light Gray, moist, loose, Clayey SAND.		
S-5	13.5	18	2-3-4	7				Same, medium dense			
S-6	18.5	18	5-5-8	13	121.2			Dark Gray, moist, stiff, Sandy Lean CLAY.			
S-7	23.5	18	5-6-7	13		24	CL		Same, Gray, very stiff		
S-8	28.5	18	8-10-12	22	111.2			Light Reddish Brown, moist, hard, Fat CLAY (Marlboro Clay).		∇ Qu > 4.5 tsf	
S-9	33.5	18	10-14-23	37		36	CH				Qu > 4.5 tsf
S-10	38.5	18	9-13-19	32						Qu > 4.5 tsf	
S-11	43.5	18	11-21-34	55		48				Qu > 4.5 tsf	
S-12	48.5	18	7-11-20	31	91.2			Olive, moist, dense, Silty SAND (Aquia Formation).		Qu > 4.5 tsf	
S-13	53.5	18	13-18-22	40			SM				
S-14	58.5	18	11-16-21	37	83.2	60		Boring terminated at 60 feet.			
										Qu is the unconfined compressive strength, given in tons per square foot (tsf), as measured by a pocket penetrometer.	
						72					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. RW-28

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LOG OF BORING NO. RW-29

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ 8.1 ∇ 7.5 ∇ _____
 DATE: 11/01/2021 11/04/2021 _____
 CAVED (ft): Pipe Pipe _____

DATE STARTED: **11/01/2021**
 DATE COMPLETED: **11/01/2021**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **90.0**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **YO**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	12	1-1-4	5	90.0	0	ML		Brown, moist, medium stiff, Sandy SILT.		Topsoil: 3 in.
S-2	2.5	15	2-2-3	5	88.0		SC		Brown, moist, loose, Clayey SAND.		
S-3	5.0	18	4-7-8	15	86.0		CL		Greenish Brown, moist, stiff, Sandy Lean CLAY.		
S-4	8.5	10	3-4-5	9	83.0		SM		Olive and Brown, moist, loose, Silty SAND (Aquia Formation). ∇		
S-5	13.5	15	3-3-6	9		10					
S-6	18.5	15	2-2-3	5	70.0	20			Boring terminated at 20 feet.		
						30					
						40					
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. RW-29

Sheet 1 of 1

LOG OF BORING NO. RW-30

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **13.9** ∇ **10.3** ∇ _____
 DATE: **11/01/2021** **11/04/2021** _____
 CAVED (ft): **13.1** **12.8** _____

DATE STARTED: **11/01/2021**
 DATE COMPLETED: **11/01/2021**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **M. Lyons**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **18.0**
 GROUND SURFACE ELEVATION: **90.2**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **YO**
 CHECKED BY: **AFV**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	15	1-1-2	3	90.2	0	ML		Brown, moist, very loose, Sandy SILT.	Topsoil: 3 in. ∇ ∇ ∇	
S-2	2.5	12	2-1-2	3	88.2		CL		Brown, moist, soft, Sandy Lean CLAY.		
S-3	5.0	18	5-7-7	14				Same, stiff			
S-4	8.5	17	5-5-6	11	83.2	10	SM		Olive and Brown, moist, medium dense, Silty SAND (Aquia Formation).		
S-5	13.5	15	3-4-5	9				Same, loose			
S-6	18.5	18	4-4-7	11	73.2	20	SC		Olive and Brown, moist, medium dense, Clayey SAND (Aquia Formation).		
					70.2				Boring terminated at 20 feet.		
						30					
						40					
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. RW-30

Sheet 1 of 1

LOG OF BORING NO. MC-15

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ 17.6 ∇ 15.9 ∇ _____
 DATE: 1/28/2021 1/29/2021 _____
 CAVED (ft): 21.0 18.4 _____

DATE STARTED: **1/28/2021**
 DATE COMPLETED: **1/28/2021**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **K. Kozak**
 DRILLING METHOD: **3.25" HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **18.5**
 GROUND SURFACE ELEVATION: **105**
 DATUM: **Topo**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **AFV**
 CHECKED BY: **JPE**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
S-1	0.0	14	2-3-3	6	105.0	0	SC		Brown to Greenish Brown, moist, loose, Clayey SAND.	Topsoil: 7 in.
S-2	2.5	10	4-5-6	11	101.0				Same, medium dense.	
S-3	5.0	16	4-5-6	11			CH		Tan to Light Gray, moist, stiff, Fat CLAY (Marlboro Clay).	Qu = 3 tsf
S-4	8.5	16	7-7-8	15		10			Same, Reddish Brown.	Qu = 2.5 tsf
					93.0					
S-5	13.5	14	5-6-8	14			SM		Olive with Orange Brown, moist, medium dense, Silty SAND (Aquia Formation).	
S-6	18.5	15	5-7-8	15		20				
S-7	23.5	14	4-6-8	14						
S-8	28.5	12	5-7-9	16		30				
S-9	33.5	12	4-4-5	9	70.0				Same, Dark Gray, loose.	
						40			Boring terminated at 35 feet.	
						50			"Qu" indicates unconfined compressive strength, measured by a pocket penetrometer and presented in tons per square foot (tsf).	
						60				

NOTES: Existing ground surface elevation was estimated using the existing topography shown on the available plans and should be considered approximate.



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. MC-15

Sheet 1 of 1

LOG OF BORING NO. MC-16

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, MD**

WATER LEVEL (ft): ∇ 18 ∇ 16.7 ∇ _____
 DATE: 1/28/2021 1/29/2021 _____
 CAVED (ft): Pipe Pipe _____

DATE STARTED: **1/28/2021**
 DATE COMPLETED: **1/28/2021**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **K. Kozak**
 DRILLING METHOD: **3.25" HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **102**
 DATUM: **Topo**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **AFV**
 CHECKED BY: **JPE**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	14	2-2-3	5	102.0	0	SC		Brown, moist, loose, Clayey SAND.		Topsoil: 6 in. Qu = 2.5 tsf Qu = 3.5 tsf Qu = 2.5 tsf
S-2	2.5	12	5-6-6	12	100.0		CL		Light Brown, moist, stiff, Sandy Lean CLAY.		
S-3	5.0	16	4-6-7	13	98.0		CH		Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).		
S-4	8.5	16	4-4-6	10							
S-5	13.5	16	9-9-11	20	90.0	15	SM		Olive Green with Orange Brown, moist, medium dense, Silty SAND (Aquia Formation).		
S-6	18.5	18	5-6-7	13							
S-7	23.5	16	4-5-6	11							
S-8	28.5	14	3-5-5	10		30			Same, loose.		
S-9	33.5	12	3-4-5	9	67.0				Same, Dark Gray.		
									Boring terminated at 35 feet.		
						45			"Qu" indicates unconfined compressive strength, measured by a pocket penetrometer and presented in tons per square foot (tsf).		
						60					
						75					
						90					

NOTES: Existing ground surface elevation was estimated using the existing topography shown on the available plans and should be considered approximate.



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. MC-16

Sheet 1 of 1

LOG OF BORING NO. MC-17

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, MD**

WATER LEVEL (ft): ∇ 11.3 ∇ 7.3 ∇ _____
 DATE: 1/27/2021 1/28/2021 _____
 CAVED (ft): 15.3 7.4 _____

DATE STARTED: **1/27/2021**
 DATE COMPLETED: **1/27/2021**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **K. Kozak**
 DRILLING METHOD: **3.25" HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **8.5**
 GROUND SURFACE ELEVATION: **96**
 DATUM: **Topo**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **AFV**
 CHECKED BY: **JPE**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
S-1	0.0	16	2-4-6	10	96.0	0	CL		Brown, moist, stiff, Lean CLAY.	Topsoil: 6 in. Qu = 2.5 tsf
S-2	2.5	12	3-5-8	13	94.0		CH		Light Reddish Brown, moist, stiff, Fat CLAY (Marlboro Clay).	
S-3	5.0	16	6-9-12	21	92.0		SM		Dark Greenish Brown, moist, medium dense, Silty SAND (Aquia Formation).	
S-4	8.5	14	6-7-7	14						
S-5	13.5	14	4-5-6	11		15				
S-6	18.5	16	3-4-6	10	76.0				Same, Olive Green with Orange Brown, loose.	
									Boring terminated at 20 feet.	
						30			"Qu" indicates unconfined compressive strength, measured by a pocket penetrometer and presented in tons per square foot (tsf).	
						45				
						60				
						75				
						90				

NOTES: Existing ground surface elevation was estimated using the existing topography shown on the available plans and should be considered approximate.



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. MC-17

LOG OF BORING NO. MC-18

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, MD**

WATER LEVEL (ft): ∇ 10.5 ∇ 8.4 ∇ _____
 DATE: 1/27/2021 1/28/2021 _____
 CAVED (ft): 13.0 9.4 _____

DATE STARTED: **1/27/2021**
 DATE COMPLETED: **1/27/2021**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **K. Kozak**
 DRILLING METHOD: **3.25" HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **18.5**
 GROUND SURFACE ELEVATION: **94**
 DATUM: **Topo**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **AFV**
 CHECKED BY: **JPE**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
S-1	0.0	16	2-3-5	8	94.0	0	CH		Light Reddish Brown, moist, medium stiff, Fat CLAY (Marlboro Clay).		Topsoil: 5 in. Qu = 2.5 tsf
S-2	2.5	16	9-11-12	23	92.0		SM		Olive Green, moist, medium dense, Silty SAND (Aquia Formation).		
S-3	5.0	16	6-6-6	12							
S-4	8.5	16	5-8-8	16							
S-5	13.5	12	3-4-6	10		15			Same, Olive Green with Orange Brown, loose.		
S-6	18.5	14	3-4-5	9	74.0				Boring terminated at 20 feet.		
						30			"Qu" indicates unconfined compressive strength, measured by a pocket penetrometer and presented in tons per square foot (tsf).		
						45					
						60					
						75					
						90					

NOTES: Existing ground surface elevation was estimated using the existing topography shown on the available plans and should be considered approximate.



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. MC-18

Sheet 1 of 1

LOG OF BORING NO. MC-19

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, MD**

WATER LEVEL (ft): ∇ 9.6 ∇ 7.6 ∇ _____
 DATE: 1/27/2021 1/28/2021 _____
 CAVED (ft): 11.3 9 _____

DATE STARTED: **1/27/2021**
 DATE COMPLETED: **1/27/2021**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **K. Kozak**
 DRILLING METHOD: **3.25" HSA**
 SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **18.5**
 GROUND SURFACE ELEVATION: **92**
 DATUM: **Topo**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **AFV**
 CHECKED BY: **JPE**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	16	1-1-2	3	92.0	0	ML		Brown, moist, soft, Sandy SILT.		Topsoil: 7 in. Qu = 2.5 tsf
S-2	2.5	12	3-4-6	10	90.0		CL		Light Brown, moist, stiff, Lean CLAY, trace Sand.		
S-3	5.0	16	5-6-8	14	88.0		SC		Greenish Brown, moist, medium dense, Clayey SAND.		
S-4	8.5	8	7-7-9	16	85.0		SM		Olive Green with Orange Brown, moist, medium dense, Silty SAND (Aquia Formation).		∇ ∇
S-5	13.5	18	3-4-5	9		15					
S-6	18.5	14	3-4-5	9	72.0				Same, loose.		∇
									Boring terminated at 20 feet.		
						30			"Qu" indicates unconfined compressive strength, measured by a pocket penetrometer and presented in tons per square foot (tsf).		
						45					
						60					
						75					
						90					

NOTES: Existing ground surface elevation was estimated using the existing topography shown on the available plans and should be considered approximate.



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. MC-19

Sheet 1 of 1

LOG OF BORING NO. RD-9

Sheet 1 of 1

PROJECT: **National Capital Business Park**
 PROJECT NO.: **131007x3**
 PROJECT LOCATION: **Prince George's County, MD**

WATER LEVEL (ft): ∇ 10.3 ∇ 3.8 ∇ _____
 DATE: 3/1/2021 3/3/2021 _____
 CAVED (ft): 14.6 15.3 _____

DATE STARTED: **3/1/2021**
 DATE COMPLETED: **3/1/2021**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **K. Kozak**
 DRILLING METHOD: **3.25 in. HSA**
 SAMPLING METHOD: **Split Spoon**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **22**
 GROUND SURFACE ELEVATION: **114**
 DATUM: **Topo**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **AFV**
 CHECKED BY: **JPE**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
S-1	0.0	14	1-1-1	2	114.0	0	SM		Brown, moist, very loose, Silty SAND.		Topsoil: 6 in.
S-2	2.5	14	5-6-8	14					Same, Greenish Brown, medium dense.		∇
S-3	5.0	16	3-3-4	7	109.5		CH		Reddish Brown, moist, medium stiff, Fat CLAY (Marlboro Clay).		Qu = 3 tsf
S-4	8.5	16	3-3-4	7							Qu = 2.5 tsf
S-5	13.5	18	3-4-6	10		15			Same, stiff.		Qu = 2.5 tsf
S-6	18.5	16	4-6-9	15	97.0		MH		Light Reddish Brown with Gray, moist, stiff, Elastic SILT (Marlboro Clay).		Qu = 1.5 tsf
S-7	23.5	16	8-13-15	28	92.0		SM		Olive Green with Orange Brown, moist, medium dense, Silty SAND (Aquia Formation).		∇
S-8	28.5	18	10-10-15	25	84.0	30			Boring terminated at 30 feet.		
						45					
						60					
						75					
						90					

NOTES: Existing ground surface elevation was estimated using the existing topography shown on the available plans and should be considered approximate.



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. RD-9

Sheet 1 of 1

LOG OF BORING NO. B-205

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **Dry** ∇ **10.3** ∇ _____
 DATE: **2/9/17** **2/10/17** _____
 CAVED (ft): **10.7** **11.3** _____

DATE STARTED: **2/9/17**
 DATE COMPLETED: **2/9/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **C. Mollineau**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **14.0**
 GROUND SURFACE ELEVATION: **87.5**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **DCG**
 CHECKED BY: **MEW**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	6	2-3-3	6	87.5	0	SC		Brown, moist, loose, Clayey SAND, trace Root Fragments.	Topsoil: 8 in. ∇ ∇	
S-2	2.5	16	3-6-8	14	85.5		SC		Olive Green, moist, medium dense, Clayey SAND (Aquia Formation).		
S-3	5.0	14	6-7-12	19	83.5		SM		Olive Green to Orange Brown, moist, medium dense to loose, Silty SAND (Aquia Formation).		
S-4	8.5	16	5-6-8	14		10					
S-5	13.5	16	3-4-4	8	72.5						
						20			Boring terminated at 15 feet.		
						30					
						40					
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B-205

Sheet 1 of 1

LOG OF BORING NO. B-206

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **Dry** ∇ **11.1** ∇ _____
 DATE: **2/9/17** **2/10/17** _____
 CAVED (ft): **7.3** **11.8** _____

DATE STARTED: **2/9/17**
 DATE COMPLETED: **2/9/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **C. Mollineau**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **86.9**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **DCG**
 CHECKED BY: **MEW**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	18	3-4-4	8	86.9	0	CL		Brown, moist, Sandy Lean CLAY.		Topsoil: 7 in.
S-2	2.5	18	5-5-10	15	84.9		SM		Brown with Olive Green, moist, medium dense, Silty SAND (Aquia Formation).		
S-3	5.0	14	8-8-11	19	82.9		SM		Olive Green with Orange Brown, moist, medium dense, Silty SAND (Aquia Formation).		
S-4	8.5	14	5-5-7	12	79.9		SM		Olive Green with Orange Brown, moist, medium dense to loose, Silty SAND (Aquia Formation).		
S-5	13.5	8	4-3-4	7	71.9				Boring terminated at 15 feet.		
						20					
						30					
						40					
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B-206

LOG OF BORING NO. B-207

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **Dry** ∇ **12.2** ∇ _____
 DATE: **2/9/17** **2/13/17** _____
 CAVED (ft): **PIPE** **PIPE** _____

DATE STARTED: **2/9/17**
 DATE COMPLETED: **2/9/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **C. Mollineau**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **14.0**
 GROUND SURFACE ELEVATION: **87.6**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **DCG**
 CHECKED BY: **MEW**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	18	3-4-5	9	87.6	0	ML		Brown, moist, stiff, Sandy SILT.		Topsoil: 6 in.
S-2	2.5	18	2-4-5	9	85.6		CL		Light Brown, moist, stiff, Lean CLAY, trace Sand.		
S-3	5.0	18	5-7-11	18	83.6		SM		Olive Green to Orange Brown, moist, medium dense to loose, Silty SAND (Aquia Formation).		
S-4	8.5	14	5-7-8	15		10					
S-5	13.5	16	3-4-4	8	72.6						
						20			Boring terminated at 15 feet.		∇ ∇ ∇
						30					
						40					
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B-207

LOG OF BORING NO. B-306

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ Dry ∇ Dry ∇ _____
 DATE: 2/9/17 2/10/17 _____
 CAVED (ft): 7.8 7.5 _____

DATE STARTED: **2/9/17**
 DATE COMPLETED: **2/9/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **D. Hans, Jr.**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **90.4**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **DCG**
 CHECKED BY: **MEW**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	
									DESCRIPTION	REMARKS
S-1	0.0	14	2-3-3	6	90.4	0	CL		Brown, moist, medium stiff, Lean CLAY, trace Sand.	Topsoil: 4 in.
					88.4		CL		Brown, moist, medium stiff, Sandy Lean CLAY.	
S-2	2.5	16	2-3-4	7	86.4		CL		Green Brown, moist, medium stiff, Sandy Lean CLAY.	
S-3	5.0	12	3-3-3	6	83.4		SM		Olive Green with Brown, moist, medium dense, Silty SAND.	
S-4	8.5	18	4-5-7	12	80.4	10			Boring terminated at 10 feet.	
						20				
						30				
						40				
						50				
						60				

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-306

LOG OF BORING NO. B-309

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **Dry** ∇ **7.3** ∇ _____
 DATE: **2/9/17** **2/10/17** _____
 CAVED (ft): **7.6** **8.0** _____

DATE STARTED: **2/9/17**
 DATE COMPLETED: **2/9/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **D. Hans, Jr.**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **103.3**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **DCG**
 CHECKED BY: **MEW**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	10	5-2-2	4	103.3	0	CL		Brown, moist, soft, Lean CLAY with Sand, trace Root Fragments.		Topsoil: 4 in.
S-2	2.5	13	3-3-4	7	101.3		CH		Light Gray to Light Red Brown, moist, medium stiff, Fat CLAY (Marlboro Clay).		
S-3	5.0	17	3-4-4	8	96.3		CH		Light Brown, moist, stiff, Fat CLAY, trace Sand (Marlboro Clay). ∇		
S-4	8.5	18	4-5-6	11	93.3	10			Boring terminated at 10 feet.		
						20					
						30					
						40					
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-309

Sheet 1 of 1

LOG OF BORING NO. B-310

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ Dry ∇ Dry ∇ _____
 DATE: 2/10/17 2/14/17 _____
 CAVED (ft): 14.6 14.3 _____

DATE STARTED: **2/10/17**
 DATE COMPLETED: **2/10/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **C. Mollineau**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **109.2**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **DCG**
 CHECKED BY: **MEW**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	6	4-8-21	29	109.2	0	CL		Brown, moist, very stiff, Lean CLAY with Sand.		Topsoil: 6 in.
					107.2		CH		Light Brown, moist, very stiff, Fat CLAY, trace Sand.		
S-2	2.5	18	4-10-13	23	105.2		CL		Orange Brown, moist, very stiff, Lean CLAY with Sand.		
S-3	5.0	18	7-8-11	19	102.2		CH		Red Brown, moist, very stiff, Fat CLAY (Marlboro Clay).		
S-4	8.5	18	7-10-11	21	95.2	10	CH		Red Brown, moist, very stiff, Fat CLAY, trace Sand (Marlboro Clay).		
S-5	13.5	18	6-9-12	21	92.2		CH		Brown, moist, very stiff, Fat CLAY (Marlboro Clay).		
					90.7		CH		Light Gray, Yellow Brown, Green Brown, moist, dense, Clayey SAND.		
S-6	18.5	18	4-18-28	46	89.2	20	SC		Boring terminated at 20 feet.		
						30					
						40					
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-310

Sheet 1 of 1

LOG OF BORING NO. B-311

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ Dry ∇ Dry ∇ _____
 DATE: 2/10/17 2/14/17 _____
 CAVED (ft): 6.3 6.2 _____

DATE STARTED: **2/10/17**
 DATE COMPLETED: **2/10/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **C. Mollineau**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **101.9**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **DCG**
 CHECKED BY: **MEW**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	12	4-4-4	8	101.9	0	CH		Red Brown, moist, medium stiff, Sandy Fat CLAY (Marlboro Clay).	Topsoil: 5 in.	
S-2	2.5	16	6-7-8	15	99.9		CH		Red Brown, moist, stiff, Fat CLAY, trace Root Fragments (Marlboro Clay).		
S-3	5.0	18	5-8-9	17	97.9		CH		Yellow Brown to Brown, moist, very stiff, Fat CLAY (Marlboro Clay).		
					94.9		CH		Red Brown, moist, stiff, Fat CLAY (Marlboro Clay).		
S-4	8.5	18	6-7-8	15	91.9	10			Boring terminated at 10 feet.		
						20					
						30					
						40					
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-311

LOG OF BORING NO. B-312

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ Dry ∇ Dry ∇ _____
 DATE: 2/10/17 2/13/17 _____
 CAVED (ft): 6.3 5.8 _____

DATE STARTED: **2/10/17**
 DATE COMPLETED: **2/10/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **C. Mollineau**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **109.5**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **DCG**
 CHECKED BY: **MEW**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	
									DESCRIPTION	REMARKS
S-1	0.0	18	WOH-3-3	6	109.5	0	SM		Brown, moist, loose, Silty SAND.	Topsoil: 4 in.
S-2	2.5	16	5-7-7	14	107.5	CL		Gray Brown, dry to moist, stiff to very stiff, Sandy Lean CLAY, trace Root Fragments.		
S-3	5.0	12	8-9-13	22	102.5	CH		Reddish Brown, dry to moist, hard, Fat CLAY, trace Sand (Marlboro Clay).		
S-4	8.5	18	10-14-17	31	99.5			Boring terminated at 10 feet.		
						10				
						20				
						30				
						40				
						50				
						60				

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-312

LOG OF BORING NO. B-313

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ Dry ∇ Dry ∇ _____
 DATE: 2/9/17 2/10/17 _____
 CAVED (ft): 7.3 7.2 _____

DATE STARTED: **2/9/17**
 DATE COMPLETED: **2/9/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **D. Hans, Jr.**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **121.3**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **DCG**
 CHECKED BY: **MEW**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	
									DESCRIPTION	REMARKS
S-1	0.0	13	2-2-2	4	121.3	0	SM		Brown, moist, very loose to loose, Silty SAND.	Topsoil: 4 in.
S-2	2.5	18	3-3-3	6						
S-3	5.0	14	2-2-2	4						
S-4	8.5	18	3-3-3	6	111.3					
						10			Boring terminated at 10 feet.	
						20				
						30				
						40				
						50				
						60				

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-313

Sheet 1 of 1

LOG OF BORING NO. B-315

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ Dry ∇ Dry ∇ _____
 DATE: 2/10/17 2/13/17 _____
 CAVED (ft): 7.8 7.5 _____

DATE STARTED: **2/10/17**
 DATE COMPLETED: **2/10/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **D. Hans, Jr.**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **125.9**
 DATUM: **Survey**
 EQUIPMENT: **Diedrich D-50**
 LOGGED BY: **MEW**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	12	2-3-3	6	125.9	0	CL		Brown, moist, medium stiff, Sandy Lean CLAY.		Topsoil: 3 in.
					123.9		SM		Green Brown to Brown, moist, loose, Silty SAND.		
S-2	2.5	13	3-3-3	6	121.9		MH		Light Gray with Light Brown Mottling, moist, medium stiff, Elastic SILT with Sand.		
S-3	5.0	11	2-2-3	5	118.9		CH		Light Gray with Light Brown, moist, medium stiff, Fat CLAY.		
S-4	8.5	18	2-3-3	6	115.9	10			Boring terminated at 10 feet.		
						20					
						30					
						40					
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-315

Sheet 1 of 1

LOG OF BORING NO. B-316

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ Dry ∇ Dry ∇ _____
 DATE: 2/14/17 2/15/17 _____
 CAVED (ft): 31.2 31.3 _____

DATE STARTED: **2/13/17**
 DATE COMPLETED: **2/13/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **C. Mollineau**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **162.2**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **MEW**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	12	5-5-5	10	162.2	0	SM		Tan to Light Brown, moist, loose to medium dense, Silty SAND.		Topsoil: 6 in.
S-2	2.5	10	5-7-8	15	158.2		ML		Light Gray, moist, stiff to very stiff, Sandy SILT.		
S-3	5.0	16	5-4-7	11							
S-4	8.5	10	6-9-12	21		10					
					150.2		SM		Light Gray Brown, moist, medium dense, Silty SAND.		
S-5	13.5	14	7-9-13	22							
					145.2		ML		Light Brown to Light Gray, moist, very stiff, Sandy SILT.		
S-6	18.5	16	7-8-12	20		20					
					135.2		ML		Tan, moist, very stiff, SILT with Sand.		
S-7	23.5	18	8-8-11	19							
					130.2		CL		Light Gray, Orange Brown, moist, very stiff, Lean CLAY with Sand.		
S-8	28.5	12	10-11-12	23		30					
					125.2		CL		Gray to Dark Orange Brown, moist, hard, Sandy Lean CLAY.		
S-9	33.5	12	10-11-10	21							
S-10	38.5	18	17-29-50/ 5"	50/5"	122.2	40			Boring terminated at 40 feet.		
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-316

Sheet 1 of 1

LOG OF BORING NO. B-317

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ Dry ∇ Dry ∇ _____
 DATE: 2/14/17 2/15/17 _____
 CAVED (ft): 36.2 35.3 _____

DATE STARTED: **2/13/17**
 DATE COMPLETED: **2/13/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **C. Mollineau**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **138.2**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **MEW**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	
									DESCRIPTION	REMARKS
S-1	0.0	10	2-7-11	18	138.2	0	CL		Brown, moist, very stiff, Sandy Lean CLAY.	Topsoil: 6 in.
					136.2		CL		Light Brown, moist, very stiff, Lean CLAY, trace Sand.	
S-2	2.5	6	4-7-10	17	134.2		MH		Tan to Light Gray, moist, stiff, Elastic SILT, trace Sand.	
S-3	5.0	6	4-5-5	10	131.2		MH		Tan, moist, stiff, Sandy Elastic SILT.	
S-4	8.5	8	3-5-7	12	126.2	10	SC		Green Gray with Light Brown, moist, medium dense, Clayey SAND.	
S-5	13.5	10	6-7-8	15	121.2		SM		Green Gray with Brown, moist, loose, Silty SAND.	
S-6	18.5	8	5-4-5	9	116.2	20	CL		Light Gray, Brown, moist, stiff, Lean CLAY with Sand.	
S-7	23.5	12	4-7-8	15	111.2		CH		Red Brown, dry to moist, hard, Fat CLAY with Sand (Marlboro Clay).	
S-8	28.5	14	12-14-20	34	106.2	30	CH		Dark Brown, dry to moist, hard, Fat CLAY (Marlboro Clay).	
S-9	33.5	18	13-25-26	51	101.2		CH		Dark Brown with Gray, moist, hard, Fat CLAY, trace Sand (Marlboro Clay).	
S-10	38.5	18	12-22-35	57	93.2	40			Boring terminated at 45 feet.	
S-11	43.5	18	14-20-23	43		50				
						60				

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-317

Sheet 1 of 1

LOG OF BORING NO. B-318

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **31.3** ∇ **27.3** ∇ _____
 DATE: **2/10/17** **2/13/17** _____
 CAVED (ft): **34.8** **33.2** _____

DATE STARTED: **2/10/17**
 DATE COMPLETED: **2/10/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **C. Mollineau**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **31.0**
 GROUND SURFACE ELEVATION: **128.8**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **MEW**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	18	4-3-5	8	128.8	0	SM		Light Brown to Brown, moist, loose, Silty SAND.	Topsoil: 5 in.	
S-2	2.5	12	4-3-5	8	126.8		ML		Light Brown, moist, medium stiff, Sandy SILT.		
S-3	5.0	14	2-2-3	5	124.8		ML		Light Brown, moist, medium stiff, SILT.		
S-4	8.5	18	4-4-6	10	121.8		ML		Light Gray Brown, moist, stiff, SILT, trace Clay.		
S-5	13.5	8	6-7-8	15	116.8	10	SC		Olive Green, moist, medium dense, Clayey SAND.		
S-6	18.5	18	4-6-8	14	111.8		SM		Olive Green with Brown, moist, medium dense, Silty SAND.		
S-7	23.5	18	4-6-6	12	106.8		CH		Brown, moist, stiff, Fat CLAY, trace Sand (Marlboro Clay).		
S-8	28.5	18	5-8-11	19	101.8	30	CH		Red Brown, moist, very stiff, Fat CLAY, trace Sand (Marlboro Clay).	∇	
S-9	33.5	18	9-13-14	27	96.8		CH		Brown, moist, very stiff, Fat CLAY (Marlboro Clay).	∇	
S-10	38.5	18	26-25-30	55	91.8		SM		Olive Green with Brown, dry to moist, very dense, Silty SAND (Aquia Formation).		
					88.8	40			Boring terminated at 40 feet.		
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-318

Sheet 1 of 1

LOG OF BORING NO. B-320

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ Dry ∇ Dry ∇ _____
 DATE: 2/14/17 2/15/17 _____
 CAVED (ft): 6.2 6.2 _____

DATE STARTED: **2/13/17**
 DATE COMPLETED: **2/13/17**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **C. Mollineau**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **120.0**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **MEW**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	
									DESCRIPTION	REMARKS
S-1	0.0	8	3-3-4	7	120.0	0	SM		Brown, moist, loose, Silty SAND.	Topsoil: 4 in.
S-2	2.5	10	3-5-8	13	118.0		CL		Brown, moist, stiff, Lean CLAY, trace Sand.	
S-3	5.0	10	5-5-9	14	116.0		CL		Brown, moist, stiff, Sandy Lean CLAY.	
					113.0		CH		Brown, moist, very stiff, Fat CLAY.	
S-4	8.5	16	8-12-17	29	110.0	10			Boring terminated at 10 feet.	
						20				
						30				
						40				
						50				
						60				

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. B-320

Sheet 1 of 1

LOG OF BORING NO. GTA-19

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **41.5** ∇ **48.9** ∇ _____
 DATE: **02-18-2016** **02-19-2016** _____
 CAVED (ft): **51.5** * _____

DATE STARTED: **02-18-2016**
 DATE COMPLETED: **02-18-2016**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **J.Leager**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **151.2**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **MEW**
 CHECKED BY: **ADM**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	8	1-2-2	4	151.2	0	ML		Light Brown, moist, soft to medium stiff, Sandy SILT, trace Gravel.	Topsoil: 4.0 in.	Qu=1.0 tsf Qu=0.7 tsf
S-2	2.5	6	4-4-4	8	147.2						
S-3	5.0	9	5-6-5	11	144.2		SM		Light Gray to Light Gray Brown, moist, medium dense, Silty SAND, trace Clay.		Qu=1.5 tsf
S-4	8.5	12	3-4-5	9			SM		Light Brown to Light Gray Brown, moist, loose, Silty SAND.		
S-5	13.5	15	3-5-5	10	139.2	12	SP-SM		Light Gray, dry, loose to medium dense, Poorly-Graded SAND with Silt.		
S-6	18.5	12	6-5-6	11							
					129.2						
S-7	23.5	16	5-7-7	14		24	SM		Light Gray, dry to moist, medium dense Silty SAND.		
S-8	28.5	18	5-6-7	13							
					119.2						
S-9	33.5	18	4-5-7	12		36	SM		Light Gray with Orange Brown, moist, medium dense, Silty SAND.		
					114.2						
S-10	38.5	18	8-7-8	15			SC		Brown, Gray, Orange Brown, moist, medium dense, Clayey SAND.		
					109.2						∇
S-11	43.5	12	6-8-9	17		48	CL		Gray, moist, very stiff, Lean CLAY, trace Sand (Marlboro Clay).		Qu=2.0 tsf
					104.2						
S-12	48.5	18	11-17-29	46			CH		Brown, moist, hard, Fat CLAY (Marlboro Clay).		∇ Qu>4.5 tsf
					99.2						
S-13	53.5	13	24-30-28	58			MH		Red Brown, moist, hard, Elastic SILT.		Qu>4.5 tsf
					96.2						
						60			Boring terminated at 55 feet.		
									Qu is the approximate unconfined compressive strength given in tons per square foot (tsf) as measured by a pocket penetrometer.		
						72					

NOTES: *Cave-in depth not recorded.
 Boring offset approximately 15 feet northwest.



GEO-TECHNOLOGY ASSOCIATES, INC.
 14280 Park Center Drive, Suite A
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LOG OF BORING NO. GTA-19

LOG OF BORING NO. GTA-27

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **23.4** ∇ **17.5** ∇ _____
 DATE: **02-17-2016** **02-18-2016** _____
 CAVED (ft): **28.5** * _____

DATE STARTED: **02-17-2016**
 DATE COMPLETED: **02-17-2016**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **J.Leager**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **101.1**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **MEW**
 CHECKED BY: **ADM**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	15	WOH-1-3	4	101.1	0	CL		Brown, moist, soft, Lean CLAY, trace Sand.		Topsoil: 5.0 in.
S-2	2.5	18	7-9-11	20	99.1		CL		Orange Brown to Brown, moist, very stiff, Lean CLAY, trace Sand (Marlboro Clay).		
S-3	5.0	16	11-11-13	24	97.1		CH		Brown, dry to moist, very stiff, Fat CLAY (Marlboro Clay).		
					94.1		CH		Brown, Pink, dry to moist, stiff, Fat CLAY (Marlboro Clay).		
S-4	8.5	17	5-6-7	13		10					
					89.1		SM		Olive Green with Orange Brown, moist, medium dense, Silty SAND (Aquia Formation).		
S-5	13.5	16	5-7-13	20							
S-6	18.5	8	10-12-12	24		20					
S-7	23.5	8	5-6-9	15							
S-8	28.5	12	5-7-9	16	71.1	30			Boring terminated at 30 feet.		
						40			Qu is the approximate unconfined compressive strength given in tons per square foot (tsf) as measured by a pocket penetrometer.		
						50					
						60					

NOTES: *Cave-in depth not recorded.



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
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LOG OF BORING NO. GTA-27

LOG OF BORING NO. GTA-28

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **16.2** ∇ **18.8** ∇ _____
 DATE: **02-15-2016** **02-16-2016** _____
 CAVED (ft): **PIPE** **PIPE** _____

DATE STARTED: **02-15-2016**
 DATE COMPLETED: **02-15-2016**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **J.Fairbanks**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **24.3**
 GROUND SURFACE ELEVATION: **100.7**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **MEW**
 CHECKED BY: **ADM**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
									DESCRIPTION		
S-1	0.0	11	1-2-3	5	100.7	0	CH		Brown, moist, medium stiff, Fat CLAY (Marlboro Clay).		Topsoil: 3.5 in. Qu=1.0 tsf Qu=4.0 tsf
S-2	2.5	14	5-7-9	16	98.7		CH		Brown, dry to moist, very stiff, Fat CLAY with Sand (Marlboro Clay).		
U-1	5.0	15	PUSH TUBE		96.7		CH		Brown to Red Brown, dry to moist, very stiff, Fat CLAY (Marlboro Clay).		
S-3	7.0	18	5-13-11	24	93.7		SM		Green Brown, moist, dense, Silty SAND (Aquia Formation).		Qu=2.7 tsf
S-4	8.5	11	14-17-18	35		10					
					88.7		SM		Olive Green to Gray, dry to moist, medium dense to dense, Silty SAND (Aquia Formation).		
S-5	13.5	15	8-16-15	31							∇
S-6	18.5	17	7-10-12	22		20					∇
S-7	23.5	16	4-5-9	14							∇
S-8	28.5	15	5-6-8	14	70.7	30			Boring terminated at 30 feet.		
						40			Qu is the approximate unconfined compressive strength given in tons per square foot (tsf) as measured by a pocket penetrometer.		
						50					
						60					

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive, Suite A
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LOG OF BORING NO. GTA-28

Sheet 1 of 1

LOG OF BORING NO. GTA-29

Sheet 1 of 1

PROJECT: **Willowbrook**
 PROJECT NO.: **131007**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): ∇ **26.6** ∇ * ∇ _____
 DATE: **02-17-2016** _____
 CAVED (ft): **28.4** * _____

DATE STARTED: **02-17-2016**
 DATE COMPLETED: **02-17-2016**
 DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
 DRILLER: **J.Leager**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon / Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ∇ **Dry**
 GROUND SURFACE ELEVATION: **105.4**
 DATUM: **Survey**
 EQUIPMENT: **CME-55**
 LOGGED BY: **MEW**
 CHECKED BY: **ADM**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	
									DESCRIPTION	REMARKS
S-1	0.0	9	WOH-1-2	3	105.4	0	SC		Brown, moist, very loose, Clayey SAND.	Topsoil: 4.0 in. Qu=0.5 tsf Qu=1.5 tsf Qu=1.2 tsf Qu=3.0 tsf
S-2	2.5	6	5-5-4	9	103.4		CL		Brown, moist, stiff, Sandy Lean CLAY.	
S-3	5.0	8	4-5-8	13	101.4		SC		Brown, moist, medium dense, Clayey SAND.	
S-4	8.5	12	12-16-14	30	98.4		SM		Brown to Light Gray Brown, dry to moist, medium dense, Silty SAND.	
S-5	13.5	8	8-9-17	26	93.4		SM		Light Brown to Light Gray Brown, dry to moist, medium dense, Silty SAND, trace Gravel.	
S-6	18.5	9	9-10-12	22	88.4		SM		Olive Green with Orange Brown, moist, medium dense, Silty SAND.	
S-7	23.5	18	6-10-13	23	83.4		SM		Olive Green, moist, medium dense, Silty SAND.	
S-8	28.5	18	7-9-9	18	73.4		SM		Gray, moist, medium dense, Silty SAND.	
S-9	33.5	14	7-13-11	24	70.4		SM		Gray, moist, medium dense, Silty SAND.	
						40			Boring terminated at 35 feet.	
						50			Qu is the approximate unconfined compressive strength given in tons per square foot (tsf) as measured by a pocket penetrometer.	
						60				

NOTES: ***Boring was ran over by drilling equipment, preventing subsequent groundwater and cave-in depth measurements.**



GEO-TECHNOLOGY ASSOCIATES, INC.

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LOG OF BORING NO. GTA-29

Sheet 1 of 1

LOG OF BORING NO. SWM-08

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ Dry ∇ 18.0 ∇ _____
 DATE: 01/02/06 01/03/06 _____
 CAVED (ft): 19.2 19.0 _____

DATE STARTED: **January 2, 2006**
 DATE COMPLETED: **January 2, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **95.3**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
1	0.0	8	1-2-3	5	95.3	0	CH		Light brown and gray, moist, medium stiff to very stiff, Fat CLAY. (Marlboro Clay)	Topsoil: 8 in.	Water encountered at 27.0 feet.
2	2.5	8	4-6-7	13	88.3	5	SM		AASHTO: A-7-6		
3	5.0	12	7-9-10	19							
4	8.5	14	5-7-10	17	10						
5	13.5	16	5-7-9	16	15						
6	18.5	14	3-5-9	14	20						
7	23.5	8	4-6-7	13	25						
8	28.5	18	4-6-7	13	68.3 65.3	30	SC		Black, moist, medium dense, Clayey SAND. AASHTO: A-2-6		
Bottom of Hole at 30.0 Feet.											

NOTES:

CREATE FROM 050756.GPJ 11/29/06



GEO-TECHNOLOGY ASSOCIATES, INC.
 14280 Park Center Drive Suite A
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LOG OF BORING NO. SWM-08

LOG OF BORING NO. B-12

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ **Dry** ∇ **3.7** ∇ _____
 DATE: **01/02/06** **01/03/06** _____
 CAVED (ft): **10.0** **9.0** _____

DATE STARTED: **January 2, 2006**
 DATE COMPLETED: **January 2, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **93.4**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
1	0.0	8	1-3-3	6	93.4	0	CH		Brown to light gray, moist, medium stiff to stiff, Fat CLAY. (Marlboro Clay)	Topsoil: 8 in.
2	2.5	10	4-5-6	10	88.9	5	SM		AASHTO: A-7-6 Dark green, moist, medium dense, Silty SAND.	No water encountered while drilling.
3	5.0	18	7-8-9	17		10			AASHTO: A-2-4	
4	8.5	14	7-8-9	17		15				
5	13.5	19	8-9-10	25	78.4	15			Bottom of Hole at 15.0 Feet.	

NOTES:

CREATE FROM 050756.GPJ 11/29/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-12

LOG OF BORING NO. B-14

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ **22.0** ∇ **21.0** ∇ _____
 DATE: **01/09/06** **01/10/06** _____
 CAVED (ft): **27.0** **24.0** _____

DATE STARTED: **January 9, 2006**
 DATE COMPLETED: **January 9, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **108.2**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
					108.2	0					
1	0.0	8	2-2-2	4	106.2	0	SM		Dark brown, moist, loose Silty SAND with Organics.		Topsoil: 8 in.
2	2.5	8	4-4-5	9		5	SM		AASHTO: A-2-4 Brown, moist, loose, Silty SAND.		Water encountered at 24.0 feet.
3	5.0	10	4-5-5	10	101.2						
4	8.5	8	4-4-5	9		10	CH		AASHTO: A-2-4 Pale gray to light brown, moist, stiff, Fat CLAY. (Marlboro Clay)		
5	13.5	14	5-5-5	10		15			AASHTO: A-7-6		
					91.2						
6	18.5	12	5-6-6	12		20	SM		Olive gray, moist, medium dense, Silty SAND. AASHTO: A-2-4		∇
7	23.5	14	5-6-7	13		25					
8	28.5	12	8-9-8	17	78.2	30					
										Bottom of Hole at 30.0 Feet.	

NOTES:

CREATE FROM 050756.GPJ 11/29/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-14

LOG OF BORING NO. B-15

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ 25.5 ∇ 15.0 ∇ _____
 DATE: 01/09/06 01/10/06 _____
 CAVED (ft): 27.0 21.0 _____

DATE STARTED: **January 9, 2006**
 DATE COMPLETED: **January 9, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **104.3**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					104.3	0	SM		Brown, moist, loose, Silty SAND.	Topsoil: 8 in.
1	0.0	8	2-2-2	4	102.3					
2	2.5	8	4-4-4	8		5	CH		AASHTO: A-2-4 Light brown, moist, medium stiff to stiff, Fat CLAY. (Marlboro Clay)	Water encountered at 28.0 feet.
3	5.0	10	4-5-5	10						
4	8.5		4-5-6	11				AASHTO: A-7-6		
					92.3					
5	13.5	8	4-5-5	10		15	SM		Olive gray, moist, loose to medium dense, Silty SAND. AASHTO: A-2-4	∇
6	18.5	14	4-5-6	11		20				
7	23.5	16	4-5-8	11		25				∇
					77.3					
8	28.5	14	4-4-4	8	74.3	30	SM		Olive, moist, loose, Silty SAND. AASHTO: A-2-4 Bottom of Hole at 30.0 Feet.	

NOTES:

CREATE FROM: 050756.GPJ 11/29/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-15

LOG OF BORING NO. B-16

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ Dry ∇ Dry ∇ _____
 DATE: 01/02/06 01/03/06 _____
 CAVED (ft): 17.6 16.0 _____

DATE STARTED: **January 2, 2006**
 DATE COMPLETED: **January 2, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **102.4**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
1	0.0	8	1-2-2	4	102.4	0	ML		Dark brown, moist, very loose, Sandy SILT.		Topsoil: 8 in.
2	2.5	18	4-6-6	12	100.4	2.5	CH		AASHTO: A-4		No water encountered while drilling.
3	5.0	18	6-7-7	14					Light brown, moist, stiff, Fat CLAY. (Marlboro Clay)		
4	8.5	18	5-6-7	13					AASHTO: A-7-6		
					90.4						
5	13.5	12	7-8-11	19		13.5	SM		Olive green, moist, medium dense, Silty SAND.		
6	18.5	18	6-9-10	19		18.5			AASHTO: A-2-4		
7	23.5	12	7-8-8	16	77.4	23.5					
						25			Bottom of Hole at 25.0 Feet.		

NOTES:

CREATE FROM 050756.GPJ 11/29/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-16

LOG OF BORING NO. B-17

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ Dry ∇ Dry ∇ _____
 DATE: 01/06/06 01/07/06 _____
 CAVED (ft): 18.0 17.0 _____

DATE STARTED: **January 6, 2006**
 DATE COMPLETED: **January 6, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **98.0**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
1	0.0	10	2-2-3	5	98.0	0	CH		Light brown, moist, medium stiff to stiff, Fat CLAY. (Marlboro Clay)	Topsoil: 8 in. No water encountered while drilling.
2	2.5	10	5-5-8	11				AASHTO: A-7-6		
3	5.0	18	5-7-8	15	91.0	5				
4	8.5	14	10-11-12	23		10	SM		Olive green and gray, moist, medium dense, Silty SAND. AASHTO: A-2-4	
5	13.5	14	7-7-8	15		15				
6	18.5	18	7-8-8	18	78.0	20			Bottom of Hole at 20.0 Feet.	

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-17

LOG OF BORING NO. B-18

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ Dry ∇ Dry ∇ _____
 DATE: 01/02/06 01/03/06 _____
 CAVED (ft): 13.8 30.0 _____

DATE STARTED: **January 2, 2006**
 DATE COMPLETED: **January 2, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **117.6**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
1	0.0	6	1-1-2	3	117.6	0	ML		Brown, moist, very loose, Sandy SILT.		Topsoil: 8 in.
2	2.5	6	4-5-6	11	115.6	2.5	SC		AASHTO: A-4 Tan and light brown, moist, medium dense, Clayey SAND.		No water encountered while drilling.
3	5.0	12	6-7-7	14	110.6	5.0	SM		AASHTO: A-2-6 Olive green, moist, medium dense, Silty SAND.		
4	8.5	10	5-5-6	11	105.6	8.5	CH		AASHTO: A-2-4 Tan to light brown, moist, stiff to very stiff, Fat CLAY. (Marlboro Clay)		
5	13.5	16	5-6-6	12	105.6	13.5	CH		AASHTO: A-7-6		
6	18.5	18	8-9-10	19		18.5					
7	23.5	18	7-8-8	16		23.5					
8	28.5	18	6-7-7	14		28.5					
9	33.5	14	7-7-8	15	85.6	33.5	SM		Olive green, moist, medium dense, Silty SAND. AASHTO: A-2-4		
10	38.5	14	7-7-8	15	77.6	38.5					
						40.0				Bottom of Hole at 40.0 Feet.	

NOTES:

CREATE FROM 050756.GPJ 1/12/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-18

LOG OF BORING NO. B-20

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ **11.0** ∇ **Dry** ∇ _____
 DATE: **01/09/06** **01/10/06** _____
 CAVED (ft): _____ **10.0** _____

DATE STARTED: **January 9, 2006**
 DATE COMPLETED: **January 9, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **106.8**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					106.8	0	SM		Brown, moist, very loose, Silty SAND.	Topsoil: 3 in.
1	0.0	12	1-1-2	3	104.8					
2	2.5	8	5-6-6	12		5	SC		AASHTO: A-2-4 Light brown, moist, medium dense, Clayey SAND.	Water encountered at 28.3 feet.
3	5.0	10	6-7-8	15	99.8					
4	8.5	18	10-13-14	27		10	CH		AASHTO: A-2-6 Brown, moist, very stiff to stiff, Fat CLAY. (Marlboro Clay)	
5	13.5	18	3-4-5	9		15			AASHTO: A-7-6	
6	18.5	18	10-13-13	26	87.3	20	SM		Olive, green, moist, medium dense, Silty SAND. AASHTO: A-2-4	
7	23.5	14	5-6-7	13		25				
8	28.5	16	6-7-8	15	76.8	30			Bottom of Hole at 30.0 Feet.	

NOTES:

CREATE FROM 050756.GPJ 11/29/06



GEO-TECHNOLOGY ASSOCIATES, INC.
 14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-20

LOG OF BORING NO. B-21

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ 24.0 ∇ 22.5 ∇ _____
 DATE: 01/04/06 01/05/06 _____
 CAVED (ft): 25.0 24.0 _____

DATE STARTED: **January 4, 2006**
 DATE COMPLETED: **January 4, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **104.2**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
1	0.0	10	2-2-2	4	104.2	0	SM		Brown, moist, loose, Silty SAND.		Topsoil: 8 in.
2	2.5	12	4-5-6	11	102.2	2.5	CH		AASHTO: A-2-4		Water encountered at 33.0 feet.
3	5.0	12	7-8-9	17		Pale brown to gray, stiff to very stiff, Fat CLAY. (Marlboro Clay)					
4	8.5	18	4-5-6	11		AASHTO: A-7-6					
5	13.5	18	3-4-10	14	90.2	Dark green, moist, medium dense, Silty SAND.					
6	18.5	19	10-9-9	18		20	SM		AASHTO: A-2-4		
7	23.5	16	8-9-9	18		25					
8	28.5	8	5-6-7	13	74.2	30			Bottom of Hole at 30.0 Feet.		

NOTES:

CREATE FROM 050756.GPJ 11/29/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-21

LOG OF BORING NO. B-22

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ Dry ∇ Dry ∇ _____
 DATE: 01/04/06 01/05/06 _____
 CAVED (ft): 35.0 26.0 _____

DATE STARTED: **January 4, 2006**
 DATE COMPLETED: **January 4, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **125.0**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
1	0.0	14	2-2-2	4	125.0	0	SM		Brown, moist, loose, Silty SAND.	Topsoil: 8 in. No water encountered while drilling.
2	2.5	8	3-3-4	7	123.0	2.5	SC		AASHTO: A-2-4 Olive gray, moist, loose to medium dense, Clayey SAND.	
3	5.0	12	4-6-6	12	118.0	5.0	SM		AASHTO: A-2-6 Brown, moist, medium dense, Silty SAND.	
4	8.5	8	5-6-7	13	112.0	8.5	SM		AASHTO: A-2-4	
5	13.5	18	9-10-11	21	112.0	13.5	CH		Pale brown, moist, very stiff to hard, Fat CLAY. (Marlboro Clay) AASHTO: A-7-6	
6	18.5	18	10-16-19	35	112.0	18.5	CH			
7	23.5	18	9-12-14	26	112.0	23.5	CH			
8	28.5	18	10-15-16	31	112.0	28.5	CH			
9	33.5	18	12-15-22	37	91.0	33.5	SM		Dark green, moist, dense, Silty SAND. AASHTO: A-2-4	
10	38.5	8	18-20-22	42	85.0	38.5	SM			
					85.0	40			Bottom of Hole at 40.0 Feet.	

NOTES:

CREATE FROM 050756.GPJ 11/29/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-22

LOG OF BORING NO. B-29

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ **21.3** ∇ **Dry** ∇ _____
 DATE: **01/11/06** **01/12/06** _____
 CAVED (ft): **31.9** _____

DATE STARTED: **January 11, 2006**
 DATE COMPLETED: **January 11, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **121.4**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					121.4	0	CL		Brown, moist, loose, Sandy Lean CLAY.	Topsoil: 8 in.
1	0.0	4	1-2-2	4	119.4		SM		AASHTO: A-6	No water encountered while drilling.
2	2.5	6	3-4-4	8	116.9		SM		Brown, moist, loose Silty SAND with Organics.	
3	5.0	8	4-6-7	13				AASHTO: A-2-4		
4	8.5	12	4-8-8	16	111.9		CH		Brown, moist, medium dense, Silty SAND.	
						10			AASHTO: A-2-4	
5	13.5	18	4-4-5	9					Light gray to pale brown, moist, stiff, Fat CLAY. (Marlboro Clay)	
						15			AASHTO: A-7-6	
6	18.5	18	4-6-6	12						∇
						20				
7	23.5	18	6-7-7	14						
						25				
8	28.5	18	5-7-8	15						
					89.4					
9	33.5	18	10-11-12	23	86.4		SM		Olive gray, moist, medium dense, Silty SAND.	
						35			AASHTO: A-2-4	
									Bottom of Hole at 35.0 Feet.	

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.
 14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-29

LOG OF BORING NO. B-30

PROJECT: **Willow Brook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL: ∇ Dry ∇ Dry ∇ _____
 DATE: 01/11/06 01/12/06 _____
 CAVED (ft): 47.0 46.0 _____

DATE STARTED: **January 11, 2006**
 DATE COMPLETED: **January 11, 2006**
 DRILLING CONTRACTOR: **GTA**
 DRILLER: **J. Balk**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **136.6**
 DATUM: **MSL**
 EQUIPMENT: **CME 550**
 LOGGED BY: **J. Russel**
 CHECKED BY: **B. Dinsmore**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
					136.6	0	ML		Dark brown, moist, very loose, Sandy SILT.		Topsoil: 10 in.
1	0.0	6	1-1-2	3	134.6		SC		AASHTO: A-4 Brown to olive gray, moist, loose to medium dense, Clayey SAND.		No water encountered while drilling.
2	2.5	6	3-3-4	7					AASHTO: A-2-6		
3	5.0	8	4-5-7	12							
4	8.5	10	5-5-7	12							
5	13.5	14	3-4-4	8							
					119.6		CH		Dark to pale brown, moist to very stiff Fat CLAY. (Marlboro Clay)		
6	18.5	12	7-9-11	20					AASHTO: A-7-6		
7	23.5	18	9-11-14	25							
8	28.5	12	9-9-12	21							
9	33.5	16	12-9-11	20							
10	38.5	16	12-12-12	24							
11	43.5	18	12-14-14	28							
					89.6		SM		Dark brown, moist, medium dense, Silty SAND.		
12	48.5	10	11-12-12	24	86.6	50			AASHTO: A-2-4 Bottom of Hole at 50.0 Feet.		

NOTES:

CREATE FROM: 050756.GPJ 11/29/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-30

LOG OF BORING NO. B-89

PROJECT: **Willowbrook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County**

WATER LEVEL: ∇ Dry ∇ Dry ∇ _____
 DATE: 03/29/06 03/30/06 _____
 CAVED (ft): 6.8 6.9 _____

DATE STARTED: **March 29, 2006**
 DATE COMPLETED: **March 29, 2006**
 DRILLING CONTRACTOR: **Geo Services**
 DRILLER: **Ronald**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **115.0**
 DATUM: **Survey**
 EQUIPMENT: **CME-850**
 LOGGED BY: **Ronald**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					115.0	0	ML		Dark brown, moist, soft to medium stiff, Sandy SILT.	Topsoil: 15 in.
1	0.0		1-2-1	3						
2	2.0		2-4-5	9	112.0		CH		AASHTO: A-4	No water encountered while drilling.
3	4.5		3-5-9	14				Reddish brown, moist, stiff, Fat CLAY. (Marlboro Clay)		
4	7.0		3-4-6	10				AASHTO: A-7-6		
5	8.5		4-7-8	15	105.0	10		Bottom of Hole at 10.0 Feet.		

NOTES:

LOG 050756.1;GEO.GPJ 9/12/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-89

LOG OF BORING NO. B-93

PROJECT: **Willowbrook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County**

WATER LEVEL: ∇ **Dry** ∇ **9.7** ∇ _____
 DATE: **03/29/06** **03/23/06** _____
 CAVED (ft): **18.5** **14.2** _____

DATE STARTED: **March 22, 2006**
 DATE COMPLETED: **March 22, 2006**
 DRILLING CONTRACTOR: **Geo Services**
 DRILLER: **Ronald**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **116.9**
 DATUM: **Survey**
 EQUIPMENT: **CME-850**
 LOGGED BY: **Ronald**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
1	0.0		1-1-1	2	116.9	0	SM		Greenish brown, moist, very loose to medium stiff, Silty SAND.	Topsoil: 4 in.	No water encountered while drilling.
2	2.0		1-3-5	8				AASHTO: A-2-4			
3	4.5		2-5-7	12							
4	7.0		5-4-5	9	108.9						
5	10.0		3-6-7	13		10	CH		Reddish brown, moist, stiff to very stiff, Fat CLAY.		
6	15.0		8-12-17	29		15					
7	18.5		2-5-7	12	96.9	20					
									Bottom of Hole at 20.0 Feet.		

NOTES:

LOG 050756.1GEO.GPJ 9/12/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-93

LOG OF BORING NO. B-94

PROJECT: **Willowbrook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County**

WATER LEVEL: ∇ **Dry** ∇ **38.3** ∇ _____
 DATE: **03/22/06** **03/23/06** _____
 CAVED (ft): **50.0** **45.8** _____

DATE STARTED: **March 22, 2006**
 DATE COMPLETED: **March 22, 2006**
 DRILLING CONTRACTOR: **Geo Services**
 DRILLER: **Ronald**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **146.1**
 DATUM: **Survey**
 EQUIPMENT: **CME-850**
 LOGGED BY: **Ronald**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
1	0.0		1-1-3	4	146.1	0	CL		Dark brown, moist, soft to medium stiff, Lean CLAY.		Topsoil: 2 in. No water encountered while drilling.
2	2.0		2-3-2	5					AASHTO: A-6		
3	4.0		2-2-3	5		5					
4	6.5		2-2-3	5							
5	9.0		1-2-2	4	137.1	10	SM		Gray, slightly moist, loose, Silty SAND.		
6	14.0		2-2-3	5		15			AASHTO: A-2-4		
7	19.0		3-4-5	9	127.1	20	ML		Light brown, moist, stiff, SILT.		
8	24.0		4-5-6	11	122.1	25	CL		Green, moist, stiff, Lean CLAY with Sand.		
9	28.5		2-2-3	5	117.6	30	CH		Grayish brown to reddish brown, moist, medium stiff to very stiff, Fat CLAY. (Marlboro Clay)		
10	33.5		4-7-8	15		35			AASHTO: A-7-6		
11	38.5		8-10-14	24		40					
12	43.5		8-11-14	25		45					
13	48.5		6-11-15	26		50					
14	53.5		13-17-23	40	92.6 91.1	55	SM		Green, moist, dense, Silty SAND. (Aquia Formation)		
									AASHTO: A-2-4		
									Bottom of Hole at 55.0 Feet.		

NOTES:

LOG 050756.1GEO.GPJ 9/12/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-94

LOG OF BORING NO. B-95

PROJECT: **Willowbrook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County**

WATER LEVEL: ∇ Dry ∇ 12.3 ∇ _____
 DATE: 03/22/06 03/23/06 _____
 CAVED (ft): 12.6 12.1 _____

DATE STARTED: **March 22, 2006**
 DATE COMPLETED: **March 22, 2006**
 DRILLING CONTRACTOR: **Geo Services**
 DRILLER: **Ronald**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **113.0**
 DATUM: **Survey**
 EQUIPMENT: **CME-850**
 LOGGED BY: **Ronald**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
1	0.0		1-1-2	3	113.0	0	CL		Brown, moist, soft to medium stiff, Lean CLAY with SAND.		Topsoil: 4 in.
2	2.0		2-3-4	7					AASHTO: A-6		No water encountered while drilling.
3	4.5		2-4-4	8	108.0	5	CH		Reddish brown, moist, stiff, Fat CLAY. (Marlboro Clay)		
4	7.0		3-5-8	13					AASHTO: A-7-6		
5	9.5		4-7-9	16		10					
6	13.5		4-8-7	13	98.0	15					
									Bottom of Hole at 15.0 Feet.		

NOTES:

LOBG 050756.1.GEO.GPJ 9/12/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-95

LOG OF BORING NO. B-96

PROJECT: **Willowbrook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County**

WATER LEVEL: ∇ Dry ∇ Dry ∇ _____
 DATE: 03/22/06 03/23/06 _____
 CAVED (ft): 21.9 21.9 _____

DATE STARTED: **March 22, 2006**
 DATE COMPLETED: **March 22, 2006**
 DRILLING CONTRACTOR: **Geo Services**
 DRILLER: **Ronald**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **150.3**
 DATUM: **Survey**
 EQUIPMENT: **CME-850**
 LOGGED BY: **Ronald**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION		REMARKS
					150.3	0					
1	0.0		1-1-1	2	148.3	0	ML		Dark brown, moist, soft, Sandy SILT.		Topsoil: 5 in.
2	2.0		2-2-4	6		5	CL		AASHTO: A-4 Brown, moist, medium stiff to stiff, Lean CLAY.		No water encountered while drilling.
3	4.0		2-3-6	9				AASHTO: A-6			
4	6.5		3-4-5	9	141.3						
5	9.0		3-3-4	7		10	SM		Light brown, slightly moist, loose, Silty SAND. AASHTO: A-2-4		
6	14.0		3-3-5	8	131.3	15					
7	19.0		4-4-6	10	127.3	20	ML		Light brown, moist, stiff, SILT.		
8	23.5		4-5-5	10	125.3	25	CL		AASHTO: A-4 Dark brown, moist, stiff, Lean CLAY.		
									AASHTO: A-6 Bottom of Hole at 25.0 Feet.		

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-96

LOG 050756.1.GEO.GPJ 9/12/06

LOG OF BORING NO. B-98

PROJECT: **Willowbrook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County**

WATER LEVEL: ∇ **Dry** ∇ **Dry** ∇ _____
 DATE: **03/21/06** **03/22/06** _____
 CAVED (ft): **31.1** **31.1** _____

DATE STARTED: **March 21, 2006**
 DATE COMPLETED: **March 21, 2006**
 DRILLING CONTRACTOR: **Geo Services**
 DRILLER: **Ronald**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **126.0**
 DATUM: **Survey**
 EQUIPMENT: **CME-850**
 LOGGED BY: **Ronald**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
1	0.0		1-1-1	2	126.0	0	SM		Dark brown, moist, very loose, Silty SAND.	Topsoil: 6 in. No water encountered while drilling.
2	2.0		1-2-4	8	124.0	5	CL		AASHTO: A-2-4 Brown, moist, medium stiff, Lean CLAY.	
3	4.0		2-3-5	8	119.5	5	SM	AASHTO: A-b Brown, moist, loose to medium, Silty SAND.		
4	6.5		2-3-4	7						
5	9.0		3-4-5	9		10		AASHTO: A-2-4		
6	14.0		4-4-7	11		15				
7	18.5		4-9-13	22	107.5	20	CH		Dark brown, moist, very stiff, Fat CLAY. (Marlboro Clay) AASHTO: A-7-6	
8	23.5		6-10-13	23		25				
9	28.5		4-8-12	20		30				
10	33.5		10-11-11	22	92.5	35	SM		Green, moist, medium dense, Silty SAND. (Aquia Formation)	
11	35.0		11-17-21	28	89.5			AASHTO: A-2-4 Bottom of Hole at 36.5 Feet.		

NOTES:

LOG 050756.1.GEO.GPJ 9/12/06



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-98

LOG OF BORING NO. B-99

PROJECT: **Willowbrook**
 PROJECT NO: **050756.1**
 PROJECT LOCATION: **Prince George's County**

WATER LEVEL: ∇ Dry ∇ Dry ∇ _____
 DATE: 03/21/06 03/22/06 _____
 CAVED (ft): 7.6 7.4 _____

DATE STARTED: **March 21, 2006**
 DATE COMPLETED: **March 21, 2006**
 DRILLING CONTRACTOR: **Geo Services**
 DRILLER: **Ronald**
 DRILLING METHOD: **HSA**
 SAMPLING METHOD: **Split Spoon**

GROUND SURFACE ELEVATION: **125.3**
 DATUM: **Survey**
 EQUIPMENT: **CME-850**
 LOGGED BY: **Ronald**
 CHECKED BY: **BTD**

SAMPLE NUMBER	SAMPLE DEPTH (ft)	SAMPLE RECOVERY (in)	SAMPLE BLOWS/6 inches	N (blows/ft)	ELEVATION (ft)	DEPTH (ft)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS	
					125.3	0					
1	0.0		1-2-2	4	123.3	0	SM		Dark brown, moist, very loose, Silty SAND.	Topsoil: 7 in.	
2	2.0		2-3-5	8		5	CL		AASHTO: A-2-4 Brown, moist, medium stiff, Lean CLAY.	No water encountered while drilling.	
3	3.5		3-3-5	8		5					
4	6.0		2-3-4	7	116.8	10					
5	8.5		3-3-3	8	115.3	10	SM		AASHTO: A-6 Dark brown, moist, loose, Silty SAND.		
						10			AASHTO: A-2-4 Bottom of Hole at 10.0 Feet.		

NOTES:



GEO-TECHNOLOGY ASSOCIATES, INC.

14280 Park Center Drive Suite A
 Laurel, MD 20707

LOG OF BORING NO. B-99

LOG 050756.1GEO.GPJ 9/12/06



APPENDIX C

LABORATORY DATA

GEO-TECHNOLOGY ASSOCIATES, INC.
Natural Moisture Content Summary

Lot No. 7 - National Capital Business Park
December 2, 2022
131007x8

Test Method: ASTM D 2216

BORING No.	SAMPLE No.	DEPTH (FT)	NATURAL MOISTURE CONTENT %
B7-1	S-1	0.0-1.5	21.7
	S-2	2.5-4.0	22.2
	S-3	5.0-6.5	54.6
	S-4	8.5-10.0	31.9
	S-5	13.5-15.0	27.3
	S-6	18.5-20.0	39.8
	S-7	23.5-25.0	31.4
B7-6	S-1	0.0-1.5	20.7
	S-2	2.5-4.0	27.7
	S-3	5.0-6.5	18.6
	S-4	8.5-10.0	21.4
	S-5	13.5-15.0	17.3
	S-6	18.5-20.0	19.6
	S-7	23.5-25.0	41.0
	S-8	28.5-30.0	70.5
	S-9	33.5-35.0	33.9
	S-10	38.5-40.0	26.0
	S-11	43.5-45.0	36.5
	S-12	48.5-50.0	32.9
B7-7	S-1	0.0-1.5	25.4
	S-2	2.5-4.0	23.8
	S-3	5.0-6.5	18.1
	S-4	8.5-10.0	9.7
	S-5	13.5-15.0	17.1
	S-6	18.5-20.0	57.9
	S-7	23.5-25.0	22.1

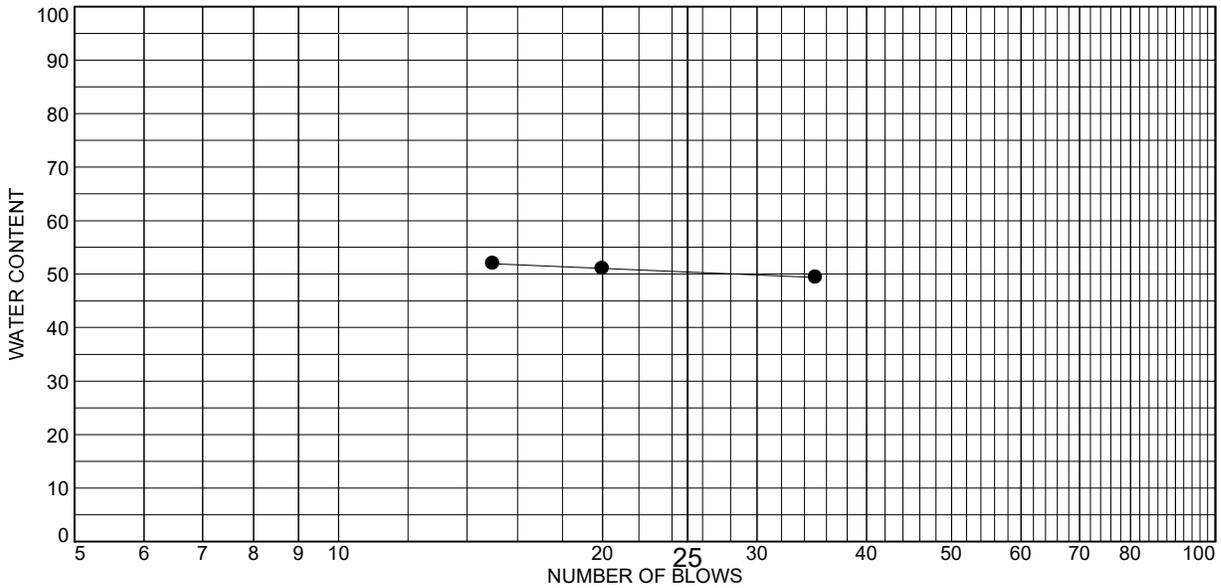
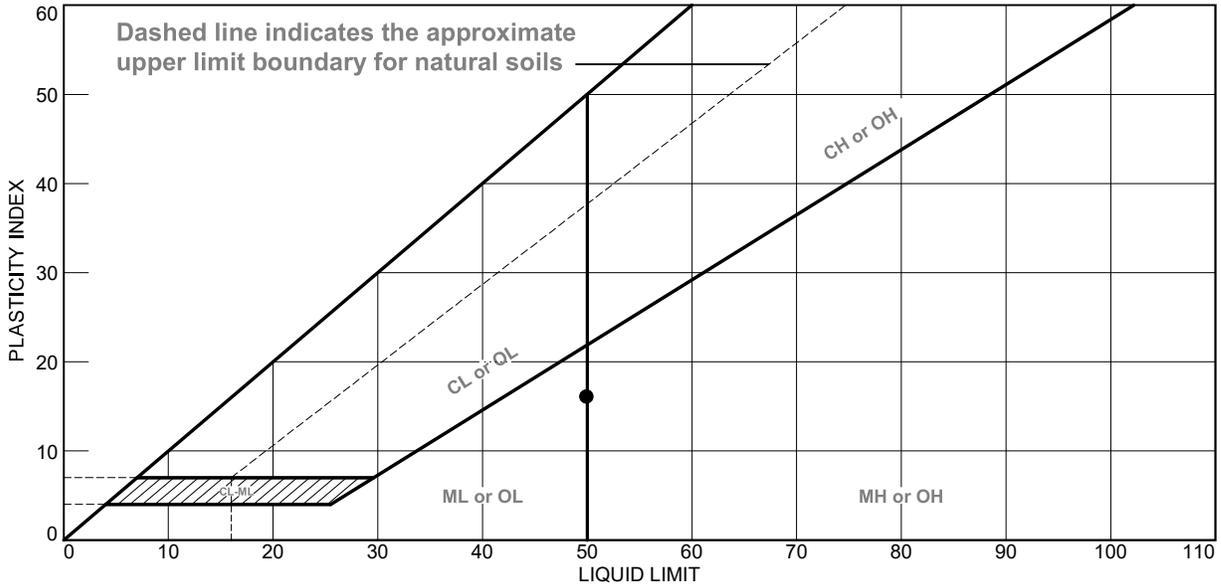
GEO-TECHNOLOGY ASSOCIATES, INC.
Natural Moisture Content Summary

Lot No. 7 - National Capital Business Park
December 2, 2022
131007x8

Test Method: ASTM D 2216

BORING No.	SAMPLE No.	DEPTH (FT)	NATURAL MOISTURE CONTENT %
B7-7	S-8	28.5-30.0	23.4
	S-9	33.5-35.0	20.6
	S-10	38.5-40.0	32.0
	S-11	43.5-45.0	71.1
	S-12	48.5-50.0	39.2
	S-13	53.5-55.0	35.1
	S-14	58.5-60.0	34.1
B7-9	S-1	0.0-1.5	25.3
	S-2	2.5-4.0	28.4
	S-3	5.0-6.5	35.4
	S-4	8.5-10.0	31.1
	S-5	13.5-15.0	28.7
	S-6	18.5-20.0	19.2
	S-7	23.5-25.0	23.3
	S-8	28.5-30.0	12.8
	S-9	33.5-35.0	19.8
	S-10	38.5-40.0	20.1
B7-16	S-1	0.0-1.5	27.1
	S-2	2.5-4.0	40.8
	S-3	5.0-6.5	42.5
	S-4	8.5-10.0	33.8
	S-5	13.5-15.0	12.9
	S-6	18.5-20.0	22.6
	S-7	23.5-25.0	29.1

LIQUID AND PLASTIC LIMITS TEST REPORT - ASTM D4318



MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
Light Brown, Elastic SILT with Sand	50	34	16	97.5	79.2	MH

Project No. 131007x8 **Client:** NCBP Property, LLC c/o Manekin, LLC
Project: Lot No. 7 - National Capital Business Park
Location: B7-1
Sample Number: Bulk **Depth:** 0.0-4.0


GEO-TECHNOLOGY ASSOCIATES, INC.
 14280 Park Center Drive, Suite A
 Laurel, MD 20707

Remarks:

Figure

ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

Tested By: S. Quidas

Checked By: 

**MOISTURE DENSITY RELATIONSHIP TEST REPORT
ASTM D 1557-12 Method B Modified**

Project No.: 131007x8

Date: 12/02/2022

Project: Lot No. 7 - National Capital Business Park

Client: NCBP Property, LLC c/o Manekin, LLC

Location: B7-1

Sample Number: Bulk **Depth:** 0.0-4.0

Remarks:

MATERIAL DESCRIPTION

Description: Light Brown, Elastic SILT with Sand

Classifications -

USCS: MH

AASHTO: A-7-5(15)

Nat. Moist. = 39.7 %

Sp.G. =

Liquid Limit = 50

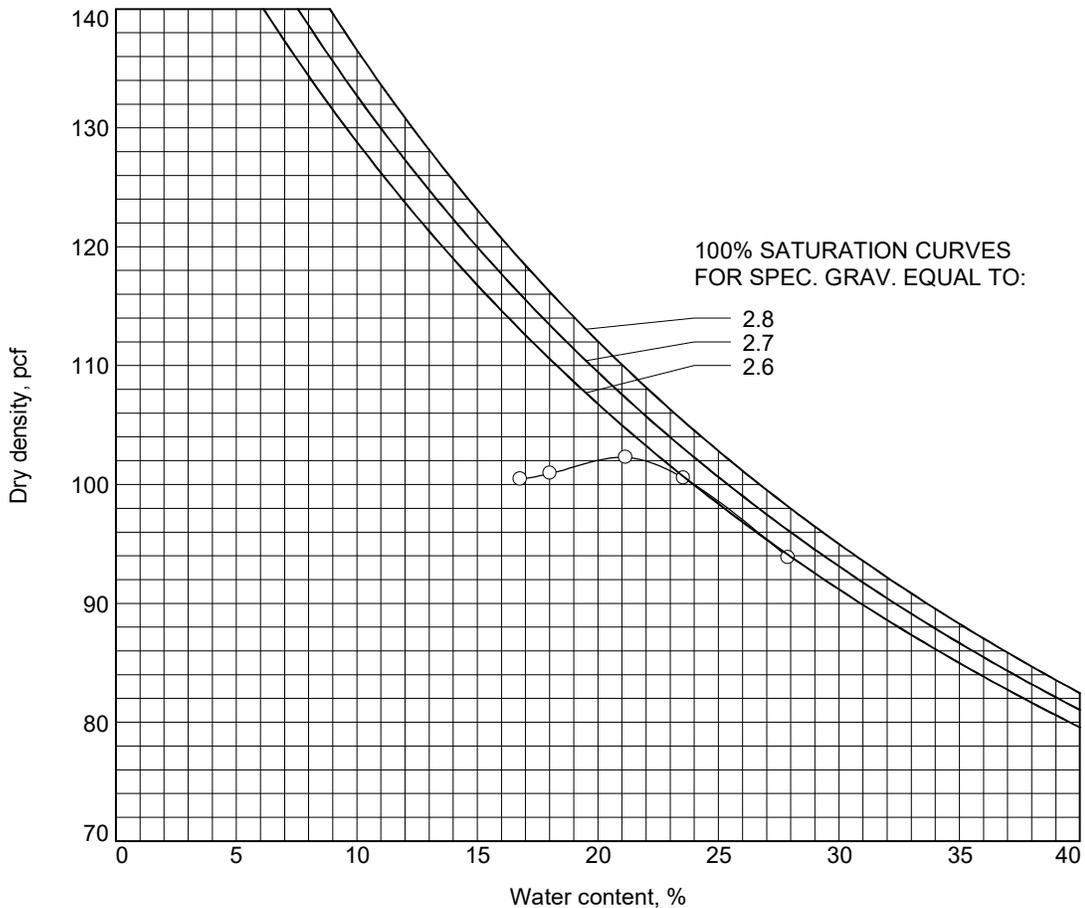
Plasticity Index = 16

% < No.200 = 79.2 %

TEST RESULTS

Maximum dry density = 102.3 pcf

Optimum moisture = 21.0 %



ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

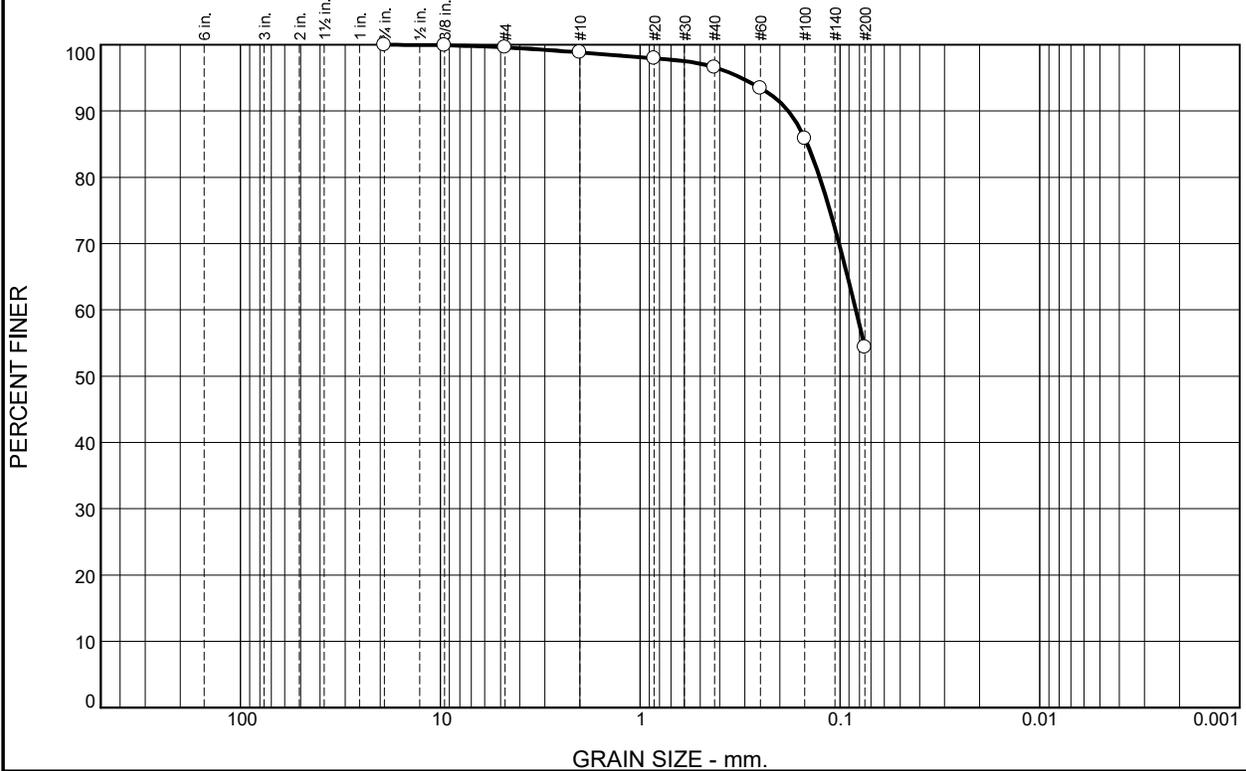
Geo-Technology Associates, Inc.

Figure

Tested By: S. Quidas

Checked By: *JCA*

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.4	0.8	2.2	42.2	54.4	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3/4	100.0		
3/8	99.9		
#4	99.6		
#10	98.8		
#20	97.9		
#40	96.6		
#60	93.4		
#100	85.9		
#200	54.4		

Soil Description

Brown, Sandy Lean CLAY

Atterberg Limits

PL= 20 LL= 30 PI= 10 NM= 6.4

Coefficients

D₉₀= 0.1814 D₈₅= 0.1456 D₆₀= 0.0832
D₅₀= D₃₀= D₁₅=
D₁₀= C_u= C_c=

Classification

USCS= CL AASHTO= A-4(3)

Remarks

* (no specification provided)

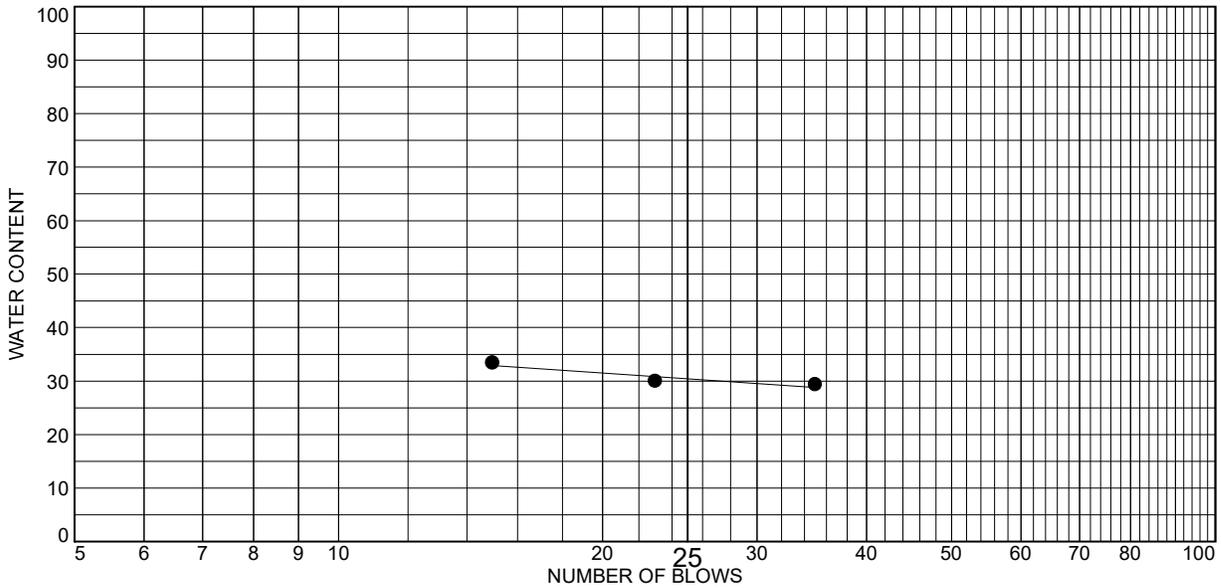
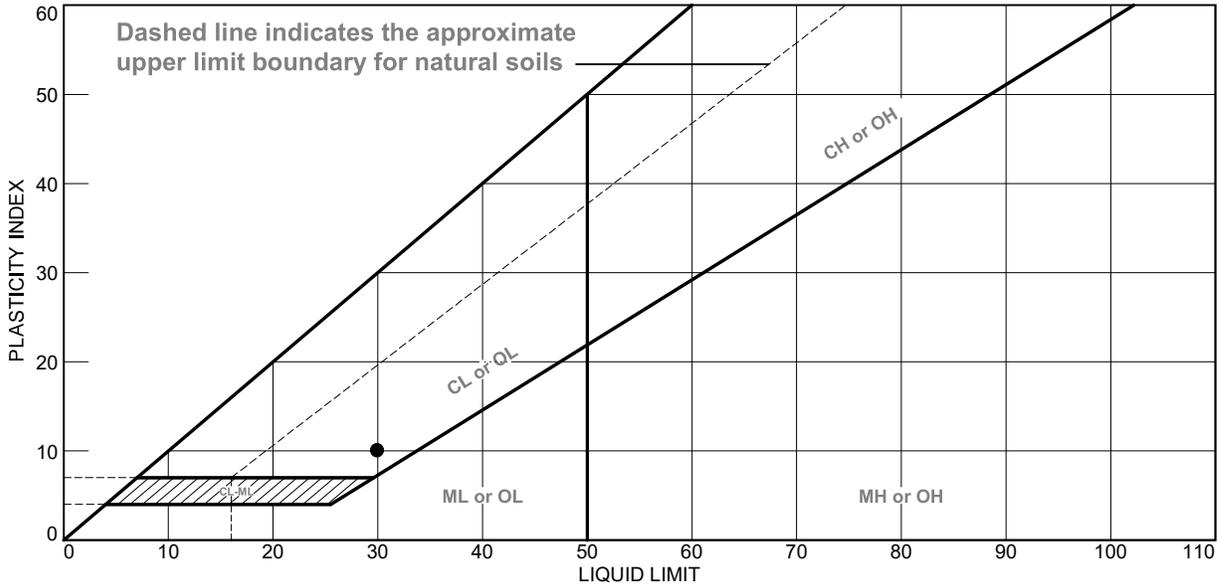
Location: B7-7 **Sample Number:** Bulk **Depth:** 0.0-4.0 **Date:** 12/02/2022

	GEO-TECHNOLOGY ASSOCIATES, INC. 14280 Park Center Drive, Suite A Laurel, MD 20707	Client: NCBP Property, LLC c/o Manekin, LLC Project: Lot No. 7 - National Capital Business Park Project No: 131007x8	Figure
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Tested By: S. Quidas **Checked By:**

ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

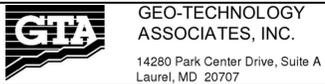
LIQUID AND PLASTIC LIMITS TEST REPORT - ASTM D4318



MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
Brown, Sandy Lean CLAY	30	20	10	96.6	54.4	CL

Project No. 131007x8 **Client:** NCBP Property, LLC c/o Manekin, LLC
Project: Lot No. 7 - National Capital Business Park
Location: B7-7
Sample Number: Bulk **Depth:** 0.0-4.0

Remarks:

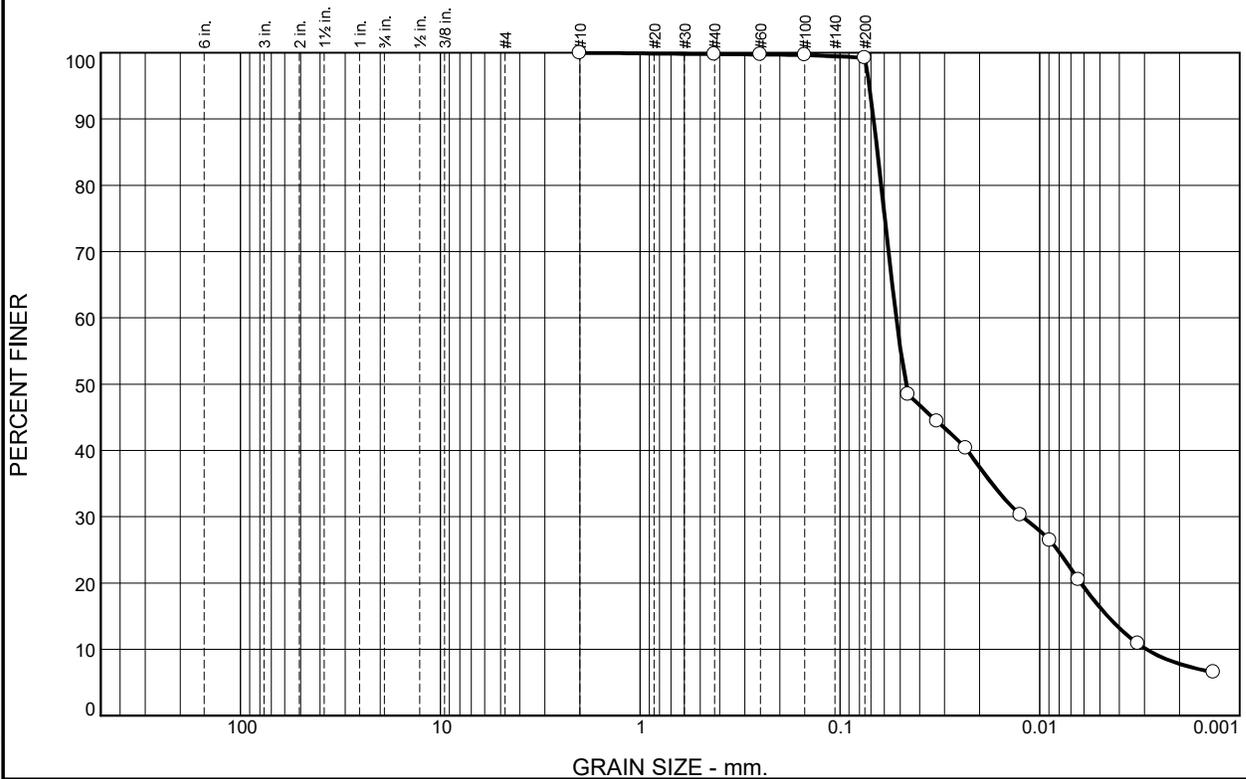


Figure

Tested By: S. Quidas **Checked By:** *JCA*

ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	0.0	0.2	0.6	91.4	7.8

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
#10	100.0		
#40	99.8		
#60	99.7		
#100	99.7		
#200	99.2		
0.0456 mm.	48.5		
0.0327 mm.	44.4		
0.0234 mm.	40.3		
0.0125 mm.	30.3		
0.0089 mm.	26.4		
0.0064 mm.	20.5		
0.0032 mm.	10.9		
0.0013 mm.	6.5		

Soil Description

Brown, Elastic SILT

Atterberg Limits

PL= 32 LL= 59 PI= 27 NM= 28.7

Coefficients

D₉₀= 0.0679 D₈₅= 0.0649 D₆₀= 0.0523
D₅₀= 0.0467 D₃₀= 0.0122 D₁₅= 0.0046
D₁₀= 0.0029 C_u= 17.95 C_c= 0.97

Classification

USCS= MH AASHTO= A-7-5(33)

Remarks

* (no specification provided)

Location: B7-9 **Sample Number:** S-5 **Depth:** 13.5-15.0 **Date:** 12/02/2022



GEO-TECHNOLOGY ASSOCIATES, INC.
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Laurel, MD 20707

Client: NCBP Property, LLC c/o Manekin, LLC
Project: Lot No. 7 - National Capital Business Park

Project No: 131007x8

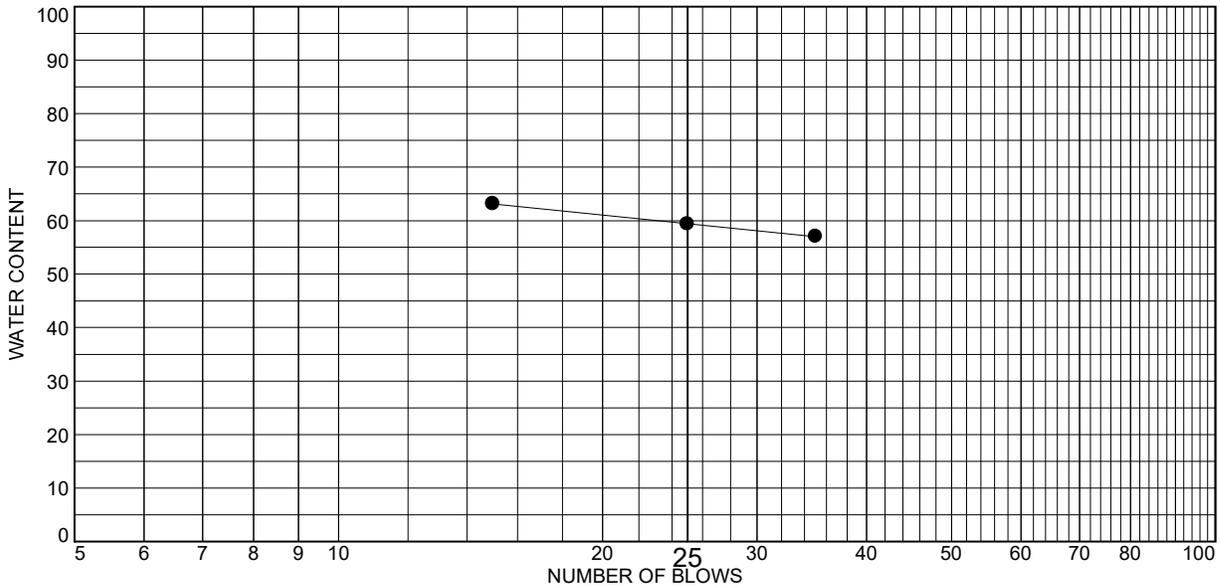
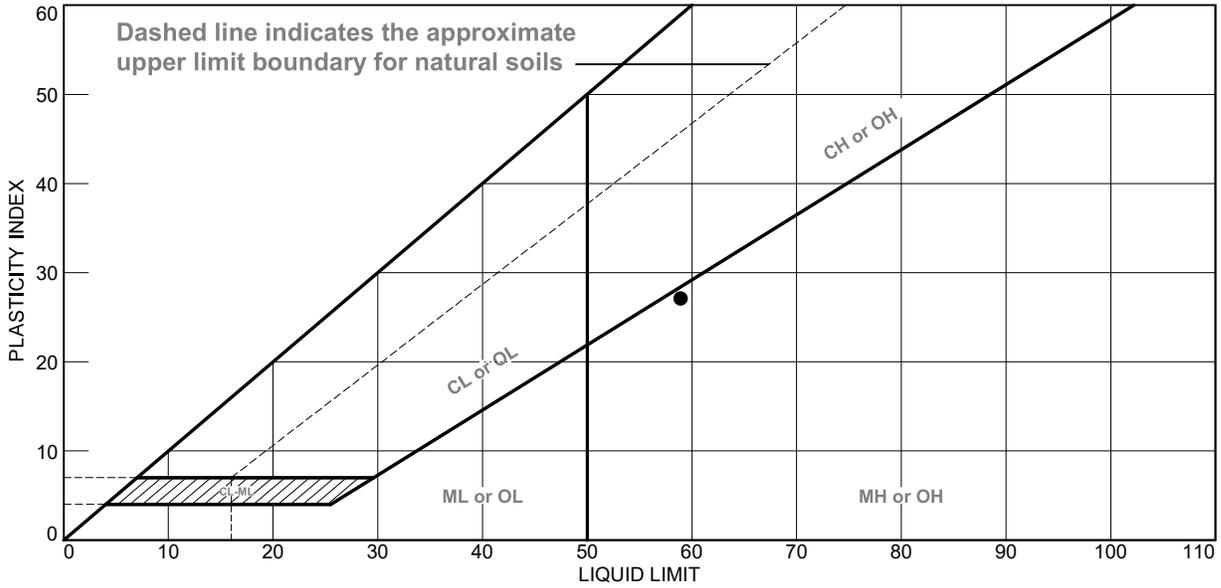
Figure

Tested By: S. Quidas

Checked By:

ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

LIQUID AND PLASTIC LIMITS TEST REPORT - ASTM D4318



MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
Brown, Elastic SILT	59	32	27	99.8	99.2	MH

Project No. 131007x8 **Client:** NCBP Property, LLC c/o Manekin, LLC
Project: Lot No. 7 - National Capital Business Park
Location: B7-9
Sample Number: S-5 **Depth:** 13.5-15.0

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 Laurel, MD 20707

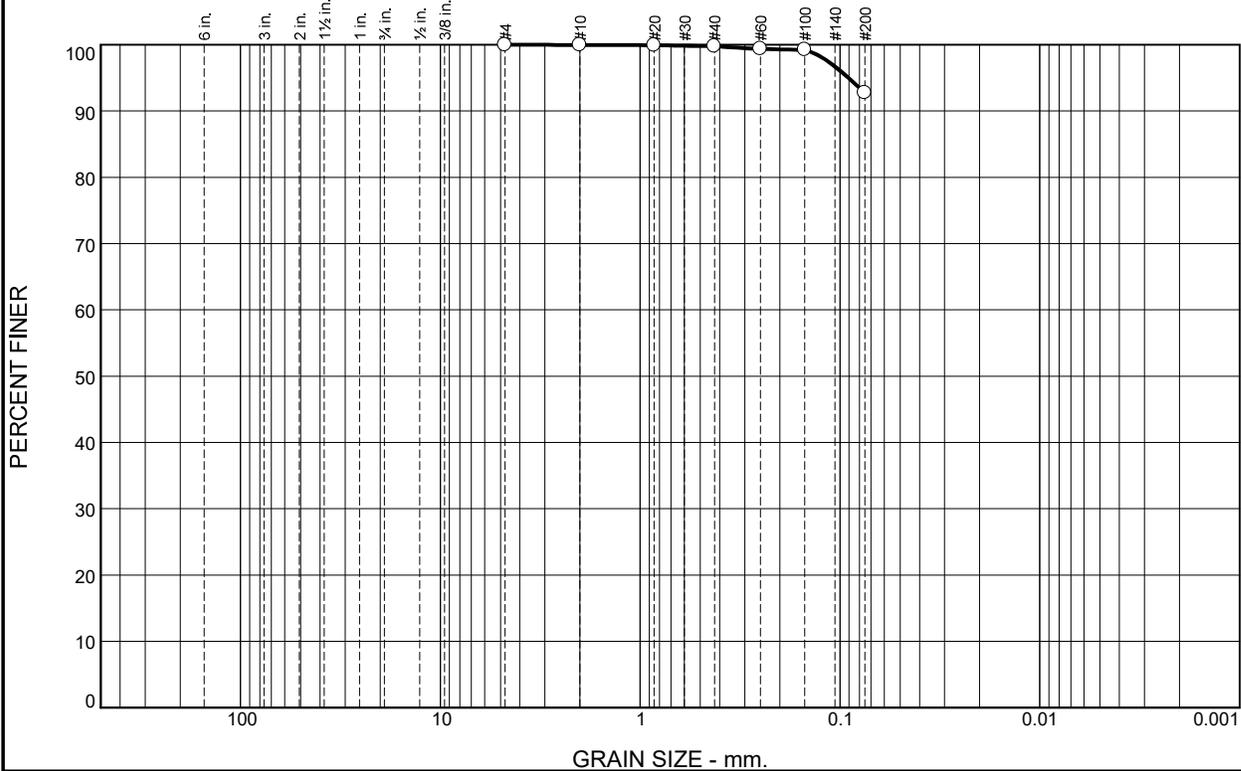
Remarks:

Figure

ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

Tested By: S. Quidas **Checked By:** *JCA*

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	0.0	0.2	7.0	92.8	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
#4	100.0		
#10	100.0		
#20	99.9		
#40	99.8		
#60	99.4		
#100	99.2		
#200	92.8		

Soil Description

Brown, Fat CLAY

Atterberg Limits

PL= 29 LL= 69 PI= 40 NM= 27.1

Coefficients

D₉₀= D₈₅= D₆₀=
D₅₀= D₃₀= D₁₅=
D₁₀= C_u= C_c=

Classification

USCS= CH AASHTO= A-7-6(43)

Remarks

* (no specification provided)

Location: B7-16 **Sample Number:** S-1 **Depth:** 0.0-1.5 **Date:** 12/02/2022



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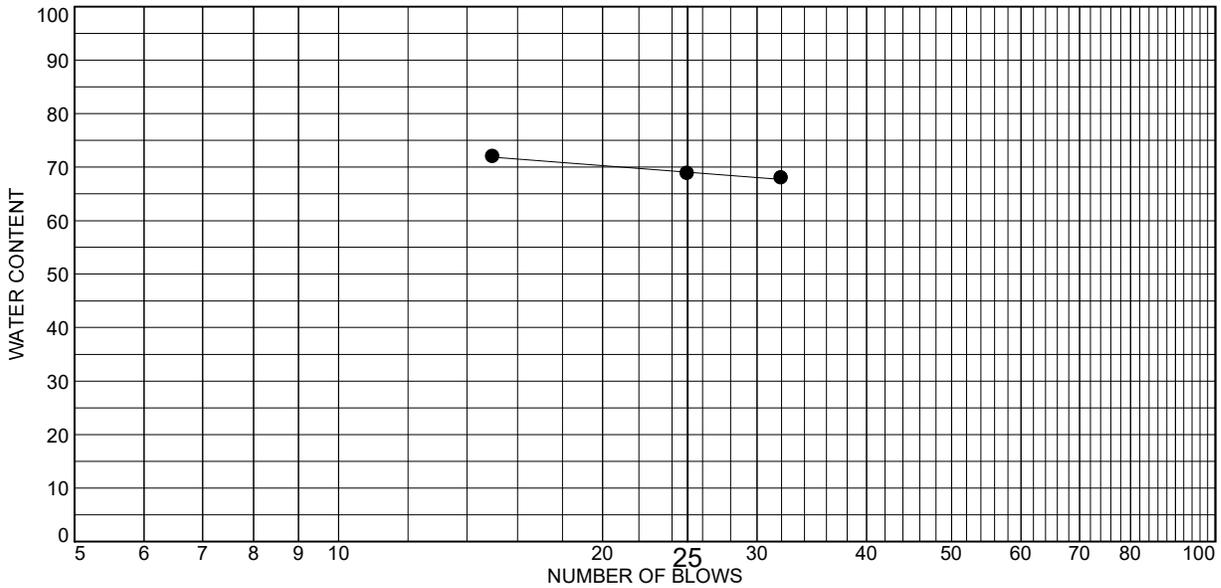
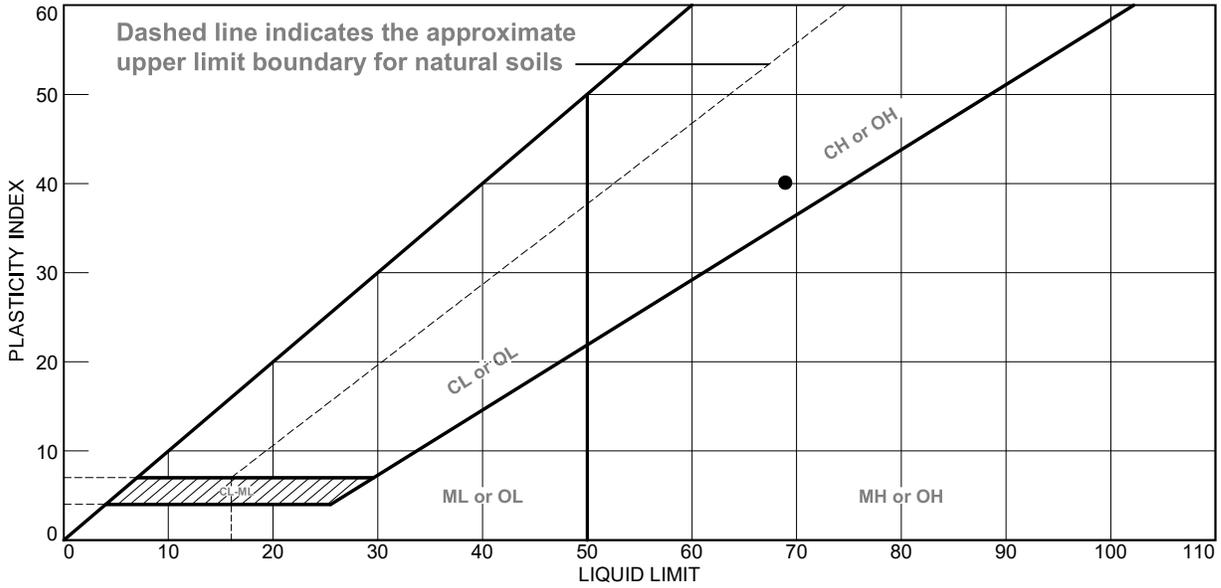
Client: NCBP Property, LLC c/o Manekin, LLC
Project: Lot No. 7 - National Capital Business Park
Project No: 131007x8

Figure

Tested By: S. Quidas **Checked By:** *JCA*

ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

LIQUID AND PLASTIC LIMITS TEST REPORT - ASTM D4318



MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
Brown, Fat CLAY	69	29	40	99.8	92.8	CH

Project No. 131007x8 **Client:** NCBP Property, LLC c/o Manekin, LLC
Project: Lot No. 7 - National Capital Business Park
Location: B7-16
Sample Number: S-1 **Depth:** 0.0-1.5

GEO-TECHNOLOGY ASSOCIATES, INC.
 14280 Park Center Drive, Suite A
 Laurel, MD 20707

Remarks:

Figure

ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

Tested By: S. Quidas **Checked By:** JCA

PREVIOUS LABORATORY DATA

GEO-TECHNOLOGY ASSOCIATES, INC.
Natural Moisture Content Summary
Willowbrook
February 28, 2017
131007

Test Method: ASTM D 2216

BORING No.	SAMPLE No.	DEPTH (FT)	NATURAL MOISTURE CONTENT %
B-206	S-1	0.0-1.5	22.4
	S-2	2.5-4.0	19.7
	S-3	5.0-6.5	12.5
	S-4	8.5-10.0	21.2
	S-5	13.5-15.0	28.8
B-207	S-1	0.0-1.5	22.7
	S-2	2.5-4.0	22.7
	S-3	5.0-6.5	19.5
	S-4	8.5-10.0	17.4
	S-5	13.5-15.0	30.9
B-208	S-1	0.0-1.5	51.5
	S-2	2.5-4.0	25.6
	S-3	5.0-6.5	16.7
	S-4	8.5-10.0	16.1
	S-5	13.5-15.0	30.5
	S-6	18.5-20.0	28.0
B-209	S-1	0.0-1.5	19.7
	S-2	2.5-4.0	24.4
	S-3	5.0-6.5	19.6
	S-4	8.5-10.0	18.4
	S-5	13.5-15.0	27.6
	S-6	18.5-20.0	34.2
B-210	S-1	0.0-1.5	10.9
	S-2	2.5-4.0	21.2
	S-3	5.0-6.5	13.2
	S-4	8.5-10.0	15.6
	S-5	13.5-15.0	19.0

GEO-TECHNOLOGY ASSOCIATES, INC.
Natural Moisture Content Summary
Willowbrook
February 28, 2017
131007

Test Method: ASTM D 2216

BORING No.	SAMPLE No.	DEPTH (FT)	NATURAL MOISTURE CONTENT %
B-309	S-1	0.0-1.5	33.1
	S-2	2.5-4.0	23.8
	S-3	5.0-6.5	27.0
	S-4	8.5-10.0	28.5
B-310	S-1	0.0-1.5	38.0
	S-2	2.5-4.0	30.3
	S-3	5.0-6.5	30.3
	S-4	8.5-10.0	29.6
	S-5	13.5-15.0	26.6
	S-6	18.5-20.0	41.5
B-312	S-1	0.0-1.5	18.2
	S-2	2.5-4.0	20.4
	S-3	5.0-6.5	17.0
	S-4	8.5-10.0	30.6
B-313	S-1	0.0-1.5	25.1
	S-2	2.5-4.0	19.5
	S-3	5.0-6.5	23.0
	S-4	8.5-10.0	12.1
B-314	S-1	0.0-1.5	31.8
	S-2	2.5-4.0	31.6
	S-3	5.0-6.5	32.8
	S-4	8.5-10.0	24.9
	S-5	13.5-15.0	28.0
	S-6	18.5-20.0	14.1

GEO-TECHNOLOGY ASSOCIATES, INC.
Natural Moisture Content Summary
Willowbrook
February 28, 2017
131007

Test Method: ASTM D 2216

BORING No.	SAMPLE No.	DEPTH (FT)	NATURAL MOISTURE CONTENT %
B-315	S-1	0.0-1.5	28.7
	S-2	2.5-4.0	27.1
	S-3	5.0-6.5	34.9
	S-4	8.5-10.0	32.3
B-316	S-1	0.0-1.5	19.8
	S-2	2.5-4.0	23.1
	S-3	5.0-6.5	33.0
	S-4	8.5-10.0	35.9
	S-5	13.5-15.0	32.6
	S-6	18.5-20.0	18.4
	S-7	23.5-25.0	23.6
	S-8	28.5-30.0	29.7
	S-9	33.5-35.0	64.4
	S-10	38.5-40.0	27.9
B-317	S-1	0.0-1.5	23.0
	S-2	2.5-4.0	44.2
	S-3	5.0-6.5	55.3
	S-4	8.5-10.0	55.6
	S-5	13.5-15.0	42.3
	S-6	18.5-20.0	21.3
	S-7	23.5-25.0	35.3
	S-8	28.5-30.0	25.8
	S-9	33.5-35.0	22.0
	S-10	38.5-40.0	25.8
	S-11	43.5-45.0	25.5

GEO-TECHNOLOGY ASSOCIATES, INC.
Natural Moisture Content Summary
Willowbrook
February 28, 2017
131007

Test Method: ASTM D 2216

BORING No.	SAMPLE No.	DEPTH (FT)	NATURAL MOISTURE CONTENT %
B-318	S-1	0.0-1.5	17.4
	S-2	2.5-4.0	23.9
	S-3	5.0-6.5	59.6
	S-4	8.5-10.0	60.5
	S-5	13.5-15.0	25.2
	S-6	18.5-20.0	23.8
	S-7	23.5-25.0	29.7
	S-8	28.5-30.0	27.1
	S-9	33.5-35.0	28.3
	S-10	38.5-40.0	9.7
B-320	S-1	0.0-1.5	20.5
	S-2	2.5-4.0	18.9
	S-3	5.0-6.5	20.8
	S-4	8.5-10.0	26.1
B-321	S-1	0.0-1.5	21.2
	S-2	2.5-4.0	21.4
	S-3	5.0-6.5	15.2
	S-4	8.5-10.0	13.8
	S-5	13.5-15.0	9.5
	S-6	18.5-20.0	11.1
	S-7	23.5-25.0	25.8
	S-8	28.5-30.0	25.4
	S-9	33.5-35.0	24.5
	S-10	38.5-40.0	24.6

GEO-TECHNOLOGY ASSOCIATES, INC.
Natural Moisture Content Summary

Willowbrook
March 7, 2016
131007

Test Method: ASTM D 2216

BORING No.	SAMPLE No.	DEPTH (FT)	NATURAL MOISTURE CONTENT %
GTA-16	S-1	0-15	15.8
	S-2	2.5-4.0	20.4
	S-3	5.0-6.5	14.7
	S-4	8.5-10.0	19.5
	S-5	13.5-15.0	17.0
	S-6	18.5- 20.0	17.4
GTA-19	S-1	0.0-1.5	18.0
	S-2	2.5-4.0	21.7
	S-3	5.0-6.5	23.6
	S-4	8.5-10.0	26.1
	S-5	13.5-15.0	17.2
	S-6	18.5-20.0	18.1
	S-7	23.5-25.0	27.8
	S-8	28.5-30.0	62.2
	S-9	33.5-35.0	42.1
	S-10	38.5-40.0	24.6
	S-11	43.5-45.0	31.9
	S-12a	48.5-50.0	23.7
	S-12b	48.5-50.0	27.0
S-13	53.5-55.0	24.2	
GTA-22	S-1	0.0-1.5	25.4
	S-2	2.5-4.0	24.2
	S-3	5.0-6.5	20.8
	S-4a	8.5-10.0	29.3
	S-4b	8.5-10.0	30.1
	S-5a	13.5-15.0	21.0
	S-5b	13.5-15.0	20.1
	S-6a	18.5-20.0	40.7
	S-6b	18.5-20.0	40.7
	S-7	23.5-25.0	25.1
	S-8	28.5-30.0	27.8
	S-9	33.5-35.0	24.0
S-10	38.5-40.0	27.9	

GEO-TECHNOLOGY ASSOCIATES, INC.
Natural Moisture Content Summary

Willowbrook
March 7, 2016
131007

Test Method: ASTM D 2216

BORING No.	SAMPLE No.	DEPTH (FT)	NATURAL MOISTURE CONTENT %
GTA-27	S-1	0.0-1.5	29.2
	S-2	2.5-4.0	29.8
	S-3	5.0-6.5	33.3
	S-4	8.5-10.0	33.3
	S-5	13.5-15.0	15.8
	S-6	18.5-20.0	15.6
	S-7	23.5-25.0	22.5
	S-8	28.5-30.0	27.4
GTA-28	S-1	0.0-1.5	30.6
	S-2	2.5-4.0	34.1
	S-3	7.0-8.5	34.1
	S-4	8.5-10.0	12.6
	S-5	13.5-15.0	12.9
	S-6	18.5-20.0	20.0
	S-7	23.5-25.0	27.3
	S-8	28.5-30.0	27.7
	S-9	33.5-35.0	19.4
GTA-31	S-1	0.0-1.5	21.2
	S-2	2.5-4.0	17.9
	S-3	5.0-6.5	19.5
	S-4	8.5-10.0	20.6
	S-5	13.5-15.0	21.5
	S-6	18.5-20.0	25.7

Particle Size Distribution Report

PERCENT FINER



GRAIN SIZE - mm.

% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	0.0	0.7	40.1	59.2	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
#4	100.0		
#10	100.0		
#40	99.3		
#100	94.2		
#200	59.2		

Soil Description

Brown, Sandy SILT

Atterberg Limits

PL= NP LL= NP PI= NP NM= 18.0

Coefficients

D₉₀= 0.1336 D₈₅= 0.1192 D₆₀= 0.0760
D₅₀= D₃₀= D₁₅=
D₁₀= C_u= C_c=

Classification

USCS= ML AASHTO= A-4(0)

Remarks

* (no specification provided)

Location: GTA-19 **Sample Number:** S-1 **Depth:** 0-1.5 **Date:** 3/11/16



GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

Client: Toll Brothers, Inc.
Project: Willowbrook
Project No: 131007

Figure

Tested By: SJT **Checked By:** KAA

ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

**MOISTURE DENSITY RELATIONSHIP TEST REPORT
ASTM D 1557-12 Method B Modified**

Project No.: 131007

Date: 3/14/16

Project: Willowbrook

Client: Toll Brothers, Inc.

Location: GTA-19

Sample Number: S-1 **Depth:** 0.0-1.5

Remarks:

MATERIAL DESCRIPTION

Description: Brown, Sandy SILT

Classifications -

USCS: ML

AASHTO: A-4(0)

Nat. Moist. = 18.0 %

Sp.G. =

Liquid Limit = NP

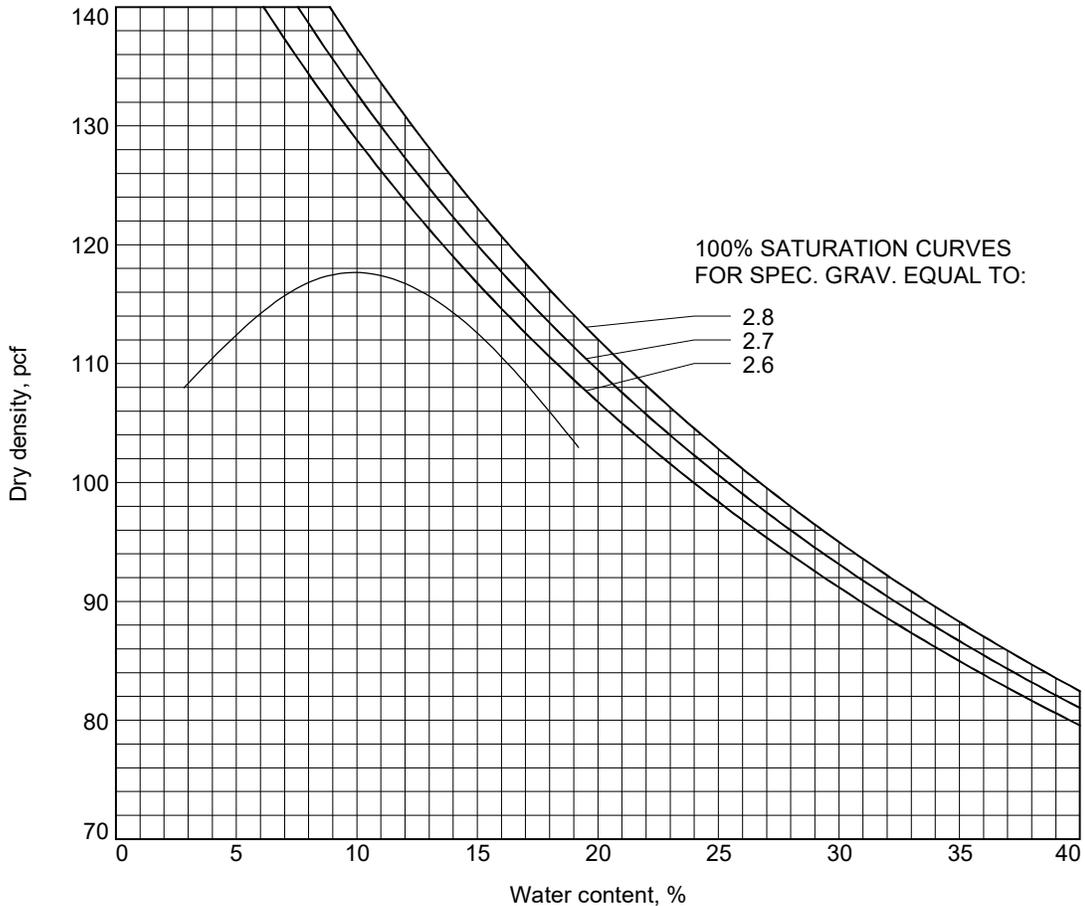
Plasticity Index = NP

% < No.200 = 59.2 %

TEST RESULTS

Maximum dry density = 117.7 pcf

Optimum moisture = 9.9 %



ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

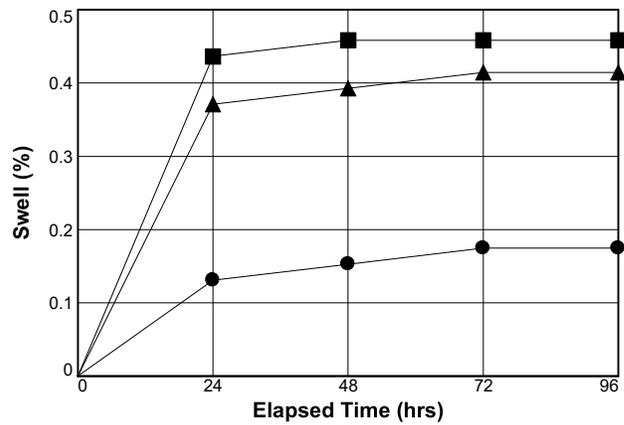
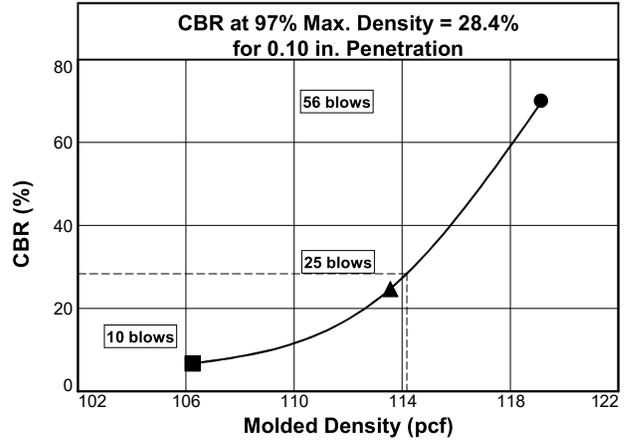
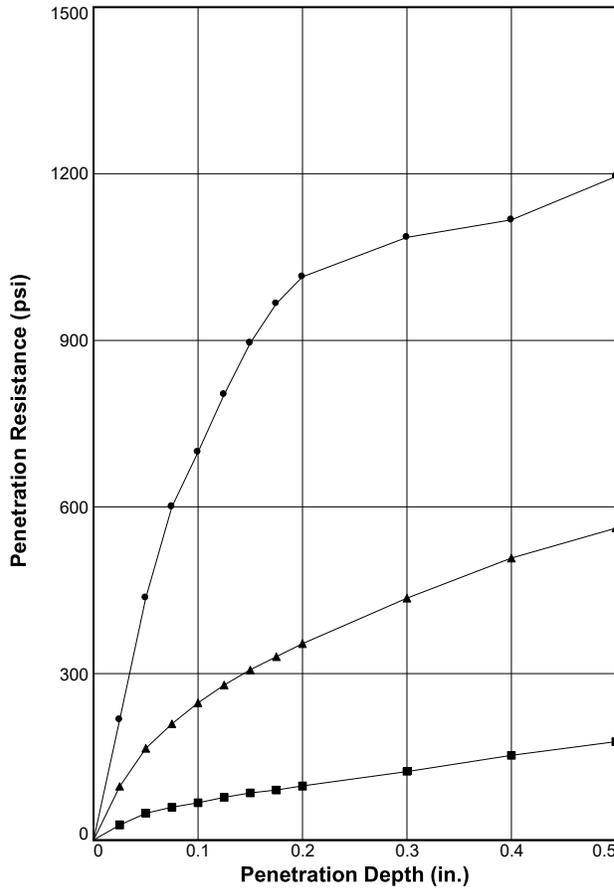
Geo-Technology Associates, Inc.

Figure

Tested By: SJT

Checked By: KAA

BEARING RATIO TEST REPORT ASTM D1883-14



	Molded			Soaked			CBR (%)		Linearity Correction (in.)	Surcharge (lbs.)	Max. Swell (%)
	Density (pcf)	Percent of Max. Dens.	Moisture (%)	Density (pcf)	Percent of Max. Dens.	Moisture (%)	0.10 in.	0.20 in.			
1 ○	119.2	101.3	9.8	119.0	101.1	12.9	69.9	67.6	0.000	10	0.2
2 △	113.6	96.5	10.0	113.1	96.1	15.3	24.7	23.6	0.000	10	0.4
3 □	106.2	90.2	9.9	105.8	89.9	16.9	6.7	6.5	0.000	10	0.5

Material Description	USCS	Max. Dens. (pcf)	Optimum Moisture (%)	LL	PI
	Brown, Sandy SILT	ML	117.7	9.9	NP

Project No: 131007
Project: Willowbrook
Location: GTA-19
Sample Number: S-1 **Depth:** 0.0-1.5
Date: 3/11/16



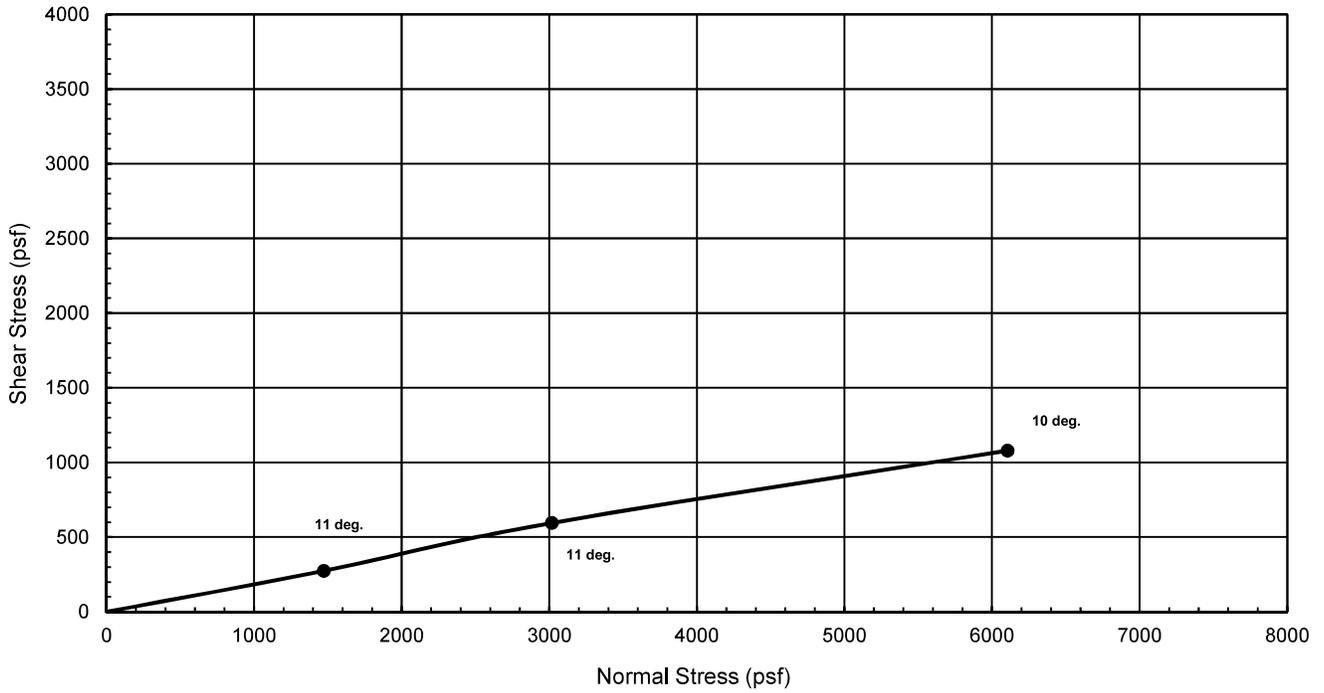
GEO-TECHNOLOGY
 ASSOCIATES, INC.
 14280 Park Center Drive, Suite A
 Laurel, MD 20707

Test Description/Remarks:

Figure _____

ASTM Specifications performed my include: D421, D422, D2216, D2217, and D4318.

Tested By: SJT Checked By: KAA



Boring No.: GTA-19

Sample No.: _____

Depth (ft): 53.5

Description: Reddish brown Silt (MH)

Normal Stress		Peak Stress		Residual Stress	
(psf)	(kPa)	(psf)	(kPa)	(psf)	(kPa)
1472	70.5	XXXXX	XXXXX	275	13.2
3017	144.5	XXXXX	XXXXX	595	28.5
6106	292.4	XXXXX	XXXXX	1080	51.7

Water Content at Set Up 54.9 (%)

Liquid Limit: 55

Plastic Limit: 30

Plasticity Index: 25

Clay Content (-2um): 33 (%)

Specific Gravity: 2.75 assumed

Shear rate : 0.024 (deg/min)

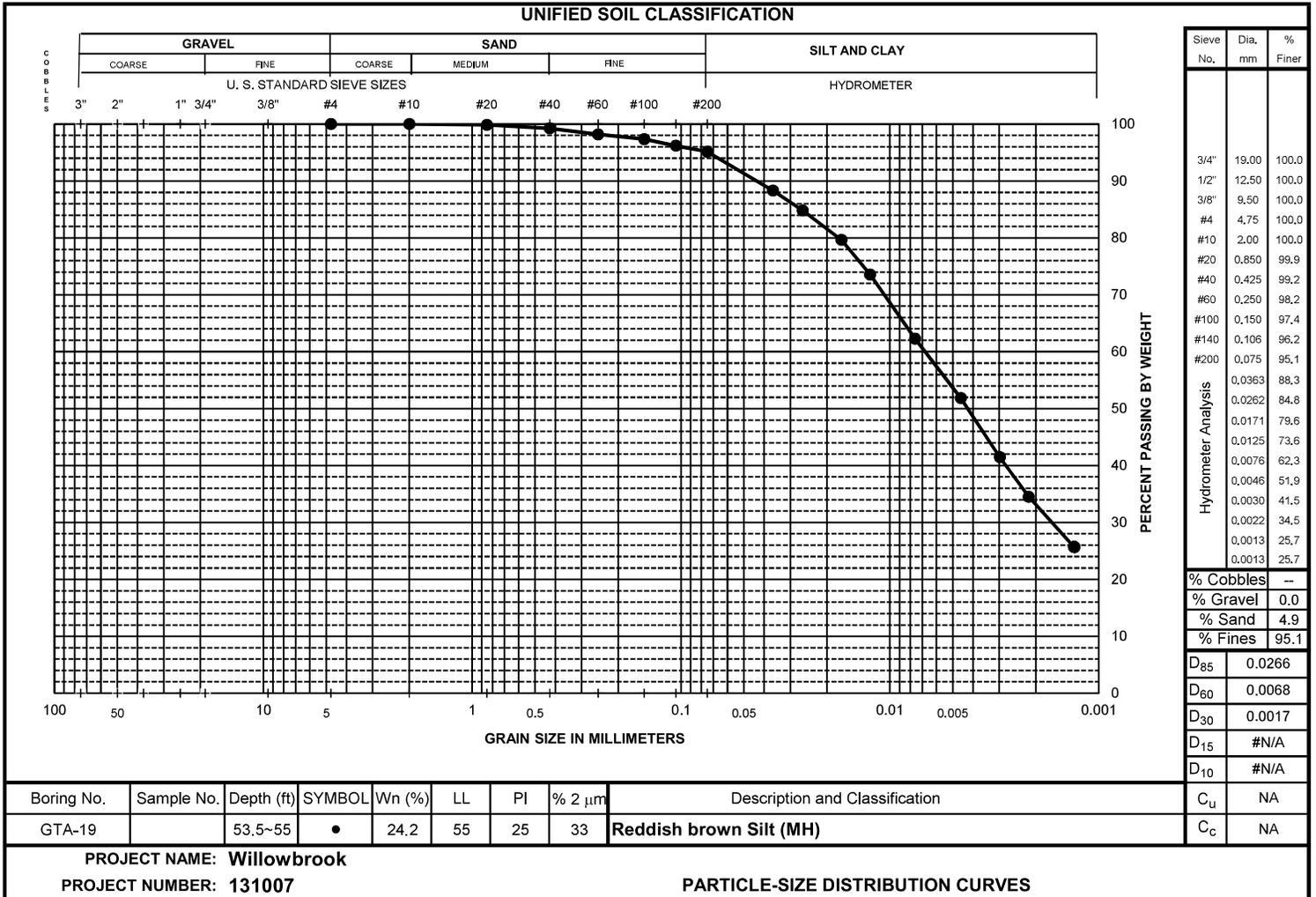
AECOM

Willowbrook

Project Number: 131007

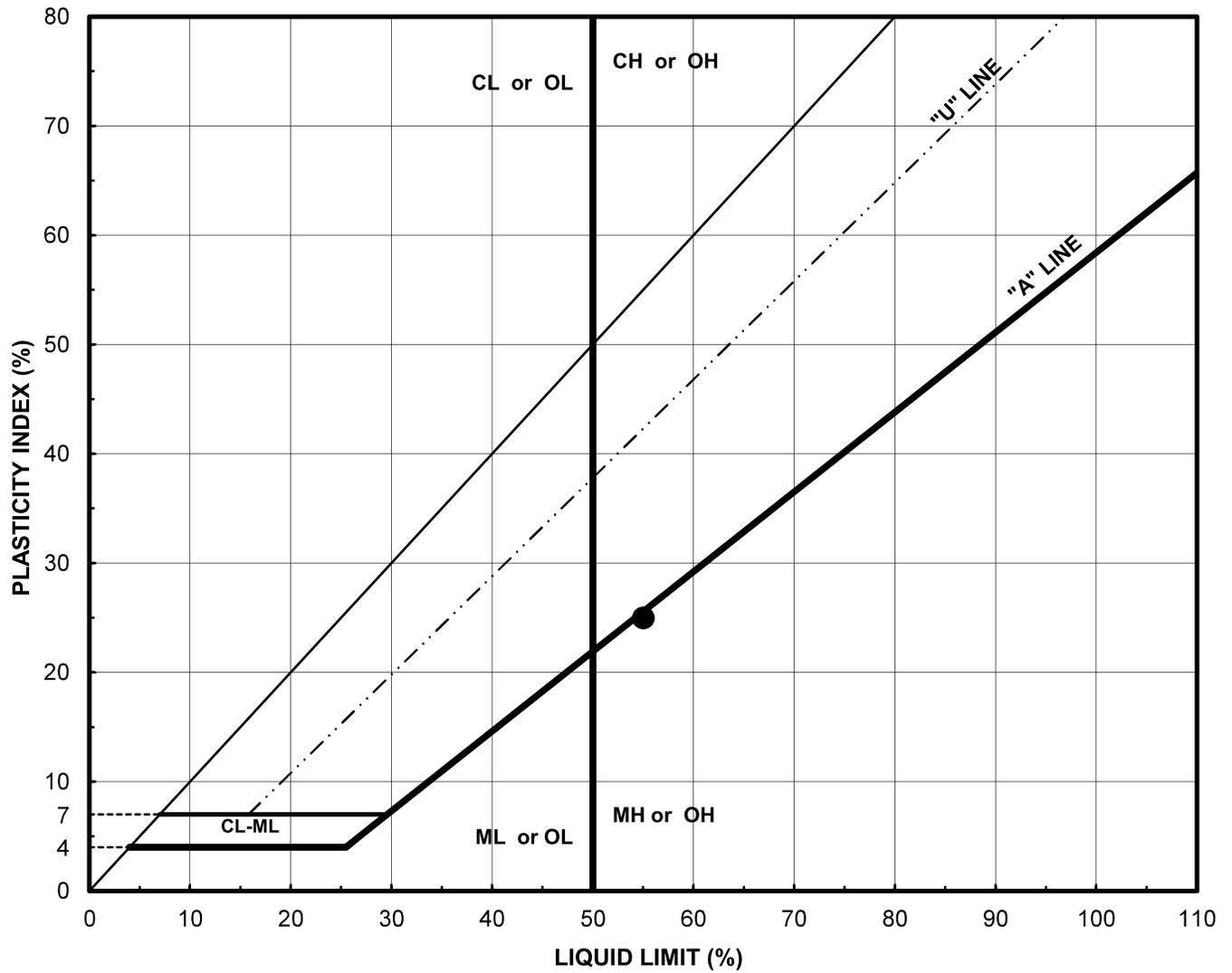
Test Date: May-2016

**TORSIONAL RING SHEAR TEST
ASTM D6467**



S:\Project Files\2013\131007 Willowbrook\Lab\AECOM Testing\Test Results\Index Test Results\Hydrometer Willowbrook GTA-19 53.5 ft

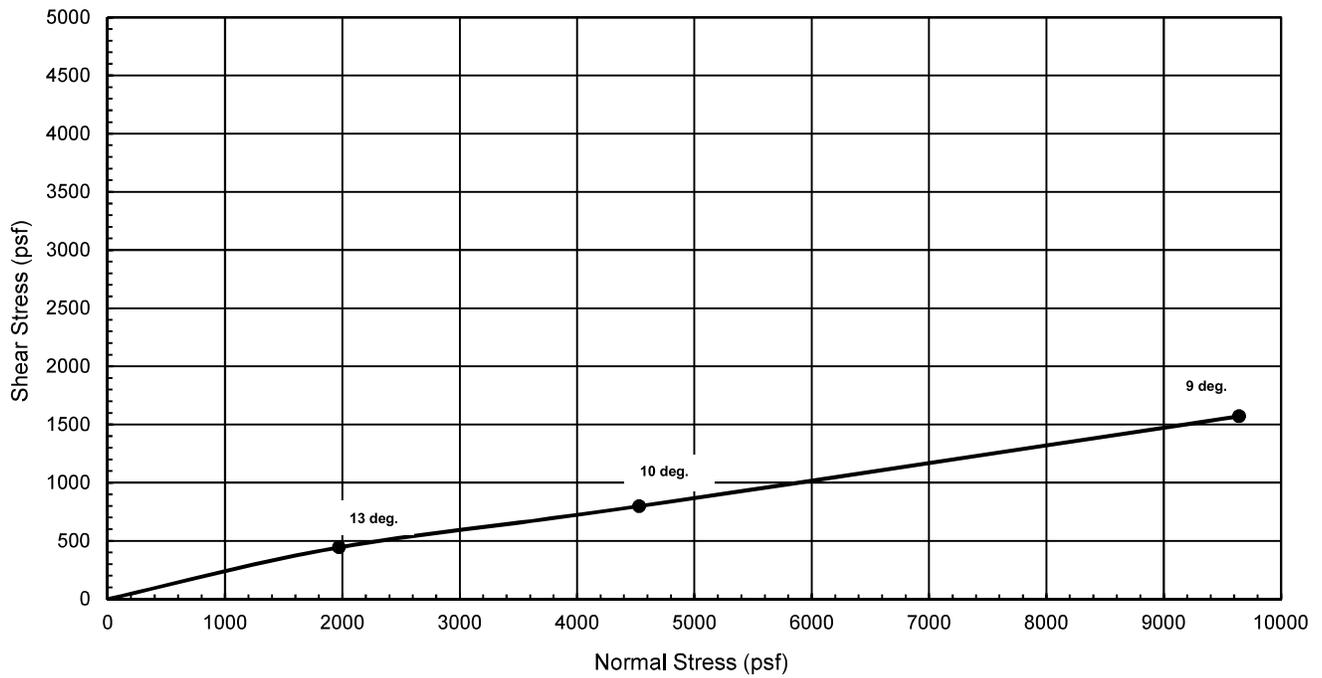
AECOM



Boring Number	Sample Number	Depth (ft)	Water Content (%)	LL	PI	DESCRIPTION / CLASSIFICATION
GTA-19		53.5~55	24.1	55	25	Reddish brown Silt (MH)

Project Name: Willowbrook
 Project Number: 131007

PLASTICITY CHART



Boring No.: GTA-27

Sample No.: _____

Depth (ft): 5 ~ 10

Description: Yellowish red Clay (CH)

Normal Stress		Peak Stress		Residual Stress	
(psf)	(kPa)	(psf)	(kPa)	(psf)	(kPa)
1973	94.5	XXXXX	XXXXX	444	21.3
4530	216.9	XXXXX	XXXXX	797	38.2
9643	461.7	XXXXX	XXXXX	1570	75.2

Water Content at Set Up 58.4 (%)

Liquid Limit: 59

Plastic Limit: 26

Plasticity Index: 33

Clay Content (-2um): 42 (%)

Specific Gravity: 2.70 assumed

Shear rate : 0.024 (deg/min)

AECOM

Willowbrook

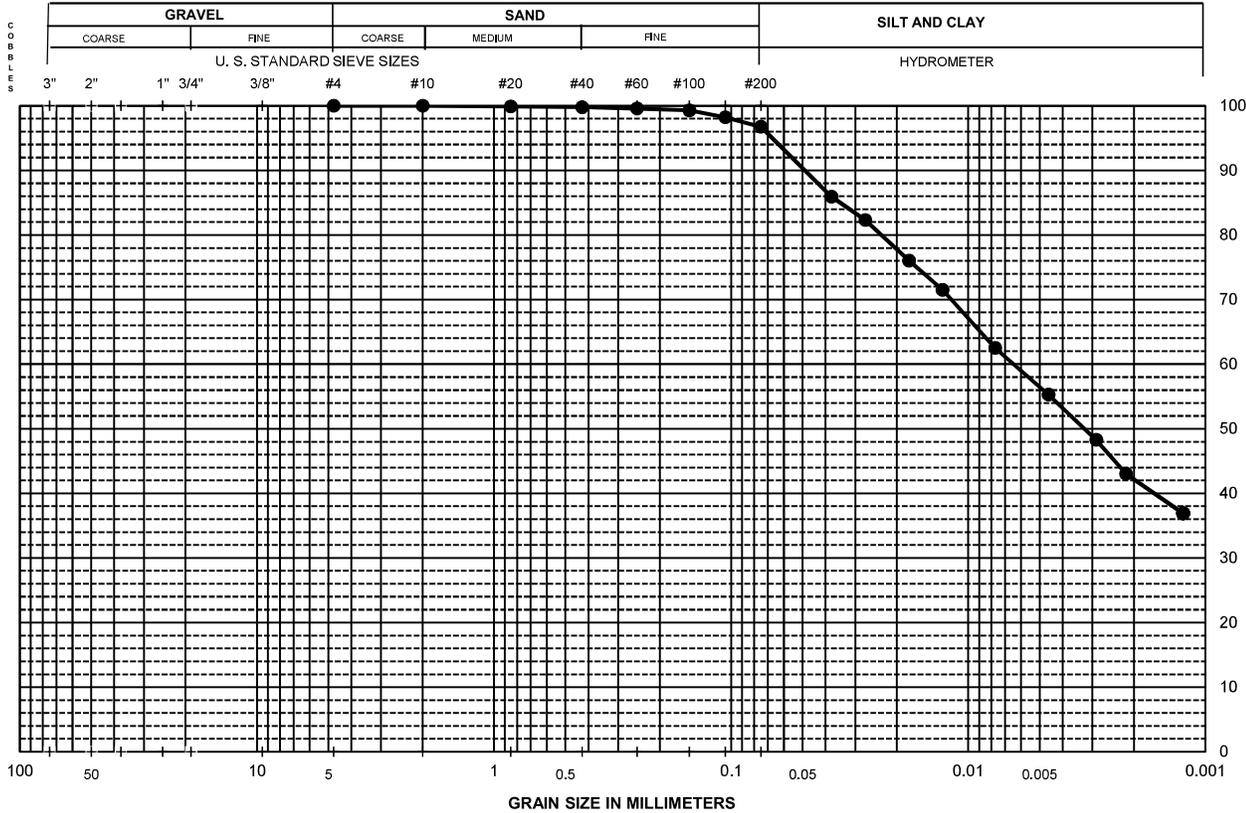
Project Number: 131007

Test Date: Mar-2016

**TORSIONAL RING SHEAR TEST
ASTM D6467**

RS summary Residual 3 pts Willowbrook GTA-27

UNIFIED SOIL CLASSIFICATION

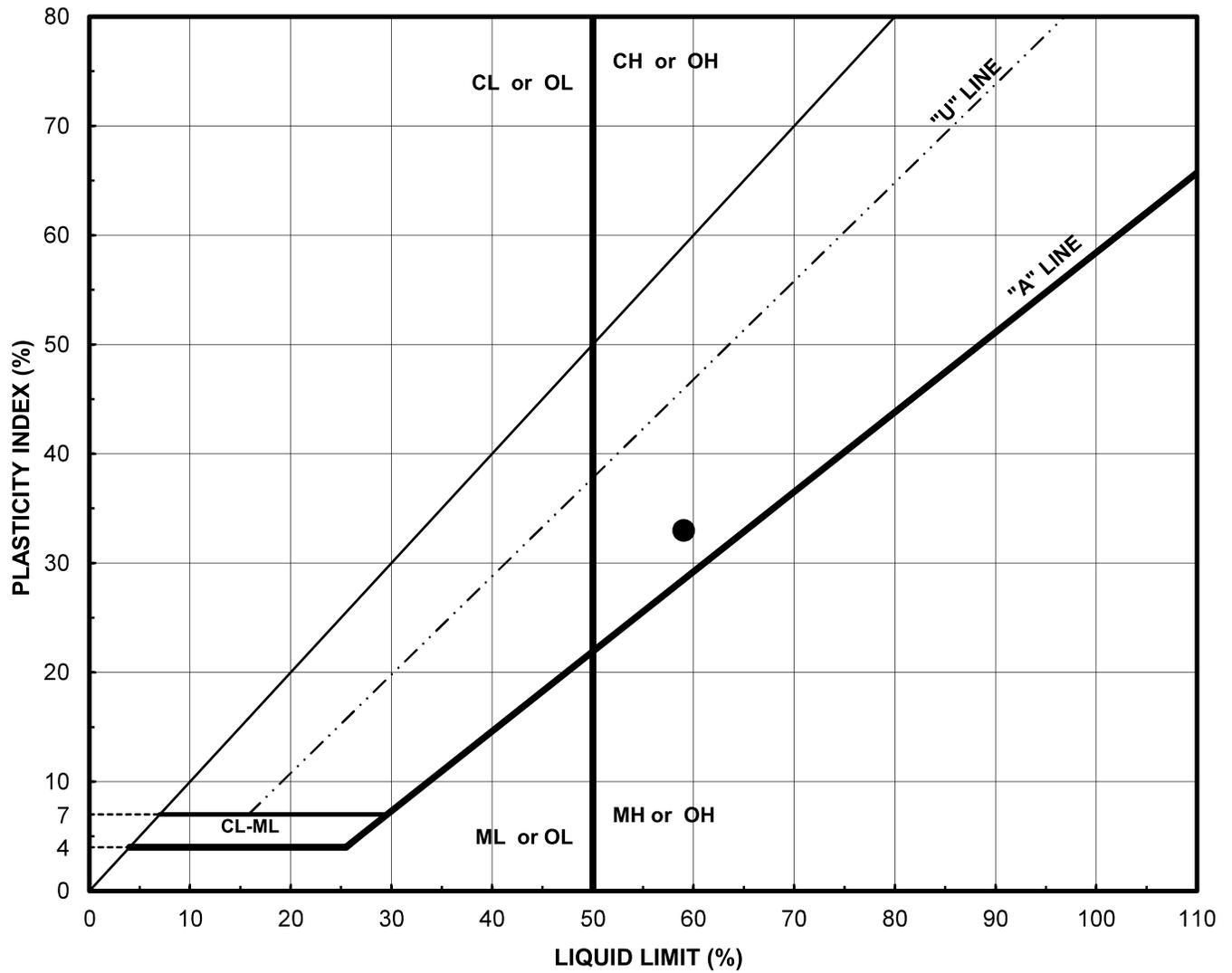


Boring No.	Sample No.	Depth (ft)	SYMBOL	W _n (%)	LL	PI	% 2 μm	Description and Classification	C _u	NA
GTA-27		5~10	●	33.3	59	33	42	Yellowish red Clay (CH)	C _c	NA

PROJECT NAME: Willowbrook	PARTICLE-SIZE DISTRIBUTION CURVES
PROJECT NUMBER: 131007	

S:\Project Files\2013\131007 Willowbrook\Lab\AECOM Testing\Test Results\Index Test Results\Hydrometer Willowbrook GTA-27 5 ft

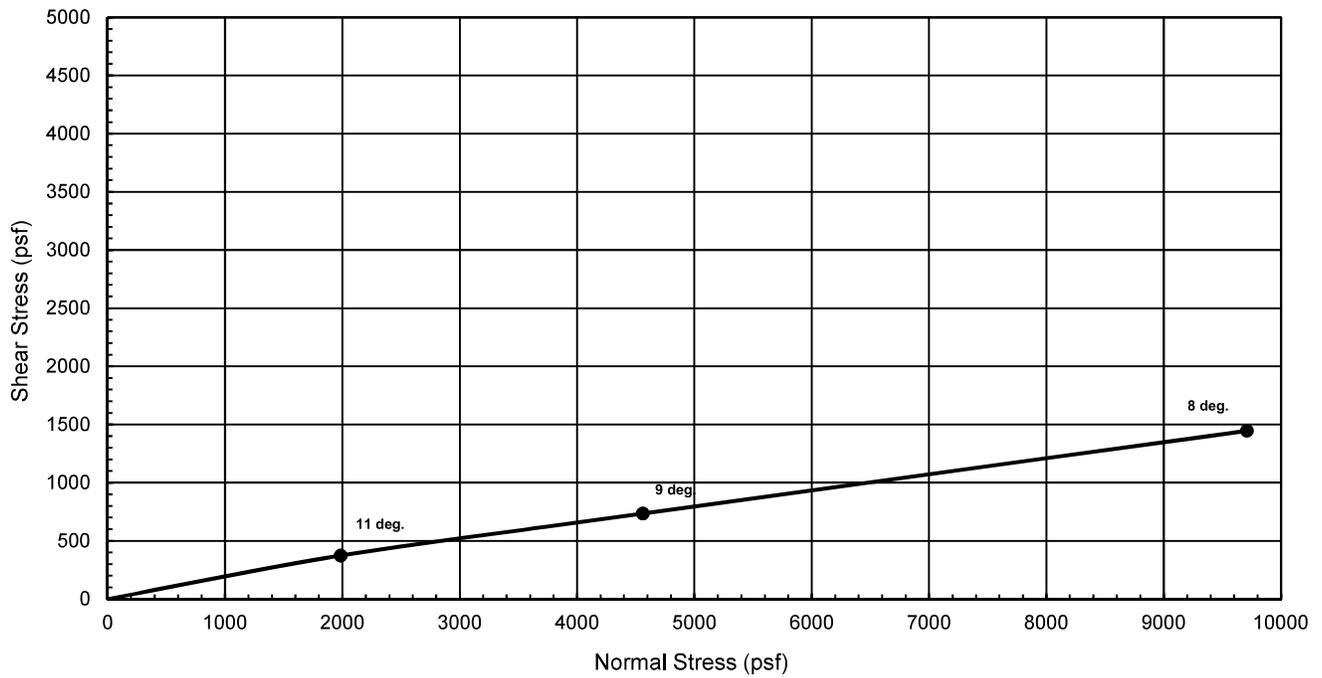
AECOM



Boring Number	Sample Number	Depth (ft)	Water Content (%)	LL	PI	DESCRIPTION / CLASSIFICATION
GTA-27		5~10	33.3	59	33	Yellowish red Clay (CH)

Project Name: Willowbrook
 Project Number: 131007

PLASTICITY CHART



Boring No.: GTA-28

Sample No.: _____

Depth (ft): 2 ~ 8

Description: Reddish yellow Clay (CH)

Normal Stress		Peak Stress		Residual Stress	
(psf)	(kPa)	(psf)	(kPa)	(psf)	(kPa)
1987	95.1	XXXXX	XXXXX	373	17.9
4562	218.4	XXXXX	XXXXX	734	35.1
9710	464.9	XXXXX	XXXXX	1446	69.2

Water Content at Set Up 69.8 (%)

Liquid Limit: 72

Plastic Limit: 29

Plasticity Index: 43

Clay Content (-2um): 53 (%)

Specific Gravity: 2.75 assumed

Shear rate: 0.024 (deg/min)

AECOM

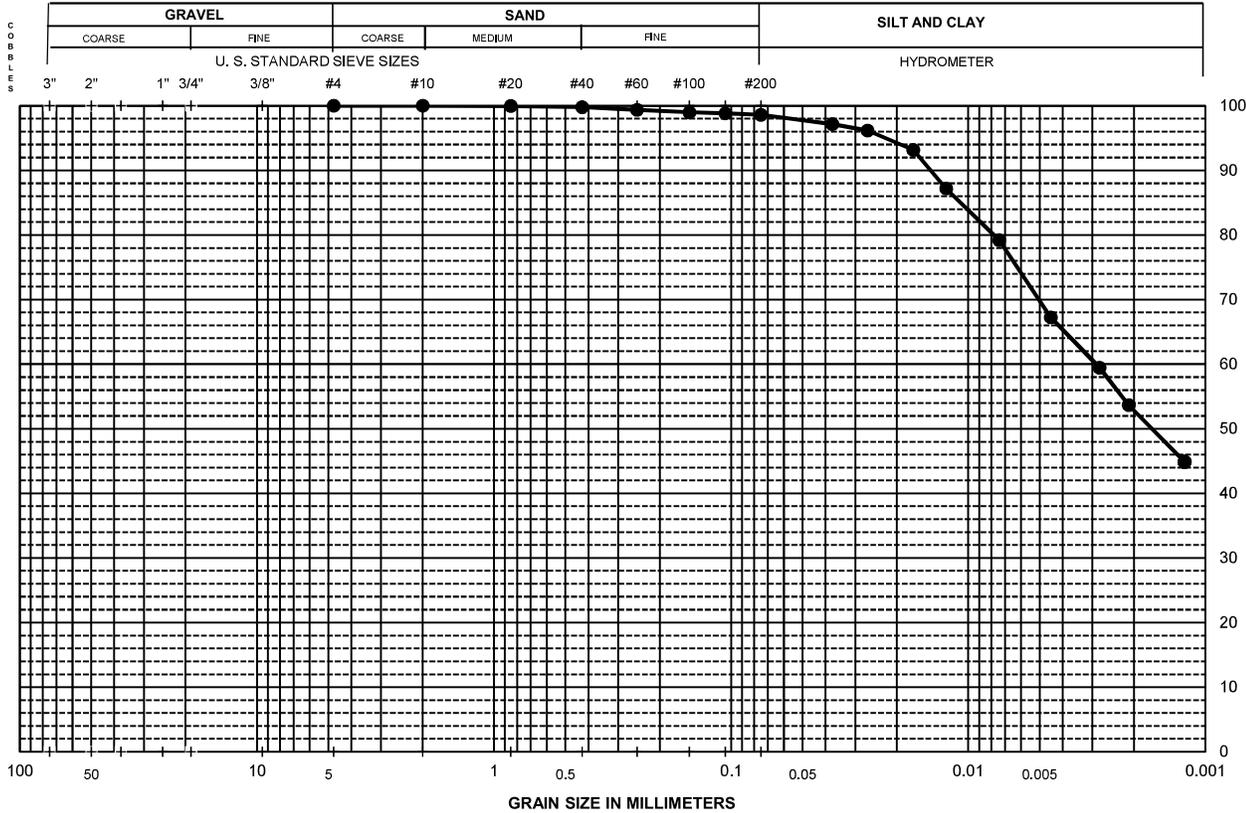
Willowbrook

Project Number: 131007

Test Date: Mar-2016

**TORSIONAL RING SHEAR TEST
ASTM D6467**

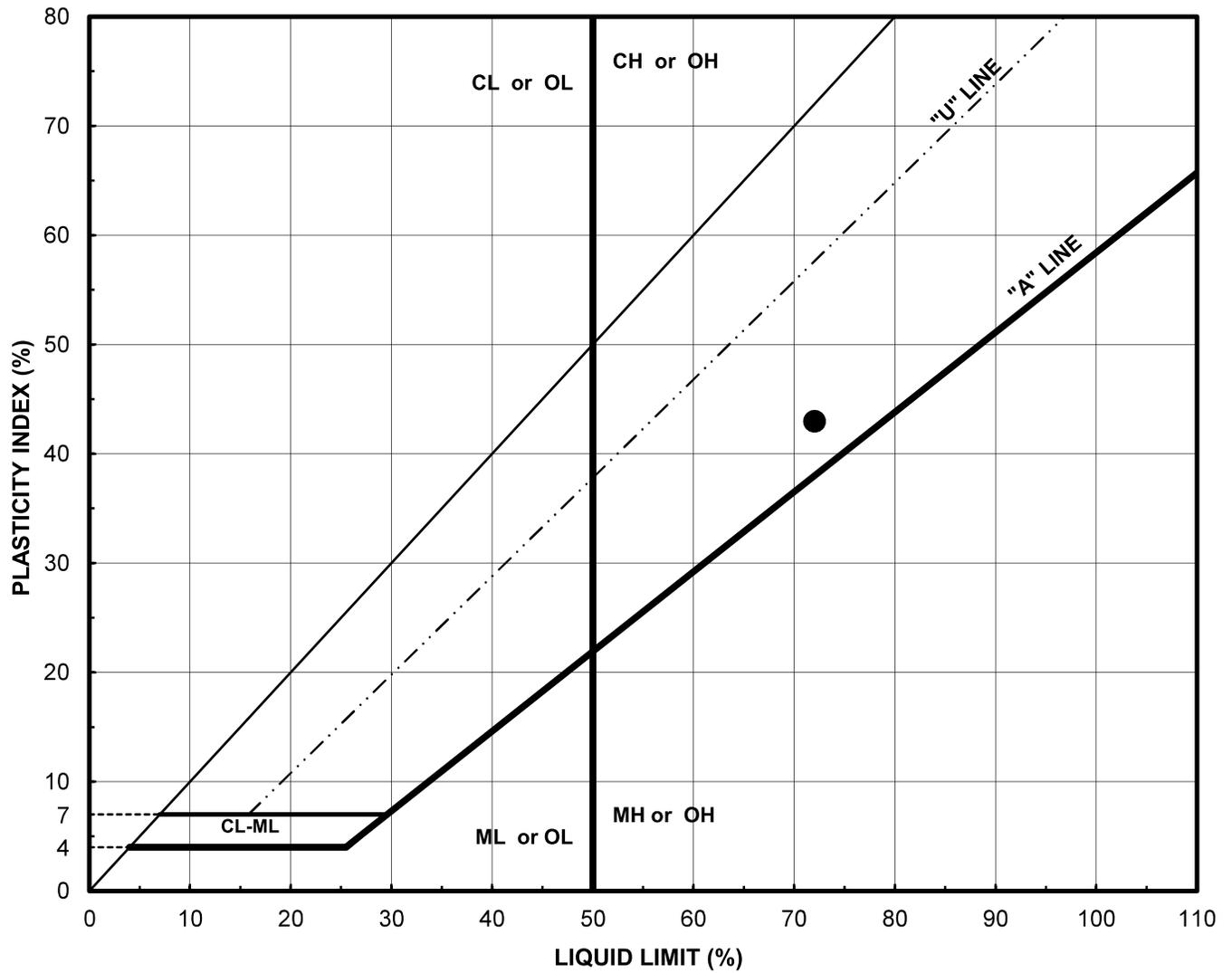
UNIFIED SOIL CLASSIFICATION



Sieve No.	Dia. mm	% Finer
3/4"	19.00	100.0
1/2"	12.50	100.0
3/8"	9.50	100.0
#4	4.75	100.0
#10	2.00	100.0
#20	0.850	100.0
#40	0.425	99.8
#60	0.250	99.4
#100	0.150	99.0
#140	0.106	98.8
#200	0.075	98.6
Hydrometer Analysis		
	0.0374	97.2
	0.0266	96.2
	0.0171	93.2
	0.0124	87.2
	0.0074	79.2
	0.0045	67.2
	0.0028	59.5
	0.0021	53.7
	0.0012	44.9
	0.0012	44.9
% Cobbles		--
% Gravel		0.0
% Sand		1.4
% Fines		98.6
D ₈₅		0.0108
D ₆₀		0.0029
D ₃₀		#N/A
D ₁₅		#N/A
D ₁₀		#N/A

Boring No.	Sample No.	Depth (ft)	SYMBOL	W _n (%)	LL	PI	% 2 μm	Description and Classification
GTA-28		2-8	●	34.1	72	43	53	Reddish yellow Clay (CH)
								C _u NA
								C _c NA

PROJECT NAME: Willowbrook
 PROJECT NUMBER: 131007
 PARTICLE-SIZE DISTRIBUTION CURVES



Boring Number	Sample Number	Depth (ft)	Water Content (%)	LL	PI	DESCRIPTION / CLASSIFICATION
GTA-28		2~8	34.1	72	43	Reddish yellow Clay (CH)

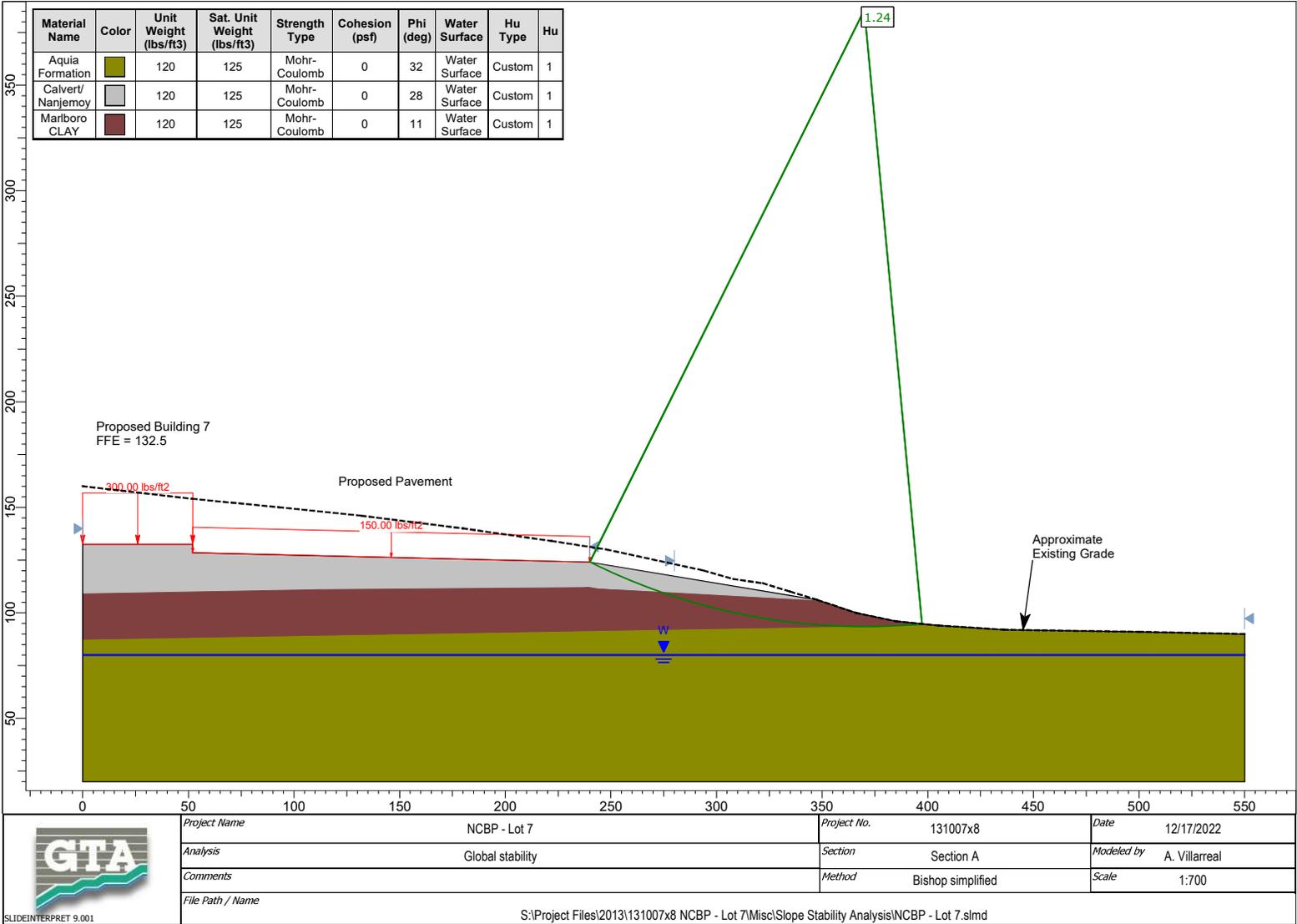
Project Name: Willowbrook
 Project Number: 131007

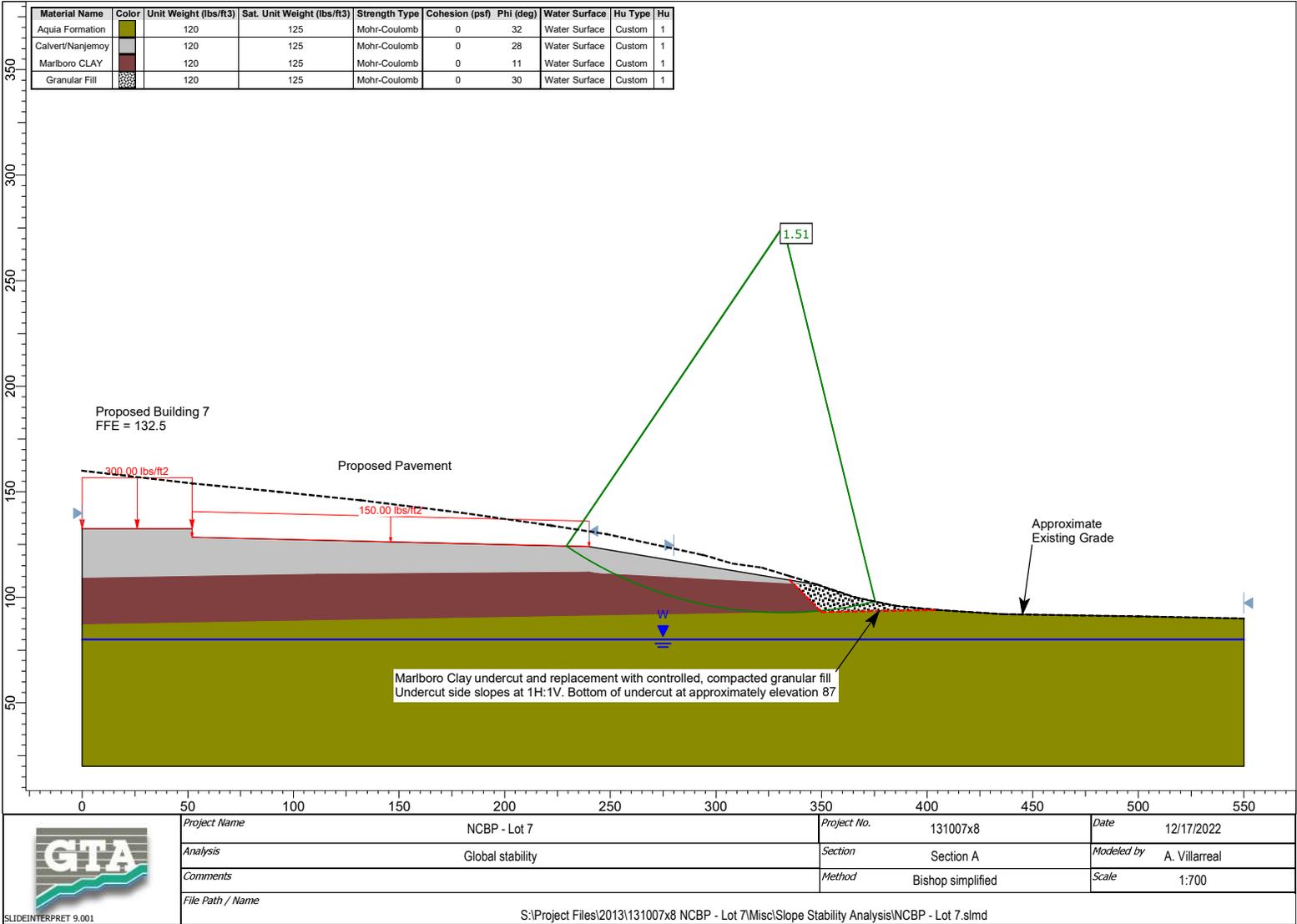
PLASTICITY CHART

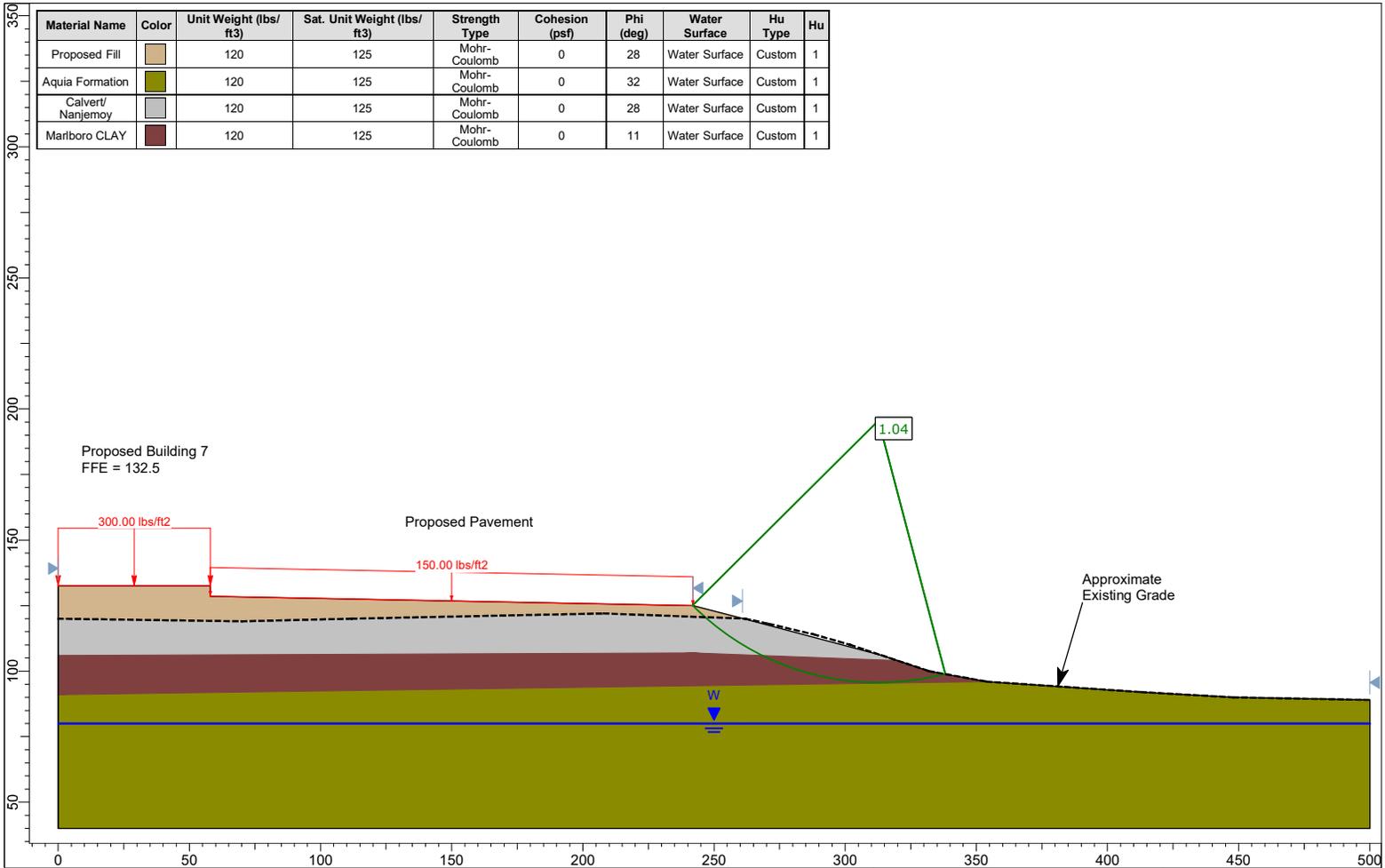


APPENDIX D

PROPOSED AND MITIGATED SLOPE STABILITY EVALUATION



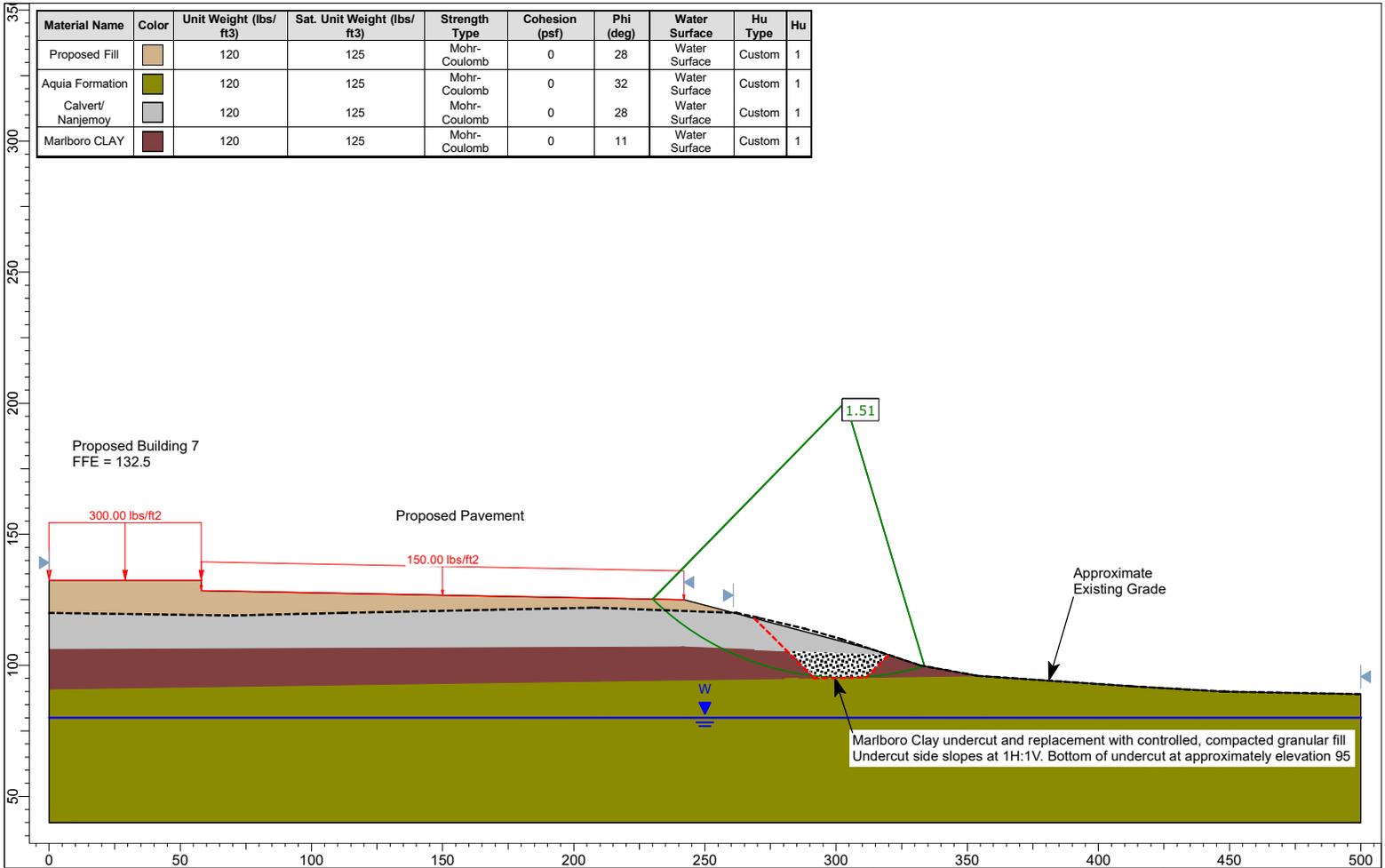




Material Name	Color	Unit Weight (lbs/ft ³)	Sat. Unit Weight (lbs/ft ³)	Strength Type	Cohesion (psf)	Phi (deg)	Water Surface	Hu Type	Hu
Proposed Fill		120	125	Mohr-Coulomb	0	28	Water Surface	Custom	1
Aquia Formation		120	125	Mohr-Coulomb	0	32	Water Surface	Custom	1
Calvert/Nanjemoy		120	125	Mohr-Coulomb	0	28	Water Surface	Custom	1
Marlboro CLAY		120	125	Mohr-Coulomb	0	11	Water Surface	Custom	1

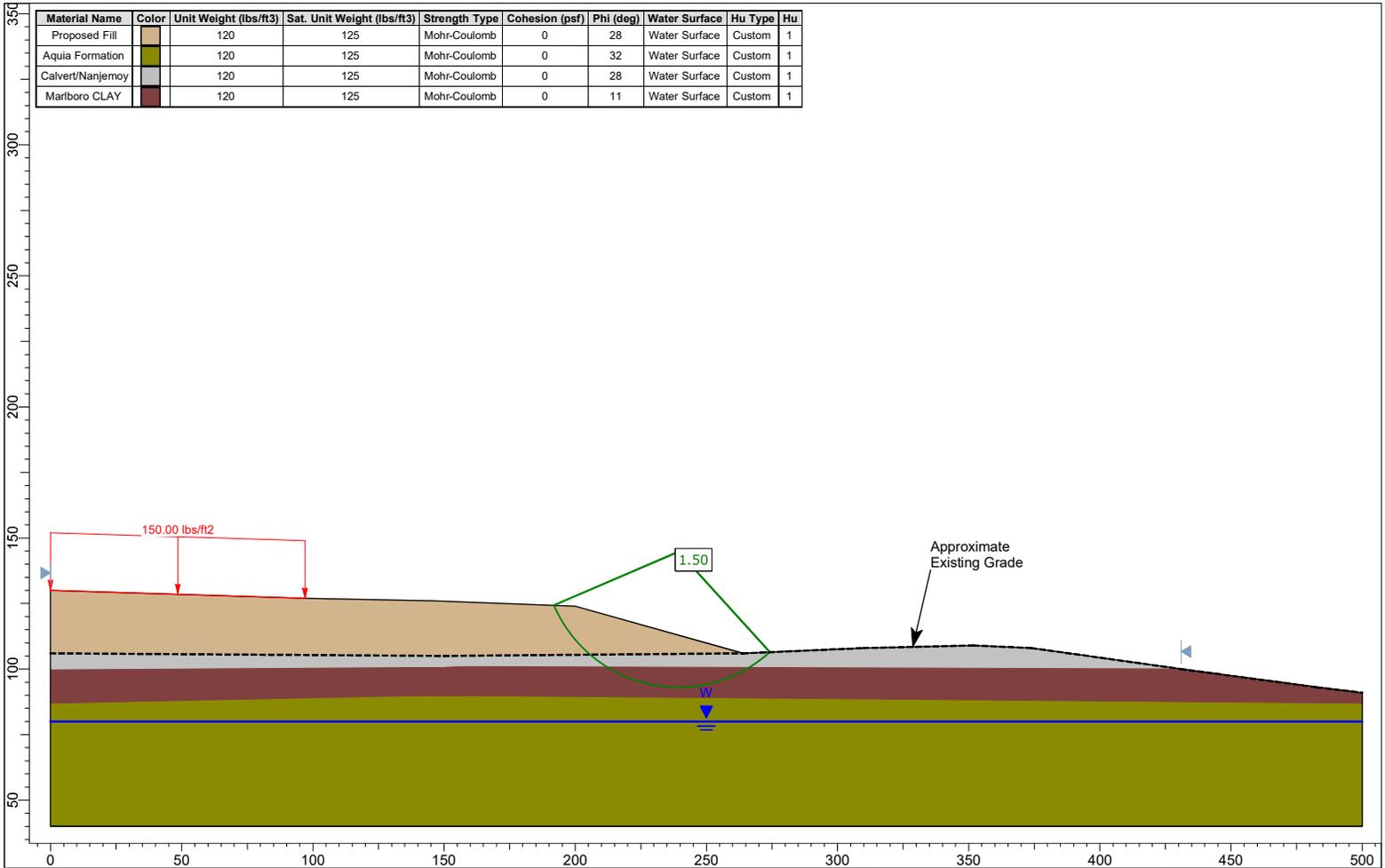


Project Name	NCBP - Lot 7	Project No.	131007x8	Date	12/17/2022
Analysis	Global stability	Section	Section B	Modeled by	A. Villarreal
Comments		Method	Bishop simplified	Scale	1:600
File Path / Name	S:\Project Files\2013\131007x8 NCBP - Lot 7\Misc\Slope Stability Analysis\NCBP - Lot 7.slm				



Material Name	Color	Unit Weight (lbs/ft ³)	Sat. Unit Weight (lbs/ft ³)	Strength Type	Cohesion (psf)	Phi (deg)	Water Surface	Hu Type	Hu
Proposed Fill		120	125	Mohr-Coulomb	0	28	Water Surface	Custom	1
Aquia Formation		120	125	Mohr-Coulomb	0	32	Water Surface	Custom	1
Calvert/ Nanjemoy		120	125	Mohr-Coulomb	0	28	Water Surface	Custom	1
Marlboro CLAY		120	125	Mohr-Coulomb	0	11	Water Surface	Custom	1

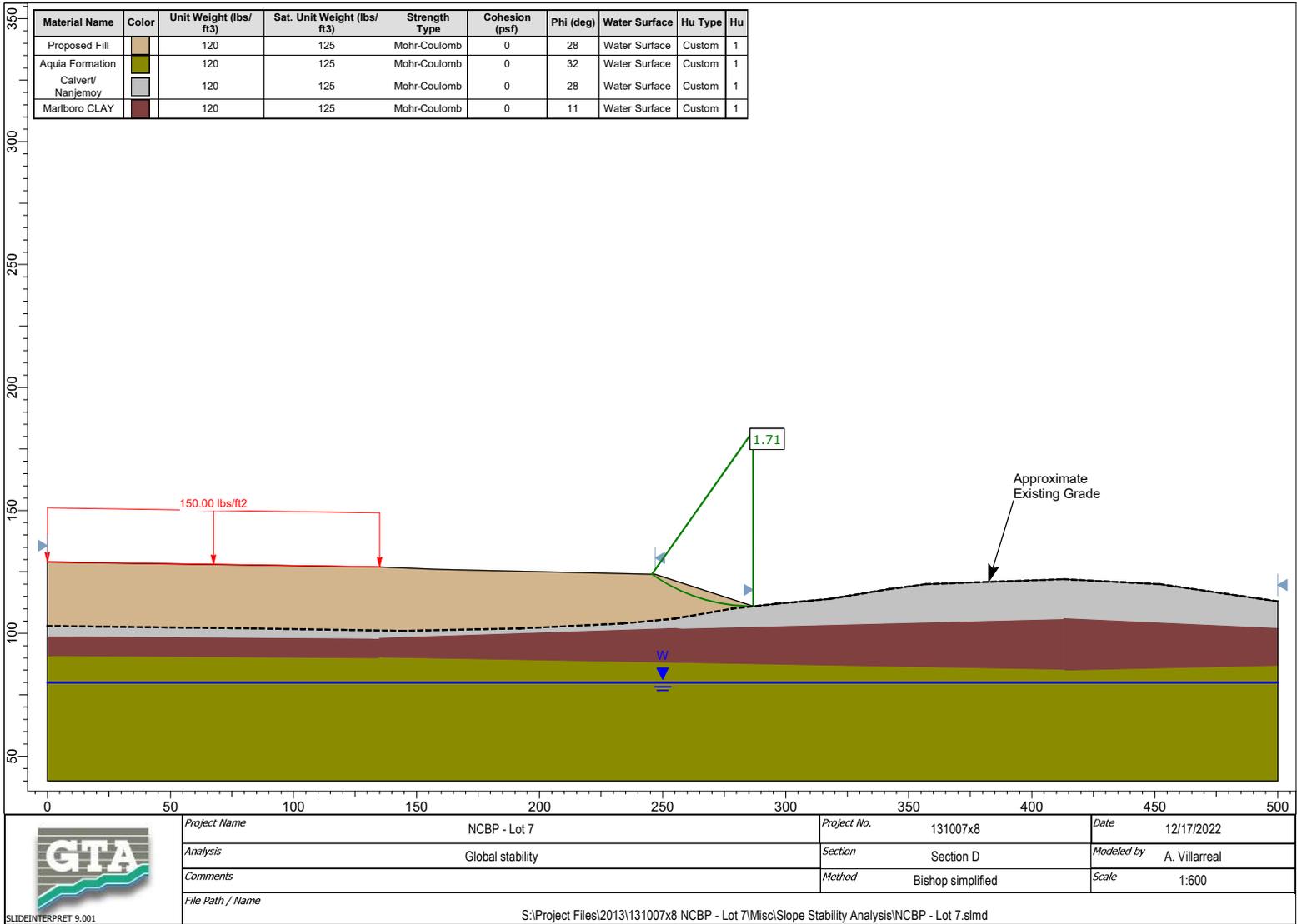
	Project Name	NCBP - Lot 7	Project No.	131007x8	Date	12/17/2022
	Analysis	Global stability	Section	Section B	Modeled by	A. Villarreal
	Comments		Method	Bishop simplified	Scale	1:600
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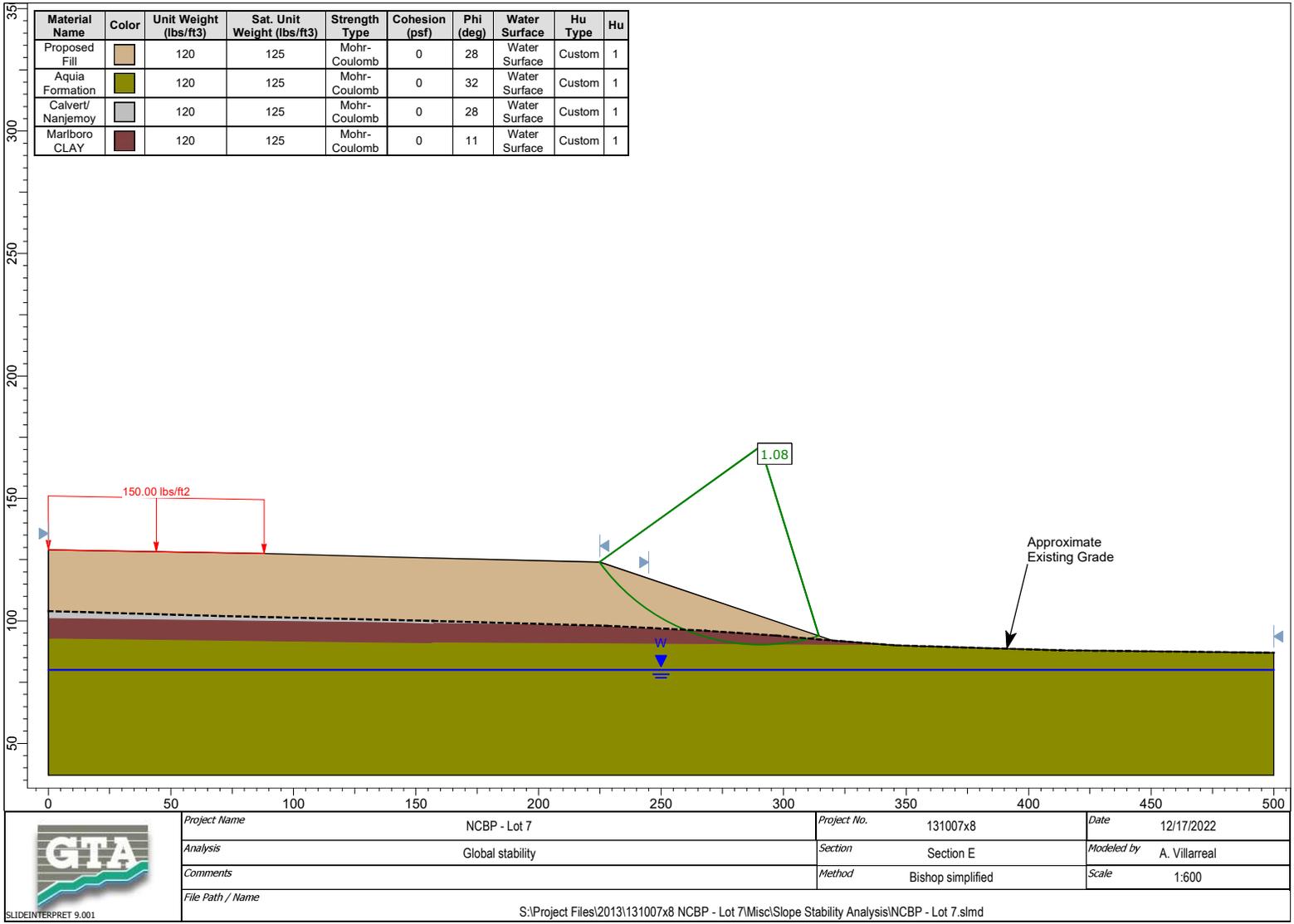


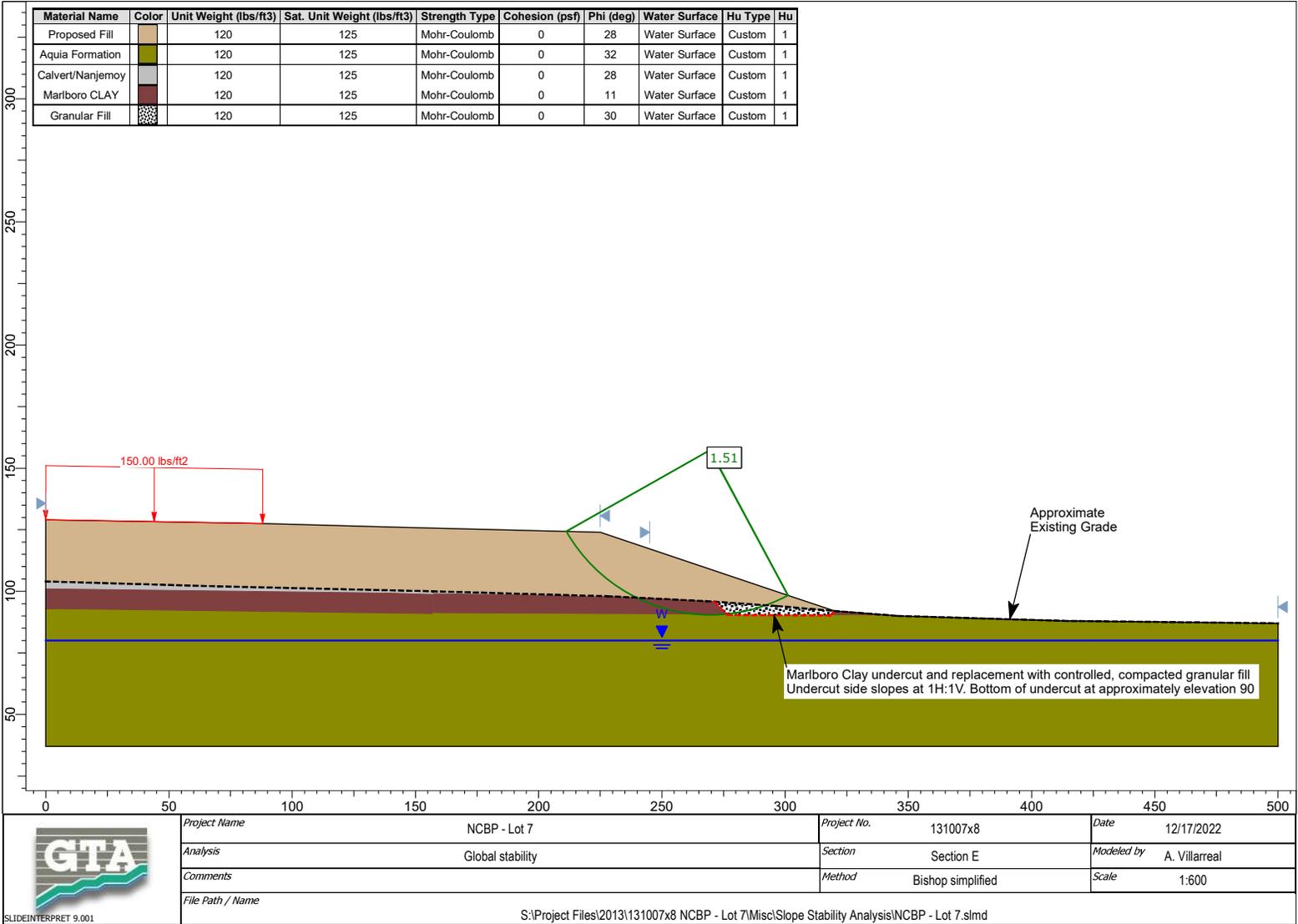
Material Name	Color	Unit Weight (lbs/ft3)	Sat. Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)	Water Surface	Hu Type	Hu
Proposed Fill		120	125	Mohr-Coulomb	0	28	Water Surface	Custom	1
Aquia Formation		120	125	Mohr-Coulomb	0	32	Water Surface	Custom	1
Calvert/Nanjemoy		120	125	Mohr-Coulomb	0	28	Water Surface	Custom	1
Marlboro CLAY		120	125	Mohr-Coulomb	0	11	Water Surface	Custom	1

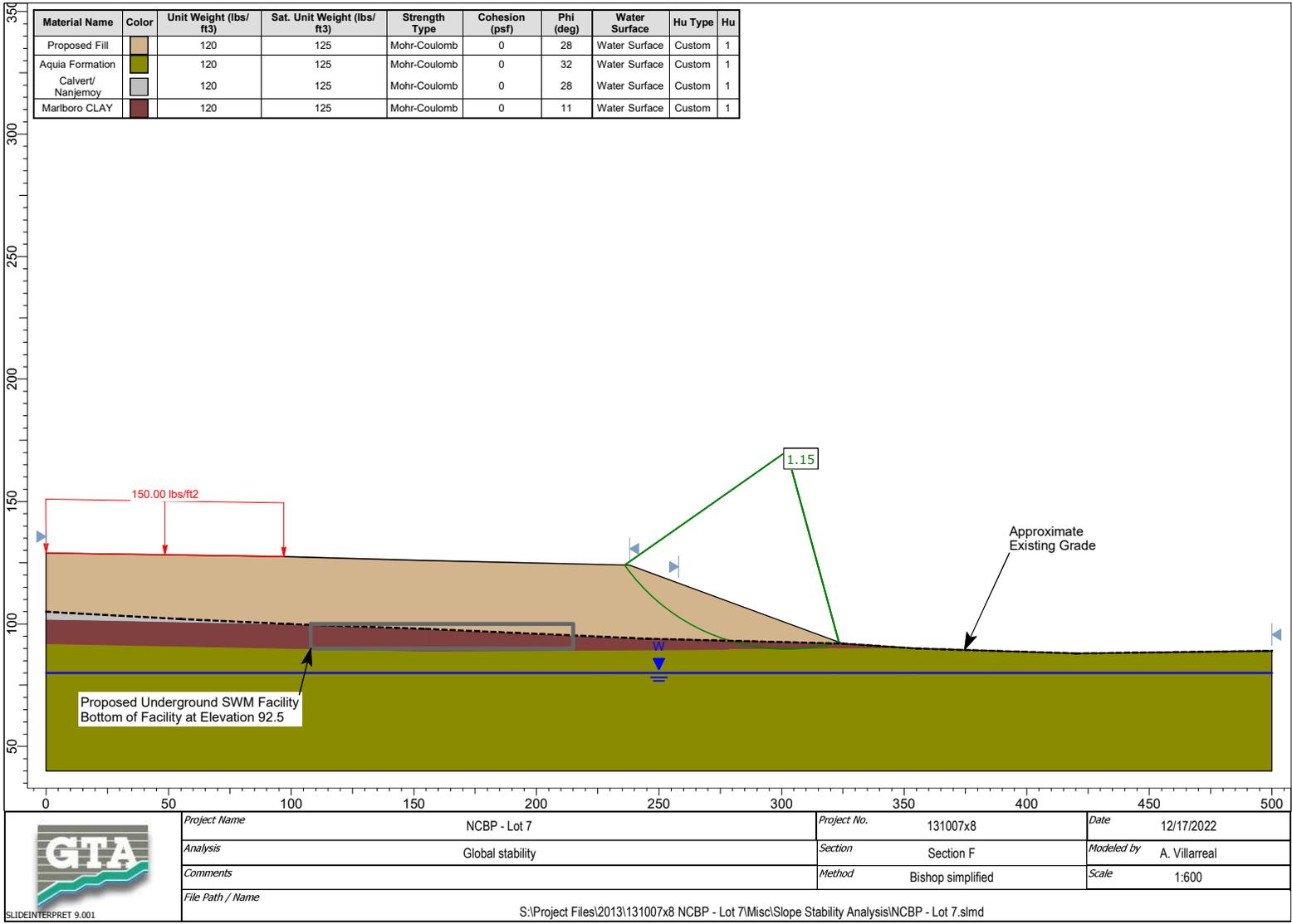
	<i>Project Name</i>	NCBP - Lot 7	<i>Project No.</i>	131007x8	<i>Date</i>	12/17/2022
	<i>Analysis</i>	Global stability	<i>Section</i>	Section C	<i>Modeled by</i>	A. Villarreal
	<i>Comments</i>		<i>Method</i>	Bishop simplified	<i>Scale</i>	1:600
	<i>File Path / Name</i>	S:\Project Files\2013\131007x8 NCBP - Lot 7\Misc\Slope Stability Analysis\NCBP - Lot 7.sldm				

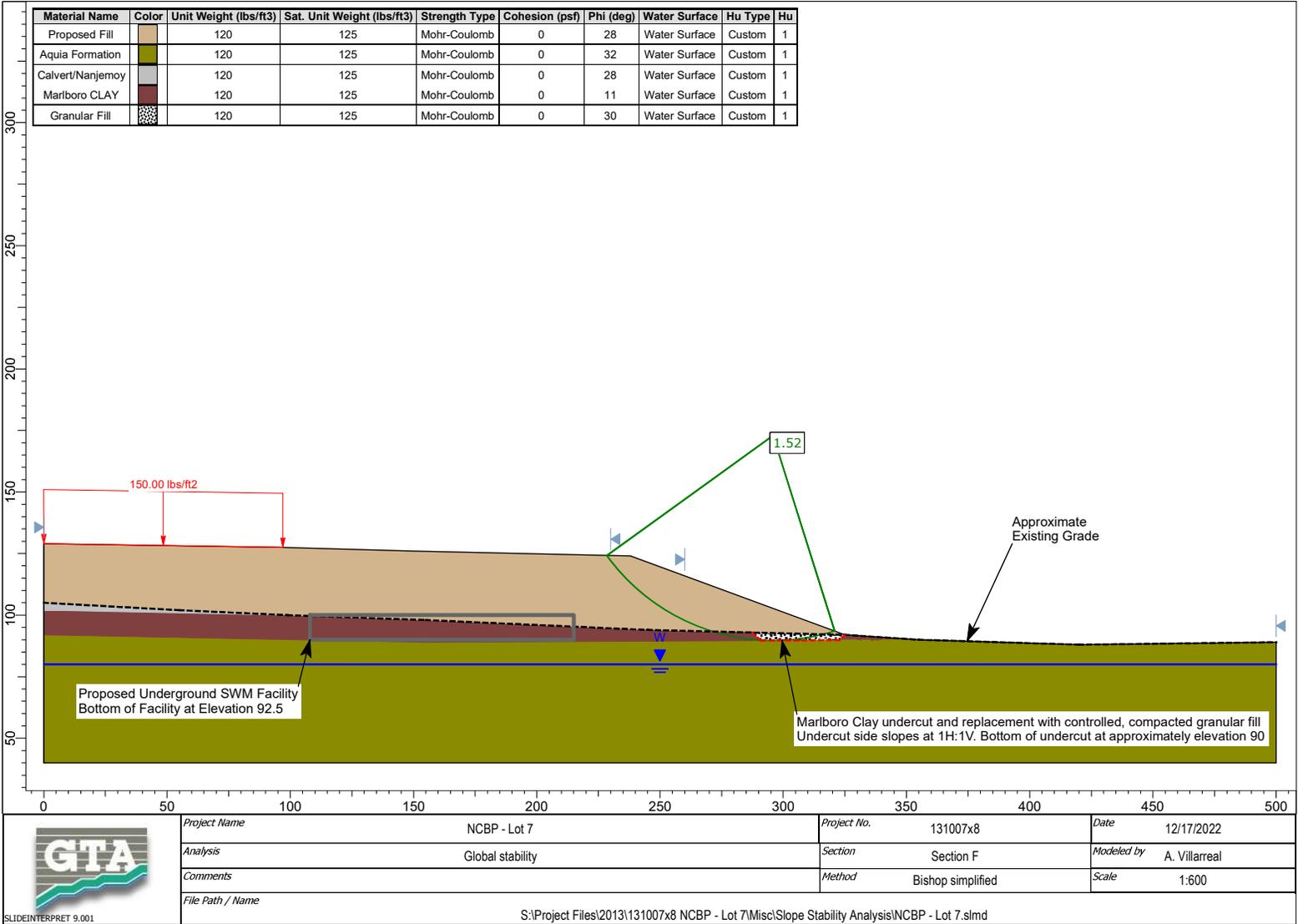
SLIDEINTERPRET 9.001













Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Office of the Director



June 23, 2021

Mr. Robert Antonetti, Jr.
Shiple & Horne, P.A
1101 Mercantile Lane, Suite 240
Largo, Maryland 20774

Re: National Capitol Business Park
DPIE SWMC No.42013-2020
DPIE SGE No. 670-2021

CR: Prince Georges Boulevard (I-300)
CR: Leeland Road

Dear Mr. Antonetti:

This is in response to your correspondence dated June 5, 2021 to the Department of Permitting, Inspections and Enforcement (DPIE) requesting a waiver for the required frontage improvements along Prince George's Boulevard. The above-referenced project is subject to the County Road Code Section 23-103, "Obligation for road improvements". The property has frontage on Prince George's Boulevard, which is County-maintained roadway.

The Department of Permitting, Inspections and Enforcement (DPIE) has reviewed this request and hereby grants a waiver of frontage improvements with the following conditions:

- 1) The County has granted a waiver for ultimate right-of-way improvements along Prince Georgas's Boulevard along the property frontage starting at the end of the proposed Cul de sac to the southern property line as shown on the attached exhibit. The County is herein waiving this requirement to avoid impact to the environmental features onsite.

Mr. Robert Antonetti, Jr.
June 23, 2021
Page 2

- 2) Dedication of public road right-of-way along Prince Georges Boulevard, for a total of 70 feet wide right of way is required. This roadway dedication is to be recorded in the County's Land Records prior to the fine grading permit issuance.

If you have any questions or need additional information, please contact Mr. Mariwan Abdullah, P.E., District Engineer for the area, Site/Road Plan Review Division, at 301.636.2060.

Sincerely,

Dawit Abraham

Melinda Bolling
Director

MB:MA:AG

cc: Dawit Abraham, P.E., Deputy Director, DPIE
Mary Giles, P.E., Associate Director, S/RPRD, DPIE
Rey de Guzman, P.E., Chief Engineer, S/RPRD, DPIE
Tuan Duc, P.E., Chief, Bridge/NPDES, S/RPRD, DPIE
Mariwan Abdullah, P.E., District Engineer, S/RPRD, DPIE

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2020 Legislative Session**

Bill No. CB-22-2020

Chapter No. 12

Proposed and Presented by Council Members Turner and Davis

Introduced by Council Members Turner, Davis, Streeter, Hawkins, Harrison and Franklin

Co-Sponsors _____

Date of Introduction June 9, 2020

ZONING BILL

1 AN ORDINANCE concerning

2 R-S Zone

3 For the purpose of permitting certain employment and institutional uses permitted by right in the
4 E-I-A (Employment and Institutional Area) Zone to be permitted in the R-S (Residential
5 Suburban) Zone of Prince George's County, under certain specified circumstances, and
6 providing procedures for the amendment of approved Basic Plans to guide the development of
7 such uses.

8 BY repealing and reenacting with amendments:

9 Sections 27-124.02, 27-195, 27-197, 27-511, 27-512, 27-513,
10 and 27-515,

11 The Zoning Ordinance of Prince George's County, Maryland,
12 being also

13 SUBTITLE 27. ZONING.

14 The Prince George's County Code
15 (2015 Edition, 2019 Supplement).

16 SECTION 1. BE IT ENACTED by the County Council of Prince George's County, Maryland,
17 sitting as the District Council for that part of the Maryland-Washington Regional District in
18 Prince George's County, Maryland, that Sections 27-124.02, 27-195, 27-197, 27-511, 27-512,
19 27-513 and 27-515 of the Zoning Ordinance of Prince George's County, Maryland, being also
20 Subtitle 27 of the Prince George's County Code, be and the same are hereby repealed and

reenacted with the following amendments:

SUBTITLE 27. ZONING.

PART 2. GENERAL.

DIVISION 4. REGULATIONS APPLICABLE IN ALL ZONES.

SUBDIVISION 8. WOODLAND CONSERVATION AND TREE PRESERVATION.

Sec. 27-124.02. Woodland Conservation and Tree Preservation.

(a) Development proposals of all types in all zones, except the Chesapeake Bay Critical Area Overlay Zones and development comprised of lands zoned Residential, R-M, and M-X-T for which there is an approved single Conceptual Site Plan applicable to all of the properties, or land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code, shall comply with the requirements for woodland conservation, tree preservation, and tree canopy coverage pursuant to the provisions of Subtitle 25 of the Prince George's County Code.

(b) In the case of development comprised of lands zoned Residential, R-M, and M-X-T, for which there is an approved single Conceptual Site Plan applicable to all of the properties, the Woodland Conservation/Afforestation Threshold shall be in accordance with the requirements for the M-X-T Zone and the tree canopy coverage requirement shall be in accordance with the requirements of the M-X-T Zone.

(c) In the case of land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code, the Woodland Conservation/Afforestation Threshold shall be in accordance with the requirements for the E-I-A Zone and the tree canopy coverage requirement shall be in accordance with the requirements of the E-I-A Zone.

PART 3. ADMINISTRATION.

DIVISION 2. ZONING MAP AMENDMENTS.

SUBDIVISION 3. COMPREHENSIVE DESIGN ZONES.

Sec. 27-195. Map Amendment Approval.

(b) Criteria for approval.

(1) Prior to the approval of the application and the Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:

(A) The proposed Basic Plan shall either conform to:

1 (i) The specific recommendation of a General Map plan, Area
2 Master Plan map, or urban renewal plan map; or the principles and guidelines of the plan text
3 which address the design and physical development of the property , the public facilities
4 necessary to serve the proposed development, and the impact which the development may have
5 on the environment and surrounding properties; [or]

6 (ii) The principles and guidelines described in the Plan
7 (including the text) with respect to land use, the number of dwelling units, intensity of
8 nonresidential buildings, and the location of land uses; or

9 (iii) The regulations applicable to land zoned R-S and
10 developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of
11 this Code.

12 * * * * *

13 **Sec. 27-197. Amendment of approved Basic Plan.**

14 (c) If an amendment of an approved Basic Plan does not involve a change in land
15 area or an increase in land use density or intensity, [or] is for the purpose of adding a
16 Planned Environmental Preservation Community, or is for the purpose of allowing uses
17 permitted in the E-I-A Zone on land in the R-S Zone pursuant to Section 27-515(b) of this Code,
18 the Plan may be amended by the Council in accordance with the following procedures:

19 (1) The applicant shall file the request (in triplicate) with the Clerk of the
20 Council. The petition shall be accompanied by a new reproducible copy of the proposed new
21 Basic Plan (graphic only) or three (3) copies of the proposed new Basic Plan Text (as necessary
22 depending on the amendment proposed). The Clerk’s office shall advise the applicant (in
23 writing) that the Technical Staff has found that the request is complete. If an amendment to an
24 approved Basic Plan is proposed for the purpose of adding a Planned Environmental
25 Preservation Community, the applicant must hold a meeting to solicit public comment on the
26 Plan for the purpose of incorporating comments concerning use, design, and density, to the
27 extent possible, into the Plan. The applicant shall send by certified mail notice of the date, time,
28 place and subject matter of the meeting to all adjoining property owners, including owners
29 whose properties lie directly across a street, alley, or stream, to all persons of record in the
30 original application, and to every municipality located within one (1) mile of the applicant’s
31 property. Evidence that the applicant has complied with this requirement shall be provided prior

1 to the acceptance of the applicant’s petition by the Clerk of the Council.

2 (2) The Clerk of the Council shall refer copies of the request and
3 accompanying documents to the Planning Board and to the People’s Zoning Counsel. The
4 Planning Board and the People’s Zoning Counsel shall submit any comments which they have
5 on the request to the Council, the Zoning Hearing Examiner, the petitioner, and all persons of
6 record in the original Zoning Map Amendment application. The comments shall be submitted not
7 later than sixty (60) days after the date the Clerk refers the petition to them, unless such deadline
8 is waived in writing by the applicant.

9 (3) Within one hundred twenty (120) days after referral of the petition to the
10 Planning Board and People’s Zoning Counsel, the Zoning Hearing Examiner shall conduct a
11 public hearing on the petition. The hearing shall be held in accordance with Section 27-129. The
12 hearing shall not be held until after the sixty (60) day review period has expired, unless both the
13 Planning Board and People’s Zoning Counsel have submitted their comments.

14 (4) Within thirty (30) days from the close of the hearing record, the Zoning
15 Hearing Examiner shall file a written recommendation with the District Council, unless such
16 deadline is waived in writing by the applicant.

17 (5) Any person of record may appeal the recommendation of the Zoning
18 Hearing Examiner within fifteen (15) days of the filing of the Zoning Hearing Examiner’s
19 recommendation with the District Council. If appealed, all persons of record may testify before
20 the District Council.

21 (6) Persons arguing shall adhere to the District Council’s Rules of Procedure,
22 and argument shall be limited to thirty (30) minutes for each side, and to the record of the
23 hearing.

24 (7) In approving the petition, the District Council shall find that the
25 requirements of Section 27-195(b) have been met. If the Council does not act within forty-five
26 (45) days of the filing of the written recommendation, the petition shall be considered to have been
27 denied.

28 * * * * *

29 **PART 8. COMPREHENSIVE DESIGN ZONES**
30 **DIVISION 2. SPECIFIC COMPREHENSIVE DESIGN ZONES.**
31 **SUBDIVISION 6. R-S ZONE (RESIDENTIAL SUBURBAN DEVELOPMENT).**

1 **Sec. 27-511. Purposes.**

2 (a) The purposes of the R-S Zone are to:

3 (1) Establish (in the public interest) a plan implementation zone, in which (among
4 other things):

5 (A) Permissible residential density is dependent upon providing public benefit
6 features and related density increment factors; [and]

7 (B) The location of the zone must be in accordance with the adopted and
8 approved General Plan, Master Plan, Sector Plan, public urban renewal plan, or Sectional Map
9 Amendment Zoning Change; and

10 (C) Applicable regulations are satisfied for uses authorized pursuant to Section
11 27-515(b) of this Code.

12 (2) Establish regulations through which adopted and approved public plans and
13 policies (such as the General Plan, Master Plans, Sector Plans, public urban renewal plans, or
14 Section Map Amendment Zoning Changes) can serve as the criteria for judging individual
15 development proposals;

16 (3) Assure the compatibility of proposed land uses with existing and proposed
17 surrounding land uses, and existing and proposed public facilities and services, so as to promote
18 the health, safety, and welfare of the present and future inhabitants of the Regional District;

19 (4) Encourage amenities and public facilities to be provided in conjunction with
20 residential development;

21 (5) Encourage and stimulate balanced land development; [and]

22 (6) Improve the overall quality and variety of residential environments in the
23 Regional District [.]; and

24 (7) Allow qualifying properties in the R-S Zone to develop with uses in the E-I-A Zone
25 pursuant to Section 27-515(b) of this Code.

26 **Sec. 27-512. Uses.**

27 (a) The general principle for land uses in this zone is that uses shall be either
28 residential in nature, or necessary to serve the dominant residential uses. These latter uses shall
29 be integrated with the residential environment without disrupting the residential character or
30 residential activities. The land uses in the zone may also consist of any uses authorized pursuant
31 to Section 27-515(b) of this Code.

1 (b) The uses allowed in the R-S Zone are as provided for in the Table of Uses (Division 3
2 of this Part).

3 **Sec. 27-513. Regulations.**

4 * * * * *

5 (d) Other regulations.

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

9 (2) Additional regulations concerning development and use of property in the R-S
10 Zone are as provided for in Divisions 1, 4, and 5 of this Part, General (Part 2), Off-Street Parking
11 and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

12 (3) Notwithstanding any other requirement of this Subdivision, the types of dwelling
13 units permitted shall be limited to one-family detached and attached dwellings. No more than
14 thirty-five percent (35%) of the total number of dwelling units shall be attached units; however,
15 the restrictions for attached dwelling units of this subsection, above, shall not apply to Mixed
16 Retirement Development in the R-S Zone.

17 (4) Notwithstanding any other provision of this Subtitle, a grading permit to support
18 the development of uses permitted in the E-I-A Zone on land in the R-S Zone pursuant to Section
19 27-515(b) may be issued so long as it is in conformance with an approved Comprehensive
20 Design Plan.

21 (5) Notwithstanding the provisions of Section 27-123 of this Code, the minimum
22 standards set forth in the Landscape Manual for landscaping, buffering, and screening for all uses
23 permitted in the E-I-A Zone on land in the R-S Zone pursuant to Section 27-515(b) may be
24 modified by the approved Comprehensive Design Plan.

25 * * * * *

DIVISION 3. USES PERMITTED.

Sec. 27-515. Uses permitted.

(b) TABLE OF USES.

USE	ZONE								
	M-A-C	L-A-C	E-I-A	R-U	R-M	R-S	R-L	V-L	V-M
(4) MISCELLANEOUS									
* * * * *	*	*	*	*	*	*	*	*	*
<u>Where not otherwise specifically permitted, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception)</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>P³⁸</u>	<u>X</u>	<u>X</u>	<u>X</u>

* * * * *

38 Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:

- (a) The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:
 - (i) was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;
 - (ii) contains at least 400 acres and adjoins a railroad right-of-way; and
 - (iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.
- (b) Regulations regarding green area set forth in Section 27-501(a)(2) shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.
- (c) Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.
- (d) Additional requirements for uses developed pursuant to this footnote shall include the following:
 - (i) Street connectivity shall be through an adjacent employment park; and
 - (ii) A public park of at least 20 acres shall be provided.

SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five (45) calendar days after its adoption.

Adopted this 14th day of July, 2020.

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: _____
Todd M. Turner
Council Chair

ATTEST:

Donna J. Brown
Clerk of the Council

KEY:
Underscoring indicates language added to existing law.
[Brackets] indicate language deleted from existing law.
Asterisks *** indicate intervening existing Code provisions that remain unchanged.

PRINCE GEORGE'S COUNTY COUNCIL

COMMITTEE REPORT

2020 Legislative Session

Reference No.: CB-22-2020

Draft No.: 2

Committee: COMMITTEE OF THE WHOLE

Date: 06/02/2020

Action: FAV (A)

REPORT:

Committee Vote: Favorable as amended, 9-2 (In favor: Council Members Turner, Davis, Franklin, Glaros, Harrison, Hawkins, Ivey, Streeter and Taveras. Oppose: Council Members Anderson-Walker and Dernoga)

The Committee of the Whole met on June 2 to consider CB-22-2020. After staff overview, Council Chair Turner, the bill's sponsor, informed the Committee that this legislation is proposed to facilitate the development of property in his district with employment, commercial, and office uses as the original zoning in the area was intended and what is now the existing character of the area.

The Planning Board submitted a letter dated May 28, 2020 to the Council Chair indicating opposition to CB-22-2020 with explanation as detailed in the letter. Rana Hightower, of the Planning Director's Office, informed the Committee that the Planning Board believes the ongoing master plan and sectional map amendment for Bowie and Vicinity is the appropriate mechanism to achieve the intent of the legislation.

The Zoning and Legislative Counsel provided an overview of a Proposed Draft-2 (DR-2) prepared at the bill sponsor's request with amendments as follows: on page 1, expand the purpose clause to insert "permitted by right in the E-I-A (Employment and Institutional Area) Zone to be permitted" before "in the R-S (Residential Suburban) Zone; on page 3, lines 9 and 10, strike "uses authorized" and insert "land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized", line 17, after "permitted", insert "in the E-I-A Zone on land in the R-S Zone"; on page 5, lines 25-27, strike "uses authorized" and insert "qualifying properties in the R-S Zone to develop with uses in the E-I-A Zone"; after "Section 27-515(b), strike "footnote 38, to be developed on qualifying properties" and insert "of this code"; on page 7, in footnote 38, in "(a)" strike "a continuous land assemblage" and insert "an assemblage of adjacent land", and in "(d)", strike "Specific" and insert "Additional"; in "(d)(i)", strike "Streets shall be designed to route related truck traffic through an adjacent employment park" and insert "street connectivity shall be through an adjacent employment park".

The Office of Law reviewed Proposed Draft-2 and determined that it is in proper legislative form. The June 2, 2020 Office of Law legislative comment indicates that the Office of Law

believes potential legal impediments exist within the bill as currently drafted.

On a motion by Council Member Davis, and second by Council Member Harrison, the Committee of the Whole voted 9-2 on CB-22-2020 as amended in Proposed DR-2.

CB-22-2020–Planning Board Analysis (Attachment 2)

CB-22-2020 amends the Zoning Ordinance to permit employment and institutional uses in the Residential Suburban (R-S) Zone, under very limited circumstances, and provides procedures for the amendment of approved Basic Plans to allow these new uses. The bill allows all uses that are permitted in the Employment and Institutional Area (E-I-A) Zone to occur on a qualifying property. The Planning Board believes that only one property in the County would qualify, as discussed below.

The Planning Board has the following comments and suggestions for consideration by the District Council:

Policy Analysis:

This bill amends Sections 27-195 (Map Amendment Approval.), 27-197 (Amendment of approved Basic Plan.), 27-511 (Purposes.), and 27-512 (Uses.), and Section 27-515(b) (Uses Permitted in Comprehensive Design Zones.). The most significant amendment adds a new footnote 38 to Section 27-515(b). The footnote allows all E-I-A uses (other than special exceptions) to occur in the R-S Zone, exempts such development from the R-S regulations, adds new standards for streets and parkland, and describes the type of parcel or assemblage that will qualify to use the footnote.

The Planning Board believes this bill was drafted for an approximately 639-acre property, located north of Leeland Road and east of a freight line owned by Consolidated Rail, and identified in tax records as Parcel 30, tax account 0670737. The property is also known as Willowbrook and has an extensive approval history under its existing R-S Zone.

The 2006 Bowie and Vicinity Master Plan recommended suburban intensity residential development at this location. Residential development in the low range of the R-S Zone was considered a suitable transition between adjacent neighborhoods. The intent was for development at the Leeland Road location to be more intense than the development to the west (Oak Creek) and less intense than the development to the south (Beech Tree).

The District Council approved A-9968 (Willowbrook) simultaneously with the approval of the 2006 master plan and its concurrent sectional map amendment on February 7, 2006, subject to the limitations and conditions set forth in CR-11-2006.

Approximately 13 acres of the Willowbrook site—located between the Safeway Distribution Center site that is in the northwest quadrant of US 301 and Leeland Road and the residentially-zoned portion of the Willowbrook site—are designated for employment land use. Employment land use was considered appropriate for this portion of the property at the time because of the physical separation of this portion of the Willowbrook site by a stream and steep topography that orients it toward the abutting, existing employment development. At this location, Prince George’s Boulevard (I-300) is to be extended from its southern terminus through this area and continue through the Safeway Distribution Center site to Leeland Road.

If the District Council would like this property to be rezoned, it would be more appropriate to do so during a sectional map amendment following approval of the ongoing master plan for Bowie and Vicinity (Planning Area 74A). The District Council initiated a master plan for Planning Area 74A, including the subject property, in February 2020. The master plan update will give the Council an opportunity to comprehensively review its goals for this property and all possible issues, and plan for its future.

CB-22-2020 – Planning Board Analysis (Attachment 2)

Page 2

Text amendments are best suited to fine-tune the uses or regulations in an existing zone. CB-22-2020 does not fine-tune the R-S Zone; instead, it allows uses wholly different from those normally associated with the R-S Zone. For that reason, the Planning Board believes the on-going Bowie Master Plan update is a superior vehicle to accomplish the purposes of CB-22-2020. The Planning Department is currently evaluating the master plan area and engaging in discussions with residents, property owners, and the business community to determine the appropriate future use of land in this area.

Although the current residential zoning of the property is appropriate, there are reasons why the Council might find commercial, industrial, or institutional uses to be equally appropriate. A large amount of non-residential development in the E-I-A and I-1 zones exists directly east of the property. The railroad line to the west and Leeland Road to the south form natural boundaries between this property and adjacent residential zones, although careful buffering and design regulations would be needed to provide compatibility.

Should the text amendment move forward, the Planning Board has additional concerns regarding footnote 38:

Under (a) (iii) the words "an existing employment park" are not defined and should be clarified.

Under (c) the bill states the R-S Zone regulations shall not apply. Replacement development regulations are needed. Not adding development regulations defeats the entire purpose of zoning and denies the District Council and the Planning Board the ability to apply any objective standards to the development.

Under (d) (iii) there are concerns about the legality of the proposed conditional approval requirement that development on this property provide "a public park of at least 20 acres."

New Zoning Ordinance:

The subject property would be placed in the Legacy Comprehensive Design (LCD) Zone. The development regulations would be the same as in the prior Zoning Ordinance if the applicant continues to develop in accordance with prior approvals.

Impacted Property:

The bill as drafted would impact the Willowbrook property, consisting of approximately 639 acres, located north of Leeland Road and east of a freight line owned by Consolidated Rail, and identified in tax records as Parcel 30, tax account 0670737.

Following discussion, the Planning Board voted to oppose CB-22-2020 with the above-mentioned explanation.

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2022 Legislative Session**

Bill No. CB-105-2022

Chapter No. 54

Proposed and Presented by Council Member Franklin, Hawkins and Turner

Introduced by Council Members Franklin, Hawkins, Turner, Medlock, and Harrison

Co-Sponsors _____

Date of Introduction September 27, 2022

ZONING BILL

1 AN ORDINANCE concerning

2 LCD Zone

3 For the purposes of authorizing development standards and uses for designated employment
4 areas in LCD Zone under certain circumstances.

5 BY adding:

6 Section 27-4205 (c)(5)

7 The Zoning Ordinance of Prince George's County, Maryland,
8 being also

9 SUBTITLE 27. ZONING.

10 The Prince George's County Code
11 (2019 Edition, 2021 Supplement).

12 SECTION 1. BE IT ENACTED by the County Council of Prince George's County,
13 Maryland, sitting as the District Council for that part of the Maryland-Washington Regional
14 District in Prince George's County, Maryland, that Section 27-4205(c) of the Zoning Ordinance
15 of Prince George's County, Maryland, being also Subtitle 27 of the Prince George's County
16 Code, be and the same are hereby repealed and reenacted with the following amendments:
17

SUBTITLE 27. ZONING.

PART 27-4 ZONES AND ZONE REGULATIONS

27-4205. Other Base Zones

* * * * *

(c) Legacy Comprehensive Design (LCD) Zone

* * * * *

(5) Development Within Designated Employment Areas

Notwithstanding any other provision of this Subtitle to the contrary, any land in the LCD Zone as of April 1, 2022 that is identified within an employment area in an Area Master Plan or Sector Plan may develop in accordance with the standards and uses applicable to the E-I-A Zone in the zoning ordinance in effect prior to April 1, 2022. Development of such land shall comply with a Basic Plan, CDP, or SDP, approved pursuant to the E-I-A Zone standards and uses in the zoning ordinance in effect prior to April 1, 2022 as modified by the provisions set forth in this subsection and said approvals shall remain valid in accordance with Section 27-1700, Transitional Provisions. Regulations regarding green area set forth in Section 27-501(a)(2) in the zoning ordinance in effect prior to April 1, 2022 shall not apply and the minimum green area (of net lot area) may be reduced to 10% if consistent with the approved CDP. A grading permit to support the development of permitted uses may be issued so long as it is in conformance with an approved CDP and Type 2 Tree Conservation Plan. The minimum standards set forth in the Landscape Manual for landscaping, buffering, and screening for all uses permitted in the E-I-A Zone may be modified by the approved CDP. An amendment of a Basic Plan to incorporate the standards and uses set forth in this subsection may be processed using the procedures applicable to the previous Basic Plan. Any approved Basic Plan, CDP, or SDP that conforms to the provisions of this subsection shall be considered “grandfathered” and subject to the provisions set forth in Section 27-1704 of this Subtitle (notwithstanding whether the Property is subsequently rezoned).

SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five (45) calendar days after its adoption.

Adopted this 25th day of October, 2022.

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: _____
Calvin S. Hawkins, II
Council Chair

ATTEST:

Donna J. Brown
Clerk of the Council

KEY:
Underscoring indicates language added to existing law.
[Brackets] indicate language deleted from existing law.
Asterisks *** indicate intervening existing Code provisions that remain unchanged.

PRINCE GEORGE'S COUNTY COUNCIL
COMMITTEE REPORT
2022 Legislative Session

Reference No.: CB-105-2022

Draft No.: 1

Committee: PLANNING, HOUSING AND ECONOMIC DEVELOPMENT

Date: 10/19/2022

Action: FAV

REPORT:

Committee Vote: Favorable, 4-0 (In favor: Council Members Franklin, Glaros, Hawkins, and Turner)

The Planning, Housing and Economic Development (PHED) Committee convened on October 19, 2022, to consider CB-105-2022. The Planning, Housing and Economic Development (PHED) Committee Director summarized the purpose of the legislation and informed the Committee of written comments received on referral. This legislation amends the Zoning Ordinance to authorize development standards and uses for designated employment areas in the Legacy Comprehensive Design Zone under certain circumstances. The PHED Committee Director clarified that the legislation bypassed presentation and went straight to introduction; therefore, no substantive amendments could be made to the legislation during the Committee meeting.

The Planning Board took no position on the legislation and referenced the following analysis in their October 6, 2022, letter to the Council Chairman:

“Policy Analysis:

This bill makes revisions to the Legacy Comprehensive Design (LCD) Zone that would allow any property zoned LCD as of April 1, 2022, that is "identified within an employment area in an Area Master Plan or Sector Plan" to develop in accordance with the standards and uses applicable to the former Employment and Institutional Area (E-I-A) Zone. The bill would then waive the green area standards of the former E-I-A Zone and reduce the minimum green area to 10 percent “if consistent with the approved CDP.” It also essentially waives the minimum standards of the Landscape Manual for landscaping, buffering, and screening for all uses, allowing these minimums to be modified by the approved CDP.

There is only one area of the County specifically identified as an “Employment Area” with land in the LCD Zone as of April 1, 2022. The properties are within the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan in the Collington Local Employment Area west of US 301 and north of Leeland Road, and include the existing and still developing Collington Trade Center as well as the planned National Capital Business Park. A map of this area is attached.

The Planning Board generally does not support text amendments that provide unique standards for subsets of properties. We understand that this legislation is intended as a stop-gap measure pending implementation of the recommended industrial zoning in the Bowie-Mitchellville and Vicinity Master Plan. This bill is in opposition to the three fundamental principles of land use regulation (1) fairness, (2) predictability, and (3) user-friendly regulations. CB-105-2022 does not provide clear, transparent, and consistent regulations for all similar development in a zone.

The Planning Board notes that development of the National Capital Business Park is proceeding under an existing legislative text amendment, CB-22-2020 (DR-2), which allowed property in the former Residential Suburban (R-S) Comprehensive Design Zone to develop with the uses and regulations of the former Employment and Institutional Area (E-I-A) Comprehensive Design Zone. The provisions of CB-22-2020 (DR-2) already do what CB-105-2022 proposes to do for the National Capital Business Park and will continue to do so for as long as the National Capital Business Park continues to develop as LCD and its approvals remain valid. Several entitlements including the Basic Plan and Comprehensive Design Plan (CDP) have been approved for this development, giving this development access to the regulations and provisions of the prior Zoning Ordinance by nature of its reclassification to the LCD Zone on April 1, 2022, and pursuant to the transition and grandfathering provisions of Section 27-1700.

Recommended Amendments:

The Planning Board strongly recommends that the phrase "identified within an employment area in an Area Master Plan or Sector Plan" found on page 2, lines 10-11 be replaced with "located within the Collington Local Employment Area of the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan." The term "employment area" is not defined in the Zoning Ordinance, and many master and sector plans throughout the County identify land that is targeted for employment. The phrase "employment area" as used in CB-105 is vague, and properties elsewhere in the County might attempt to use the bill to apply E-I-A standards to properties that are wholly inappropriate for E-I-A development.

The Planning Board also recommends deletion of the phrase "in effect" from page 2, line 14 of the bill. The Planning Board believes the intent of the bill is to require compliance with a Basic Plan, CDP or SDP that was approved prior to April 1, 2022. Without the recommended deletion, the text could be interpreted to allow a Basic Plan, CDP or SDP approved after April 1 to utilize the prior Zoning Ordinance."

The Zoning Hearing Examiner submitted an October 6, 2022, memorandum to the PHED Committee Director recommending that the legislative history include the genesis for the bill, and the purpose clause be revised to briefly explain the basis for the bill.

The Office of Law provided the following comments in an October 19, 2022, to the Committee. "The Office of Law reviewed the bill as it was presented on September 17, 2022, in conjunction with the Memorandum submitted by Park and Planning, the Zoning Hearing Examiner, MNCPPC Staff Report, and the Map of Eligible Properties. The Office of Law finds that as written, without the included legislative history, CB-105-2022 could be interpreted as attempted spot zoning legislation because as stated in the Park and Planning Memorandum, it does pose "direct opposition to the three fundamental principles of land use regulation (1) fairness, (2) predictability, and (3) user-friendly regulations. CB-105-2022 does not provide clear, transparent, and consistent regulations for all similar development in a zone."

If, as the ZHE suggested, the legislation history can clear up the opposition presented by the Park and Planning Memo, then the Office of Law suggests including it in the bill to prevent potential conflicts or challenges. The map is suggestive of multiple properties within one geographical area. This can be interpreted in multiple ways and therefore the legislative history would be helpful in identifying the proper interpretation of the included area on the map.

Lastly, the Office of Law concurs with the suggested amendments proposed by the Staff Report on page 2.”

Terry Bell, County Council Liaison, stated that the County Executive supports the legislation.

David Iannucci, President & CEO of the Prince George’s County Economic Development Corporation, submitted a letter to PHED Committee Chairman Franklin in support of the bill indicating that enactment of CB-105-2022 would be a positive force for job creation and growth of the County’s non-residential tax base.

The Committee received public testimony from John Tabori and Arthur Horne, Esq.

After discussion of agency comments and potential non-substantive amendments for consideration following the public hearing on the legislation, the Committee voted favorable, 4-0, on Draft-1.

CB-105-2022 – Planning Board Analysis (Attachment 1)

This bill is intended to create alternative development standards and uses for a designated employment area in the Legacy Comprehensive Design (LCD) Zone, under certain circumstances.

The Planning Board has the following comments for consideration by the District Council:

Policy Analysis:

This bill makes revisions to the Legacy Comprehensive Design (LCD) Zone that would allow any property zoned LCD as of April 1, 2022 that is "identified within an employment area in an Area Master Plan or Sector Plan" to develop in accordance with the standards and uses applicable to the former Employment and Institutional Area (E-I-A) Zone. The bill would then waive the green area standards of the former E-I-A Zone and reduce the minimum green area to 10 percent "if consistent with the approved CDP." It also essentially waives the minimum standards of the Landscape Manual for landscaping, buffering, and screening for all uses, allowing these minimums to be modified by the approved CDP.

There is only one area of the County specifically identified as an "Employment Area" with land in the LCD Zone as of April 1, 2022. The properties are within the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan in the Collington Local Employment Area west of US 301 and north of Leeland Road, and include the existing and still developing Collington Trade Center as well as the planned National Capital Business Park. A map of this area is attached.

The Planning Board generally does not support text amendments that provide unique standards for subsets of properties. We understand that this legislation is intended as a stop-gap measure pending implementation of the recommended industrial zoning in the Bowie-Mitchellville and Vicinity Master Plan. This bill is in opposition to the three fundamental principles of land use regulation (1) fairness, (2) predictability, and (3) user-friendly regulations. CB-105-2022 does not provide clear, transparent, and consistent regulations for all similar development in a zone.

The Planning Board notes that development of the National Capital Business Park is proceeding under an existing legislative text amendment, CB-22-2020 (DR-2), which allowed property in the former Residential Suburban (R-S) Comprehensive Design Zone to develop with the uses and regulations of the former Employment and Institutional Area (E-I-A) Comprehensive Design Zone. The provisions of CB-22-2020 (DR-2) already do what CB-105-2022 proposes to do for the National Capital Business Park and will continue to do so for as long as the National Capital Business Park continues to develop as LCD and its approvals remain valid. Several entitlements including the Basic Plan and Comprehensive Design Plan (CDP) have been approved for this development, giving this development access to the regulations and provisions of the prior Zoning Ordinance by nature of its reclassification to the LCD Zone on April 1, 2022, and pursuant to the transition and grandfathering provisions of Section 27-1700.

Recommended Amendments:

The Planning Board strongly recommends that the phrase "identified within an employment area in an Area Master Plan or Sector Plan" found on page 2, lines 10-11 be replaced with "located within the Collington Local Employment Area of the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan." The term "employment area" is not defined in the Zoning Ordinance, and many master and sector plans throughout the County identify land that is targeted for employment. The phrase "employment area" as used in CB-105 is vague, and properties elsewhere in the County might attempt to use the bill to apply E-I-A standards to properties that are wholly inappropriate for E-I-A development.

CB-105-2022 – Planning Board Analysis (Attachment 1)

Page 2

The Planning Board also recommends deletion of the phrase "in effect" from page 2, line 14 of the bill. The Planning Board believes the intent of the bill is to require compliance with a Basic Plan, CDP or SDP that was approved prior to April 1, 2022. Without the recommended deletion, the text could be interpreted to allow a Basic Plan, CDP or SDP approved after April 1 to utilize the prior Zoning Ordinance.

Impacted Property:

The bill will impact all properties located within the Collington Local Employment Area, as shown on the attached map.

Following discussion, the Planning Board voted to take no position on CB-105-2022.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
301-952-3600

May 23, 2022

**RE: A-9968-C-03 National Capitol Business Park
National Capitol Business Park, Applicant**

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed a copy of Zoning Ordinance No. 6 - 2022 setting forth the action taken by the District Council in this case on May 16, 2022.

CERTIFICATE OF SERVICE

This is to certify that on May 23, 2022 this notice and attached Council order were mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script that reads "Donna J. Brown".

Donna J. Brown
Clerk of the Council

**Wayne K. Curry Administration Building
1301 McCormick Drive Largo, MD 20774**

Case No.: A-9968-C-03
National Capitol Business Park

Applicant: National Capitol Business Park

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

ZONING ORDINANCE NO. 6 –2022

AN ORDINANCE to amend the existing Basic Plan (A-9968-02) for National Capitol Business Park, to increase employment and industrial uses by 2 million square feet, and to revise conditions and considerations of Basic Plan approval, pursuant to Section 27-197(c) of the Zoning Ordinance, on approximately 441.3 acres of land, in the R-S (Residential Suburban Development) Zone,¹ located on the north side of Leeland Road, approximately 3,178 feet west of the intersection of Leeland Road and US 301 (Robert Crain Highway) also identified as 15000 Leeland Road, Upper Marlboro, Council District 4.

WHEREAS, the proposed Basic Plan Amendment is to increase the maximum allowable development from 3.5 million square feet of employment and institutional land use to 5.5 million square feet; and

WHEREAS, the increased development areas proposed to be accommodated within the same areas and the same conceptual layout previously approved as A-9968-02, only the total allowable development yield is proposed to change; and

WHEREAS, both the Technical Staff and the Planning Board recommended approval of the application, subject to certain conditions; and

¹The 2022 Countywide Map Amendment placed the subject property in the LCD (Legacy Comprehensive Design) Zone concurrently with the R-S (Residential Suburban Development) Zone.

WHEREAS, in accordance with law, the application was advertised, and the property was duly posted prior to the evidentiary public hearing; and

WHEREAS, on February 23, 2022, the Zoning Hearing Examiner held an evidentiary hearing on the application; and

WHEREAS, no one appeared in opposition and there was no evidence presented in opposition to the application; and

WHEREAS, due to technical difficulties, the record was closed on March 29, 2022;² and

WHEREAS, on April 28, 2022, the Examiner filed a written decision to the District Council recommending that the application should be approved subject to certain conditions and considerations; and

WHEREAS, on May 9, 2022, the District Council voted to approve the application in accordance with the Examiner's written decision; and

WHEREAS, as a basis of this final decision, the District Council adopts and incorporates by reference, as if fully restated herein, the Examiner's written decision to approve the application subject to certain conditions and considerations.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The application to amend the existing Basic Plan (A-9968-02) for National Capitol Business Park, to increase employment and industrial uses by 2 million square feet, and to revise conditions and considerations of Basic Plan approval, pursuant to Section 27-197(c) of the Zoning Ordinance, on approximately 441.3 acres of land, in the R-S (Residential Suburban Development) Zone, located on the north side of Leeland Road, approximately 3,178 feet west of

²Zoning Ordinance (2019 Ed.) is the controlling legislation under which the instant Application is proceeding. At some future date the Applicant may elect to proceed pursuant to Zoning Ordinance (2019 Ed.)(2021 Supp.)

the intersection of Leeland Road and US 301 (Robert Crain Highway) also identified as 15000 Leeland Road, Upper Marlboro, Council District 4, is APPROVED.

SECTION 2. Approval of Basic Plan Amendment A-9968-C-03, is subject to the following Conditions and Considerations:

Conditions

1. Proposed Land Use Types and Quantities

Total Area:	442.30 acres
Total in (I-1 Zone):	15+ acres (not included in density calculation)
Total area (R-A Zone):	0.78 ± acres (not included in density calculation)
Total area (R-S Zone):	426.52 acres per approved NRI
Land in the 100-year floodplain:	92.49 acres
Adjusted gross area (426 less half of the floodplain):	380.27 acres

Proposed use:
Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 5.5 million square feet*

Open Space

Public active open space: 20 +/- acres

Passive open space: 215 +/- acres

*100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted herein

2. At the time of the submission of a Comprehensive Design Plan or Preliminary Plan of Subdivision, the Applicant shall provide a traffic study that analyzes the following intersections:

- a. US 301/MD 725
- b. US 301/Village Drive
- c. US 301/Leeland Road
- d. US 301/Trade Zone Avenue
- e. US 301 South Bound/Wawa Crossover
- f. US 301 North Bound/Wawa Crossover

- g. US 301/Queens Court
 - h. US 301/Median Crossover
 - i. US 301/Beechtree Parkway/Swanson Road
 - j. US 301/Chrysler Drive
 - k. Prince George's Blvd./Trade Zone Avenue
 - l. Prince George's Blvd./Commerce Drive
 - m. Prince George's Blvd./Queens Court
3. At the time of Preliminary Plan of Subdivision, the Applicant shall provide the dedication for one-half of the 100 feet of dedication required to build Leeland Road (MC-600) to its ultimate cross section, per the Prince George's County Department of Public Works and Transportation standards.
 4. At the time of Preliminary Plan of Subdivision, the Applicant shall dedicate 100+ acres of parkland to the Maryland-National Capital Park and Planning Commission, including the Collington Branch stream valley and 20 acres of developable land for active recreation, as shown on the Prince George's County Department of Parks and Recreation Exhibit A (Bates Stamp 62 of 63, Exhibit 28, A-9968-01).
 5. The land to be conveyed to the Maryland-National Capital Park and Planning Commission shall be subject to the conditions of Exhibit B, attached to the June 21, 2005 memorandum from the Prince George's County Department of Parks and Recreation (Bates Stamp 63 of 63, Exhibit 28, A-9968-01).
 6. The Applicant, the Applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide Master Plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.
 7. A revised Plan showing parkland dedication and master plan trail shall be reviewed and approved by the Prince George's County Department of Parks and Recreation staff at the time of Comprehensive Design Plan.
 8. The Applicant shall construct recreational facilities typical for a 20-acre community park, such as ball fields, a playground, tennis or basketball courts, shelters, and restroom facilities. The list of recreational facilities shall be determined at the preliminary plan of subdivision and specific design plan stage.
 9. The submission package of the Comprehensive Design Plan shall contain a signed Natural Resources Inventory (NRI) plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.

10. A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the Comprehensive Design Plan Application.
11. A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the Comprehensive Design Plan, and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any Application for Preliminary Plans.
12. Prior to acceptance of the Preliminary Plan of Subdivision, a Revised Natural Resources Inventory Plan shall be submitted and approved.
13. At the time of Comprehensive Design Plan review, specific acreage of parkland dedications shall be determined. This area may include a 1.7± acre parcel of land which was not previously committed for parkland dedication. The conditions of conveyance shall be determined by appropriate staff of the Maryland-National Capital Park and Planning Commission.
14. At the time of Comprehensive Design Plan, the Applicant shall address its plan to grade a 10- acre developable portion of the dedicated parkland (including a 1.7+ acre parcel of land from the Willowbrook project area which was not previously committed for parkland dedication) on the western side of the property, east of the Pennsylvania Railroad right-of-way to accommodate ball fields and a parking lot.
15. The Applicant, the Applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
16. The conceptual location of the Collington Branch Stream Valley Trail, its feeder trail connecting to the proposed employment uses, and the Leeland Road shared-use path shall be shown on the Comprehensive Design Plan.
17. In the event the Applicant elects to pursue an alternative access point(s) to the adjacent Collington Center vis Popes Creek Drive and/or Prince George's Blvd., the transportation and environmental impacts of any additional access point(s) shall be evaluated at time of Comprehensive Design Plan or Preliminary Plan.
18. The applicant shall provide a network of pedestrian and bikeway facilities internal to the site unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence. The exact location and design of said facilities shall be evaluated with future applications.

Comprehensive Design Plan Considerations:

1. The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.
2. All proposed internal streets and developments should follow complete streets principles and support multimodal transportation as well as facilities to encourage walking, bicycling, and transit use, such as short- and long-term bicycle parking, including shower facilities and changing facilities, covered transit stops, crosswalks, etc.

SECTION 3. Use of the property shall be subject to all requirements in the applicable zone and conditions and considerations herein. Failure to comply with any stated condition or consideration shall constitute a zoning violation and shall constitute sufficient grounds for the District Council to annul the Basic Plan as conditionally approved; to revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; and/or to take any other action deemed necessary to obtain compliance.

SECTION 4. The Ordinance shall become effective upon enactment.

ENACTED this 16th day of May, 2022, by the following vote:

In Favor: Council Members Burroughs, Harrison, Hawkins, Medlock, Taveras, and Turner.

Opposed:

Abstained: Council Member Dernoga.

Absent: Council Members Franklin, Glaros, Ivey, and Streeter.

Vote: 6-0-1.

A-9968-C-03
(Amendment to the Basic Plan)

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: 

Calvin S. Hawkins, II, Chair

ATTEST:



Donna J. Brown
Clerk of the Council

Case No. CDP-0505-02
National Capital Business Park

Applicant: NCBP Property, LLC

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

FINAL DECISION AFFIRMING PLANNING BOARD

On September 12, 2022, the District Council, using oral argument procedures, considered an appeal from Citizen-Protestants (Opposition) of the Planning Board's (Board) decision to approve Comprehensive Design Plan (CDP)-0505-02 and Type 1 Tree Conservation Plan (TCP)1-004-2021-02. Having considered the written appeal from Opposition, the Applicant's written response, arguments, and after review of the administrative record, the District Council finds that the Board's decision to approve the plans was supported by substantial evidence of record, not arbitrary, capricious, or otherwise illegal, and is hereby AFFIRMED.^{1,2}

A. Introduction

NCBP Property, LLC, is the Applicant and owner of the property or site, which is located north of Leeland Road and west of Robert Crain Highway (US 301) and is in Planning Area 74A, Council District 4. The site is approximately ±442 acres, which has three (3) different zone classifications. Relevant to this appeal is the portion of the site that is approximately ±426.52 acres.

¹ The District Council may take judicial notice of any evidence contained in the record of any earlier phase of the approval process relating to all or a portion of the same property, including a preliminary plan of subdivision. PGCC § 27-141. The District Council may also take administrative notice of facts of general knowledge, technical or scientific facts, laws, ordinances and regulations. It shall give effect to the rules of privileges recognized by law. The District Council may exclude incompetent, irrelevant, immaterial or unduly repetitious evidence. District Council Rules of Procedure Rule 6.5(f).

² The Board's decision to approve CDP-0505-02 and TCP1-004-2021-02 was adopted in Prince George's County Planning Board Resolution No. 2022-53 (PGCPB No. 2022-53) on May 19, 2022. "02" of each plan denotes the 2nd amendment to the plans. The Board's decision to approve the 1st amendment (01) to the plans was adopted in PGCPB No. 2021-50 on April 29, 2021, which was never challenged by the Opposition and became final. PGCC § 27-523 (The Planning Board's decision on a Comprehensive Design Plan may be appealed to the District Council upon petition by any person of record... **within thirty (30) days after** the date of the notice of the Planning Board's decision).

PGCPB No. 2022-53, pp. 1-4, Opposition Appeal at 1, Applicant’s Response at 1-2.

As detailed *infra*, the *permitted uses* and *allowable gross floor area* for the site were *previously* approved by the governing Basic Plan, as amended—not by the Board’s approval of CDP-0505-02 and TCP1-004-2021-02. As a result, the appeal filed by Opposition lacks factual and legal merit because the Board’s approval of CDP-0505-02 and TCP1-004-2021-02 merely *conforms* to the *uses* and *gross floor area* of the *previously* approved Basic Plan, as amended.³

B. The Appeal

Opposition alleges that the Board committed three (3) errors when it approved CDP-0505-02 and TCP1-004-2021-02 and requests that the District Council disapprove CDP-0505-02 and TCP1-004-2021-02.⁴ Appeal, 6/21/2022. When reviewing a decision of the Board to approve a Comprehensive Design Plan, the District Council exercises *appellate* jurisdiction. As such, the

³ As will be discussed *infra*, because the Board’s approval of CDP-0505-01 became *final* without any challenge, the Applicant has the right to develop the site with *employment and institutional uses* up to 3.5 million square feet. Zoning Ordinance 2-2021, PGCPB No. 2021-50. The only legitimate issue in this appeal is whether CDP-0505-02 **conforms** to the additional 2 million square feet *previously approved* in Basic Plan Amendment A-9968-03.

⁴ Senate Bill 564 of 2015 was enacted, in part, “[for] the purpose of . . . providing that, in Prince George’s County, a person may make a request to the district council for the review of a certain decision of a zoning hearing examiner or the planning board only under certain circumstances.” 2015 Md. Laws ch. 365. The Bill added Section 25-212 to the Land Use article, which provides:

In Prince George’s County, a person may make a request to the district council for the review of a decision of the zoning hearing examiner or the planning board only if:

- (1) the person is an aggrieved person that appeared at the hearing before the zoning hearing examiner or planning board in person, by an attorney, or in writing; and
- (2) the review is expressly authorized under this division.

2015 Md. Laws ch. 365. *Cnty. Council of Prince George’s Cnty. v. Zimmer Dev. Co.*, 444 Md. 490, 583, 120 A.3d 677, 733 (2015). As such, those persons or entities that have joined the appeal filed by Opposition but were not persons of record before the Board’s evidentiary hearing are barred from joining the appeal filed by the Opposition. As a result, those persons or entities have failed to exhaust administrative remedies to seek judicial review in circuit court. *Priester v. Balt. Cnty.*, 232 Md. App. 178, 157 A.3d 301, *cert. denied*, 454 Md. 670, 165 A.3d 469 (2017) (The rule of finality overlaps the rule of exhaustion. “[A] party must exhaust the administrative remedy and obtain a final administrative decision . . . before resorting to the courts.”). Moreover, those persons or entities that were persons of record are only entitled to appeal to the District Council **if** they are **aggrieved**. LU § 25-212.

District Council's scope of review is limited to determining whether the Board's decision is not authorized by law, not supported by substantial evidence of record, or is arbitrary or capricious.

Zimmer Dev. Co., 444 Md. 490, 120 A.3d 677 (2015).

Applying this limited scope of review to the Board's decision, the District Council will address each alleged error in the order presented.

1. The Planning Board erred when it approved CDP-0505-02 because the CDP's validity is based on an illegal special law. Appeal at 2.

Primarily, Opposition contends that the District Council's enactment of Council Bill (CB)-22-2020, which permitted certain *uses* and *gross floor area* at the site, is an *illegal* special law, and thus *invalid*, and therefore, voids the Board's approval of CDP-0505-02. Appeal at 2. Opposition is wrong on all fronts.

As a threshold matter, Opposition is statutorily *barred* from attacking the District Council's enactment of CB-22-2020. The Court of Appeals of Maryland has held that LU § 22-407⁵ sets a **30-day deadline** for filing a petition for judicial review when there is a *direct attack upon the power or authority of the legislative body to adopt the legislation from which relief is sought*. *Cty. Council of Prince George's Cty. v. Chaney Enters. L.P.*, 454 Md. 514, 538, 165 A.3d 379, 393 (2017) (Emphasis added). After the enactment of CB-22-2020, Opposition did not file a petition for judicial review in the circuit court to attack the District Council's power or authority to adopt CB-22-2020, which is the relief they seek in this matter. As a result, CB-22-2020 became *final* and the Zoning Ordinance was amended in accordance with CB-22-2020.⁶

⁵ The Maryland-Washington Regional District Act ("RDA") governs zoning, planning, and other land use matters in most of Prince George's and Montgomery Counties. Md. Code, Land Use Article (LU) (1957, 2012 Repl. Vol., 2021 Supp.).

⁶ After CB-22-2020 became a *valid law*, the District Council is only allowed to reconsider CB-22-2020 by introducing a *new* Zoning Bill, which did *not* occur here. PGCC § 27-219. Nor did Opposition lobby the District Council to reconsider or introduce a *new* Zoning Bill. Therefore, CB-22-2020 became a valid adoption of a legislative amendment to the local zoning laws of Prince George's County. PGCC § 27-219.

Moreover, the District Council agrees with the Applicant that Oppositions' attack of CB-22-2020 is also barred by the doctrine of laches. Applicant's Response at 10-11. Laches applies when there is an unreasonable and prejudicial delay in the assertion of one's rights. *State Ctr. v. Lexington Charles Ltd. P'ship*, 438 Md. 451, 92 A.3d 400 (2014). *See also Liddy v. Lamone*, 398 Md. 233, 919 A.2d 1276 (2007) (“[F]or the doctrine [of laches] to be applicable, there must be a showing that the delay [in the assertion of a right] worked a disadvantage to another.”) (quoting *Simpers v. Clark*, 239 Md. 395, 211 A.2d 753 (1965)).

The District Council finds, as noted by the Applicant, that Opposition waited almost two (2) years from the enactment of CB-22-2020 to allege that CB-22-2020 was an illegal special law. The District Council also finds, after taking judicial notice of other approvals for the site, that the Applicant has obtained other entitlements and permits to develop the site in accordance with the Basic Plan, as amended. Moreover, the District Council finds that Applicant has detrimentally relied on prior entitlements, which were never challenged by Opposition, to develop the site, including initiation of grading and clearing of the site, installation of Stormwater Management facilities, and other site developments. Applicant's Response at 10. Moreover, the District Council finds that since the passage of CB-22-2020, several significant planning and zoning events have occurred that affect the site, which are as follows 1) the District Council passed a New Zoning Ordinance, 2) the New Countywide Map Amendment rezoned the majority of the site to the new Legacy Comprehensive Design (LCD) Zone, and 3) the adoption of the 2022 Bowie, Mitchellville, & Vicinity Master Plan designates the site and the adjacent Collington Center as part of the New Collington Local Employment Area. As a result of these significant planning and zoning events, CB-22-2020 plays an important part of the development of the site, which is now in the LCD Zone, and part of an entirely new Master Plan, which strongly recommends employment and industrial

uses for the site. Applicant’s Response at 10-11.

The Board’s approval of CDP-0505-02 was *not* based on an illegal special law. To the contrary, the Board’s decision to approve CDP-0505-02 was based on *valid* provisions of the Zoning Ordinance—as opposed to an *alleged* illegal special law. Relevant to Question 1, PGCC § 27-521(a)(1) provides that prior to approving a Comprehensive Design Plan, as is the case here, the Board **shall** find that “[t]he plan is in *conformance* with the **Basic Plan** approved by application per [PGCC § 27-195].” PGCC § 27-521(a)(1).⁷ (Emphasis added). Moreover, PGCC § 27-197 provides for the amendment to an approved Basic Plan. PGCC § 27-197 (The District Council may amend an approved Basic Plan for the purpose of allowing uses permitted in the E-I-A Zone on land in the R-S Zone pursuant to [PGCC § 27-515(b)]). Opposition has not challenged the validity of these provisions.

Here, the initial *approved* Basic Plan for the site, pursuant to PGCC § 27-195, was *amended twice*, pursuant to PGCC § 27-197, without *any* opposition, as follows:

- Basic Plan Amendment A-9968-02

On April 21, 2021, the District Council enacted Zoning Ordinance No. 2-2021, which adopted the decision of the Zoning Hearing Examiner (ZHE) to amend the *previously* approved Basic Plan for the site. This amendment *deleted* previously approved *residential uses* and *added employment and institutional uses* on the site for up to 3.5 million square feet. Zoning Ordinance No. 2-2021, PGCPB No. 2022-53 at 2-3. Before the District Council’s enactment of Zoning Ordinance No. 2-2021, Opposition did not exhaust administrative remedies by appealing the decision of the Zoning Hearing Examiner (ZHE) to approve the amendment to the Basic Plan

⁷ Interpretation and rules of construction of the Ordinance states that “[t]he words “shall,” “must,” “may only” or “may not” are always mandatory and not discretionary.” PGCC § 27-108.01(a)(19).

for the site to the District Council.⁸ LU § 25-212, PGCC § 27-197(c)(5) (Any person of record may appeal the recommendation of the Zoning Hearing Examiner within fifteen (15) days of the filing of the Zoning Hearing Examiner’s recommendation with the District Council. If appealed, all persons of record may testify before the District Council), *Priester v. Balt. Cnty.*, 232 Md. App. 178, 157 A.3d 301, *cert. denied*, 454 Md. 670, 165 A.3d 469 (2017) (The rule of finality overlaps the rule of exhaustion. “[A] party must exhaust the administrative remedy and obtain a final administrative decision . . . before resorting to the courts.”). Basic Plan Amendment A-9968-02 became *final* without challenge from Opposition.

As a matter of law, Basic Plan Amendment A-9968-02, subject to certain conditions, *amended* the previously approved Basic Plan by deleting previously approved *residential uses* for the site and added *employment and institutional uses* on the site for up to 3.5 million square feet. Zoning Ordinance No. 2-2021.

- Amendment of CDP-0505-01

In accordance with the *unchallenged* Basic Plan Amendment A-9968-02, the Applicant filed an application to amend CDP-0505, or the “01” amendment, to develop the site with *employment and institutional uses* up to 3.5 million square feet. On April 15, 2021, after an evidentiary hearing, the Board approved the “01” amendment, to develop the site with *employment and institutional uses* up to 3.5 million square feet. (4/15/2021, Tr.), PGCPB No. 2021-50.

After the Board’s decision to approve CDP-0505-01, Opposition did *not* file an appeal of the Board’ decision to the District Council and the District Council did not elect to review the Board’s decision. LU § 25-212, PGCC § 27-523(a) (The Planning Board’s decision on a Comprehensive Design Plan may be appealed to the District Council upon petition by any person of record. The

⁸ Opposition did *not*, in the first instance, participate in the evidentiary proceedings before the ZHE.

petition shall be filed with the Clerk of the Council within thirty (30) days after the date of the notice of the Planning Board's decision. The District Council may vote to review the Planning Board's decision on its own motion within thirty (30) days after the date of the notice).

As a matter of law, the Board's approval of CDP-0505-01, to develop the site with *employment and institutional uses* up to 3.5 million square feet, subject to certain conditions, *conforms* to the *previously approved* Basic Plan, as amended, in A-9968-02. (4/15/2021, Tr.), PGCPB No. 2021-50.

- Basic Plan Amendment A-9968-03

On May 19, 2022, the District Council enacted Zoning Ordinance No. 6-2022, which adopted the decision of the ZHE to amend the previously approved Basic Plan for the site to increase the *gross floor area* from 3.5 million square feet to 5.5 million square feet. Zoning Ordinance No. 6-2022. Before the District Council's enactment of Zoning Ordinance No. 6-2022, Opposition did not exhaust administrative remedies by appealing the decision of the ZHE to approve the amendment to the Basic Plan for the site to the District Council. LU § 25-212, PGCC § 27-197(c)(5) (Any person of record may appeal the recommendation of the Zoning Hearing Examiner within fifteen (15) days of the filing of the Zoning Hearing Examiner's recommendation with the District Council. If appealed, all persons of record may testify before the District Council), *Priester v. Balt. Cnty.*, 232 Md. App. 178, 157 A.3d 301, *cert. denied*, 454 Md. 670, 165 A.3d 469 (2017) (The rule of finality overlaps the rule of exhaustion. "[A] party must exhaust the administrative remedy and obtain a final administrative decision . . . before resorting to the courts."). Basic Plan Amendment A-9968-03 became final without challenge from Opposition.

As a matter of law, Basic Plan Amendment A-9968-03, as submitted to the ZHE and the District Council (without opposition or challenge) *increased* the *gross floor area* from 3.5 million square feet to 5.5 million square feet. Zoning Ordinance No. 6-2022.

- Amendment of CDP-0505-02

In accordance with Basic Plan Amendment A-9968-03, to develop the site with employment and institutional uses from up to 3.5 million square feet (as previously approved and unchallenged in Basic Plan A-9968-02) to 5.5 million square feet, CDP-0505-02 is an amendment of CDP-0505-01 *solely* for an additional 2 million square feet of *gross floor area* for *uses already approved and permitted* in Basic Plan Amendment A-9968-02. As such, the Board granted the amendment pursuant to (and in accordance with) PGCC §§ 27-521(a)(1), 27-195, 27-197 and 27-515(b), (5/5/2022, Tr.), PGCPB No. 2021-53.

2. The Planning Board's approval of CDP-0505-02 in fact did (sic) satisfy Section 27-521(a)(1) of the Zoning Ordinance. Appeal at 7.

Opposition contends that the Board erred when it approved CDP-0505-02 because the approval does not satisfy PGCC § 27-521(a)(1). Appeal at 7. Opposition is factually and legally incorrect. Under PGCC § 27-478, the three (3) phase review process of a Comprehensive Design Zone, as is the case here, may be filed or considered concurrently.

Under PGCC § 27-521(a)(1), prior to approving a CDP, the Board shall find that the CDP is in conformance with the Basic Plan approved by application *per PGCC § 27-195*. But here, the Basic Plan was previously amended by application *per PGCC § 27-197*. Basic Plan Amendment A-9968-02, Zoning Ordinance No. 2-2021.

As noted above, Basic Plan A-9968-02 *amended* the previously approved Basic Plan by deleting previously approved *residential uses* for the site and added *employment and institutional uses* on the site for up to 3.5 million square feet. Zoning Ordinance No. 2-2021. Subsequently,

the Applicant filed an application per PGCC § 27-197 to amend Basic Plan A-9968-02 *solely* to increase the gross floor area by 2 million square feet. Basic Plan Amendment A-9968-03.

While Basic Plan Amendment A-9968-03 was being reviewed solely for approval of an additional 2 million square feet of gross floor area, the Applicant subsequently filed an application to amend CDP-0505-01 to align with the additional 2 million square feet of gross floor area, which was being considered under Basic Plan Amendment A-9968-03. Upon review of the record, it is undisputed that the Board reviewed and approved CDP-0505-02 for conformance with Basic Plan Amendment A-9968-03. PGCPB No. 2022-53 at 5-12. Moreover, Basic Plan Amendment A-9968-03 was approved on May 16, 2022, and (*subsequently*) the Board approved CDP-0505-02 on May 19, 2022. Zoning Ordinance No. 6-2022, PGCPB No. 2022-53. Furthermore, the Board approved CDP-0505-02, subject to a condition that the Applicant obtain final approval of Basic Plan Amendment A-9968-03. PGCC § 27-108.01(a)(10) (The word “approve” includes “approve with conditions, modifications, or amendments.”).

The Board’s approval of CDP-0505-02 was supported by substantial evidence of record, not arbitrary, capricious, or otherwise illegal.

3. The Planning Board erred when it approved TCP1-004-202-02 without requiring the Applicant to submit a variance request to remove specimen trees or demonstrate that it had exhausted on-site preservation methods before being approved. Appeal at 8.

Opposition is mistaken that the Applicant was required to obtain a specimen tree removal variance before the TCP1 could be approved. The Applicant did not obtain, nor did it request approval of the TCP1 to remove any additional specimen trees, so no variance was required. As such, the TCP1 did not approve removal of any additional specimen trees that were not previously approved for removal as part of past entitlement for the site. The Board found that a specimen variance request would be needed in the future for the removal of additional specimen trees and

such a request “shall be submitted with the acceptance of the PPS or SDP, as appropriate.” PGCPB No. 2022-53 at 20. Moreover, the District Council takes judicial notice of the Board’s findings in Preliminary Plan of Subdivision 4-21056, where the Board discusses the long and detailed history of specimen tree variance approvals for the overall site. PGCPB No. 2022-70 at 39-42.

Finally, Opposition is mistaken that page A-16 of the 2018 Environmental Technical Manual requires that the TCP1 demonstrate how the Applicant has exhausted all on-site preservation methods. Appeal at 8-9. Page A-16 of the 2018 Environmental Technical Manual only concerns drawing and submission requirements for a Type 2 Tree Conservation Plan (TCP2). When the Board approved CDP-0505-02, it approved a TCP1, not a TCP2. Therefore, there was no requirement for the Applicant’s TCP1 to conform with the specific requirements for a TCP2.

The Board did not err when it approved TCP1-004-202-02.

C. Conclusion

The Board’s decision, as adopted in PGCPB No. 2022-53, to approve CDP-0505-02 and TCP1-004-202-02, is AFFIRMED, subject to:

1. Prior to certification of this comprehensive design plan (CDP), the applicant shall:
 - a. Update the *National Capital Business Park-Design Guidelines* with the modifications proposed by the applicant and approved with this CDP.
 - b. Provide a copy of the letter dated April 12, 2021 (Burke to Nickle), consenting to the placement of woodland conservation easements on lands to be dedicated to the Maryland-National Capital Park and Planning Commission, to be part of the record for CDP-0505-02.
 - c. Revise the Type 1 tree conservation plan (TCP1), as follows:
 - (1) Revise the plan to graphically show that the master planned right-of-way area for I-300, currently shown on the TCP1 as “Woodland Retained – Assumed Cleared,” to be incorporated into adjoining preservation areas, and account for the added preservation in the worksheet and in the tables.

- (2) In the Environmental Planning Section approval block, revise the case number in the heading from “TCP1-004-2021-02” to “TCP1-004-2021.”
 - (3) Add a note under the specimen tree table on Sheet 1 to account for the specimen trees that were approved for removal with Specific Design Plan SDP-1603-01.
 - (4) Add the following to the Notes: No additional impacts to regulated environmental features were approved with CDP-0505-02.
 - (5) Update the streamline type to the standard line type in the Environmental Technical Manual.
 - (6) Add the Marlboro clay lines to the plan. Show as black, not gray.
 - (7) Revise the proposed grading on the plan to be solid black, not gray lines. Add proposed contours and other proposed symbols to the legend.
 - (8) Revise the specimen tree table headings to provide one column to list the specimen trees approved for removal with Preliminary Plan of Subdivision 4-20032, and a separate column to list the specimen trees approved for removal with Specific Design Plan SDP-1603-01.
 - (9) In the standard TCP1 notes, remove Note 12.
 - (10) Have the revised plan signed and dated by the qualified professional preparing the plan.
- d. Obtain final approval of A-9968-03 from the District Council.
2. This comprehensive design plan has modified Condition 4 attached to CDP-0505-01, as follows:
4. **Unless modified at the time of preliminary plan of subdivision (PPS), prior to approval of a building permit for each square foot of development, the applicant and the applicant’s heirs, successors, and/or assignees shall pay to the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE), a fee calculated as \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at the time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary. The fee set forth above shall be modified at the time of approval of the PPS, to reflect the project cost in the adopted Prince George’s County Public Works and Transportation Capital Improvement Program. In lieu of the fee payment listed in this condition, the applicant may provide improvements along US 301 (Robert Crain Highway), within the limits of US**

301, that are covered by the Capital Improvement Program-funded improvements. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

3. Total development within the subject property shall be limited to uses that would generate no more than 1,401 AM and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
4. The following road improvements shall be phased at the time of future specific design plan applications, and a determination shall be made as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:
 - a. US 301 (Robert Crain Highway) at Leeland Road
 - (1) Provide three left-turn lanes on the eastbound approach.
 - b. Prince George's Boulevard and Queens Court–Site Access, unless modified at the time of preliminary plan of subdivision:
 - (1) Provide a shared through and left lane and a shared through and right lane on the eastbound approach.
 - (2) Provide a shared through and left lane and a shared through and right lane on the westbound approach.
 - (3) Provide a shared through and left lane on the northbound approach and a shared through and right lane on the southbound approach.
5. At the time of preliminary plan of subdivision, the applicant shall demonstrate adequate right-of-way dedication, in accordance with the 2009 *Approved Countywide Master Plan of Transportation*.
6. At the time of specific design plan, the applicant shall show all proposed on-site transportation improvements on the plans.
7. Prior to issuance of each building permit for this development, the applicant and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) a fee per square foot, to be determined at the time of preliminary plan of subdivision.

In lieu of the fee payment listed in the preceding paragraph, the applicant may provide improvements along US 301 (Robert Crain Highway), within the limits of US 301, that are covered by Capital Improvement Program-funded improvements. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

Ordered this 19th day of September, 2022, by the following vote:

In Favor: Council Members Dernoga, Franklin, Harrison, Hawkins, Ivey, Medlock, Streeter, and Turner.

Opposed:

Abstained:

Absent: Council Members Burroughs, Glaros and Taveras.

Vote: 8-0.

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: _____
Calvin S. Hawkins, II, Chair

ATTEST:

Donna J. Brown
Clerk of the Council

May 24, 2022



NCBP PROPERTY, LLC
5850 Waterloo Road, Suite 210
Columbia, MD 21045

Re: Notification of Planning Board Action on
Comprehensive Design Plan CDP-0505-02
National Capital Business Park

Dear Applicant:

This is to advise you that, on **May 19, 2022**, the above-referenced Comprehensive Design Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-523, the Planning Board's decision will become final 30 calendar days after the date of this final notice of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Very truly yours,
James R. Hunt, Chief
Development Review Division

By: Henry Zhang
Reviewer

Attachment: PGCPB Resolution No. **2022-53**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

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, a new Zoning Ordinance, Subtitle 27, Prince George’s County Code went into effect on April 1, 2022; and

WHEREAS, the subject property is within the Legacy Comprehensive Design Zone; and

WHEREAS, pursuant to Section 27-1703 of the Zoning Ordinance, development applications submitted and accepted as complete before April 1, 2022, but still pending final action as of that date, may be reviewed and decided in accordance with the Zoning Ordinance in existence at the time of submission and acceptance of the application; and

WHEREAS, therefore, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on May 5, 2022, regarding Comprehensive Design Plan CDP-0505-02 for National Capital Business Park (formerly known as Willowbrook), the Planning Board finds:

1. **Request:** The subject comprehensive design plan (CDP) application seeks to increase the total gross floor area of the permitted employment and institutional uses from previously approved 3.5 million to 5.5 million square feet, in accordance with Basic Plan Amendment A-9968/03-C, and as permitted in the prior Employment and Institutional Area (E-I-A) Zone, and as authorized pursuant to Section 27-515(b), Footnote 38, of the prior Prince George’s County Zoning Ordinance.

In addition, the applicant also proposes revisions to Condition 4 regarding fee rate, as attached to the approval of CDP-0501-01([Brackets] and ~~strikethrough~~ represents deleted language and underlining represents new language), as follows:

4. ***Unless modified at time of preliminary plan, [P]prior to approval of a building permit for each square foot of development, the applicant, and the applicant’s heirs, successors, and/or assignees shall pay to the Prince George’s County Department of Permitting, Inspections and Enforcement, a fee calculated as \$0.92 [~~\$1.33~~] (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary. The fee set forth above shall be***

modified at the time of approval of the preliminary plan of subdivision to reflect the project cost in the adopted Prince George’s County Public Works & Transportation Capital Improvement Program.

2. **Development Data Summary:**

	PREVIOUSLY APPROVED	PROPOSED
Zone(s)	LCD (R-S)	LCD (R-S)
Use(s)	Residential	Employment and Institutional
Gross Acreage	426.52	426.52
Employment and Institutional Uses (Gross Floor Area)	3.5 million sq. ft.	5.5million sq. ft.*

Note: *100,000 square feet of gross floor area may be located in the Light Industrial (I-1) Zone property.

3. **Location:** The subject property is a large tract of land that consists of wooded and undeveloped land, located on the north side of Leeland Road, approximately 3,178 feet west of the intersection of Leeland Road and US 301 (Robert Crain Highway). The site is also in Planning Area 74A and Council District 4.
4. **Surrounding Uses:** All uses are based on the Zoning Ordinance adopted on April 1, 2022, unless stated otherwise. The site is bounded to the north by undeveloped properties in the Reserved Open Space (ROS) and Agricultural and Preservation (AG) Zones; to the west by a CSX railroad right-of-way and undeveloped properties in the Legacy Comprehensive Design (LCD) Zone (prior Residential Low Development) and Agricultural-Residential (AR) Zones, including the Collington Branch Stream Valley; to the south by Leeland Road and beyond by Beech Tree, a residential subdivision in the LCD (prior Residential Suburban Development (R-S)) Zone and undeveloped property in the AR Zone; and to the east by the existing Collington Center, an employment center, in the LCD (E-I-A) Zone.
5. **Previous Approvals:** The site was rezoned from the Residential-Agricultural (R-A) Zone to the E-I-A Zone during the 1991 *Approved Master Plan and Adopted Sectional Map Amendment for Bowie-Collington-Mitchellville and Vicinity, Planning Areas 71A, 71B, 74A, and 74B* (Bowie and Vicinity Master Plan and SMA). The rezoning was contained in Zoning Map Amendment A-9829. In 2005, A-9968 was filed to request a rezoning of the property from the E-I-A Zone to the R-S Zone. At that time, the approval of a new Bowie and Vicinity Master Plan and SMA was underway. A-9968 was recommended for approval by the Prince George’s County Planning Board (PGCPB Resolution No. 05-178) and was transmitted to the Prince George’s County District Council for incorporation into the Bowie and Vicinity Master Plan and SMA.

The Bowie and Vicinity SMA was approved by Prince George's County Council Resolution CR-90-2005, which was reconsidered by CR-11-2006. The District Council then adopted CR-11-2006 on February 7, 2006, which rezoned the subject property from the E-I-A and R-A Zones to the R-S Zone (CR-11-2006, Amendment 7, pages 18 and 31-34), subject to 13 conditions and 3 considerations.

On January 4, 2007, CDP-0505 and Type I Tree Conservation Plan TCPI-010-06 were approved by the Planning Board (PGCPB Resolution No. 06-273) for a total of 818 residential dwelling units, of which 602 were market rate (97 townhouses and 505 single-family detached units) and 216 units were in a mixed-retirement component (50 single-family detached, 56 townhomes, and 110 multifamily units), on approximately 427 acres of land with 34 conditions. The Planning Board's decision with conditions was affirmed by the District Council on April 9, 2007.

On March 15, 2007, Preliminary Plan of Subdivision (PPS) 4-06066 and TCPI-010-06-01 was approved by the Planning Board (PGCPB Resolution No. 07-43) subject to 31 conditions. Subsequently, a number of extensions, waivers, and reconsiderations were approved by the Planning Board. The last of which the Planning Board approved on March 8, 2018 (PGCPB Resolution No. 07-43(A)), a reconsideration of the conditions to construct a roundabout at the intersection of Oak Grove Road and Church Road, and convert the roundabout to a four-way, signal-controlled intersection. The PPS conditions are not applicable to the review of the current application, but the modification of the intersection is noted for informational purposes.

On March 30, 2017, Specific Design Plan SDP-1603 and associated Type II Tree Conservation Plan TCPII-028-2016, (PGCPB Resolution No. 17-144), for Phase One of the residential development, which proposed 183 single-family detached and 93 single-family attached market-rate lots, 43 single-family detached and 52 single-family attached mixed-retirement residential lots, and single-family attached architecture, was approved subject to 15 conditions. No construction has been started on the property.

On May 13, 2019, the District Council (Zoning Ordinance No. 5-2019) approved a revision to A-9968 to add 313 dwelling units, with 23 conditions and 5 considerations. The originally approved dwelling unit range was 627–826 total dwelling units. The approved dwelling unit range of A-9968-01 increased to 624–1,139 dwelling units.

On March 23, 2021, the Zoning Hearing Examiner (ZHE) approved A-9968-02, which is a revision to A-9968 and A-9968-01, to replace the previously approved residential land use patterns on the subject site, with employment and institutional uses permitted in the E-I-A Zone, as authorized, pursuant to Section 27-515(b), in the R-S Zone, with 16 conditions and 2 considerations. A-9968-02 supersedes the approvals of both A-9968 and A-9968-01 and governs the future development of the subject site for employment and institutional uses, as generally permitted in the E-I-A Zone, without any residential component. On April 12, 2021, the District Council approved Zoning Ordinance No. 2-2021, affirming the ZHE's decision with 17 conditions and 2 considerations.

On June 4, 2021, the District Council waived its right to review the Planning Board's approval of CDP-0505-01, which is to remove all residential uses and replace them with up to 3.5 million square feet of employment and institutional uses, as permitted in the E-I-A Zone, as authorized pursuant to Section 27-515(b), Footnote 38, subject to five conditions. CDP-0505-01 supersedes the prior approval of CDP-0505.

On February 10, 2022, the Planning Board recommended approval of A-9968-03, which is to increase previously approved total gross floor area by two million square feet for National Capital Business Park project, from 3.5 million square feet to 5.5 million square feet. The ZHE approved A-9968-03 on February 23, 2022. Although the District Council has not approved A-9968-03, a condition has been added to this resolution requiring that approval before CDP-0505-02 is certified.

6. **Design Features:** This CDP amendment is to increase the gross floor area of the permitted employment and institutional uses from previously approved 3.5 million square feet to 5.5 million square feet, in accordance with A-9968-03, in the future development of the 426.52-acre property known as National Capital Business Park. The entire tract of land is in three different zones, including approximately 15 acres of land in the I-1 Zone, 0.78 acre of land in the R-A Zone, and 426.52 acres of land in the R-S Zone, but this CDP is only applicable to the R-S Zone. The proposed development of up to 5.5 million square feet of employment uses such as warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses will be mainly on the R-S-zoned section in the middle of the larger property. Only a small portion (approximately 100,000 square feet) of the above uses may be on the I-1-zoned property in the southeast portion of the site, of which many are permitted by-right.

This application will have no additional impact on the previously approved open space, which will occupy most of the I-1-zoned section of the subject site. In addition, approximately one third of the entire site, surrounding the Collington Branch Stream Valley in the west, will be preserved in open space, with a potential 20-acre public park identified adjacent to the CSX railroad tracks in the west, as approved in CDP-0505-01.

The previously approved vehicular access to the subject site will remain the same, and will be provided via an extension of existing Queens Court within the adjacent Collington Center. Queens Court intersects with Prince George's Boulevard, which is a spine road running through Collington Center, and then connects beyond to US 301 in the east.

The CDP phase of the three-phase comprehensive design zone process requires the submission of a plan that establishes the general location, distribution, and sizes of buildings and roadways. The application is solely to increase the total gross floor area to 5.5 million square feet, in accordance with A-9968-03. Those previously approved drawings, the schedule for development of all or portions of the proposal, and standards for height, open space, public improvements, and other design features as approved in CDP-0505-01 remain the same.

The regulations for any of the comprehensive design zones are at the same time more flexible and more rigid than those of other zones in Prince George's County. The zones are more flexible in terms of permitted uses, residential densities, and building intensities. They are more rigid because some of the commitments made by a developer carry the force and effect of zoning law once approved by the Planning Board and the District Council. This application, however, does not have any residential components and only proposes employment and institutional uses permitted in the E-I-A Zone. Given the R-S Zone was envisioned for residential development only, there are not any standards in the prior Zoning Ordinance that are applicable to the proposed development. All development standards, including density (which is in total gross floor area in this application), were previously established through the approval of CDP-0505-01 (Comprehensive design guidelines, entitled *National Capital Business Park-Design Guidelines*, as included in Exhibit A attached to CDP-0505-01). This application does not propose any major changes to the governing design standards. However, the applicant can request amendments to those design guidelines/development standards and the Planning Board can approve alternative design options at the time of SDPs, if the Planning Board can find that the alternative designs are beneficial to the development project and will not be detrimental to the approved CDP.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Map Amendment (Basic Plan) A-9968 and amendments:** A-9968 was approved by the Planning Board and was included in the approval of the Bowie and Vicinity Master Plan and SMA by CR-11-2006, which has 13 conditions and 3 considerations, for a residential development up to 826 dwelling units, including both a market-rate and mixed-retirement components. All prior conditions and considerations are related to residential development and not applicable to the current CDP amendment.

The District Council approved a revision to A-9968 on May 13, 2019, with 23 conditions and 5 considerations. A-9968-01 was to increase the number of dwelling units, to increase the percentage of single-family attached dwelling units, to change the size and location of dwelling units, and to revise conditions and considerations of A-9968, pursuant to Section 27-197(c) of the Zoning Ordinance. Once again, all conditions and considerations are related to residential development and not applicable to this CDP amendment.

A-9968-02 proposes to remove all previously approved residential uses in both A-9968 and A-9968-01, and to allow up to 3.5 million square feet of employment and institutional uses, generally permitted in the E-I-A Zone. A-9968-02 was heard by the ZHE on March 10, 2021, and the ZHE issued an approval with 17 conditions and 2 considerations. On April 12, 2021, the District Council approved Zoning Ordinance No. 2-2021, affirming the ZHE's decision with 17 conditions and 2 considerations, and that decision supersedes both A-9968 and A-9968-01. The applicable conditions in A-9968-02 were satisfied at the time of CDP-0505-01 approval.

A-9968-03 proposes to increase employment and institutional use by two million square feet. The amendment will result in a maximum of 5.5 million square feet of warehouse, distribution, office, light industrial, manufacturing, and institutional uses. The amendment will also revise certain

conditions and/or considerations approved in A-9968-02 and seeks to demonstrate compliance with the required criteria for zoning map amendments in Section 27-195(b)(1)(A)(iii) of the Zoning Ordinance, for regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone, as authorized, pursuant to Section 27-515(b). The ZHE approved A-9968-03 on February 23, 2022, and the following conditions and considerations attached to that approval are relevant to the review of this CDP:

1. Proposed Land Use Types and Quantities

Total Area: 442.30 acres

Total in (I-1 Zone): 15± acres (not included in density calculation)

Total area (R-A Zone): 0.78± acres (not included in density calculation)

Total area (R-S Zone): 426.52 acres per approved natural resource inventory

Land in the 100-year floodplain: 92.49 acres

Adjusted gross area (426 less half of the floodplain): 380.27 acres

Proposed use: Warehouse/distribution, office, light industrial/ manufacturing, and/or institutional uses up to 5.5 million square feet *

Open Space

Public active open space: 20± acres

Passive open space: 215± acres

***100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted above**

This CDP proposes up to 5.5 million square feet of employment uses, including warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses that are generally permitted in the E-I-A Zone and meets this condition.

2. At the time of the submission of a comprehensive design plan or preliminary plan of subdivision, the applicant shall provide a traffic study that analyzes the following intersections:

a. US 301/MD 725

b. US 301/Village Drive

- c. US 301/Leeland Road
- d. US 301/Trade Zone Avenue
- e. US 301 south bound/Wawa Crossover
- f. US 301 north bound/Wawa Crossover
- g. US 301/Queens Court
- h. US 301/Median Crossover
- i. US 301/Beechtree Parkway/Swanson Road
- j. US 301/Chrysler Drive
- k. Prince George's Boulevard/Trade Zone Avenue
- l. Prince George's Boulevard/Commerce Drive
- m. Prince George's Boulevard Queens Court

A traffic impact study has been submitted that includes all relevant/appropriate intersections as part of this application. Further evaluation will be carried out at the time of PPS review.

5. **The land to be conveyed to Maryland-National Capital Park and Planning Commission shall be subject to the conditions of Exhibit B, attached to the June 21, 2005, memorandum from the Prince George's County Department of Parks and Recreation. (Bates Stamped 63 of 63, Exhibit 28, A-9968/01).**

In accordance with the statement of justification (SOJ), the applicant is committed to dedicating 20 acres of suitable land for active recreation purposes, as required by the relevant provisions of Section 27-515(b), Footnote 38. The specific details about the dedication will be further evaluated at the time of PPS review.

6. **The applicant, the applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.**

The general locations of the two trails have been shown on the submitted circulation and utility plan, which is a component of the CDP-0505-01 approval. Detailed alignment and the design details will be determined at the time of either PPS or SDP.

7. **A revised plan showing parkland dedication and master plan trail shall be reviewed and approved by the Prince George's County Department of Parks and Recreation staff at the time of comprehensive design plan.**

The conceptual locations for the 10-foot-wide master plan hiker/biker trail along the Collington Branch Steam Valley, and the 10-foot-wide feeder trail to the employment uses are properly reflected on the CDP-0505-01. Prince George's County Department of Parks and Recreation (DPR) staff met with the applicant in the field and are in the process of determining a final alignment.

9. **The submission package of the comprehensive design plan shall contain a signed natural resources inventory (NRI) plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.**

A signed Natural Resources Inventory Plan, NRI-098-05-03, has been submitted with this CDP, and a revision to NRI-098-05-04 was approved on March 3, 2021, during the review period of CDP-0505-01, satisfying this condition.

10. **A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the comprehensive design plan application.**

This condition has been met with the approval of CDP-0505-01.

11. **A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the comprehensive design plan, and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any application for preliminary plans.**

This condition has been fully addressed with the approval of CDP-0505-01.

13. **At the time of comprehensive design plan review, specific acreage of parkland dedications shall be determined. This area may include a 1.7± acre parcel of land which was not previously committed for parkland dedication. The conditions of conveyance shall be determined by appropriate staff of the Maryland-National Capital Park and Planning Commission.**

The 1.7± acre parcel is an isolated section of the property on the west side of the railroad right-of-way and is not currently included as part of the parkland dedication. The CDP shows the 20-acre community park is consistent with requirements of Section 27-515(b), Footnote 38.

- 14. At the time of comprehensive design plan, the applicant shall address its plan to grade a 10-acre developable portion of the dedicated parkland (including a 1.7± acre parcel of land from the Willowbrook project area which was not previously committed for parkland dedication) on the western side of the property, east of the Pennsylvania Railroad right-of-way to accommodate ball fields and a parking lot.**

This condition has been fully addressed with the approval of CDP-0505-01. The applicant and DPR staff have participated in public meetings with two community's homeowner's associations (Beech Tree and Oak Creek) to obtain input on specific park facility needs for local residents. DPR staff are currently evaluating this input and the needs for this section of the County. Further details will be reviewed with future PPS and SDP.

- 16. The conceptual location of the Collington Branch Stream Valley Trail, its feeder trail connecting to the proposed employment uses, and the Leeland Road shared-use path shall be shown on the comprehensive design plan.**

This condition has been fully addressed with the approval of CDP-0505-01. Details of those facilities will be further reviewed at the time of either PPS or SDP.

- 17. In the event the Applicant elects to pursue an alternative access point(s) to the adjacent Collington Center vis [sic] Popes Creek Drive and/or Prince George's Blvd., the transportation and environmental impacts of any additional access point(s) shall be evaluated at time of Comprehensive Design Plan or Preliminary Plan.**

The approved CDP-0505-01 includes a circulation and utility plan that shows access to a development area in the I-1-zoned portion of the property via Prince George's Boulevard. Transportation and environmental impacts for this access point will be further reviewed with the PPS.

- 19. The applicant shall provide a network of pedestrian and bikeway facilities internal to the site unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence. The exact location and design of said facilities shall be evaluated with future applications.**

The prior approved development guidelines include the requirements for provision of an internal network of pedestrian and bikeway facilities. This condition will be evaluated with future applications.

Comprehensive Design Plan Considerations:

1. **The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.**

This consideration has been evaluated at the time of CDP-0505-01. Minimal impacts to the environmental features are proposed and they will be further analyzed with the PPS.

2. **All proposed internal streets and developments should follow complete streets principles and support multimodal transportation as well as facilities to encourage walking, bicycling, and transit use, such as short- and long-term bicycle parking, including shower facilities and changing facilities, covered transit stops, crosswalks, etc.**

This condition has been fully addressed with the approval of CDP-0505-01, which includes a condition to require the applicant to provide additional development standards related to pedestrian and bicycle facilities under the Vehicular Access and Parking Section in the *National Capital Business Park-Design Guidelines*.

8. **Prince George's County Zoning Ordinance:** This application has been reviewed for conformance with the requirements of the Zoning Ordinance governing development in the R-S Zone, as follows:

- a. **Uses:** The R-S Zone, which is one of the nine comprehensive design zones, is envisioned as a moderate-density suburban residential zone that will provide flexibility and imaginative utilization of the land to achieve a balance and high-quality residential development that cannot be achieved through conventional zoning designation. The general principle for land uses in this zone is that uses should be either residential in nature, or necessary to serve the dominant residential uses. These latter uses shall be integrated with the residential environment without disrupting the residential character or residential activities. All prior approvals under the project name of Willowbrook were obtained to fulfill the residential vision of the zone.

Through the adoption of Prince George's County Council Bill CB-22-2020, the District Council expanded the uses permitted in the R-S Zone to allow nonresidential uses that are generally permitted in the E-I-A Zone, specifically in accordance with the following:

Section 27-511 (a)

- (7) **Allow qualifying properties in the R-S Zone to develop with uses in the E-I-A Zone pursuant to Section 27-515(b) of this Code.**

The subject CDP was filed in accordance with this provision to introduce up to 5.5 million square feet of employment and institutional uses generally permitted in the E-I-A Zone, as listed on the use table of Section 27-515(b), and in accordance with Footnote 38, which reads as follows:

Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:

- (a) The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:**
 - (i) was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;**
 - (ii) contains at least 400 acres and adjoins a railroad right-of-way; and**
 - (iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.**

The subject property is more than 400 acres, is adjacent to the Collington Trade Center (an employment park developed pursuant to the E-I-A Zone), and was rezoned by the Bowie and Vicinity Master Plan and SMA.

- (b) Regulations regarding green area set forth in Section 27-501(a)(2) shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.**

The subject CDP notes it will provide 10 percent green area and shows conformance to all applicable E-I-A Zone regulations.

- (c) Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.**

The subject CDP does not adhere to the R-S Zone regulations, as allowed by CB-22-2020.

- (d) Additional requirements for uses developed pursuant to this footnote shall include the following:**

- (i) **Street connectivity shall be through an adjacent employment park; and**
- (ii) **A public park of at least 20 acres shall be provided.**

The subject CDP shows a public park dedication in excess of 20 acres and shows street connectivity through the adjacent Collington Trade Center.

- b. **Density Increments:** Since no nonresidential uses were previously envisioned in the R-S Zone, there are no density increment factors for any nonresidential uses in the R-S Zone. This CDP does not request any density increments and is consistent with A-9968-03, in terms of the total gross floor area of the proposed development, which is permitted up to 5.5 million square feet.
- c. **Development Standards:** A comprehensive set of development standards has been included in the approval of CDP-0505-01 for the entire development. The proposed increment of two million square feet of the development will be following the development standards as approved that will guide the future development of the National Capital Business Park.
- d. Section 27-521, Required Findings for Approval in Comprehensive Design Zones, of the Zoning Ordinance, requires the Planning Board to find conformance with the following findings for approval of a CDP:

- (1) **The plan is in conformance with the Basic Plan approved by application per Section 27-195; or when the property was placed in a Comprehensive Design Zone through a Sectional Map Amendment per Section 27-223, was approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The proposed CDP amendment is in conformance with A-9968-03, which was heard by ZHE on February 23, 2022 and is pending final approval by the District Council. The proposed increment of two million square feet of employment and institutional uses permitted in the E-I-A Zone, as authorized, pursuant to Section 27-515(b) is within the development cap approved in A-9968-03.

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

The proposed CDP will provide for a balanced land development that will respect existing environmental conditions on the site, while creating an employment area adjacent to the Collington Center immediately to the north and east of the property. The proposed 5.5 million square feet of employment and institutional uses will create additional vitality to the existing employment center that cannot be achieved under other regulations of the Zoning Ordinance.

(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;

The CDP application will follow the comprehensive design guidelines consisting of nine sections that provide guidance to the design of all facilities, buildings, and amenities on the larger employment campus, as approved in CDP-0505-01. The CDP proposes a land use pattern that will include all the necessary facilities to meet the needs of employees and guests of the National Capital Business Park project.

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

The proposed development is an organic extension of the existing uses in the Collington Center, which is located to the east of the proposed National Capital Business Park site. The proposed uses are compatible with existing land uses, zoning, and facilities in the immediate surroundings. The development of the site with such uses as permitted in the E-I-A Zone will also create additional synergy with the existing Collington Center.

(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 land uses and facilities covered by this CDP will be the same as approved in CDP-0505-01. The proposed CDP amendment shows planned building and parking envelopes to support the creation of a maximum of 5.5 million square feet of employment and institutional uses. These uses will potentially include warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses, and will be a natural extension of the existing adjacent Collington Center. The National Capital Business Park will be accessed by the extension of Queens Court from the adjacent Collington Center. The proposed internal street network,

and the design guidelines as approved with CDP-0505-01, will allow for the forthcoming uses within the National Capital Business Park to be compatible with one another both in scale and appearance.

- (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;**

The proposed National Capital Business Park is planned to include up to three phases ranging in size from approximately 400,000 square feet to approximately 4.0 million square feet each. The actual phasing will be determined by market demand. Each phase will potentially include the following amount of employment and institutional uses:

Phase 1: 3.5–4.0 million square feet

Phase 2: 400,000–800,000 square feet

Phase 3: 500,000–700,000 square feet

According to the SOJ provided by the applicant, it is estimated that these phases in totality will create at least 6,000 new jobs within the County. The aforementioned phasing program is subject to change at the time of SDP when specific uses and site information are available.

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

The CDP application will not be an unreasonable burden on public facilities because the applicant will construct the extension of Queens Court leading directly into the adjacent Collington Center, in order to start the development. This CDP amendment will also result in a significant reduction of vehicular trips using Leeland Road. As discussed in the approval of CDP-0505-01 the conversion of the predominant uses on this site from residential to employment and institutional uses has eliminated impacts to the public school system, while at the same time significantly increasing the County's commercial tax base. The applicant will also be required to contribute financially to the improvements of the US 301/Queens Court intersection and to construct a 20-acre park.

- (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;**

This project does not include an adaptive reuse of any historic site. Therefore, this criterion does not apply.

- (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**

This CDP will follow the comprehensive design guidelines, as approved in CDP-0505-01, governing the development of this project. There is no residential use included in this application.

- (10) The Plan is in conformance with an approved Type 1 Tree Conservation Plan;**

The CDP also includes TCP1-004-2021-02. In accordance with the review by the Environmental Planning Section (Nickle to Zhang, April 4, 2022), this CDP is in conformance with the applicable requirements of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO), if revised as conditioned herein.

- (11) The Plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130-(b)(5);**

The CDP is consistent with the approved land use quantities as included in A-9968-03 to preserve more than half of the entire site in the natural state. As such, this CDP meets this finding at this time. However, with more detailed information regarding the development of this site to be provided at the time of PPS and SDP, conformance with this finding will be further evaluated.

- (12) Notwithstanding Section 27-521(a)(9), property placed in a Comprehensive Design Zone pursuant to Section 27-226(f)(4), shall follow the guidelines set forth in Section 27-480(g)(1) and (2); and**

Section 27-226(f)(4) of the Zoning Ordinance is the District Council procedure for approving a comprehensive design zone application as part of an SMA. This provision is not applicable to the subject application because the property was rezoned through a zoning map amendment (basic plan) application, not through the SMA process.

- (13) For a Regional Urban Community, the plan conforms to the requirements stated in the definition of the use and satisfies the requirements for the use in Section 27-508(a)(1) and Section 27-508(a)(2) of this Code.**

This provision is not applicable to the subject application because National Capital Business Park is not a regional urban community.

9. **Comprehensive Design Plans CDP-0505 and CDP-0505-01:** The District Council approved the original CDP-0505 for 818 residential dwelling units, of which 602 were market rate (97 townhouses and 505 single-family detached units) and 216 units were in a mixed-retirement component (50 single-family detached, 56 townhomes, and 110 multifamily units), in the R-S Zone, on property known as Willowbrook, on April 9, 2007, with 34 conditions. Since no nonresidential uses were included in the original approval, most of the conditions are not applicable to the review of this CDP. Only a few of the conditions related to this site are relevant to the review of this CDP amendment, as follows:

2. **Applicant and the applicant's heirs, successors, and/or assignees shall construct the master plan trail along the subject site's portion of Collington Branch. Park dedication and alignment of the trail shall be coordinated with the Department of Parks and Recreation.**

The applicant is fully aware of this condition and the said trail has been shown conceptually on the CDP-0505-01 plan. Specific alignment and design details of the trail will be decided at the time of future review of either PPS or SDP.

4. **Standard sidewalks shall be provided along both sides of all internal roads, unless modified by DPW&T.**

This condition has been included in the condition of approval for CDP-0505-01 that requires the applicant to add new development standards related to pedestrian and bicycle facilities under the Vehicular Access and Parking Section in the *National Capital Business Park-Design Guidelines*.

The Planning Board approved CDP-0505-01 on April 15, 2021, with five conditions. The District Council waived its right to review this applicant and affirmed the Planning Board approval with the same five conditions on June 4, 2021. None of the five conditions is relevant to the review of this CDP. However, the applicant requested to revise Condition 4 regarding fee rate that was approved with the PPS 4-20032, after a complete adequacy test of the public facilities. As such, the applicant requests to modify Condition 4, as follows:

4. **Unless modified at time of preliminary plan of subdivision, prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement, a fee calculated as \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary. The fee set forth above shall be modified at the time of approval of the preliminary plan of subdivision to reflect the project cost in the adopted Prince George's County Public Works & Transportation Capital Improvement Program.**

After the approval of this CDP, a new PPS will be required to further evaluate the increment of two million square feet of gross floor area on the public facilities. As stated by the applicant, this revised amount in the approved PPS was predicated, in part, upon the revised Capital Improvement Program (CIP) budget total for US 301. To this end, Condition 4 in CDP-0505-01 should also be slightly amended (as set forth above) to be consistent with the National Capital Business Park's currently calculated contribution per square foot for the US 301 CIP project.

Specifically, based on the County CIP for Fiscal Years 2022–2027, the cost estimate for the entire US 301 CIP project is \$24,780,000 (in 1989 dollars). Any additional improvement for this development is estimated to cost \$2,522,250 (in 1989 dollars), resulting in a total CIP cost of \$27,302,250 (in 1989 dollars). The additional trips generated by the proposal for the National Capital Business Park would utilize 5.6 percent (as an average of the AM and PM) of the capacity created by the US 301 project. The applicant proffers this pro-rata calculation as a CIP fee of \$1,516,622 (in 1989 dollars). Note that this is in addition to the \$3,517,354 (in 1989 dollars), as approved in PPS 4-20032. This results in total CIP contribution by the applicant of \$5,033,976 for the overall development. With the proposed 5.5 million square feet, the per square foot fee is calculated at 0.92 ($\$5,033,976 / 5.5 \text{ Million Square Feet} = \$0.92/\text{SF}$).

Said amount may also be modified further at the time of PPS to capture any increase in proposed square footage for the National Capital Business Park. The Planning Board approves this proposed change, subject to further evaluation at the time of PPS.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is subject to the provisions of the WCO because the subject property is more than 40,000 square feet in size, has more than 10,000 square feet of woodland on-site, and has previously approved tree conservation plans for the overall property. TCP1-004-2021-02 was submitted with the CDP application.
 - a. A valid Natural Resources Inventory Plan, NRI-098-05-04, was submitted with this application. The PPS and TCP1 reflect the environmental conditions. No further information is needed regarding the NRI.

- b. The requested change in use will not result in a change to the woodland conservation threshold, which is currently 15 percent for the R-S and I-1-zoned portions of the site and is 50 percent for the R-A Zone. There is an approved TCPI and TCPII on the overall development related to the prior residential subdivision, which are grandfathered under the 1991 Woodland Conservation Ordinance. The prior tree conservation plan approvals are not applicable to the new development proposal for the National Capital Business Park. This project is subject to the WCO and the Environmental Technical Manual. A revision to TCP1-004-2021-02 was submitted with the CDP application.

The TCP1 describes the site with 339.73 acres of existing woodland in the net tract area and 82.93 acres in the floodplain. The woodland conservation threshold shown on the TCP1 is 15.08 percent, or 52.40 acres. The woodland conservation worksheet shows the removal of 259.70 acres of woodland on the net tract area, and 1.09 acres in the floodplain, which results in a woodland conservation requirement of 118.42 acres. This requirement is proposed to be met with 80.03 acres of on-site woodland preservation, 18.75 acres of reforestation, and 19.64 acres of off-site woodland conservation credits. During the multiple reviews of the National Capital Business Park development proposal, the overall proposed woodland conservation has improved significantly.

Since the prior CDP amendment review, the area of proposed woodland clearing has reduced by 7.54 acres, the on-site woodland preservation has increased by 8.63 acres, the reforestation total has increased by 0.45 acre, and the off-site woodland conservation credit requirement was decreased by 10.96 acres.

Prior to the issuance of the fine grading permit for this project, the off-site woodland conservation requirements shown on the TCP2 shall be met in accordance with the Conservation Method Priorities, established in Section 25-122(c) of the County code.

Because of this site's prominent location on the Collington Branch as a significant flyway linking the Belt Woods, located to the north, to the Patuxent River, and the high quality of woodland present on the site, additional effort should continue to be made to provide the woodland conservation requirements on-site, particularly along the Collington Branch stream valley.

Overall, the plan addresses the spirit of the WCO and the *Green Infrastructure Plan* by providing for the conservation of large contiguous woodlands along the stream valleys and in priority conservation areas. In addition, woodland conservation is proposed on lands to be dedicated to the DPR. Woodland conservation cannot be shown on land to be dedicated to DPR without prior written permission. DPR provided a letter dated April 12, 2021 (Burke to Nickle), consenting to the placement of woodland conservation easements on lands to be dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC), subject to considerations and conditions. Prior to signature approval of the CDP, the applicant shall include a copy of DPR's consent letter into the record for CDP-0505-02.

This project is subject to a Habitat Protection and Management Program, dated April 23, 2021 and revised on May 7, 2021, as a method for monitoring the rare plant and fish species on and in the vicinity of the property that was approved as part of CDP-0505-01 (per condition). The subject site contains five identified species of rare, threatened, or endangered species plants and three State-listed threatened or endangered fish species within the Collington Branch and/or Black Branch watersheds. On May 27, 2021, the Maryland Department of Natural Resources (DNR) approved the final version of the habitat protection and monitoring plan. On June 4, 2021, the applicant notified this Department that the pre-construction stream monitoring was completed in April 2021, and that the summer fish sampling was completed at all four stations June 1-2, 2021. After the stream monitoring and fish sampling data was processed, the applicant submitted the 2021 *During Construction Monitoring Report* to M-NCPPC and DNR on February 4, 2022. The During Construction Monitoring of the rare, threatened, or endangered species, plant and fish species will end with the completion of the site grading activities and the stabilization of all disturbed areas. The post-construction monitoring phase will commence for a period of five years. Annual monitoring reports are required to be filed with both M-NCPPC and DNR. This application does not alter the prior approved plan.

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

- a. **Community Planning**—The Planning Board adopts a memorandum dated March 25, 2022 (Lester to Zhang), included herein by reference, which provided that pursuant to Section 27-521(a)(4) of the Zoning Ordinance, the proposed development will be compatible with existing land use, zoning, and facilities in the immediate surrounding because the District Council approved CB-22-2020 for the purpose of permitting certain employment and institutional uses permitted by-right in the E-I-A Zone to be permitted in the R-S Zone of Prince George’s County, under certain specified circumstances.

General Plan: This application is in the Established Communities. The vision for the Established Communities is to create the most appropriate for context-sensitive infill and low-to medium density development (page 20).

Master Plan: The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* recommends Industrial/Employment land uses on the subject property. The property is included in the Collington Local Employment Area, where the goal is to attract light industrial and office land uses. Other relevant policies and strategies include:

Policy EP 11: Strengthen the Collington Local Employment Area as a regionally competitive transportation, logistics and warehousing employment center.

Strategy TM 21.2: Construct active transportation infrastructure including sidewalks, crosswalks, bus shelters, bicycle facilities, and other amenities for pedestrians, bicycles, and transit riders on all streets within and connecting to the Collington Local Employment Area.

Policy PF 12.1: Secure 20-acre parkland dedication from National Capital Business Park development along Leeland Road, with trail connections north through the Collington Branch Stream Valley Park, and to the future South Lake and Liberty Sports Park Developments.

The master plan carried forward the recommended 2009 *Approved Countywide Master Plan of Transportation* (MPOT) right-of-way for I-300 (Prince George's Boulevard) and the shared-use path facility for Collington Branch Trail.

SMA/Zoning: The 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* rezoned the subject property to R-S. In 2020, the District Council approved CB-22-2020 permitting certain employment and institutional uses by-right in the E-I-A Zone to be permitted in the R-S Zone, under certain specified circumstances, and provided procedures for the amendment of the approved basic plans to guide the development of such uses. The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* did not include a concurrent sectional map amendment. However, it did recommend Industrial, Heavy zoning for the subject property.

- b. **Environmental Planning**—The Planning Board adopts a memorandum dated April 4, 2022 (Nickle to Zhang), included herein by reference, which provided a comprehensive review of this CDP application's conformance with prior conditions of approval, applicable environmental planning regulations and governing plans. Some comments have been included in the findings above and additional summarized findings are as follows:

Specimen Trees

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety, or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction, as provided in the Technical Manual."

There are 224 specimen trees identified on the property. The proposed development shown on the TCP1 proposes the conceptual removal of specimen trees; however, no variance application was submitted with the CDP. A variance request for the removal of specimen trees shall be submitted with the acceptance of the PPS or SDP, as appropriate.

Regulated Environmental Features

There is primary management area (PMA) comprising regulated environmental features, which include streams and associated buffers, 100-year floodplain, steep slopes, and

wetlands with their associated buffers. Under Section 27-521(a)(11) of the Zoning Ordinance, the plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible. The development conceptually proposes impacts to the PMA; however, no SOJ was submitted with the CDP. A letter of justification, with exhibits, shall be submitted for review prior to acceptance of the PPS.

Stormwater Management

A Stormwater Management (SWM) Concept Plan (42013-2020-00), approved on June 28, 2021, was submitted and shows the use of seven submerged gravel wetlands, four underground storage treatment facilities, and sand filters. The development will be subject to a site development fine grading permit and continuing reviews by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the Soil Conservation District. The SWM concept approval letter indicates that additional micro-scaled environmental site design facilities will be evaluated when details of the development pads are proposed with later reviews.

Erosion and Sediment Control

The site is located within a watershed regulated for a total maximum daily load (TMDL) for sediment, as established by the Maryland Department of the Environment. Watersheds within a TMDL for sediment will typically require erosion and sediment control measures above and beyond the standard treatments. The site also contains rare, threatened, or endangered species, including fish located in the Collington Branch. Redundant erosion and sediment control measures are also required for protection of the rare, threatened, or endangered species. Additional information, as determined by DPIE and the Soil Conservation District, in their respective reviews for SWM and erosion and sediment control, may be required.

Scenic and Historic Roads

Leeland Road is designated as a scenic road in the MPOT and has the functional classification of a major collector. The MPOT includes a section on Special Roadways, which includes designated scenic and historic roads, and provides specific policies and strategies, which are applicable to this roadway, including to conserve and enhance the viewsheds along designated roadways. Any improvements within the right-of-way of a historic road are subject to approval by the County under the Design Guidelines and Standards for Scenic and Historic Roads. The 2010 *Prince George's County Landscape Manual* (Landscape Manual) addresses the requirements regarding buffers on scenic and historic roads. These provisions will be evaluated at the time of the review of the SDP. Adjacent to a historic road, the Landscape Manual requires a Section 4.6 landscape buffer (Buffering Development from Special Roadways), based on the Developing Tier (now Environmental Service Area (ESA) 2). In ESA 2, the required buffer along a historic road is a minimum of 20 feet wide, to be planted with a minimum of 80 plant units per 100 linear feet of frontage, excluding driveway openings. The Special Roadway buffer must be located outside of the right-of-way and public utility easements, and preferably fulfilled by the retention of existing good-quality woodlands, when possible.

Soils

According to the “Prince George’s County Soil Survey,” the principal soils on the site are in the Adelphia, Bibb, Collington, Colemantown Elkton, Howel, Marr, Monmouth, Sandy Land, Shrewsbury, and Westphalia series. Adelphi, Collington, and Marr soils are in hydrologic class B, and are not highly erodible. Bibb and Shrewsbury soils are in hydrologic class D, and pose various difficulties for development, due to high water table, impeded drainage, and flood hazard. Colemantown and Elkton soils are in hydrologic class D, and have a K factor of 0.43, making them highly erodible. Howell and Westphalia soils are in hydrologic class B and are highly erodible. Monmouth soils are in hydrologic class C and have a K factor of 0.43, making them highly erodible. Sandy land soils are in hydrologic class A and pose few difficulties to development. Marlboro clay is found to occur extensively in the vicinity of and on this property. The TCP1 shows the location of the unmitigated 1.5 safety factor line, in accordance with a geotechnical report dated February 1, 2021, and revised August 6, 2021, and prepared by Geo-Technology Associates, Inc. Additional information may be required at the time of SDP of the individual tenants to analyze the development proposed.

During the review of the PPS, the configuration of parcels and location of structures and applicable site features shall be designed to be outside of the unmitigated 1.5 safety factor line, or the proposed grading shall be such that the 1.5 safety factor line has been mitigated to eliminate potential slope failure areas.

The Planning Board concluded that the regulated environmental features on the subject property have been preserved and/or restored, to the fullest extent possible, based on the level of detail provided with CDP-0505-02, and recommended approval of this CDP with two conditions that have been included in this resolution.

- c. **Subdivision**—The Planning Board adopts a memorandum dated March 18, 2022 (Gupta to Zhang), included herein by reference, which noted that this proposed amendment to CDP-0505 will require a new PPS. There are no other subdivision issues at this time.
- d. **Transportation Planning**—The Planning Board adopts a memorandum dated April 8, 2022 (Yang to Zhang), included herein by reference, which provided a review of the background and prior approvals and plans governing this application, as well as the traffic impact study based on the predetermined scope that includes previously identified intersections, with the following summarized comments:

Design Guidelines

The applicant should revise the *National Capital Business Park-Design Guidelines* (see Exhibit A attached to CDP-0505-01), according to the comments below:

In response to the design guidelines for CDPs, the applicant states “All internal streets, sidewalks, and crosswalks will be identified on future specific design plans and will allow for barrier-free access. Further, driveway entrances will be appropriately located to

allow for safe movement of vehicles and pedestrians. All vehicular and pedestrian circulation on the site will be designed in accordance with the above requirements and will, therefore, be safe, efficient, and convenient for both pedestrians and drivers (page 15).”

Section 27-274(a)(2)(A) reads: “Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars.” Section 27-274 (a)(2)(A)(iv) reads: “Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual...” Yet the illustrations in Exhibit A, on pages 3, 5, 7, and 8, are inconsistent with the above cited Zoning Ordinance sections. These illustrations should be replaced with illustrations consistent with the zoning code. Attached are photos labeled Pacific Plaza I and II Landscaping that are more consistent with the landscaping requirements of the zoning code, for reference.

Sketches B, C, and E of Exhibit A show roadway cross sections with illustrations of cars to provide context but images of pedestrians and bicyclists are missing, contrary to the intent of providing multimodal transportation accessibility. Pedestrians should be depicted within all the sidewalks in Sketches B and C. A sidewalk cross section with pedestrians should be shown in Sketch E. Bicyclists should be shown using the roadways in Sketches B, C, and E.

A bus stop shelter should be shown in Exhibit A consistent with condition 1c(3). Attached to the referral is a photo of a bus stop shelter for inclusion consideration.

The heading “VEHICULAR ACCESS AND PARKING” on page 9 in Exhibit A should be revised to read, “VEHICULAR ACCESS, PEDESTRIAN CIRCULATION, AND PARKING”. This is further emphasizing the multimodal nature of the transportation system of the National Capital Business Park.

On page 11 of Exhibit B the subheading, Pedestrian and Multimodal Circulation should be revised to read, Pedestrian Circulation. The portion of the paragraph below beginning with “Sharrows, bikeway guide signs, bike route and destination signs...” should be deleted.

This sentence on page 11 of Exhibit A should be revised as follows; “Bicycle shared lane markings (i.e., sharrows) and bikeway signs shall be provided within all internal roadways.” This sentence should be inserted as a one sentence paragraph following the end of the text under the subheading, “Internal Roadways” on page 10 of Exhibit A. Illustrations of shared-use lane markings, R4-11/Bicycles May Use Full Lane sign, and D11-1 Bicycle Route sign/destination plate assemblies should be included in Exhibit A and should be included with the above revised sentence. Attached is an illustration of a R4-11 sign labeled as MD MUTCD Figure 9B-2 and an example of a D11-1/Bicycle Route sign with destination assembly for reference.

The two sentences on page 11 that refer to bicycle parking facilities should be relocated to the Parking and Loading section. The last sentence on page 11, under the heading of Pedestrian and Multimodal Circulation, should be relocated to the Internal Roadways section.

Transportation Planning Review

Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout. Access is proposed by means of existing public collector roadway.

The subject property is located within Transportation Service Area 2, as defined in the 2014 *Plan Prince George's 2035 Approved General Plan (Plan 2035)*. 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 of 1,450 or better.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed.

The application is a CDP that includes industrial use. The trip generation is estimated using the Planning Board's "Transportation Review Guidelines, Part 1" (Guidelines) and the higher amounts from *Trip Generation Manual* (Institute of Transportation Engineers) and the user provided information. The table below summarizes trip generation in each peak-hour that will be used in reviewing traffic for the site. It is noted that the high cube sortable warehouse use allows for multiple levels of storage based on the ground floor footprint, per the *Trip Generation Manual*.

Trip Generation Summary: CDP-0505-02: National Capital Business Park								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Warehousing	2,087.42	ksf	688	167	835	167	668	835
High-Cube Fulfillment Center Warehouse – Sortable (ITE-155)	650.78	ksf	458	108	566	305	476	781
	User Provided Data		505	45	550	447	453	900
	Higher of ITE and User Provided Data		458	108	566	447	453	900
Recommended Trip Cap (sum of bold numbers)			1126	275	1401	614	1121	1735

The traffic generated by the proposed PPS would impact the following intersections in the transportation system:

- Southbound US 301 at Wawa Crossover (signalized in future)
- Northbound US 301 at Wawa Crossover (signalized in future)
- US 301 at Trade Zone Avenue (signalized)
- US 301 at Queens Court (signalized in future)
- US 301 at Median Crossover between Queens Court and Leeland Road (unsignalized)
- US 301 at Leeland Road (signalized)
- US 301 at Beechtree Parkway / Swanson Road (signalized)
- US 301 at Village Drive (signalized)
- US 301 at MD 725 (signalized)
- US 301 at Chrysler Drive (signalized)
- Prince George’s Boulevard at Trade Zone Avenue (unsignalized)
- Prince George’s Boulevard at Commerce Drive (unsignalized)
- Prince George’s Boulevard at Queens Court (unsignalized)

The following tables represent results of the analyses of the critical intersections under existing, background and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM and PM)		Level of Service (LOS, AM and PM)	
	SB US 301 at Wawa Crossover	990	1248	A
NB US 301 at Wawa Crossover	1275	1279	C	C
US 301 at Trade Zone Avenue	1288	1161	C	C
US 301 at Queens Court	0 sec*	0 sec*	--	--
US 301 at Median Crossover	<100 veh.	<100 veh.		--
US 301 at Leeland Road	924	866	A	A
US 301 at Beechtree Parkway / Swanson Road	1330	1321	D	D
US 301 at Village Drive	1086	1144	B	B
US 301 at MD 725	1204	1343	C	D
US 301 at Chrysler Drive	1045	1063	B	B
Prince George's Boulevard at Trade Zone Avenue	15.0 sec*	15.1 sec*	--	--
Prince George's Boulevard at Commerce Drive	9.5 sec*	9.8 sec*	--	--
Prince George's Boulevard at Queens Court	9.5 sec*	12.5 sec*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines," delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The Prince George's County CIP includes adding a third US 301 through lane north and south bound between MD 214 and MD 4 and further widening, as needed, at Trade Zone Avenue, MD 214, and MD 725. Significant portions of the third through lane have already been constructed. Approved but unbuilt developments and their proposed improvements at the study intersections have been identified within the study area, background traffic has been developed. A 1.1 percent annual growth rate for a period of six years has been assumed.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM and PM)		Level of Service (LOS, AM and PM)	
	SB US 301 at Wawa Crossover	1083	1253	B
NB US 301 at Wawa Crossover	1604	1913	F	F
US 301 at Trade Zone Avenue	1638	1842	F	F
US 301 at Queens Court	1208	1458	C	E
US 301 at Median Crossover	<100 veh.	<100 veh.	--	--
US 301 at Leeland Road	1491	1631	E	F
US 301 at Beechtree Pike / Swanson Road	1854	1936	F	F
US 301 at Village Drive	1571	1573	E	E
US 301 at MD 725	1642	1891	F	F
US 301 at Chrysler Drive	1435	1410	D	D
Prince George's Boulevard at Trade Zone Avenue	16.7 sec*	20.4 sec*	--	--
Prince George's Boulevard at Commerce Drive	12.2 sec*	11.6 sec*	--	--
Prince George's Boulevard at Queens Court	1044	1147	B	B
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines," delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The applicant proposes to reconstruct US 301 at Queens Court intersection including a full-movement signal, a third northbound through lane, a fourth southbound through lane, northbound double left turn lane, and eastbound double left turn lane. The applicant also proposes a fourth southbound through lane along US 301 at Leeland Road and a third eastbound left turn lane along Leeland Road. The critical intersection identified above, when analyzed with the total future traffic as developed using the Guidelines including the site trip generation as described above, operates as shown in the following table. The total traffic condition includes the CIP and US 301 at Leeland Road and Queens Court intersection improvements.

TOTAL TRAFFIC CONDITIONS (with CIP and additional Intersection Improvements)				
Intersection	Critical Lane Volume (AM and PM)		Level of Service (LOS, AM and PM)	
SB US 301 at Wawa Crossover	1084	1290	B	C
NB US 301 at Wawa Crossover	1127	1338	B	D
US 301 at Trade Zone Avenue	1138	1427	B	D
US 301 at Queens Court	1078	1363	B	D
US 301 at Median Crossover	<100 veh.	<100 veh.	--	--
US 301 at Leeland Road	1409	1350	D	D
US 301 at Beechtree Pike / Swanson Road	1291	1392	C	D
US 301 at Village Drive	1109	1219	B	C
US 301 at MD 725	1207	1446	C	D
US 301 at Chrysler Drive	980	1327	A	D
Prince George's Boulevard at Trade Zone Avenue	16.7 sec*	20.4 sec*	--	--
Prince George's Boulevard at Commerce Drive	12.2 sec*	11.7 sec*	--	--
Prince George's Boulevard at Queens Court	1044	1353	B	D
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines," delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The traffic impact study report has been forwarded to the operating agencies. The Maryland State Highway Administration (SHA) has not provided feedback at the time that this referral was drafted. It should be noted that the applicant has the ability to request that master-planned roadway I-300 not be shown for dedication at the time of PPS, based on the requirements of DPIE, with written correspondence. The extension of I-300 to Leeland Road may potentially cause significant impacts to sensitive environmental areas. The applicant met with representatives of the Transportation Planning Section on May 3, 2022, and all parties agreed that further determinations about the ultimate disposition/dedication of any portion of the I-300 right-of-way will occur at the time of PPS.

The Planning Board concludes that the staging of development will not be an unreasonable burden on available public facilities and is, therefore, in accordance with Section 27-521(a)(7), subject to the three conditions that have been included in this resolution.

- e. **Special Projects**—The Planning Board adopts a memorandum dated April 4, 2022 (Thompson to Zhang), included herein by reference, which found that the subject application will not be an unreasonable burden on available public facilities, including water and sewer, police, fire and rescue. Further adequate public facilities tests for the proposed development will be carried out at the time of PPS review.

The Special Projects Section also discussed fire/EMS response time, which is not within the recommended four-minute travel test as follows:

Prince George's County Fire/EMS Department representative, James V. Reilly, stated in writing (via email) that, as of March 16, 2022, the subject project does not pass the four-minute travel test from the closest Prince George's County Fire/EMS Station, Pointer Ridge Volunteer Fire/EMS Company 843 in Bowie. The proposed amendment may impact fire facilities; a recommendation may be made to 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 the Code of Maryland Regulations; and install and maintain hemorrhage kits next to fire extinguishers. This will be further evaluated at the time of PPS review.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—The Planning Board adopts a memorandum dated April 6, 2022 (Quattrocchi to Zhang), included herein by reference, in which DPR reviewed this CDP application for conformance with the governing prior approvals. This development project is required to dedicate 20 acres of the property for a public park, in addition to provision of the master plan trails along the Collington Branch Stream Valley. The details of the parkland dedication, the master plan trail, and the feeder trail will be reviewed in detail at the time of PPS and SDP. The Park Planning and Development Division of DPR recommends approval of CDP-0505-02.
- g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board adopts a memorandum dated April 27, 2022 (Giles to Zhang), included herein by reference, in which DPIE stated that Comprehensive Design Plan CDP-0505-02 is consistent with the Site Development Concept Plan, 42013-2020-0, approved by DPIE on June 28, 2021. DPIE also provided comments on many other issues that will be enforced through their separate permitting process.
- h. **Prince George's County Police Department**—At the time of preparation of this resolution, comments regarding the subject project have not been received from the Police Department.
- i. **Prince George's County Health Department**—At the time of preparation of this resolution, comments regarding the subject project have not been received from the Health Department. However, the Health Department did provide comments at the time of CDP-0505-01, that have been included in the approval.
- j. **Maryland State Highway Administration (SHA)**—At the time of preparation of this resolution, comments regarding the subject project have not been received from SHA.
- k. **City of Bowie**—The Planning Board adopts a memorandum dated March 10, 2022 (Meinert to Zhang), included herein by reference, in which the City of Bowie indicated that, despite the potential building square footage increase, this CDP amendment does not propose any increase in the developable land area previously approved in CDP-0505-01. The building blocks of the National Capital Business Park are identical to those approved in CDP-0505-01. The 1991 Master Plan text referred to this land area as the

“Willowbrook Business Center.” The basic plan for this previously planned center (A-9829) was approved as part of the 1991 Master Plan and allowed a total of 3,900,000–5,000,000 square feet of “light manufacturing, warehouse/distribution, ancillary office and retail commercial” uses.

The City has no comments regarding the CDP revision. Although the City was opposed to increasing the amount of employment land uses during review of the 1991 Master Plan, the land use types and intensity proposed in CDP-0505-02 appear to have been taken into account in the master plan transportation network and have been anticipated for this property for decades.

12. **Public Hearing on May 5, 2022:** The Planning Board held a public hearing on this application for a CDP amendment. At the hearing, and in rendering its decision, the Board considered all written and oral testimony, along with all exhibits submitted according to the Board’s procedures. During the hearing, the Planning Board received nine opposition exhibits (OE), one applicant exhibit (AE), and two staff exhibits (SE):

- OE-1- CB-22-2020 Report (2 pages)
- OE-2- Office of Law memo (1 page)
- OE-3- PB Analysis of CB-22-2022 (2 pages)
- OE-4- PB Signed Voters Letter on CB-22-2020 (3 pages)
- OE-5-Prince George’s County Council Meetings Video on CB-22-2020 (1 page)
- OE-6-Terry Nuriddin Opposition letter
- OE-7-Jenet Gingold, Prince George’s Sierra Club, Opposition Letter
- OE-8- Jenet Gingold, Forest at Leeland Road, A collection of photos taken by Ms. Gingold
- OE-9- Dr. Henry Code Opposition Statement

- AE-1- Proposed revisions to the recommended conditions.

- SE-1- DPIE Final Memorandum
- SE-2- ZHE Decision on A-9968-03 Basic Plan approval.

The Board heard testimony from individual citizens and argument from an attorney representing other citizens and organizations. While the opponents raised important issues, much of the testimony and argument was not germane to considerations for approval of this CDP amendment.

Several opponents, along with People’s Zoning Counsel, questioned whether this CDP amendment could be considered before the District Council approved A-9968-03. Section 27-478(c) of the prior Zoning Ordinance allows a basic plan, comprehensive design plan, and a specific design plan to be considered concurrently; therefore, there is no requirement that a basic plan be approved before a CDP. Nonetheless, the Planning Board has conditioned that the application receive final approval of A-9968-03 before CDP-0505-02 is certified.

The exhibits submitted by the attorney representing multiple opponents, along with much of his argument, focused on CB-22-2020, the bill that allowed the warehouse use on the subject site in the R-S Zone. Opponents' counsel asserted that CB-22-2020 is an "illegal special law" and cited the Court of Special Appeals' decision in *Howard Cnty v. McClain*, 254 Md. App. 190 (2022). *Howard Cnty v. McClain*, however, was a declaratory-judgment action filed in Circuit Court as a direct challenge to a text amendment adopted in Howard County. The Planning Board considered CB-22-2020 approximately two years ago, at its meeting on May 28, 2020, and transmitted its comments to the District Council in a letter with the same date. The Council enacted the legislation on July 14, 2020. The sections of the prior Zoning Ordinance that were changed, as a result of CB-22-2020, did not include the required findings for approval of an amendment to a CDP, which are the focus of the Planning Board's decision in this application. Furthermore, no court has determined that CB-22-2020 is an illegal special law.

Opponents' counsel claimed that the Court of Appeals' decision in *Maryland Reclamation Assocs., Inc. v. Harford Cnty.*, 468 Md. 339, 227 A.3d 230 (2020), which addressed whether a party was required to first raise inverse condemnation claims before a board of appeals, allowed a challenge to CB-22-2020 during the Board's consideration of a CDP amendment; however, opponents' counsel did not elaborate on that case's applicability.

Opponents' counsel also asserted that this CDP amendment conflicts with Plan 2035, the County's General Plan, but he did not cite any law that requires denial of a CDP amendment for conflicting with the General Plan, nor did he cite the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*, which amended the General Plan. Opponents' counsel also made conclusory claims without providing sufficient support to deny the application, such as asserting that this CDP did not comply with the criteria set forth in Section 27-521 for approval of a CDP, the application did not comply with the CDP review process set forth in Section 27-478, the application conflicts with the Green Infrastructure Plan, staff did not articulate how the application satisfies the Woodland and Wildlife Habitat Conservation Ordinance, and the record lacks substantial evidence that the application complies with the requirements of the Landscape Manual. Opponents' counsel also pointed out that there has been no application for a variance to remove specimen trees; however, none is required at this stage.

Other citizens raised general issues concerning climate change, the County's Climate Action Plan, federal environmental laws, and traffic concerns, all of which were sufficiently addressed to approve the application, were unrelated to approval of this CDP amendment, or will be evaluated as part of a future application.

For example, citizens raised concerns and issues about tree and bird habitat conservation, greenhouse gas emission, air pollution, traffic impact, stormwater runoff, and erosion and sediment control. Given the scope and nature of the CDP, those issues will be further evaluated at the time the Board considers the PPS and any specific design plan, when detailed information is available.

People's Zoning Counsel raised several additional issues that were addressed at the hearing. First, he questioned why CDP-0505-02 was accepted; however, the application met all requirements for

acceptance and no legal grounds existed to withhold acceptance of the application. Second, People's Zoning Counsel asserted that exhibits should be allowed to be submitted during the virtual hearing, but doing so would conflict with the Board's procedures that were properly established over two years ago in order to conduct orderly virtual hearings during the Covid-19 pandemic. Finally, he questioned whether the Chair of the Prince George's County Sierra Club should be allowed to testify on behalf of herself and her organization. People's Zoning Counsel cited no law or rule preventing the Board from allowing the Sierra Club's Chair from proceeding with testifying in both capacities at the administrative hearing.

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 Type 1 Tree Conservation Plan TCP1-004-2021-02, and further APPROVED Comprehensive Design Plan CDP-0505-02 for the above-described land, subject to the following conditions:

1. Prior to certification of this comprehensive design plan (CDP), the applicant shall:
 - a. Update the *National Capital Business Park-Design Guidelines* with the modifications proposed by the applicant and approved with this CDP.
 - b. Provide a copy of the letter dated April 12, 2021 (Burke to Nickle), consenting to the placement of woodland conservation easements on lands to be dedicated to the Maryland-National Capital Park and Planning Commission, to be part of the record for CDP-0505-02.
 - c. Revise the Type 1 tree conservation plan (TCP1), as follows:
 - (1) Revise the plan to graphically show that the master planned right-of-way area for I-300, currently shown on the TCP1 as "Woodland Retained – Assumed Cleared," to be incorporated into adjoining preservation areas, and account for the added preservation in the worksheet and in the tables.
 - (2) In the Environmental Planning Section approval block, revise the case number in the heading from "TCP1-004-2021-02" to "TCP1-004-2021."
 - (3) Add a note under the specimen tree table on Sheet 1 to account for the specimen trees that were approved for removal with Specific Design Plan SDP-1603-01.
 - (4) Add the following to the Notes: No additional impacts to regulated environmental features were approved with CDP-0505-02.
 - (5) Update the streamline type to the standard line type in the Environmental Technical Manual.
 - (6) Add the Marlboro clay lines to the plan. Show as black, not gray.

- (7) Revise the proposed grading on the plan to be solid black, not gray lines. Add proposed contours and other proposed symbols to the legend.
 - (8) Revise the specimen tree table headings to provide one column to list the specimen trees approved for removal with Preliminary Plan of Subdivision 4-20032, and a separate column to list the specimen trees approved for removal with Specific Design Plan SDP-1603-01.
 - (9) In the standard TCP1 notes, remove Note 12.
 - (10) Have the revised plan signed and dated by the qualified professional preparing the plan.
 - d. Obtain final approval of A-9968-03 from the District Council.
 2. This comprehensive design plan has modified Condition 4 attached to CDP-0505-01, as follows:
 4. **Unless modified at the time of preliminary plan of subdivision (PPS), prior to approval of a building permit for each square foot of development, the applicant and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), a fee calculated as \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at the time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary. The fee set forth above shall be modified at the time of approval of the PPS, to reflect the project cost in the adopted Prince George's County Public Works and Transportation Capital Improvement Program. In lieu of the fee payment listed in this condition, the applicant may provide improvements along US 301 (Robert Crain Highway), within the limits of US 301, that are covered by the Capital Improvement Program-funded improvements. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.**
 3. Total development within the subject property shall be limited to uses that would generate no more than 1,401 AM and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
 4. The following road improvements shall be phased at the time of future specific design plan applications, and a determination shall be made as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:

- a. US 301 (Robert Crain Highway) at Leeland Road
 - (1) Provide three left-turn lanes on the eastbound approach
 - b. Prince George’s Boulevard and Queens Court–Site Access, unless modified at the time of preliminary plan of subdivision:
 - (1) Provide a shared through and left lane and a shared through and right lane on the eastbound approach.
 - (2) Provide a shared through and left lane and a shared through and right lane on the westbound approach.
 - (3) Provide a shared through and left lane on the northbound approach and a shared through and right lane on the southbound approach.
5. At the time of preliminary plan of subdivision, the applicant shall demonstrate adequate right-of-way dedication, in accordance with the 2009 *Approved Countywide Master Plan of Transportation*.
6. At the time of specific design plan, the applicant shall show all proposed on-site transportation improvements on the plans.
7. Prior to issuance of each building permit for this development, the applicant and the applicant’s heirs, successors, and/or assignees shall pay to the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) a fee per square foot, to be determined at the time of preliminary plan of subdivision.

In lieu of the fee payment listed in the preceding paragraph, the applicant may provide improvements along US 301 (Robert Crain Highway), within the limits of US 301, that are covered by Capital Improvement Program-funded improvements. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

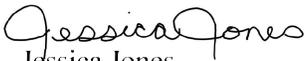
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

* * * * *

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 Doerner, seconded by Commissioner Geraldo, with Commissioners Doerner, Geraldo, Bailey, and Shapiro voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, May 5, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 19th day of May 2022.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:HZ:rpg

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: May 16, 2022

1.76

CASE NO: CDP-0505-02
CASE NAME: NATIONAL CAPITAL
BUSINESS PARK
PARTY OF RECORD: 24
PB DATE: 5-19-2022



HENRY WIXON
GLENN DALE CITIZENS' ASSOCIATION, INC.
P.O.BOX 235
GLENN DALE MD 20769
(CASE NUMBER: CDP-0505-02)

SHIRLEY BOYD
P.O.BOX 4408
CAPITOL HEIGHTS MD 20791
(CASE NUMBER: CDP-0505-02)

JOHN HOMICK
16000 TRADE POINT AVENUE
UPPER MARLBORO MD 20774
(CASE NUMBER: CDP-0505-02)

MACY NELSON
600 WASHINGTON AVENUE AVENUE SUITE
SUITE
TOWSON MD 21204
(CASE NUMBER: CDP-0505-02)

CHRIS RIZZI
BOHLER ENGINEERING
16701 MELFORD BOULEVARD SUITE 310
BOWIE MD 21045
(CASE NUMBER: CDP-0505-02)

JOE DIMARCO
BOHLER ENGINEERING
16701 MELFORD BOULEVARD SUITE 310
BOWIE MD 20715
(CASE NUMBER: CDP-0505-02)

MIKE LENHART
LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BOULEVARD
SUITE 214
SEVERNA PARK MD 21146
(CASE NUMBER: CDP-0505-02)

MIKE WILSON
UFCW LOCAL 400
8400 CORPORATE DRIVE SUITE SUITE
LANDOVER MD 20785
(CASE NUMBER: CDP-0505-02)

RAY CRAWFORD
1340 CRAIN HIGHWAY
UPPER MARLBORO MD 20774
(CASE NUMBER: CDP-0505-02)

KATHY H CRAWFORD
1340 CRAIN HIGHWAY 14741 GOVENOR ODEN
BOWIE DRIVE SECOND FLOOR
UPPER MARLBORO MD 20774
(CASE NUMBER: CDP-0505-02)

ROBERT ANTONETTI
SHIPLEY & HORNE, P.A.
1101 MERCANTILE LANE
LARGO MD 20774
(CASE NUMBER: CDP-0505-02)

JOHN FERRANTE
SHIPLEY & HORNE, P.A.
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LARGO MD 20774
(CASE NUMBER: CDP-0505-02)

ARTHUR HORNE
SHIPLEY & HORNE, P.A.
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(CASE NUMBER: CDP-0505-02)

KENT A BENJAMIN
1133 RING BILL LOOP 14741 GOVENOR ODEN
BOWIE DRIVE SECOND FLOOR
UPPER MARLBORO MD 20774
(CASE NUMBER: CDP-0505-02)

VERNICE MILLER-TRAVIS
104 JEWETT PLACE
BOWIE MD 20721
(CASE NUMBER: CDP-0505-02)

FRED TUTMAN
PATUXENT RIVERKEEPER
17412 NOTTINGHAM ROAD 14741 GOVENOR
ODEN BOWIE DRIVE SECOND FLOOR
UPPER MARLBORO MD 20772
(CASE NUMBER: CDP-0505-02)

HENRY WIXON
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(CASE NUMBER: CDP-0505-02)

MRS.KYM TAYLOR
FAMILY CHOICE HEALTHCARE
3003 WESTBROOK DRIVE
BOWIE MD 20721
(CASE NUMBER: CDP-0505-02)

MRS.TERRY NURIDDIN
15201 JOHNSTONE LANE
BOWIE MD 20721
(CASE NUMBER: CDP-0505-02)

R E S O L U T I O N

WHEREAS, NCBP Property LLC is the owner of a 442.30-acre parcel of land known as Parcels A and B, said property being in the 3rd Election District of Prince George's County, Maryland, and being zoned Legacy Comprehensive Design (LCD); Agricultural-Residential (AR); and Industrial, Employment (IE); and

WHEREAS, on March 31, 2022, NCBP Property LLC filed an application for approval of a Preliminary Plan of Subdivision for 27 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-21056 for National Capital Business Park was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 2, 2022; and

WHEREAS, new Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, pursuant to Section 24-1703(a) of the Subdivision Regulations, subdivision applications submitted and accepted as complete before April 1, 2022, but still pending final action as of that date, must be reviewed and decided in accordance with the Subdivision Regulations in existence at the time of the submission and acceptance of the application; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed the application under the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code in existence prior to April 1, 2022; and

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

WHEREAS, on June 2, 2022, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-004-2021-03, and APPROVED a Variance to Section 25-122(b)(1)(G), and further APPROVED Preliminary Plan of Subdivision 4-21056 for 27 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to:
 - a. Revise General Note 6 to provide corrected acreages for area outside primary management area, existing environmentally regulated features area.
 - b. Revise General Note 18 to add the sentence “(Of which 2.7618 million square feet was evaluated as mezzanine floor space of a High-Cube Fulfillment Center Warehouse - Sortable),” under Proposed Gross Floor Area.
 - c. Revise General Note 19 to provide the approval date of the applicable stormwater management concept plan.
 - d. Revise General Note 26 with the Type 1 tree conservation plan number associated with this PPS 4-21056.
 - e. Revise General Note 38 to remove reference to I-300 (Prince George’s County Boulevard).
 - f. Have the plans signed and sealed by a licensed land surveyor or a property line surveyor who prepared them.
 - g. Remove Sheet 2.
 - h. Remove the phrase “approved under SDP #32123-2021-0” from the label for the proposed 10-foot-wide shared-use path on Sheet 13.
 - i. Show a 10-foot-wide public utility easement along property frontage with Popes Creek Drive. The applicant may request a variation to this requirement at the time of final plat.
 - j. Show the master plan right-of-way alignment of I-300 and label as “I-300 (Master Plan Alignment).”
2. Total development within the subject property shall be limited to uses which generate no more than 1,401 AM peak-hour trips and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
3. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision, prior to the approval of any building permits.
4. Development of this site shall be in conformance with the approved stormwater management concept plan (42013-2020-00) and any subsequent revisions.

5. Prior to approval of a final plat:
 - a. The applicant and the applicant's heirs, successors, and/or assignees shall grant 10-foot-wide public utility easements along the public rights-of-way, in accordance with the approved preliminary plan of subdivision.
 - b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a business owner's association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision Section to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.
 - c. The final plat of subdivision shall contain a note reflecting denial of vehicular access along the frontage of Leeland Road, save and except for the public park proposed on the north side of Leeland Road and any temporary construction entrances needed for the project.

6. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the business owner's association land as identified on the approved preliminary plan of subdivision. Land to be conveyed shall be subject to the following:
 - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division.
 - b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
 - c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
 - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division.

- f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.
7. Prior to issuance of a use and occupancy permit for nonresidential development, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for each building.
 - b. Install and maintain a sprinkler system that complies with the applicable National Fire Protection Association standards for the installation of sprinkler systems.
 - c. Install and maintain automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.
 - d. Install and maintain bleeding control kits next to fire extinguisher installation at each building, and no more than 75 feet from any employee.

These requirements shall be noted on the specific design plan.

8. At the time of final plat, the applicant shall dedicate all rights-of-way, consistent with the approved preliminary plan of subdivision.
9. The applicant shall submit a phasing plan (with adequate justification) as part of the first specific design plan for a building, to show the phasing of the following transportation improvements to the development of the site. A determination shall be made at that time as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency.
 - a. US 301 (Robert Crain Highway) at Leeland Road
 - (1) Provide three left turn lanes on the eastbound approach.
 - b. A signal warrant analysis and signalization of the intersection of Prince George's Boulevard and Queens Court-Site Access with the following lane configuration:
 - (1) A shared through and left and a shared through and right lane on the eastbound approach.
 - (2) A shared through and left and a shared through and right lane on the westbound approach.

- (3) A shared through and left on the northbound approach and a shared through and right lane on the southbound approach.

When the signal is deemed warranted, the applicant shall construct the signal and associated improvements to the requirements and schedule directed by the operating agency.

10. Prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), a fee of \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary.

In lieu of the fee payment listed in the preceding paragraph, prior to approval of a building permit for each phase of development, the applicant and the applicant's heirs, successors, and/or assignees shall provide improvements along US 301 (Robert Crain Highway), within the limits of US 301 that are covered by the Capital Improvement Program-funded improvements. The phasing of the of the US 301 improvements shall be submitted with each specific design plan application, prior to its acceptance, when this option is applied. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

11. The applicant shall provide an interconnected network of pedestrian and bicycle facilities consistent with the 2009 *Countywide Master Plan of Transportation* and the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* policies and goals. The exact design and details of these facilities shall be provided as part of the first specific design plan, prior to its acceptance.
12. The applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses.
13. Prior to the issuance of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall (a) have full financial assurances, (b) a permit for construction through the operating agency's access permit process, and (c) an agreed upon timetable for construction with the appropriate operating agency of a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence. The exact details shall be shown as part of the first specific design plan for a building, prior to its approval.
14. At the time of the first final plat, in accordance with Section 24-134(a)(4) of the prior Prince George's County Subdivision Regulations, approximately 113.21 +/- acres of parkland, as shown on the preliminary plan of subdivision, shall be conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:

- a. An original, special warranty deed for the property to be conveyed, (signed by the Washington Suburban Sanitary Commission Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division, Upper Marlboro, along with the application of first final plat.
- b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate any liens, leases, mortgages, or trusts have been released from the land to be conveyed to M-NCPPC.
- c. M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed 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 application of the first building permit.
- d. The boundaries, lot or parcel identification, and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
- e. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the M-NCPPC Office of the General Counsel) shall be submitted to DPR within two weeks prior to applying for grading permits.
- f. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled, and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in an acceptable condition for conveyance, prior to dedication.
- g. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement, prior to issuance of grading permits.
- h. In general, no stormwater management facilities, tree conservation, or utility easements shall be located on land owned by, or to be conveyed to, M-NCPPC. However, the Prince George's County Department of Parks and Recreation (DPR) recognizes that there may be need for conservation or utility easements in the dedicated M-NCPPC parkland. Prior to the granting of any easements, the applicant must obtain written consent from DPR. DPR shall review and approve the location and/or design of any needed easements.

Should the easement requests be approved by DPR, a performance bond, maintenance and easement agreements may be required, prior to issuance of any grading permits.

15. The applicant shall be subject to the following requirements for development of the 10-foot-wide on-site feeder trail:
 - a. The applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, the on-site feeder trail from the southern terminus of Logistics Lane to the shared-use path on Leeland Road.
 - b. The on-site feeder trail shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Prince George's County *Park and Recreation Facilities Guidelines*, with the review of the specific design plan (SDP). Triggers for construction shall also be determined at the time of SDP.
 - c. Prior to submission of the final plat of subdivision for any parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of the on-site feeder trail, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.
 - d. Prior to approval of building permits for a new building, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site feeder trail.

16. Recreational facilities to be constructed by the applicant shall be subject to the following:
 - a. The timing for the development of the 20-acre park and Collington Branch Stream Valley Trail, and submittal of the revised construction drawings, shall be determined with the first specific design plan for development (not including infrastructure).
 - b. The location of the Collington Branch Stream Valley Trail shall be staked in the field and approved by the Prince George's County Department of Parks and Recreation, prior to construction.
 - c. All trails shall be constructed to ensure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed and approved by the Prince George's County Department of Parks and Recreation.
 - d. The handicapped accessibility of all trails shall be reviewed during the review of the specific design plan.

- e. The public recreational facilities shall be constructed, in accordance with the standards outlined in the Prince George's County *Park and Recreation Facilities Guidelines*.
 - f. Prior to submission of any final plats of subdivision, the applicant shall enter into a public recreational facilities agreement (RFA) with the Maryland-National Capital Park and Planning Commission for construction of recreation facilities on parkland. The applicant shall submit three original executed RFAs to the Prince George's County Department of Parks and Recreation (DPR) for their approval three weeks prior to the submission of the final plats. Upon approval by DPR, the RFA shall be recorded among the Prince George's County Land Records and the recording reference shall be noted on the final plat of subdivision prior to recordation. The RFA may be subsequently modified pursuant to specific design plan approvals, or revisions thereto, which determine the timing for construction of the 20-acre park and Collington Branch Stream Valley Trail.
 - g. Prior to the approval of the first building permit for a new building, the applicant shall submit to the Prince George's County Department of Parks and Recreation (DPR) a performance bond, a letter of credit, or other suitable financial guarantee, for construction of the public recreation facilities, including the Collington Branch Stream Valley Trail, in the amount to be determined by DPR.
17. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan shall be revised as follows:
- a. The specimen tree table shall be updated to note in the disposition box which trees were removed with the timber harvest approval, with the prior PPS 4-20032 and Specific Design Plan SDP-1603-01 approvals, and with the current PPS 4-21056. Specimen trees shown on the plan as to remain should not be shown as to be removed in the table.
 - b. Add the standard Subtitle 25 variance note under the Specimen Tree Table or Woodland Conservation Worksheet identifying with specificity the variance decision consistent with the decision of the Prince George's County Planning Board:

“NOTE: This plan is in accordance with the following variance(s) from the strict requirements of Section 25-122(b)(1)(G) as approved by the Planning Board on (ADD DATE) with 4-21056 for the removal of the following specimen trees: 25, 26, 132, 133, 134, 135, 136, 137, 239, 240, and 241.”
 - c. Correct the tree conservation plan number in the worksheet from “TCP1-004-21056” to “TCP1-004-2021” and change the revision number to “3.”
 - d. Correct the unmitigated 1.5 safety factor line on the plan and in the legend to match.
 - e. Have the Type 1 Tree Conservation Worksheet signed by the qualified professional who prepared it.

- f. Have the plans signed and dated by the qualified professional who prepared them.
18. Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCP1-004-2021-03). The following note shall be placed on the final plat of subdivision:
- “This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-004-2021-03 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”
19. Prior to the issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:
- “This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”
20. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts, and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:
- “Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
21. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
22. Prior to the issuance of the fine grading permit, the applicant shall post a rare, threatened, and endangered species monitoring bond with Prince George’s County Department of Permitting, Inspections and Enforcement in accordance with the Habitat Protection and Management Program as approved by Maryland Department of Natural Resources.

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject site is a 442.30-acre property known as Tax Parcel 30 and is further described as Parcels A and B by deed in the Prince George's County Land Records in Liber 35350 at folio 319. Parcel A is a larger tract of land, approximately 440.21 acres in area, and Parcel B is a 2.09-acre tract of land separated from Parcel A by the right-of-way of a railway line. The subject property has never been the subject of a final plat of subdivision. The subject property is located in multiple zones; 426.52 acres are located in the Legacy Comprehensive Design (LCD) Zone, 15 acres in the Industrial, Employment Zone, and 0.78 acre in the Agricultural-Residential (AR) Zone. The property is subject to the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan). This application was reviewed in accordance with the prior Prince George's County Zoning Ordinance and prior Prince George's County Subdivision Regulations, as required by Section 24-1703(a) of the Subdivision Regulations. The site is evaluated according to the prior Residential Suburban Development (R-S), Light Industrial (I-1), and Residential-Agricultural (R-A) Zones, pursuant to the prior Zoning Ordinance.

This preliminary plan of subdivision (PPS) application includes 27 parcels for development of up to 5.5 million square feet of industrial use. The proposed development is in accordance with the provisions of the Prince George's County Zoning Ordinance, as modified by Prince George's County Council Bill CB-22-2020. This legislation was adopted by the Prince George's County District Council on July 14, 2020, for the purpose of permitting certain employment and institutional uses permitted by-right in the Employment and Institutional Area (E-I-A) Zone, to be permitted in the R-S Zone under certain specified circumstances, as defined by Footnote 38 in Section 27-515 of the Zoning Ordinance. The council bill also provided procedures for the amendment of approved basic plans to guide the development of such uses.

This property is currently the subject of PPS 4-20032 for National Capital Business Park, which was approved by the Prince George's County Planning Board on September 9, 2021 and is valid until September 30, 2023. PPS 4-20032 was approved for 36 parcels for development of 3.5 million square feet of industrial use. The proposal to change the land use quantities, lot configurations, and prior conditions of PPS 4-20032 (PGCPB Resolution No. 2021-112) requires the approval of a new PPS and a new determination of adequacy. This PPS supersedes PPS 4-20032 for the subject property and includes 27 parcels for industrial use.

The applicant filed a variance request to Section 25-122(b)(1)(G) of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO), to allow removal of 13 specimen trees. This variance is approved to allow removal of 11 specimen trees. Two of the specimen trees requested for removal were previously approved by the Planning Board and removal implemented via the issuance of grading permits. Therefore, no action is required pursuant to the current variance request, which is discussed further in the Environmental finding of this resolution.

3. **Setting**—The subject site is located on Tax Maps 76, 77, and 85 in Grids F3, F4, A2, A3, A4, B1, B2, B3, B4, C3, and C4, and is within Planning Area 74A. The site is located on the north side of Leeland Road, approximately 3,000 feet west of its intersection with US 301 (Robert Crain Highway), in Upper Marlboro. The site is bounded to the north by undeveloped properties in the Reserved Open Space, Agricultural and Preservation (AG), and LCD Zones; to the west by a CSX railroad right-of-way, and undeveloped properties in the LCD, AR, and AG Zones, including the Collington Branch Stream Valley; to the south by vacant LCD-zoned property, Leeland Road and beyond by Beech Tree, a residential subdivision in the LCD Zone, and undeveloped property in the AR Zone; and to the east by the existing Collington Center, an employment center, in the LCD Zone, and two single-family dwellings in the Rural Residential Zone.

The site is currently undeveloped and predominantly wooded. The site is characterized by extensive environmental resources associated with the Collington Branch stream valley system. The proposed subdivision concentrates development in the northeast portion of the property, in order to avoid impacts to the more environmentally sensitive areas of the site.

4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	LCD/IE/AR	LCD/IE/AR (reviewed per R-S/ I-1/ R-A standards)
Use(s)	Vacant	Industrial
Acreage	442.30	442.30
Gross Floor Area	0	5.5 million
Parcels	2	27
Lots	0	0
Outlots	0	0
Variance	No	Yes (Section 25-122(b)(1)(G))
Variation	No	No

It is noted that though the deed of recordation for the subject property, Liber 35350 folio 319, provides the total acreage to be 441.98 acres, the certified boundary survey submitted by the applicant reflects the total tract area as 442.30 acres. Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on April 15, 2022.

5. **Previous Approvals**—The site was rezoned from the R-A to the E-I-A Zone with the 1991 *Adopted Sectional Map Amendment for Bowie-Collington-Mitchellville and Vicinity, Planning Areas 71A, 71B, 74A, and 74B*. The rezoning was contained in Zoning Map Amendment (Basic Plan) A-9829.

Basic Plan A-9968

In 2005, A-9968 was filed to request a rezoning of the property from the E-I-A Zone to the R-S Zone. At that time, the approval of a new master plan and sectional map amendment for Bowie and Vicinity was underway. A-9968 was approved by the District Council as part of the 2006 *Approved Sectional Map Amendment for Bowie and Vicinity* by the adoption of Prince George's County Council Resolution CR-11-2006 on February 7, 2006, which rezoned the subject property from the E-I-A and R-A zones to the R-S Zone.

Basic Plan Amendment A-9968-01

A-9968-01 was approved by the District Council on May 13, 2019, to increase the number of dwelling units by 313 units, to increase the allowed percentage of single-family attached dwelling units, to change the size and location of dwelling units, and to revise conditions and considerations of A-9968.

Council Bill CB-22-2020

On July 14, 2020, CB-22-2020 was enacted for the purpose of permitting certain employment and institutional uses permitted by-right in the E-I-A Zone to be permitted in the R-S Zone under certain specified circumstances and provided procedures for the amendment of approved basic plans to guide the development of such uses. These specified circumstances are provided in Footnote 38 of Section 27-515(b) of the Zoning Ordinance, which is the Table of Uses for Comprehensive Design Zones:

Footnote 38

Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:

- (a) The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:**
 - (i) was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;**
 - (ii) contains at least 400 acres and adjoins a railroad right-of-way; and**
 - (iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.**
- (b) Regulations regarding green area set forth in Section 27-501(a)(2) shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.**

- (c) **Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.**
- (d) **Additional requirements for uses developed pursuant to this footnote shall include the following:**
 - (i) **Street connectivity shall be through an adjacent employment park; and**
 - (ii) **A public park of at least 20 acres shall be provided.**

Basic Plan Amendment A-9968-02

Subsequent to the enactment of CB-22-2020, A-9968-02 for National Capital Business Park was approved for the subject property by the District Council on April 12, 2021 (Zoning Ordinance No. 2-2021), to delete all residential uses and replace them with uses permitted in the E-I-A Zone for the I-1, R-A, and R-S Zones of the subject property. Approval of A-9968-C-02 was subject to 17 Conditions and 2 comprehensive design plan (CDP) considerations. Condition 1 of A-9968-02 established the types and quantities of land use permitted for the subject property, as follows:

1. Proposed Land Use Types and Quantities

Total area: 442.30 +/- acres
Total area (I-1 Zone): 15 +/- acres (not included in density calculation)
Total area (R-A Zone): 0.78 +/- acres (not included in the density calculation)
Total area (R-S Zone): 426.52 acres per approved NRI
Land in the 100-year floodplain: 92.49 acres
Adjusted gross area
(426 less half of the floodplain): 380.27 acres

Proposed Use: Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 3.5 million square feet*

Open Space

Public active open space: 20 +/- acres

Passive open space: 215 +/- acres

***100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted above**

Basic Plan Amendment A-9968-03

The property is subject to A-9968-03, for National Capital Business Park, approved by the District Council on May 16, 2022, which allows for the development of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 5.5 million square feet. This

application was approved subject to 18 conditions and 2 CDP considerations, along with the following types and quantities of land use permitted for the subject property:

1. Proposed Land Use Types and Quantities

Total area: 442.30 +/- acres

Total area (I-1 Zone): 15 +/- acres (not included in density calculation)

Total area (R-A Zone): 0.78 +/- acres (not included in the density calculation)

Total area (R-S Zone): 426.52 acres per approved NRI

Land in the 100-year floodplain: 92.49 acres

**Adjusted gross area
(426 less half of the floodplain): 380.27 acres**

Proposed Use:

Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 5.5 million square feet*

Open Space

Public active open space: 20 +/- acres

Passive open space: 215 +/- acres

***100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted above**

Comprehensive Design Plan CDP-0505

CDP-0505 for Willowbrook was approved by the District Council on April 9, 2007 (PGCPB Resolution No. 07-273) for residential development on an area of 427 acres consisting of 818 total dwelling units including 110 multifamily units, 153 single-family attached units, and 555 single-family detached units in the R-S Zone. Of these dwelling units, 216 were for a mixed retirement component.

Comprehensive Design Plan Amendment CDP-0505-01

On April 15, 2021, the Planning Board approved CDP-0505-01 (PGCPB Resolution No. 2021-50), amending the previously approved CDP with five conditions. The amendment removed previously approved residential uses and replaced them with 3.5 million square feet of employment and institutional uses, in accordance with A-9968-02. The remainder of the subject property, consisting of 15 acres in the I-1 Zone and 0.78 acre in the R-A Zone, was not included in this amendment.

Comprehensive Design Plan Amendment CDP-0505-02

On May 5, 2022, the Planning Board approved CDP-0505-02, amending the previously approved CDP to increase the gross floor area of the permitted employment and institutional uses from 3.5

to 5.5 million square feet, in accordance with pending A-9968-03. The remainder of the subject property, consisting of 15 acres in the I-1 Zone and 0.78 acre in the R-A Zone, was not included in this amendment. At the time of review of this PPS, the CDP was pending final action by the District Council.

This PPS was reviewed for conformance to the relevant conditions of A-9968-03 and CDP-0505-02, as further discussed.

Preliminary Plan of Subdivision 4-06066

An overall PPS 4-06066, titled Willowbrook, was approved on February 8, 2007 (PGCPB Resolution No. 07-43(A)) for 699 lots and 26 parcels for development of 539 single-family detached dwellings, 160 attached dwellings, and 132 multifamily dwellings. However, this PPS was superseded by PPS 4-20032.

Preliminary Plan of Subdivision 4-20032

PPS 4-20032, titled National Capital Business Park, was approved by the Planning Board on September 9, 2021 (PGCPB Resolution No. 2021-112) for 36 parcels for the development of 3.5 million square feet of employment/institutional uses on the subject property. Development proposed via A-9968-03 and CDP-0505-02 required a new PPS to establish a 2 million-square-foot increase to capacity over this PPS. PPS 4-21056 supersedes PPS 4-20032 for the subject property. The conditions of PPS 4-20032 remaining relevant to the subject property have been carried forward, or modified as needed.

Specific Design Plan SDP-1603

On March 30, 2017, Specific Design Plan SDP-1603 (PGCPB Resolution No. 17-144) was approved for Phase One of the residential development, which proposed 183 single-family detached and 93 single-family attached market-rate lots, 43 single-family detached and 52 single-family attached mixed-retirement residential lots, and single-family attached architecture, subject to 15 conditions. The SDP conditions are not applicable to the review of this PPS.

Specific Design Plan SDP-1603-01

On January 13, 2022, SDP-1603-01 (PGCPB Resolution No. 2022-10) was approved for infrastructure including street network, sidewalks, utilities, grading, stormwater management (SWM), retaining walls, and directional signage, in accordance with prior A-9968-02, CDP-0505-01, and PPS 4-20032. A new SDP application will be required to approve development, in accordance with A-9968-03, CDP-0505-02, and this PPS.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the master plan was evaluated, as follows:

Plan 2035

Plan 2035 places the subject property in the Established Communities Growth Policy Area. Established communities are most appropriate for context-sensitive infill and low- to

medium-density development (Map 1, Prince George's County Growth Policy Map, pages 18-20).

Master Plan

The master plan recommends industrial/employment land uses on the subject property. The property is included in the Collington Local Employment Area, where the goal is to attract light industrial and office land uses. Other relevant policies and strategies in the master plan include:

- Policy EP 11:** **Strengthen the Collington Local Employment Area as a regionally competitive transportation, logistics and warehousing employment center.**

- Policy TM 21.2:** **Construct active transportation infrastructure including sidewalks, crosswalks, bus shelters, bicycle facilities, and other amenities for pedestrians, bicycles, and transit riders on all streets within and connecting to the Collington Local Employment Area.**

- Policy PF 12.1:** **Secure 20-acre parkland dedication from National Capital Business Park development along Leeland Road, with trail connections north through the Collington Branch Stream Valley Park, and to the future South Lake and Liberty Sports Park Developments.**

This PPS proposes industrial uses, fulfilling Policy EP11. The shared-use paths for Collington Branch Trail and along Leeland Road, and a feeder trail to these facilities, are provided on the PPS and meet the master plan policy for active transportation infrastructure. The PPS also provides parkland dedication along the entire stretch of the Collington Branch Stream Valley on the subject site, which connects from Leeland Road to the subject property's northern boundary. The parkland dedication and park development, and the transportation infrastructure to be provided are discussed further in the Parks and Recreation and Transportation findings, respectively.

The 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* rezoned the subject property to the R-S Zone. In 2020, the District Council approved CB-22-2020, permitting certain employment and institutional uses by-right in the E-I-A Zone to be permitted in the R-S Zone, under certain specified circumstances, and provided procedures for the amendment of the approved basic plans to guide the development of such uses. The master plan does not include a concurrent sectional map amendment. However, it does recommend Industrial, Heavy zoning for the subject property.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment, which reclassified the subject property to the LCD Zone effective April 1, 2022.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this PPS conforms to the land use recommendations of the master plan.

7. **Stormwater Management**—An application for a major subdivision must include an approved SWM concept plan, or indication that an application for such approval has been filed with the appropriate agency or the municipality having approval authority. An unapproved SWM concept plan (42013-2020-01) was submitted with this application and is currently in review with the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE), which shows the use of submerged gravel wetlands, underground storage facilities, sand filters, micro-bioretenion facilities, a dry swale, and dry pond. The development will be subject to a site development fine grading permit and continuing reviews by DPIE and the Prince George’s County Soil Conservation District.

Development of the site in conformance with SWM concept approval and any subsequent revisions, ensuring that no on-site or downstream flooding occurs, satisfies the requirement of Section 24-130 of the Subdivision Regulations.

8. **Parks and Recreation**—This PPS application was reviewed and evaluated for conformance with the requirements of A-9968-03, CDP-0505-02, Plan 2035, the master plan, the 2017 *Land Preservation, Parks and Recreation Plan for Prince George’s County*, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and Subdivision Regulations (Subtitle 24), as they pertain to public parks and recreational facilities. This property is currently unimproved and fully wooded and within the Patuxent River watershed.

This PPS includes 27 parcels for the development of a total of 5.5 million square feet of industrial development. In accordance with Section 24-134(a) of the Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development. However, legislation was adopted by the District Council on July 14, 2020, for the purpose of allowing uses permitted in the prior E-I-A Zone on land in the prior R-S Zone, pursuant to Section 27-515(b). Footnote 38 of this provision contains conditions that apply to this property, including a requirement for the applicant to provide a public park of at least 20 acres. The applicant has been working with the Prince George’s County Department of Parks and Recreation (DPR) to design a suitable park to meet the recreational needs of Prince George’s County and provided a conceptual plan representative of these needs. The design of the park will be finalized with a mandatory referral, and the park will be developed by the applicant following established timeframes, as required with this approval.

A-9968-03 mandates that the applicant dedicate additional land in the Collington Branch Stream Valley and construct the master plan Collington Branch Stream Valley Trail. This PPS shows a total of 113.21 acres to be dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC) inclusive of the 20-acre park, and includes a conceptual layout of the trail, which will be developed concurrently with the 20-acre park.

In addition, the applicant is proposing to construct a 10-foot-wide feeder trail extending from the southern terminus of Logistics Lane to the shared-use path on Leeland Road. This trail will be located on business owners association lands and is subject to conditions provided in this resolution.

Thus, the National Capital Business Park development provides a significant area of riparian forested parkland along the Collington Branch Stream Valley that will maintain an important greenway, trail and hydrologic connection of over a mile linear distance, filling in a gap between two existing bookended sections of Collington Branch Stream Valley Park (M-NCPPC). Public active open space to be provided is 20 acres, and passive open space to be provided is approximately 241 acres including 113+/- acres of parkland conveyance and 128 +/- acres in open space parcels to be owned by the business owners association. The provided open space also includes approximately 92.5 acres of floodplain.

Review of Previous Conditions of Approval

A-9968-03 was approved with 18 conditions and 2 considerations, of which the following conditions relate to the dedication of parkland to M-NCPPC:

- 4. At the time of Preliminary Plan of Subdivision, the Applicant shall dedicate 100+ acres of parkland to the Maryland-National Capital Park and Planning Commission, including the Collington Branch stream valley and 20 acres of developable land for active recreation, as shown on the Prince George's County Department of Parks and Recreation Exhibit A (Bates Stamped 62 of 63, Exhibit 28, A-9968-01).**

The PPS shows 113.21 acres to be dedicated to M-NCPPC, in conformance with this condition.

- 5. The land to be conveyed to the Maryland-National Capital Park and Planning Commission shall be subject to the conditions of Exhibit B, attached to the June 21, 2005 memorandum from the Prince George's County Department of Parks and Recreation (Bates Stamped 63 of 63, Exhibit 28, A-9968-01).**

The land area designated for dedication purposes complies with DPR's standard requirements for the conveyance of land, including the dedication of 20 acres for active recreation (community park), as required by the relevant provisions of Section 27-515(b), Footnote 38.

- 6. The Applicant, the Applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide Master Plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.**

The conceptual location of the master plan Collington Branch Stream Valley trail and the feeder trail from the employment uses have been evaluated. A final master plan trail location will be determined with a mandatory referral, in conjunction with development of the 20-acre community park. Since the areas to be dedicated to M-NCPPC shall be reviewed at the time of SDP for compliance to the WCO, an adequate area shall be shown to include the conceptual location of the master plan trail and associated clearing for construction and maintenance. The PPS delineates a 16-foot-wide clear space centered along the conceptual trail alignment, so that any proposed woodland conservation areas can be established to accommodate the trail. The final location and details of the feeder trail will be approved with the SDP for infrastructure. Conditions relating to these requirements are provided in this resolution.

7. **A revised Plan showing parkland dedication and master plan trail shall be reviewed and approved by the Prince George's County Department of Parks and Recreation staff at the time of Comprehensive Design Plan.**

A revised plan showing parkland dedication and the master plan trail was provided with the CDP and reviewed by DPR staff.

8. **The Applicant shall construct recreational facilities typical for a 20-acre community park, such as ball fields, a playground, tennis or basketball courts, shelters, and restroom facilities. The list of recreational facilities shall be determined at the preliminary plan of subdivision and specific design plan stage.**

A list of recreational facilities including a dog park, pickleball courts, a cricket pitch, a playground, restrooms, trails, an exercise circuit, a picnic shelter, a baseball/softball field, and all associated infrastructure was provided and reviewed with SDP-1603-01 for infrastructure, based on guidance offered by DPR staff. The PPS shows a conceptual layout of the park as it was proposed with SDP-1603-01.

CDP-0505-02 was approved by the Planning Board on May 5, 2022. None of the conditions of approval of the CDP, related to parks and recreation, are relevant to this PPS.

Based on the preceding finding, the PPS conforms to the parks and recreation requirements of CB-22-2020, A-9968-03, and CDP-0505-02.

9. **Transportation (pedestrian, bicycle, and vehicular)**—This PPS was reviewed for conformance with the MPOT, the area master plan, and the Subdivision Regulations to provide the appropriate transportation facilities.

Previous Conditions of Approval

There are multiple prior approvals on the subject property. These include CDP-0505, CDP-0505-01, PPS 4-06066, and PPS 4-20032. These applications do not have any bearing on the subject PPS and are replaced by subsequent applications.

The site is subject to A-9968-03 and CDP-0505-02, which are considered with this PPS.

A-9968-03

A-9968-C-03 includes the following conditions and considerations, which relate to pedestrian, bicycle, and vehicular transportation:

- 6. The Applicant, the Applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide Master Plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.**
- 15. The Applicant, the Applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**
- 18. The applicant shall provide a network of pedestrian and bikeway facilities internal to the site unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence. The exact location and design of said facilities shall be evaluated with future applications.**

In accordance with Condition 6, the PPS shows a 10-foot-wide Collington Branch Trail as a shared-use path, and a 10-foot-wide feeder trail connecting Leeland Road and Logistics Lane. The shared-use path along the property's frontage of Leeland Road required by Condition 15 is also shown on the PPS. Typical sections of streets are provided, which depict dimensions and location of pedestrian and bicycle facilities proposed to serve the development, in accordance with Condition 18. The alignment and design details of these facilities will be evaluated at the time of SDP as a condition of approval.

CDP-0505-02

CDP-0505-02 includes the following conditions (Conditions 2, 4, and 7) which relate to requirements of pedestrian, bicycle, and vehicular transportation:

- 2. This comprehensive design plan has modified Condition 4 attached to CDP-0505-01 as follows:**
 - 4. Unless modified at time of preliminary plan of subdivision, prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement, a fee calculated as \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) /**

(Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary. The fee set forth above shall be modified at the time of approval of the preliminary plan of subdivision to reflect the project cost in the adopted Prince George's County Public Works & Transportation Capital Improvement Program. In lieu of the fee payment listed in this condition, the applicant may provide improvements along US 301 (Robert Crain Highway), within the limits of US 301 that are covered by the Capital Improvement Program-funded improvements. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

- 4. The following road improvements shall be included as part of a phasing plan at the time of the first specific design plan for a building, and a determination shall be made as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:**
 - a. US 301 (Robert Crain Highway) at Leeland Road**
 - (1) Provide three left turn lanes on the eastbound approach**
 - b. Prince George's Boulevard and Queens Court-Site Access, unless modified at time of preliminary plan:**
 - (1) Provide a shared through and left and a shared through and right lane on the eastbound approach.**
 - (2) Provide a shared through and left and a shared through and right lane on the westbound approach.**
 - (3) Provide a shared through and left on the northbound approach and a shared through and right lane on the southbound approach.**
- 7. Prior to issuance of each building permit for this development, the applicant and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), a fee per square foot to be determined at the time of preliminary plan of subdivision.**

In lieu of the fee payment listed in the preceding paragraph, the applicant may provide improvements along US 301 (Robert Crain Highway), within the limits of US 301 that are covered by the Capital Improvement Program-funded improvements. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

The above referenced improvements were evaluated as part of the transportation impact study associated with this PPS and are further discussed in the transportation planning review section of this finding.

Master Plan Conformance

Master Plan Right-of-Way

The site is governed by the MPOT and master plan. The subject site is along the 100-foot master-planned right-of-way of Leeland Road (a major collector). Dedication of 4.48-acre right-of-way along Leeland Road is required to meet the right-of-way requirements and is adequately shown on this plan.

The MPOT includes the proposed 70-foot right-of-way of I-300 (Prince George's Boulevard Extended) from Leeland Road to existing Prince George's Boulevard, which is partially located on the subject property. In a letter to staff dated April 22, 2022, DPIE, in a response to the previously approved PPS application, waived the construction of I-300 given environmental constraints on the site. The applicant indicated that they believed that the approved master plan removed I-300 as a master plan right-of-way, but learned later that the right-of-way was not removed and will be part of the published version of the plan. DPIE reiterated that construction of the right-of-way is not feasible, will not be required to be constructed as part of the development of the site, and is not desirable to be improved by the County. DPIE's assessment that the proposed I-300 is unbuildable is supported and removal of the right-of-way (as part of the MPOT update) will be considered, as a result. The right-of-way for master plan I-300 roadway should still be shown and labeled on the PPS, in accordance with Section 24-123(a)(1) of the Subdivision Regulations, though it is not required to be shown as dedicated.

Master Plan Pedestrian and Bike Facilities

The MPOT includes the following goal and policies regarding sidewalk and bikeway construction and the accommodation of pedestrians and bicyclists (MPOT, pages 7 and 8):

Goals: Provide a continuous network of sidewalks, bikeways, and trails that provides opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.

Policy 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 4: Identify sidewalk retrofit opportunities for small area plans within the Developed and Developing Tiers in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

Policy 5: Plan new development to help achieve the goals of this master plan.

The MPOT includes a multi-use trail, Collington Branch Stream Valley Trail connecting MD 214 (Central Avenue) to Western Branch, which crosses the west section of the site.

The following policies are provided for pedestrian and bicyclist facilities in the master plan:

Policy TM 5: Create micro-mobility opportunities at key locations. (page 105)

Policy TM 7: Develop a comprehensive shared-use path network in Bowie-Mitchellville and Vicinity to provide additional connectivity and travel options. (page 106)

Policy TM 21: Improve bus, bicycle, and pedestrian access to better connect residents with employment and commercial destinations at the Collington Local Employment Area.

Policy TM 29: Support enhanced regional mobility and the movement of goods.

The PPS provides for typical street sections, which depict dimensions and location of pedestrian and bicycle facilities proposed to serve the development. The applicant shall provide an interconnected network of on-site pedestrian and bicycle facilities, in accordance with the MPOT and master plan policies, including sidewalks and shared roadway along Queen's Court and 10-foot-wide minimum shared-use paths along both directions of Leeland Road, and construct the MPOT Collington Branch Trail. The exact details of these facilities shall be provided and evaluated with the SDP submission.

Transportation Planning Review

Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout. Access is provided by means of an existing public roadway.

The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property was evaluated according to the following standards:

Links and Signalized Intersections: Level-of-Service D, with signalized intersections operating at a critical lane volume of 1,450 or better.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed.

This is a PPS that includes industrial use. The trip generation is estimated using the Planning Board’s “Transportation Review Guidelines, Part 1” (Guidelines) and the higher trip generation rates from *Trip Generation Manual* (Institute of Transportation Engineers) and the user provided information. The table below summarizes trip generation in each peak-hour that was used in reviewing traffic for the site. It is noted that the high cube sortable warehouse use allows for multiple levels of storage based on the ground floor footprint, per the *Trip Generation Manual* (Institute of Transportation Engineers).

Trip Generation Summary: PPS 4-21056: National Capital Business Park								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehousing	2,087.42	ksf	688	167	835	167	668	835
High-Cube Fulfillment Center Warehouse – Sortable (ITE-155)	650.78	ksf	458	108	566	305	476	781
	User Provided Data		505	45	550	447	453	900
	Higher of ITE and User Provided Data		458	108	566	447	453	900
Approved Trip Cap (sum of bold numbers)			1126	275	1401	614	1121	1735

The traffic generated by this PPS impacts the following intersections in the transportation system:

- Southbound (SB) US 301 at Wawa Crossover (signalized in future)
- Northbound (NB) US 301 at Wawa Crossover (signalized in future)
- US 301 at Trade Zone Avenue (signalized)
- US 301 at Queens Court (signalized in future)
- US 301 at Median Crossover between Queens Court and Leeland Road (unsignalized)
- US 301 at Leeland Road (signalized)

- US 301 at Beechtree Parkway / Swanson Road (signalized)
- US 301 at Village Drive (signalized)
- US 301 at MD 725 (signalized)
- US 301 at Chrysler Drive (signalized)
- Prince George’s Boulevard at Trade Zone Avenue (unsignalized)
- Prince George’s Boulevard at Commerce Drive (unsignalized)
- Prince George’s Boulevard at Queens Court (unsignalized)

The following tables represent results of the analyses of the critical intersections under existing, background and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM and PM)		Level of Service (AM and PM)	
	SB US 301 at Wawa Crossover	990	1248	A
NB US 301 at Wawa Crossover	1275	1279	C	C
US 301 at Trade Zone Avenue	1288	1161	C	C
US 301 at Queens Court	0 sec*	0 sec*	--	--
US 301 at Median Crossover	<100 veh.	<100 veh.		--
US 301 at Leeland Road	924	866	A	A
US 301 at Beechtree Parkway / Swanson Road	1330	1321	D	D
US 301 at Village Drive	1086	1144	B	B
US 301 at MD 725	1204	1343	C	D
US 301 at Chrysler Drive	1045	1063	B	B
Prince George’s Boulevard at Trade Zone Avenue	15.0 sec*	15.1 sec*	--	--
Prince George’s Boulevard at Commerce Drive	9.5 sec*	9.8 sec*	--	--
Prince George’s Boulevard at Queens Court	9.5 sec*	12.5 sec*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The Prince George’s County Capital Improvement Program (CIP) includes adding a third north and south bound through lane on US 301 between MD 214 and MD 4 and further widening, as needed, at Trade Zone Avenue, MD 214, and MD 725. Significant portions of the third through lane on US 301 have already been constructed. Approved but unbuilt developments and their proposed improvements at the study intersections were identified within the study area, and background traffic was developed. A 1.1-percent annual growth rate for a period of six years was assumed.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM and PM)		Level of Service (AM and PM)	
	SB US 301 at Wawa Crossover	1083	1253	B
NB US 301 at Wawa Crossover	1604	1913	F	F
US 301 at Trade Zone Avenue	1638	1842	F	F
US 301 at Queens Court	1208	1458	C	E
US 301 at Median Crossover	<100 veh.	<100 veh.	--	--
US 301 at Leeland Road	1491	1631	E	F
US 301 at Beechtree Pike / Swanson Road	1854	1936	F	F
US 301 at Village Drive	1571	1573	E	E
US 301 at MD 725	1642	1891	F	F
US 301 at Chrysler Drive	1435	1410	D	D
Prince George's Boulevard at Trade Zone Avenue	16.7 sec*	20.4 sec*	--	--
Prince George's Boulevard at Commerce Drive	12.2 sec*	11.6 sec*	--	--
Prince George's Boulevard at Queens Court	1044	1147	B	B
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The applicant proposes to reconstruct US 301 at Queens Court intersection including a full-movement signal, a third northbound through lane, a fourth southbound through lane, northbound double left turn lane, and eastbound double left turn lane. The applicant also proposes a fourth southbound through lane along US 301 at Leeland Road and a third eastbound left turn lane along Leeland Road. The critical intersections identified above, when analyzed with the total future traffic as developed using the Guidelines including the site trip generation as described above, operates as shown in the following table. The total traffic condition includes the Capital Improvement Program and US 301 at Leeland Road and Queens Court intersection improvements.

TOTAL TRAFFIC CONDITIONS (with CIP and Proposed Intersection Improvements)				
Intersection	Critical Lane Volume (AM and PM)		Level of Service (AM and PM)	
	SB US 301 at Wawa Crossover	1084	1290	B
NB US 301 at Wawa Crossover	1127	1338	B	D
US 301 at Trade Zone Avenue	1138	1427	B	D
US 301 at Queens Court	1078	1363	B	D
US 301 at Median Crossover	<100 veh.	<100 veh.	--	--
US 301 at Leeland Road	1409	1350	D	D
US 301 at Beechtree Pike / Swanson Road	1291	1392	C	D
US 301 at Village Drive	1109	1219	B	C
US 301 at MD 725	1207	1446	C	D
US 301 at Chrysler Drive	980	1327	A	D
Prince George's Boulevard at Trade Zone Avenue	16.7 sec*	20.4 sec*	--	--
Prince George's Boulevard at Commerce Drive	12.2 sec*	11.7 sec*	--	--
Prince George's Boulevard at Queens Court	1044	1353	B	D

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.

The transportation improvements conditioned by CDP-0505-02 (Conditions 2, 4, and 7) have been modified and carried forward as conditions of approval of this PPS. Based on the preceding findings, and with the required improvements, adequate multimodal transportation facilities will exist to serve the PPS, as required, in accordance with Section 24-124 of the Subdivision Regulations, and conforms to the MPOT and master plan policies and goals.

10. **Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, water and sewer and police facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated April 29, 2022 (Thompson to Gupta), incorporated by reference herein.

This project is served by Pointer Ridge Volunteer Fire/EMS, Company 843, located at 16408 Pointer Ridge in Bowie, as the first due station. Per Section 24 122.01(d)(1)(A) of the Subdivision Regulations, a five-minute total response time is recognized as the national standard for fire/EMS response times. Per the National Fire Protection Association 1710, Chapter 4, 240 seconds (4 minutes) or less travel time is the national performance objective. Prince George's County Fire/EMS Department representative, James V. Reilly, stated in writing (via email) that, as of April 27, 2022, the subject project does not pass the four-minute travel test from the closest Prince George's County Fire/EMS station, Pointer Ridge Volunteer Fire/EMS, Company 843, in Bowie. Prior to construction, the applicant shall contact the 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; and install and maintain hemorrhage kits next to fire extinguishers.

The master plan provides goals and policies related to public facilities (pages 166–177). The proposed development aligns with the master plan intention to provide public facilities designed to support existing development patterns. There are no police, fire and emergency medical service facilities, schools, or libraries proposed on the subject property.

11. **Use Conversion**—The total development included in this PPS is for 5.5 million square feet of industrial use. If residential development or a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, that revision of the mix of uses would require approval of a new PPS, prior to approval of any building permits.
12. **Public Utility Easement**—Section 24-122(a) of the Subdivision Regulations requires that when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for public utility easements (PUEs) is 10-foot-wide along both sides of all public rights-of-way. The subject site fronts on public right-of-way Leeland Road to the west. Rights-of-way of public streets Popes Creek Drive and Prince George’s Boulevard truncate along the eastern property line. Termination of master-planned road I-300 right-of-way in a cul-de-sac is approved, and the required right-of-way will be dedicated within the boundaries of the subject property. To provide access and public street frontage to subdivided parcels, Queens Court shall be extended approximately 1,750 feet from its intersection with Prince George’s Boulevard, into the property. Another public road internal to the site, Logistics Lane, is also approved for the subdivision.

The required 10-foot-wide PUE is correctly shown and labeled parallel, contiguous, and adjacent to the rights-of-way lines of all public streets, except frontage of Popes Creek Drive. All required PUEs shall be shown on the PPS, which will be recorded with the final plat.

13. **Lot Layout**—The PPS depicts a configuration of parcels to enable development as proposed, to convey land to M-NCPPC for active and passive recreation, and to preserve environmentally sensitive land by dedication to a business owners association. Each parcel for development has frontage and direct access to a public street.

Open space Parcels A1 and A6, which are to be dedicated to M-NCPPC along with Parcels A2, A3, A4, and A5, do not have direct frontage on a public street, in accordance with Section 24-128(a) of the Subdivision Regulations. Similarly, open space Parcels B3, B4, and B5, which are to be dedicated to the business owners association, do not have direct frontage on a public street. However, these parcels are contiguous to other open space parcels with public street frontage and cannot be developed in isolation without further subdivision. In addition, the open space was divided into multiple parcels to ensure that they can be platted in their entirety. For these stated reasons, these open space parcels are found to conform to Section 24-128(a).

14. **Historic**—A Phase I archeological survey was conducted on the subject property in 2005. As part of the review documentation submitted by the applicant concerning the archeological investigations, the Historic Preservation Section requested that more information regarding a partially collapsed barn be presented prior to acceptance of the final report. The applicant retained the services of a consultant to investigate the structure. Background historic research was performed to identify the owner of the barn and to identify similar tobacco barns in the county. The barn was fully documented in color photographs and scaled line drawings, and a Maryland Inventory of Historic Properties (MIHP) form was completed. A final technical memorandum and the completed MIHP form were received by the Historic Preservation Section on April 2, 2007.

No archeological sites were identified on the subject property and no further archeological work is recommended on the subject property. With the submittal of the final technical report, the applicant has satisfied Condition 1 of the District Council approval for CDP-0505 dated April 9, 2007. The technical report has also addressed the request of the Historic Preservation Section to provide additional documentation on the Clarke Tobacco Barn, as stated in a letter dated January 10, 2007.

During a site visit to the subject property in November 2021, Historic Preservation Section staff identified a feature on the subject property along Collington Branch that appears to be an old mill race. The Phase I archeology report identified several pieces of mill stones on the east side of Collington Branch in the southern portion of the subject property. These mill stones were not recorded as an archeological site because there were no additional artifacts found in association with them. The possible mill race and mill stones are located on a portion of the property that will not be developed and will be preserved as open space.

The subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources. This PPS will not impact any historic sites, historic resources, or known archeological sites.

15. **Environmental**—This PPS (4-21056) and Type 1 Tree Conservation Plan TCP1-004-2021-03 were received on March 31, 2022. Comments were provided in an SDRC meeting on April 15, 2022. Revised information was received on April 22, 2022, and April 28, 2022. The following applications have been previously reviewed for the subject site:

Development Review Case Number	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
A-9968	N/A	District Council	Approved	5/22/2006	Final Decision
CDP-0505	TCP1-010-06	District Council	Approved	4/9/2007	Final Decision
NRI-098-05	N/A	Planning Director	Signed	12/31/2005	N/A
CR-11-2006	N/A	District Council	Approved	2/7/2006	SMA Bowie and Vicinity
NRI-098-05-01	N/A	Planning Director	Signed	12/19/2006	N/A
NRI-098-05-02	N/A	Planning Director	Signed	1/11/2007	N/A
4-06066	TCP1-010-06-01	Planning Board	Approved	2/8/2007	PGCPB No. 07-43
SDP-1603	TCP2-028-2016	Planning Board	Approved	3/30/2017	PGCPB No. 17-44
A-9968-01	NA	District Council	Approved	5/13/2019	ZO No. 5-2019

Development Review Case Number	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
NRI-098-05-03	N/A	Planning Director	Signed	2/9/2020	N/A
NRI-098-05-04	N/A	Planning Director	Signed	3/3/2021	N/A
A-9968-02	N/A	District Council	Approved	4/12/2021	ZO No. 2-2021
CDP-0505-01	TCP1-004-2021	Planning Board	Approved	4/29/2021	PGCPB No. 2021-50
4-20032	TCP1-004-2021-01	Planning Board	Pending	Pending	Pending
N/A	TCP2-026-2021	Planning Director	Approved	2/18/2022	N/A
SDP-1603-01	TCP2-026-2021-01	Planning Board	Approved	1/13/2022	PGCPB No. 2022-10
A-9968-03	N/A	District Council	Approved	5/16/2022	Pending
CDP-0505-02	TCP1-004-2021-02	Planning Board	Approved	5/5/2022	Pending
4-21056	TCP1-004-2021-03	Planning Board	Approved	6/2/2022	PGCPB No. 2022-70

Grandfathering

The project is subject to environmental regulations contained in Subtitle 25, and in Subtitles 25 and 27 of the County Code that came into effect on September 1, 2010, because the application is a new PPS.

Site Description

The subject PPS is for a 442.30-acre site and is located on the north side of Leeland Road, east of the railroad tracks, and west of US 301. There are streams, wetlands, 100-year floodplains, and associated areas of steep slopes with highly erodible soils and areas of severe slopes on the property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), a Sensitive Species Project Review Area (SSPRA), as delineated on the SSPRA GIS layer, is found to occur in the vicinity of this property.

Additional information received from DNR NHP staff indicated known records related to three rare, threatened, or endangered aquatic species in Collington Branch, and the possible presence of several rare, threatened, or endangered plants. Leeland Road, a designated scenic road, is adjacent to this development. This property is in the Collington Branch watershed in the Patuxent River basin and contains the mainstem of Collington Branch along the western side of the property. The site is located within the Established Community Areas of the Growth Policy Map and Environmental Strategy Area (ESA) 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035. The site contains regulated areas and evaluation areas, as designated on the 2017 *Countywide Green Infrastructure Plan of the Approved Prince George’s County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan).

Prior Approvals

The site was subject to several prior approvals (A-9968, CDP-0505, PPS 4-06066, SDP-1603, A-9968-02), which proposed to develop a residential subdivision. This prior residential use will not be implemented with the development proposed with PPS 4-21056. Previous conditions of approval related to the residential use are not applicable because the use and site design have changed.

Basic Plan Amendment A-9968-02

A-9968-02 was transmitted to the Zoning Hearing Examiner to replace the previously approved residential use with warehouse/distribution, office, light industrial/manufacturing and/or institutional uses, and a public park. The approval of the subsequent amendment, A-9968-03, supersedes all previous approvals.

Basic Plan Amendment A-9968-03

A-9968-03 was approved to increase the employment and institutional uses for a total gross floor area of 5.5 million square feet, and dedication for a public park. The conditions and considerations of approval for the zoning map amendment, which are environmental in nature for A-9968-03, are addressed below:

- 9. The submission package of the comprehensive design plan shall contain a signed natural resources inventory (NRI) plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.**

An approved natural resources inventory (NRI) plan, NRI-098-05-04, was submitted with this PPS and CDP-0505-02, as required by this condition.

- 10. A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the comprehensive design plan application.**

A geotechnical report dated August 6, 2021, and prepared by Geo-Technology Associates, Inc., was included with this PPS and CDP-0505-02 as required by this condition and was reviewed for completeness. The approximate locations of the unmitigated 1.5 safety factor lines are shown on the TCP1.

- 11. A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the comprehensive redesign plan, and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any application for preliminary plans.**

The subject site contains five identified species of rare, threatened, or endangered plants and three State-listed threatened or endangered fish species within the Collington Branch and/or Black Branch watersheds. A Rare, Threatened and Endangered Species Habitat Protection and Management Program dated April 23, 2021, and revised May 7, 2021, was prepared and submitted with PPS 4-20032, and resubmitted with PPS 4-21056. On May 27, 2021, DNR NHP approved the final version of the habitat protection and monitoring plan. Annual monitoring reports are required to be filed with both M-NCPPC and DNR.

The timeline presented by the applicant for the construction of the current project anticipates issuance of the first building permit in the Spring of 2022. In accordance with the Habitat Protection and Management Program report, hydrologic monitoring for a minimum of one year prior to the issuance of the first grading permit was required to establish a baseline of data. This monitoring was performed by the applicant on April 20, 2021, and June 1-2, 2021. The report was submitted to DNR and the Environmental Planning Section on September 10, 2021.

While the applicant has provided information regarding monitoring per the updated Habitat Protection and Management Program established for the project, there is concern about the longer term and post construction monitoring requirements. A bond is needed to ensure the monitoring and any corrective action indicated by the monitoring is completed. The applicant shall post a monitoring bond with DPIE, prior to issuance of the fine grading permit.

- 12. Prior to acceptance of the preliminary plan of subdivision, a revised natural resources inventory plan shall be submitted and approved.**

An approved NRI plan, NRI-098-05-04, was submitted with this PPS.

- 17. In the event the applicant elects to pursue an alternative access point(s) to the adjacent Collington Center via Pope's Creek Drive and/or Prince George's Boulevard, the transportation and environmental impacts of any additional access point(s) shall be evaluated at the time of comprehensive design plan or preliminary plan.**

The alternative or additional access points described in the finding above are not proposed or approved with this PPS.

Considerations

- 1. The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.**

The development proposed with PPS 4-21056 has been determined in part by the environmental constraints of the site, including the regulated environmental features and the soils. Minimal impacts to the environmental features are approved. Impacts to the primary management area (PMA) were previously approved with PPS 4 20032 and SDP-1603-01. The PMA impacts previously approved with PPS 4-20032 were reviewed with PPS 4-21056 for approval because the approval of PPS 4-21056 supersedes the PPS 4-20032 approval. The PMA impacts approved with SDP-1603-01 are still valid.

CDP-0505-02

An amendment to CDP-0505-01 was approved by the Planning Board to replace the previously approved residential use with warehouse/distribution, office, light industrial/manufacturing and/or institutional uses, and a potential public park. The approval of the subsequent amendment, CDP-0505-02, supersedes all previous approvals.

CDP-0505-02 was approved by the Planning Board to increase the employment and institutional uses for a total gross floor area of 5.5 million square feet, and dedication for a public park. The conditions and considerations of approval for the CDP, which are environmental in nature, are addressed below:

- 1. Prior to certification of this comprehensive design plan (CDP), the applicant shall:**
 - b. Provide a copy of the letter dated April 12, 2021 (Burke to Nickle), consenting to the placement of woodland conservation easements on lands to be dedicated to the Maryland-National Capital Park and Planning Commission, to be part of the record for CDP-0505-02.**
 - c. Revise the Type 1 tree conservation plan (TCP1), as follows:**
 - (1) Revise the plan to graphically show that the master planned right-of-way area for I-300, currently shown on the TCP1 as “Woodland Retained –Assumed Cleared,” to be incorporated into adjoining preservation areas, and account for the added preservation in the worksheet and in the tables.**
 - (2) In the Environmental Planning Section approval block, revise the case number in the heading from “TCP1-004-2021-02” to “TCP1-004-2021.”**
 - (3) Add a note under the specimen tree table on Sheet 1 to account for the specimen trees that were approved for removal with Specific Design Plan SDP-1603-01.**
 - (4) Add the following to the General Notes: No additional impacts to regulated environmental features were approved with CDP-0505-02.**
 - (5) Update the streamline type to the standard line type in the Environmental Technical Manual.**
 - (6) Add the Marlboro clay lines to the plan. Show as black, not grey.**
 - (7) Revise the proposed grading on the plan to be solid black, not grey lines. Add proposed contours and other proposed symbols to the legend.**

- (8) **Revise the specimen tree table headings to provide one column to list the specimen trees approved for removal with Preliminary Plan of Subdivision 4-20032, and a separate column to list the specimen trees approved for removal with Specific Design Plan SDP-1603-01.**
- (9) **In the standard TCP1 notes, remove Note 12.**
- (10) **Have the revised plan signed and dated by the qualified professional preparing the plan.**

These conditions will be addressed prior to certification of CDP-0505-02 and TCP1-004-2021-02.

Master Plan Conformance

The master plan includes environmentally related policies and their respective strategies in the Natural Environment Section (Section IX, Policies and Strategies).

The Zoning Ordinance provides guidance regarding the impact and relationship of general plans with master plans and functional master plans. Specifically, Section 27-640(a) of the prior Zoning Ordinance states the following regarding the approval of a general plan, and its effect on a previously approved master plan:

Section 27-640—Relationship between Master, General, and Functional Plans.

- (a) **When Functional Master Plans (and amendments thereof) and General Plan amendments are approved after the adoption and approval of Area Master Plans, the Area Master Plans shall be amended only to the extent specified by the District Council in the resolution of approval. Any Area Master Plan or Functional Master Plan (or amendment) shall be an amendment of the General Plan unless otherwise stated by the District Council.**

The text in **bold** is the text from the master plan and the plain text provides comments on the plan conformance.

Green Infrastructure

Policy NE 1: Ensure that areas of connectivity and ecological functions are maintained, restored, or established during development or redevelopment.

Strategies:

- NE 1.1. Use the green infrastructure network as a guide to decision-making, and as an amenity in the site design and development review processes.**

NE 1.2. Continue to complete Prince George’s County DoE’s Programmatic Practices, which includes stormwater-specific programs, tree planting, and landscape revitalization programs, public education programs, and mass transit and alternative transportation programs.

The PPS was found to be in conformance with the Green Infrastructure Plan because preservation of the regulated environmental areas is provided, to the maximum extent possible. Protection of green infrastructure elements and regulated environmental features of the site will be further evaluated with future development applications.

This project is subject to a Habitat Protection and Management Program, dated April 23, 2021, and revised May 7, 2021, as a method for monitoring the rare plant and fish species on and in the vicinity of the property. On May 27, 2021, DNR approved the final version of the habitat protection and monitoring plan. Annual monitoring reports are required to be filed with both M-NCPPC and DNR.

Policy NE 2: Preserve, in perpetuity, Nontidal Wetlands of Special State Concern (NTWSSC) within Bowie-Mitchellville and Vicinity (see Map 41, Nontidal Wetlands of Special State Concern (NTWSSC)-2017).

Strategies:

NE 2.1. Continue to protect the NTWSSC and associated hydraulic drainage area located within the following areas:

- **The Belt Woods Special Conservation Area**
- **Near the Huntington Crest subdivision south of MD 197, within the Horsepen Branch Watershed.**
- **In the northern portion of Bowie-Mitchellville and Vicinity adjacent to the Patuxent Research Refuge and along the Patuxent River north of Lemon Bridge Road.**

The subject PPS is not in the vicinity of the Nontidal Wetlands of Special State Concern areas.

Policy NE 3: Proactively address stormwater management in areas where current facilities are inadequate.

Strategies:

NE 3.1 Identify strategic opportunities to acquire flood-prone and flood-susceptible properties to protect life and property, preserve the subwatersheds, and buffer existing public and private development.

- NE 3.2** Evaluate Bowie-Mitchellville and Vicinity’s stormwater management facilities for additional volume capacity to support and encourage redevelopment.
- NE 3.3** Complete the Prince George’s County’s Department of the Environment’s current stormwater management studies within the master plan area (see the Department of the Environment’s Clean Water Map for a comprehensive map of current and future projects). Create a catalog of additional sites where stormwater mitigation or intervention is warranted for further evaluation and remediation.
- NE 3.4** Identify opportunities to retrofit portions of properties to enhance stormwater infiltration.

Development of the site is subject to the current SWM regulations, which require that environmental site design be implemented, to the maximum extent practicable.

Forest Cover/Tree Canopy Coverage

Policy NE 4: Support street tree plantings along transportation corridors and streets, reforestation programs, and retention of large tracts of woodland to the fullest extent possible to create a pleasant environment for active transportation users including bicyclists and pedestrians.

Strategies:

- NE 4.1** Use funding from the Prince George’s County Woodland Conservation Fund to reverse the decrease in tree canopy coverage in Folly Branch, Horsepen Branch, and Upper Patuxent River watersheds through reforestation programs.
- NE 4.2** Plant street trees to the maximum extent permitted along all roads and trail rights-of-way (see Transportation and Mobility).
- NE 4.3** Increase City of Bowie’s funding for the Emerald Ash Borer Abatement Program.

Development of this site is subject to the current WCO requirements, including the tree canopy coverage (TCC) requirement. Additional information regarding woodland preservation, reforestation, and TCC will be evaluated with future development applications; however, the TCP1 submitted with the PPS shows approximately 37 percent of the gross tract remains in woodland (both in and outside of the floodplain). Street tree planting requirements will be

reviewed by the Prince George's County Department of Public Works and Transportation (DPW&T).

Impervious Surfaces

Policy 5: Reduce urban heat island effect, thermal heat impacts on receiving streams, and reduce stormwater runoff by increasing the percentage shade and tree canopy over impervious surfaces.

Strategies:

NE 5.1 Retrofit all surface parking lots using ESD and best stormwater management practices when redevelopment occurs. Plant trees wherever possible to increase tree canopy coverage to shade impervious surfaces, to reduce urban heat island effect, limit thermal heat impacts on receiving streams, and slow stormwater runoff.

NE 5.2 Retrofit streets pursuant to the 2017 DPW&T Urban Streets Design Standards as recommended in the Transportation and Mobility Element, which include increased tree canopy cover for active transportation comfort and modern stormwater management practices.

Development of the site is subject to the current SWM regulations, which require that environmental site design be implemented, to the maximum extent practicable. The Soil Conservation District has required the applicant incorporate redundant sediment control methods with the development proposal. Development of this site is subject to the current WCO requirements, including the TCC requirement. Street tree planting requirements will be reviewed by DPW&T.

Climate Change

Policy 6: Support local actions that mitigate the impact of climate change.

Strategies

NE 6.1 Support implementation of the City of Bowie Climate Action Plan 2020-2025 and the Metropolitan Washington 2030 Climate and Energy Action Plan.

NE 6.2 Continue to support and promote the Prince George's Climate Action Commission as per Council Resolution CR-7-2020 to develop a Climate Action Plan for Prince George's County to prepare for

and build resilience to regional climate change impacts, and to set and achieve climate stabilization goals.

Development of this site is subject to the current WCO and TCC requirements. The presence of woodland and tree canopy, particularly over asphalt and other developed surfaces, are proven elements to lessen climate impacts of development and the associated heat island effect, which are known contributors to climate change. Providing buffers along the streams, the preservation of wetlands, and SWM best management practices all contribute to building resilience to flooding and to retaining the overall health of the stream system.

Conformance with the Green Infrastructure Plan

The entire site is mapped within the Green Infrastructure Network, as delineated in accordance with the Green Infrastructure Plan. The regulated area is mapped along the streams and regulated environmental features, and the Evaluation Area is mapped on the remainder of the site due to the existing forest contiguous to the streams.

The plans, as approved, show preservation of the regulated areas, to the maximum extent possible. Therefore, the PPS is found to be in conformance with the Green Infrastructure Plan. More detailed information will be evaluated during subsequent applications.

Environmental Review

Natural Resources Inventory

An approved NRI plan (NRI-098-05-04) was submitted with this application. The PPS and TCP1 reflect the environmental conditions. No further information is needed regarding the NRI.

Woodland Conservation

This site is subject to the provisions of the WCO because the application is for a new PPS. This project is subject to the WCO and the Environmental Technical Manual (ETM). TCP1-004-2021-03 was submitted with the subject application and requires minor revisions to be found in conformance with the WCO.

The District Council amended the woodland conservation/afforestation threshold on land with R-S zoning, with uses allowed in the E-I-A Zone, to be developed in accordance with the threshold requirements of the E-I-A Zone. The woodland conservation threshold for this 442.30-acre property is based on 15 percent for the E-I-A (R-S) and I-1 portions of the site, and 50 percent for the R-A Zone, for a weighted woodland conservation threshold requirement of 15.08 percent, or 52.40 acres. There is an approved TCP1 and Type 2 tree conservation plan (TCP2) on the overall development related to the prior residential subdivision which were grandfathered under the 1991 WCO, but the prior tree conservation plan approvals are not applicable to the new development proposal. The National Capital Business Park project is subject to the WCO and ETM. TCP1-004-2021-03 was submitted with the PPS application.

The woodland conservation worksheet shows the clearing of 257.44 acres of woodland on the net tract area, and 1.09 acres in the floodplain, which results in a woodland conservation requirement of 117.85 acres. This requirement will be met with 82.29 acres of on-site woodland preservation, 17.35 acres of reforestation, and 18.21 acres of off-site woodland conservation credits.

Technical revisions to the revised TCP1 are required and included in the conditions of approval of this PPS.

Specimen Trees

Tree conservation plans are required to meet all of the requirements of Subtitle 25, Division 2 of the County Code, which include the preservation of specimen trees, Section 25-122(b)(1)(G). Every effort should be made to preserve the trees in place, considering the different species' ability to withstand construction disturbance (refer to the Construction Tolerance Chart in the ETM for guidance on each species' ability to tolerate root zone disturbances).

If, after careful consideration has been given to the preservation of the specimen trees, there remains a need to remove any of the specimen trees, a variance from Section 25-122(b)(1)(G) is required. Applicants can request a variance from the provisions of Subtitle 25, Division 2, provided all the required findings in Section 25-119(d) can be met. Section 25-119(d)(4) clarifies that variances granted under Subtitle 25 are not considered zoning variances. An application for a variance must be accompanied by a letter of justification stating the reasons for the request and how the request meets each of the required findings. A Subtitle 25 Variance Application and a statement of justification (SOJ) in support of a variance, dated July 31, 2021, and August 2, 2021, were submitted.

A timber harvest permit was approved for the site utilizing the limits of disturbance that were approved on a TCP2 for the previous residential development, Willowbrook. Within the limits of the timber harvest area were 50 specimen trees. The 50 trees include specimen trees 1, 2, 3, 4, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 79, 84, 85, 218, 219, 225, 226, 227, 228, 229, 230, 231, 232, 234, 235, 236, 237, 238, 243, 305, and 306. The specimen tree table shall be corrected to label the 50 specimen trees as removed with the timber harvest permit. No variance was required for the removal of these specimen trees because the TCP2 was approved under the 1993 WCO. The TCP2 is grandfathered from the variance requirements that were established in the current 2010 WCO.

A rough grading permit was recently approved for the site, utilizing the limits of disturbance of TCP2-026-2021. Within the limits of the area of the rough grading permit were 51 specimen trees. A variance was approved with the prior PPS 4-20032 and SDP-1603-01 for the removal of these specimen trees. The 51 trees include specimen trees 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77a, 139, 140, 141, 142, 143, 144, 145, 146, 148, 149, 151, 156, 157, 158, 307, 308, 309, 311, 312, 314, 317, 318, 319, 320, and 321. Corrections are required to the specimen tree table to reflect the 51 trees approved for removal with PPS 4-20032 and SDP-1603-01 and implemented with associated TCP2-026-2021.

The remainder of the trees within the development area that were approved with PPS 4-20032, and not cleared in accordance with the approved TCP2-026-2021, were requested for consideration with this PPS, as this approval supersedes the prior PPS approval.

The SOJ submitted for review with PPS 4-21056 requested the removal of 13 specimen trees. Specifically, the applicant seeks to remove trees 25, 26, 132, 133, 134, 135, 136, 137, 139, 240, 241, 320, and 321. As stated above, specimen trees 320 and 321 were approved for removal with SDP-1603-01. Nothing with this current PPS impacts that approval, and the removal of the two specimen trees (320 and 321) requires no further action with this PPS. The tree conservation plan and specimen tree removal exhibit show the locations of the trees proposed for removal. Technical corrections are required to show all the trees on the plan and in the table that are to be removed on this plan, as well as the TCP1, prior to certification. The specimen trees located within the proposed dedicated parkland will be analyzed with the application proposing the development of the park.

Eight of these trees are in fair condition and three specimen trees are in good condition. Two of the specimen trees requested for removal are tulip poplar trees, which have weak wood and overall poor construction tolerance. The other species of trees requested for removal are American beech (1), white oak (4), southern red oak (3), and black oak (1), which range from a poor to good construction tolerance. The specimen trees requested for removal are located within the most developable part of the site and are not located in the regulated environmental PMA areas.

The variance for the removal of the 11 specimen trees requested by the applicant is approved based on the findings below. These 11 specimen trees are considered to be new because this PPS approval supersedes the prior PPS 4-20032 approval, and two trees (320 and 321) were previously approved for removal with SDP-1603-01 and require no further action.

(A) Special conditions peculiar to the property have caused the unwarranted hardship.

The property is 442.30 acres and contains approximately 186.15 acres of PMA comprising streams, wetlands, 100-year floodplains, and associated areas of steep slopes with highly erodible soils on the property that comprise the PMA. This represents approximately 42 percent of the overall site area. These existing conditions are peculiar to the property, when compared to nearby properties in the area, and cause the requirement to preserve specimen trees to impact the subject property disproportionately. Specimen trees have been identified in both the upland and lowland PMA areas of the site. The applicant is proposing to remove the specimen trees located outside of the PMA. The proposed uses include warehouse/ distribution, office, light industrial/ manufacturing and/or institutional uses, and a park. These are significant and reasonable uses for the site, which is located near other similar uses, and the proposed project cannot be accomplished elsewhere on the site without the requested variance. Development cannot occur on the portions of the site containing PMA, which limits the site area available for development. Requiring the applicant to retain the thirteen specimen trees on the site

would further limit the area of the site available for development to the extent that it would cause the applicant an unwarranted hardship.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their critical root zone, would deprive the applicant of rights commonly enjoyed by others in similar areas. All variance applications for the removal of specimen trees are evaluated in accordance with the requirements of Subtitle 25 and the ETM for site specific conditions. Specimen trees grow to such a large size because they have been left undisturbed on a site for sufficient time to grow; however, the species, size, construction tolerance, and location on a site are all somewhat unique for each site. The proposed warehouse/distribution, office, light industrial/manufacturing and/or institutional uses, and a potential public park align with the uses permitted in the E-I-A (R-S), I-1, and R-A Zone, as well as the vision for such zones, as described in the master plan. Based on the unique characteristics for the property, enforcement of these rules would deprive the applicant of the right to develop the property in a similar manner to other properties similarly zoned in the area.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

If other regulated environmental features and fully wooded properties were encountered with specimen trees in a similar condition and in a similar location on a site, the same considerations would be provided during the review of the required variance application. This is not a special privilege that would be denied other applicants.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant.

The applicant has taken no actions leading to the conditions or circumstances that are the subject of the variance request. The request to remove the trees is solely based on the trees' locations on the site, their species, and their condition. As stated previously, specimen trees 320 and 321 were approved for removal with SDP-1603-01. Nothing with this current PPS changes that approval, and no further action is required for removal of these two specimen trees.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property.

There are no existing conditions on the neighboring properties or existing building uses that have any impact on the location or size of the specimen trees. The trees have grown to specimen tree size based on natural conditions and have not been impacted by any neighboring land or building uses.

(F) Granting of the variance will not adversely affect water quality.

Granting this variance request, for the removal of 11 trees, will not adversely affect water quality standards, nor cause measurable degradation in water quality. The project is subject to SWM regulations as implemented locally by DPIE. The project is subject to environmental site design, to the maximum extent practicable. The unapproved SWM concept plan shows the use of submerged gravel wetlands, underground storage facilities, sand filters, micro-bioretenion facilities, a dry swale, and dry pond on the site.

Erosion and sediment control requirements are reviewed and approved by the Soil Conservation District. Both SWM and sediment and erosion control requirements are to be met in conformance with state and local laws to ensure that the quality of water leaving the site meets the states standards. State standards are set to ensure that no degradation occurs.

Regulated Environmental Features

There is PMA comprised of regulated environmental features which include streams and associated buffers, 100-year floodplain, steep slopes, and wetlands with their associated buffers. Under Section 27-521(a)(11) of the Zoning Ordinance, the plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible. This PPS approves impacts to the PMA. A revised letter of justification with exhibits was submitted by the applicant on March 31, 2022, and April 28, 2022, for review with the PPS.

Section 24-130(b)(5) of the Subdivision Regulations states “Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.”

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where

reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

A letter of justification was received on March 31, 2022. Comments were provided in a SDRC meeting on April 15, 2022, requesting more detail justifying the proposed impacts. A revised letter of justification was received on April 28, 2022, for the proposed impacts. This PPS approves impacts to the PMA. The nine approved impacts are for a roadway crossing, stormdrain outfalls, and utility connections. The approved on-site impacts total approximately 1.69 acres. An additional 0.24 acre of impacts are proposed to the PMA located off-site.

The approved PMA impacts for stormdrain outfalls, road crossings, and utilities are considered necessary to the orderly development of the subject property. These impacts cannot be avoided because they are required by other provisions of the County and state codes. The plan shows the preservation, restoration, and enhancement of the remaining areas of PMA.

Impacts C, and F Area 1 – Road Crossings

These impacts total approximately 0.96 acre and are for the installation of two separate road crossings. Because of a zoning restriction, the project cannot use Leeland Road as its vehicular access, and is limited to providing connections from Queens Court and Prince George's Boulevard. Impact C is where Queens Court will access the site, with an additional 0.24 acre of this impact being located off-site. The road impact portion of Impact F Area 1 is located on-site. With the applicant's collaboration with both DPIE and the Soil Conservation District, these impacts are necessary to provide access to the site and are approved in specific locations for minimal disturbance. Much of the site cannot be accessed without crossing the PMA. The applicant located the crossings at the points where the PMA is the narrowest and designed the road to result in the smallest impact.

Impacts B, D, and E Area 3 – Sewer Connections

These impacts total 0.55 acre and are proposed sewer connections. These impacts were designed to limit disturbances to the PMA as much as possible.

Impacts A, E Areas 1 and 2, and F Area 2 – Stormdrain outfalls and structures

These impacts total 0.18 acre. The stormdrain outfalls meet best management practices for discharging water back into the stream, while limiting erosion at the discharge points.

Scenic and Historic Roads

Leeland Road is designated as a scenic road in the MPOT and has the functional classification of a major collector. The MPOT includes a section on Special Roadways, which includes designated scenic and historic roads, and provides specific policies and strategies which are applicable to this roadway, including to conserve and enhance the viewsheds along designated roadways. Any improvements within the right-of-way of an historic road are subject to approval by the County, under the Design Guidelines and Standards for Scenic and Historic Roads.

The 2010 *Prince George's County Landscape Manual* (Landscape Manual) addresses the requirements regarding buffers on scenic and historic roads. These provisions will be evaluated at the time of the review of the SDP. Adjacent to a historic road, the Landscape Manual requires a Section 4.6-2 landscape buffer (Buffering Development from Special Roadways) based on the Developing Tier (now ESA 2). In ESA 2, the required buffer width along a historic road is a minimum of 20 feet, to be planted with a minimum of 80 plant units per 100 linear feet of frontage, excluding driveway openings. Landscaping is a cost-effective treatment which provides a significant visual enhancement to the appearance of a historic road. The Special Roadway buffer must be located outside of the right-of-way and PUEs, and preferably by the retention of existing good quality woodlands, when possible.

Soils

According to the Prince George's County Soil Survey, the principal soils on the site are in the Adelpia, Bibb, Collington, Colemantown Elkton, Howel, Marr, Monmouth, Sandy Land, Shrewsbury, and Westphalia series. Adelphi, Collington and Marr soils are in hydrologic class B, and are not highly erodible. Bibb and Shrewsbury soils are in hydrologic class D and pose various difficulties for development due to high water table, impeded drainage, and flood hazard. Colemantown and Elkton soils are in hydrologic class D and have a K factor of 0.43, making them highly erodible. Howell and Westphalia soils are in hydrologic class B and are highly erodible. Monmouth soils are in hydrologic class C and have a K factor of 0.43, making them highly erodible. Sandy land soils are in hydrologic class A and pose few difficulties to development. Marlboro clay is found to occur extensively in the vicinity of and on this property. The TCP1 shows the approximate location of the unmitigated 1.5 safety factor line, in accordance with a Geotechnical report dated August 6, 2021, and prepared by Geo-Technology Associates, Inc. The plans show the unmitigated 1.5 safety factor line in black, while the legend shows the line as magenta. The plan and the legend shall be coordinated.

Erosion and Sediment Control

It has been noted that the site is located within a sediment total maximum daily load (TMDL), as established by the state. Watersheds within a sediment TMDL will typically require erosion and sediment control measures above and beyond the standard treatments. The site also contains rare, threatened, or endangered species, including fish located in the Collington Branch. Redundant erosion and sediment control measures are also required for protection of the rare, threatened, or endangered species. Additional information, as determined by DPIE and the Soil Conservation District in their respective reviews for SWM and erosion and sediment control, may be required.

The County requires the approval of an Erosion and Sediment Control Plan. The tree conservation plan must reflect the ultimate limits of disturbance not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures.

16. **Urban Design**—Conformance with the Zoning Ordinance (Subtitle 27) was evaluated, as follows:

The PPS approves subdivision of deed Parcels A and B into 27 smaller parcels to support the construction of up to 5.5 million square feet of employment and institutional uses. These are permitted on the property, in accordance with Section 27-511(a)(7) of the Zoning Ordinance and Section 27-515(b), Footnote 38, which notes that most uses allowed in the E-I-A Zone can be permitted in the R-S Zone, subject to specific criteria. Conformance with these criteria and other guidelines for building massing, materials, architecture, landscaping, and other design elements will be reviewed with a future SDP application.

In addition, conformance with the following Zoning Ordinance regulations is required for the proposed development and will be reviewed at the time of SDP including, but not limited to, the following:

- Section 27-426 requirements for the R-A Zone as applicable;
- Section 27-469 requirement for I-1 Zone as applicable;
- Section 27-499 requirements for E-I-A zone as applicable;
- Part 11 Off Street Parking and Loading; and
- Part 12 Signs, respectively.

Conformance with Previous Approvals

The property is the subject of multiple prior approvals, including CDP-0505-01 and A-9968-02 to allow up to 3.5 million square feet of employment and institutional uses that are generally permitted in the E-I-A Zone subject to specific requirements outlined in Section 27-511(a) of the Zoning Ordinance. Amendment CDP-0505-02 was approved by the Planning Board on May 5, 2022 to increase the total gross floor area from the previously approved 3.5 million square feet to 5.5 million square feet. This PPS is in conformance with CDP-0505-02.

Conformance with the 2010 Prince George's County Landscape Manual

The proposed development is subject to the Landscape Manual. Specifically, development in the R-S Zone is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscape Requirements, apply to this site. Conformance with the applicable landscaping requirements will be determined at the time of SDP review. For development in other zones, conformance with the Landscape Manual requirements will be evaluated at time of permit review.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that require grading and building permits and propose more than 5,000 square feet or greater of gross floor area or disturbance. Properties in the LCD Zone are subject to the thresholds for the prior zoning of the

properties, before their designation as a legacy zone, as specified by CB-27-2010. The subject property's prior zoning was R-S, I-1, and R-A. The prior R-A Zone is exempt from TCC while the R-S Zone requires a minimum of 15 percent of TCC, and I-1 Zone requires a minimum of 10 percent of TCC. Compliance with this requirement will be evaluated at the time of SDP review. For development in other zones, conformance with TCC requirements will be evaluated at time of permit review.

17. **Other Referrals**—The PPS application was referred to the City of Bowie on April 4, 2022, since the subject property is located within one mile of its geographical boundary. At the time of the Planning Board hearing, no referral or correspondence was received from the City of Bowie.
18. **Planning Board Hearing**—The Planning Board held a public hearing on this application on June 2, 2022. At the hearing, and in rendering its decision, the Planning Board considered all written and oral testimony, along with all exhibits submitted according to the Planning Board's procedures. During the hearing, the Planning Board received eight opposition exhibits (OE) and two applicant exhibits (AE):
 - OE1-Letter from G. Macy Nelson (1 page)
 - OE2-CB-22-2020 Planning Board Analysis (2 pages)
 - OE3-Ruth Grover's Resumé (2 pages)
 - OE4-Lawrence Green Resumé (3 pages)
 - OE5-CB-22-2020 OOL Memo (1 page)
 - OE6-CB-22-2020 Planning Board signed Votes Letter (3 pages)
 - OE7-Images (24 pages)
 - OE8-CB-022-2020 Report (2 pages)
 - AE1-1_4-21056_Revised Conditions (3 pages)
 - AE2-1_4-21056_Statement of Justification (27 pages)

At the hearing, citizens and an organization were represented by counsel and opposed the application. The Planning Board heard testimony from the opposing counsel and their experts. While the opponents raised important issues, much of the testimony and argument was not germane to considerations for approval of this PPS.

The opposition contended that CB-22-2020, the Council bill that amended the prior Zoning Ordinance, was an "illegal special law." The criteria for approving a PPS were not affected by that bill, and no court has ever held that CB-22-2020 is an illegal special law. The opposition

cited *Maryland Reclamation Associates, Inc. v. Harford County*, 468 Md. 339 (2020) in support of their assertion that the Board can consider the constitutionality of CR-22-2020; however, that case addressed “whether a landowner may withhold a claim alleging an unconstitutional taking from the application of a zoning regulation from the administrative agency’s consideration and present the claim to a jury in a separate action invoking the court’s original jurisdiction.” The case did not involve an approval of a PPS.

The opponent’s counsel also asserted that this PPS conflicts with Plan 2035, the County’s General Plan, but they did not cite any law that requires denial of a PPS for conflicting with the General Plan. Furthermore, the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* amended Plan 2035 when it was adopted earlier this year. The PPS is in conformance with the 2022 Bowie-Mitchellville and Vicinity Master Plan.

The opponent’s counsel also asserted that the PPS did not meet the adequacy of public facilities requirements set forth in Section 24-122.01 for fire and rescue services, and adequacy of roads set forth in Section 24-124. Their concern regarding failing travel time for fire/EMS services has been adequately addressed by ensuring that any development on the subject site has required mitigation in place including, but not limited to, having a pre-incident emergency plan approved by the Prince George’s County Fire/EMS Department. The opposition raised an issue with traffic impacts that were not relevant for approval of the PPS, utilizing a daily trip count on Leeland Road, a road to which no access is proposed with this PPS. The Transportation Review Guidelines for approval of a PPS require analysis based on peak hour trips generated by the proposed development. In addition, the opposition insisted that the criteria for developing along a scenic road and for approving a variance under Subtitle 25 for removal of specimen trees was not adequately met. The published technical staff report, the applicant’s SOJ, along with staff and the applicant’s testimony demonstrate that there is substantial evidence in the record to find that the application meets the relevant criteria.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

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File No. 4-21056
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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 Bailey, seconded by Commissioner Geraldo, with Commissioners Bailey, Geraldo, and Shapiro voting in favor of the motion, and with Commissioners Doerner and Washington absent at its regular meeting held on Thursday, June 2, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 9th day of June 2022.

Peter A. Shapiro
Chairman

By Jessica Jones
Planning Board Administrator

PAS:JJ:MG:rpg



Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 6/8/22

February 1, 2022



MANEKIN
5850 Waterloo Road, Suite 210
Columbia, MD 21045

Re: Notification of Planning Board Action on
Specific Design Plan SDP-1603-01
National Capital Business Park

Dear Applicant:

This is to advise you that the above-referenced Specific Design Plan was acted upon by the Prince George's County Planning Board on **January 27, 2022** in accordance with the attached Resolution.

Pursuant to Section 27-528.01, the Planning Board's decision will become final 30 calendar days after the date of this final notice of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: Henry Zhang 1/31/2022
Reviewer

Attachment: PGCPB Resolution No. **2022-10**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board is charged with approval of Specific 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 January 13, 2022, regarding Specific Design Plan SDP-1603-01 for National Capital Business Park, the Planning Board finds:

1. **Request:** The subject application is for approval of an infrastructure specific design plan (SDP) for the National Capital Business Park, including the proposed street network, sidewalks, utilities, grading, stormwater management (SWM), retaining walls, and directional signage that will serve the employment and institutional uses proposed for the portion of the property in the Residential Suburban Development (R-S) Zone. This approval will completely supersede the originally approved SDP-1603 (formerly for Phase 1 of the residential project known as Willowbrook).
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	R-S/I-1/R-A	R-S*/I-1/R-A
Use	Vacant	Warehouse/Distribution; Office; Light-Industrial-Manufacturing; and/or Institutional Uses (in R-S and I-1 Zones only)
Total Gross Acreage	442.30	442.30
R-S Zone	426.52	426.52
I-1 Zone	15.00	15.00
R-A Zone	0.78	0.78
Floodplain	94.77	94.77
Total Net Acreage	347.53	347.53

Note: *Prince George’s County Council Bill CB-22-2020 was adopted by the Prince George’s County District Council on July 14, 2020, for the purposes of allowing uses in the Employment and Institutional Area (E-I-A) Zone on land in the R-S Zone, pursuant to eligibility criteria in Section 27-515(b) of the Prince George’s County Zoning Ordinance. Zoning Map Amendment A-9968-02 removed all previously approved residential elements from this site and permits up to 3.5 million square feet of warehouse/ distribution, office, light industrial/manufacturing, and/or institutional uses on the subject site. It is anticipated that a majority will be warehouse uses in the National Capital Business Park.

3. **Location:** The subject property is a large tract of land that consists of wooded and undeveloped land, located on the north side of Leeland Road, approximately 3,178 feet west of the intersection of Leeland Road and the southbound US 301 (Robert Crain Highway). The site is also in Planning Area 74A and Council District 4.
4. **Surrounding Uses:** The site is bounded to the north by undeveloped properties in the Reserved Open Space and Open Space (O-S) Zones; to the west by a CSX railroad right-of-way and undeveloped properties in the Residential Low Development, Residential-Agricultural (R-A), and O-S Zones, including the Collington Branch Stream Valley; to the south by Leeland Road and beyond by Beech Tree, a residential subdivision in the R-S Zone and undeveloped property in the R-A Zone; and to the east by the existing Collington Center, an employment center, in the E-I-A and Light Industrial (I-1) Zones.
5. **Previous Approvals:** The site was rezoned from the R-A Zone to the E-I-A Zone during the 1991 *Approved Master Plan and Adopted Sectional Map Amendment (SMA) for Bowie-Collington-Mitchellville and Vicinity, Planning Areas 71A, 71B, 74A, and 74B*. The rezoning was contained in Zoning Map Amendment (Basic Plan) A-9829. In 2005, A-9968 was filed to request a rezoning of the property from the E-I-A Zone to the R-S Zone. At that time, the approval of a new Bowie and Vicinity Master Plan and Sectional Map Amendment was underway. A-9968 was recommended for approval by the Prince George's County Planning Board (PGCPB Resolution No. 05-178) and was transmitted to the District Council for incorporation into the 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* (Bowie and Vicinity Master Plan and SMA).

The Bowie and Vicinity SMA was approved by Prince George's County Council Resolution CR-90-2005, which was reconsidered by CR-11-2006. The District Council then adopted CR-11-2006 on February 7, 2006, which rezoned the subject property from the E-I-A and R-A Zones to the R-S Zone (CR-11-2006, Amendment 7, pages 18 and 31-34), subject to 13 conditions and 3 considerations.

On January 4, 2007, Comprehensive Design Plan CDP-0505, including Type I Tree Conservation Plan TCPI-010-06, was approved by the Planning Board (PGCPB Resolution No. 06-273) for a total of 818 residential dwelling units, of which 602 were market rate (97 townhouses and 505 single-family detached units) and 216 units were in a mixed-retirement component (50 single-family detached, 56 townhomes, and 110 multifamily units), on approximately 427 acres of land with 34 conditions. The Planning Board's decision with conditions was affirmed by the District Council on April 9, 2007.

On March 15, 2007, Preliminary Plan of Subdivision (PPS) 4-06066 and TCPI-010-06-01 were approved by the Planning Board (PGCPB Resolution No. 07-43) subject to 31 conditions. Subsequently, a number of extensions, waivers, and reconsiderations were approved by the Planning Board. The last of which the Planning Board approved on March 8, 2018 (PGCPB Resolution No. 07-43(A)), a reconsideration of the conditions to construct a roundabout at the intersection of Oak Grove Road and Church Road, and convert the roundabout to a four-way,

signal-controlled intersection. The PPS conditions are not applicable to the review of the current application, but the modification of the intersection is noted for informational purposes.

On March 30, 2017, SDP-1603 and associated TCPII-028-2016, (PGCPB Resolution No. 17-144), for Phase One of the residential development, which proposed 183 single-family detached and 93 single-family attached market-rate lots, 43 single-family detached and 52 single-family attached mixed-retirement residential lots, and single-family attached architecture, was approved subject to 15 conditions. No construction has been started on the property.

On May 13, 2019, the District Council (Zoning Ordinance No. 5-2019) approved A-9968-01 to add 313 dwelling units, with 23 conditions and five considerations. The originally approved dwelling unit range of 627-826 total dwelling units was increased to 624-1,139 dwelling units.

On April 12, 2021, the District Council approved A-9968-02, which is a revision to A-9968 and A-9968-01, to replace the previously approved residential land use patterns on the subject site, with employment and institutional uses permitted in the E-I-A Zone, as authorized, pursuant to Section 27-515(b), in the R-S Zone, with 17 conditions and 2 considerations. A-9968-02 supersedes the approvals of both A-9968 and A-9968-01 and governs the future development of the subject site for employment and institutional uses, as generally permitted in the E-I-A Zone, without any residential component.

On April 29, 2021, CDP-0505-01 and TCP1-004-2021 were approved by the Planning Board (PGCPB Resolution No. 2021-50), which established the design guidelines for the National Capital Business Park project, subject to five conditions. The District Council elected not to review CDP-0505-01 on June 4, 2021.

On September 30, 2021, the Planning Board approved PPS 4-20032, for the National Capital Business Park, including TCP1-004-2021-01, subject to 32 conditions.

This site also has an approved SWM Concept Plan, 42013-2020-00, which is valid through June 28, 2024.

6. **Design Features:** The infrastructure SDP for the National Capital Business Park includes the proposed street network, sidewalks, utilities, grading, SWM, retaining walls and directional signage that will serve the employment and institutional uses proposed for the 426-acre R-S-zoned portion of the property. The proposed development of up to 3.5 million square feet of employment uses, such as warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses will be mainly on the R-S-zoned section in the middle of the larger property. Only a small portion of the above uses, of which many are permitted by-right, will be on the I-1-zoned property in the southeast part of the site.

As previously approved by CDP-0505-01 and PPS 4-20032, vehicular access to the subject site will be provided via an extension of the existing Queens Court within the adjacent Collington Center. To the east of the subject property, Queens Court intersects with Prince George's

Boulevard, which is a spine road running through Collington Center, and beyond to Robert Crain Highway. The proposal includes a median break and signalization of the Robert Crain Highway and Queens Court intersection, in coordination with the Maryland State Highway Administration (SHA).

Queens Court, as extended, intersects an internal spine road, which is in a north-south orientation with cul-de-sacs on both ends. The proposed development will be located on both sides of the spine road and Queens Court extension. The proposed building blocks of this development includes interconnecting streets and a conceptual building and parking envelopes. This includes utilization of the adjacent stream valley to define the western edge of the proposed development area and additional proposed open space on the I-1-zoned property, along with numerous on-site SWM facilities throughout the site. The project has been designed to be compact and minimize impacts to sensitive environmental features and preserve priority woodlands along the stream valley corridor and other sensitive environmental areas. A potential 20-acre public park adjacent to the Collington Branch Stream Valley is shown north of Leeland Road at the far western corner of the property.

The infrastructure SDP also shows rough grading of each building envelope and general dimensions of the blocks. SWM facilities, along with major environmental features, stream valley trails, as well as general landscaping, are included in this infrastructure plan.

One primary identification and two directional signs are also shown on the infrastructure plans. The one primary identification sign is a monument style and carries text of “National Capital Business Park” and measures eight feet and eleven inches tall but does not give the complete dimensions of the sign feature. Two directional signs are similar to the monument sign style and of identical design to the primary identification sign that measures nine feet and one inch long and eight and half feet in height. The three proposed signs are appropriate in size and are acceptable. However, the applicant should provide detailed sign face area calculations and notes on the plans. A condition has been included hereinto require the applicant to provide the sign face area calculation on the site plan prior to certification of this infrastructure SDP.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. Zoning Map Amendment (Basic Plan) A-9968-02:** A-9968-02 was approved to remove all residential uses depicted in both A-9968 and A-9968-01, and to show up to 3.5 million square feet of employment and institutional uses. A-9968-02 was approved by the District Council on April 12, 2021, with 17 conditions and 2 considerations, that supersedes both A-9968 and A-9968-01, which depicted residential development only. Conditions and considerations attached to the approval of A-9968-02 that are relevant to the review of this infrastructure SDP are as follows:

1. Proposed Land Use Types and Quantities

Total Area: 442.30 acres

Total in (I-1 Zone): 15± acres (not included in density calculation)

Total area (R-A Zone): 0.78± acre (not included in density calculation)

Total area (R-S Zone): 426.52 acres per approved natural resource inventory

Land in the 100-year floodplain: 92.49 acres

Adjusted gross area (426 less half of the floodplain): 380.27 acres

Proposed use: Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 3.5 million square feet*

Open Space

Public active open space: 20± acres

Passive open space: 215± acres

***100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted above**

This infrastructure SDP proposes improvements essential to develop up to 3.5 million square feet of employment uses including warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. The Planning Board finds the improvements appropriate for the land uses proposed by A-9968-02.

- 6. The applicant, the applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.**

The two trails are shown on the infrastructure SDP drawings that are consistent with this condition. The Prince George's County Department of Parks and Recreation (DPR) will coordinate the construction of the master plan hiker/biker trails with the applicant.

- 8. The applicant shall construct recreational facilities typical for a 20-acre community park, such as ball fields, a playground, tennis or basketball courts, shelters, and restroom facilities. The list of recreational facilities shall be determined at the preliminary plan of subdivision and specific design plan stage.**

The applicant is coordinating with the DPR to determine appropriate programming and design for the future community park. An exhibit has been submitted with this infrastructure SDP that has been referred to DPR for review. DPR is in general agreement with the proposed community park facilities.

- 15. The applicant, the applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

The shared-use path is shown on the infrastructure SDP drawings, in accordance with this condition. For the construction, the applicant will work with the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) through its separate permitting process.

Comprehensive Design Plan Considerations:

- 1. The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.**

The infrastructure improvements proposed with SDP-1603-01 have been designed to support a proposed development determined (in part) by the environmental constraints of the site, including the regulated environmental features and soils. The Planning Board finds that the site improvements proposed in the infrastructure SDP will preserve all regulated environmental features on the subject property and/or restore them to the fullest extent possible, as discussed in Paragraph 12 below.

- 2. All proposed internal streets and developments should follow complete streets principles and support multimodal transportation as well as facilities to encourage walking, bicycling, and transit use, such as short- and long-term bicycle parking, including shower facilities and changing facilities, covered transit stops, crosswalks, etc.**

The infrastructure SDP proposes site improvements that support, or otherwise do not hinder, the future development of the conditioned improvements. Additional detail, such as facilities to support multimodal transportation, will be evaluated with the subsequent full-scale SDP(s) for site development.

8. Prince George's County Zoning Ordinance: The Planning Board finds the subject infrastructure SDP is in compliance with the applicable requirements of the Zoning Ordinance, as follows:

- a. Through the adoption of CB-22-2020, the District Council expanded the uses permitted in the R-S Zone to allow nonresidential uses that are generally permitted in the E-I-A Zone, under certain conditions, on the subject property. This infrastructure SDP is for general site preparation for future development of proposed uses permitted by CB-22-2020 and otherwise complies with the findings in both A-9968-02 and CDP-0505-01 regarding the uses on the property.
- b. Section 27-480, General development regulations, of the Zoning Ordinance, and those regulations in the R-S Zone, as stated in Sections 27-511 to 514 of the Zoning Ordinance, are mainly for residential uses. Since this infrastructure SDP for infrastructure is for non-residential uses generally permitted in the E-I A Zone, those regulations are not applicable to this SDP.
- c. Section 27-528 of the Zoning Ordinance contains the following required findings for the Planning Board to grant approval of an SDP:

(a) Prior to approving a Specific Design Plan, the Planning Board shall find that:

(1) The plan conforms to the approved Comprehensive Design Plan and the applicable standards of the Landscape Manual;

The site improvements proposed in the infrastructure SDP will support the development described in approved CDP-0505-01, and each of the conditions of approval. The improvements also comply with those requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), and the design guidelines applicable to the infrastructure SDP, as discussed in findings herein. Therefore, the Planning Board finds the infrastructure SDP conforms with the approved CDP and applicable standards of the Landscape Manual.

(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 subject property is not designated as a Regional Urban Community. Therefore, this finding is not relevant to this infrastructure SDP.

(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;

The subject property is governed by an approved and valid PPS 4-20032, which was approved by the Planning Board on September 30, 2021, which determined that this development will be adequately served within a reasonable period of time with existing or programmed public facilities. The Planning Board finds the site improvements described in the infrastructure SDP support, or otherwise do not hinder, the existing public facilities or any facilities proposed for construction by PPS 4-20032.

- (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;**

As discussed above, the application included an approved and valid SWM concept plan, and the site improvements proposed in the infrastructure SDP support, or otherwise do not hinder, the plan. Therefore, the Planning Board finds that, to the extent of the improvements proposed in the infrastructure SDP, 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 TCP2-026-2021-01 was submitted on October 14, 2021. The Planning Board finds that the subject infrastructure SDP conforms to TCP2-026-2021-01, subject to conditions that have been included herein.

- (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).**

The site improvements described in the infrastructure SDP do not expand the approved land uses quantities included in A-9968-02 that preserve more than half of the entire site in a natural state. This condition was further evaluated at time of the approval of PPS 4-20032 and conformance was demonstrated. The Planning Board concludes, after the review of the infrastructure SDP and the proposed TCP2-026-2021-01, that the regulated environmental features on the subject property will be preserved and/or restored to the fullest extent possible.

- (b) **Prior to approving a Specific Design Plan for Infrastructure, the Planning Board shall find that the plan conforms to the approved Comprehensive Design Plan, prevents off-site property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

The infrastructure SDP has been reviewed for conformance with the governing CDP-0505-01, approved SWM concept plan, and TCP2. Subject to the findings and conditions contained herein, the Planning Board finds that this infrastructure SDP conforms to the approved CDP, prevents off-site property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

9. **Comprehensive Design Plan CDP-0505-01:** CDP-0505-01 was approved by the Planning Board on April 29, 2021 (PGCPB Resolution No. 2021-50) for the proposed 3.5 million square feet of various employment and institutional uses. CDP-0505-01 was approved with five conditions, of which one condition is relevant to the review of this infrastructure SDP as follows:

3. **Prior to certification of a Type 2 tree conservation plan for the subject development, which states specifically the location, acreage, and methodology of the woodland conservation credits, crediting of woodland conservation shown on any property to be dedicated to, or owned by the Maryland-National Capital Park and Planning Commission, is subject to written approval by the Prince George's County Department of Parks and Recreation.**

In a letter dated April 12, 2021 (Burke to Nickle), submitted with the CDP certification, DPR consented to the placement of woodland conservation on land to be dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC), which will be placed in easements subject to the following considerations:

- (1) The applicant will be dedicating substantially more parkland than the normal requirement under Mandatory Dedication of Parkland.
- (2) The woodland conservation easement(s) proposed are primarily located in areas which are not suitable for active recreation.
- (3) The proposed woodland conservation easement(s) are in some cases adjacent to other protected lands or woodland conservation easements proposed by the applicant, in effect creating a larger net "forested area."
- (4) The proposed woodland conservation easement(s) will not be located within the right-of-way for the proposed hiker/biker trail when constructed.

The portions of the woodland conservation easement areas proposed to be conveyed to M-NCPPC are subject to the following condition:

- (1) The details of the land to be dedicated to M-NCPPC, the areas of woodland conservation easement contained within that land, and the proposed hiker/biker trail will be evaluated with the review of the Type 2 tree conservation plan (TCP2).

This infrastructure SDP application shows a total of 113.28 acres to be dedicated to M-NCPPC, inclusive of the 20-acre park and stream valley trail, which will be developed concurrently. DPR is in general agreement with the proposed land dedication.

10. **Preliminary Plan of Subdivision 4-20032:** PPS 4-20032 was approved by the Planning Board on September 30, 2021 (PGCPB Resolution No. 2021-112). The following conditions of approval are relevant to this SDP:

2. **Total development within the subject property shall be limited to uses which generate no more than 1,400 AM peak-hour trips and 1,400 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

The site improvements proposed by the infrastructure SDP do not support the construction of any structures or additional development that would exceed the above the total square footage, as previously approved with both CDP-0505-01 and PPS 4-20032.

3. **Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision, prior to the approval of any building permits.**

No residential development is proposed in this infrastructure SDP.

4. **Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (42013-2020-00) and any subsequent revisions.**

An approved SWM concept plan (42013-2020-00, approved on June 28, 2021) was submitted that shows the use of seven submerged gravel wetlands, four underground storage treatment facilities and sand filters. The site improvements proposed in the infrastructure SDP will be subject to a site development fine grading permit and continuing reviews by both DPIE and the Soil Conservation District. Therefore, the infrastructure SDP conforms to the approved SWM concept plan.

7. **Prior to issuance of a use and occupancy permit for nonresidential development, the applicant and the applicant's heirs, successors, and/or assignees shall:**

- a. **Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for each building.**
- b. **Install and maintain automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.**
- c. **Install and maintain bleeding control kits next to fire extinguisher installation at each building, and no more than 75 feet from any employee.**

These requirements shall be noted on the specific design plan.

The above requirements are provided with the infrastructure SDP drawings in General Note 25.

8. **The applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show these facilities on any submitted specific design plan, prior to its acceptance:**
 - a. **Minimum 5-foot-wide sidewalks along both sides of all internal roadways.**
 - b. **Perpendicular or parallel Americans with Disabilities Act accessible curb ramps at all intersections throughout the site.**
 - c. **Crosswalks crossing all legs of intersections, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**
 - d. **For any specific design plan containing a building, a separate and clearly marked pedestrian route from the public roadway to the entrance of each building.**
 - e. **Bus-shelter ready areas at each intersection and proximate to the ends of each cul-de-sac on Road A.**
 - f. **Shared-lane markings (sharrows), bikeway guide signs, D11-1/Bike Route and D1-1, D1-2, and D1-3/destination plates and R4=11/Bicycles May Use Full Lane signs be provided within all internal roadways that direct people bicycling to the proposed developments and the Collington Branch Trail, as well as highlight to motorists the potential presence of people bicycling along internal roads, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

- g. For any specific design plan containing a building, short-term bicycle parking near the entrances of all buildings shall be required, and long-term bicycle parking and associated facilities at an appropriate location of larger buildings shall be considered.**
- h. A curb ramp connecting Road A and the shared-use path connecting to Leeland Road.**
- i. A minimum 10-foot-wide shared-use path along Leeland Road.**
- j. A minimum 10-foot-wide shared-use path connecting Leeland Road and Road A.**

The subject infrastructure SDP shows most of the above required improvements for bicycle and pedestrians in accordance with the scope of this plan, including sidewalks, Americans with Disabilities Act compliant access curb ramps, etc. Certain requirements cannot be met at the time of an infrastructure SDP, for example, since there is no building included in this SDP, improvements required by above Condition 8.d. will be provided with future SDPs. The Planning Board finds that this condition has been met, subject to several conditions that have been included herein.

- 11. At the time of final plat, the applicant shall dedicate all rights-of-way, consistent with the approved preliminary plan of subdivision. The right-of-way extension for Popes Creek Drive shall only be dedicated if the final site plan design includes access to this roadway and, if the access is not included in the final design, all developable parcels shall be platted to have frontage on and direct access to an alternative public right-of-way.**

The infrastructure SDP does not reflect right-of-way extension for Popes Creek Drive, nor does it include access to this roadway in the design. All adjacent developable parcels have been reconfigured to have frontage on and direct access to Queens Court.

- 15. The applicant shall be subject to the following requirements for development of the 10-foot-wide on-site feeder trail:**
 - a. The applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, the on-site feeder trail from the southern terminus of Public Road A to the shared-use path on Leeland Road.**
 - b. The on-site feeder trail shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Prince George's County Park and Recreation Facilities Guidelines, with the review**

of the specific design plan (SDP). Triggers for construction shall also be determined at the time of SDP.

The Planning Board finds the feeder trail associated with the 20-acre park and Collington Branch Stream Valley Trail system to be adequate. A trigger for construction has been included as a condition of approval herein.

- c. Prior to submission of the final plat of subdivision for any parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of the on-site feeder trail, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.**
- d. Prior to approval of building permits for a new building, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site feeder trail.**
- e. Prior to approval of the specific design plan for infrastructure, the applicant and the applicant's heirs, successors, and/or assignees shall submit to Prince George's County Department of Parks and Recreation, for review and approval, detailed construction drawings for the on-site feeder trail.**

A detailed construction cross section for the on-site feeder trail was provided with the infrastructure SDP. The rest of the trail related conditions will be enforced at the time of final plat and issuance of the building permit. The rest of the conditions will be enforced at the required time in the development process.

16. Recreational facilities to be constructed by the applicant shall be subject to the following:

- a. Prior to approval, the first specific design plan for the subject property (including for infrastructure) shall include the location and concept design details (as shown in the May 7, 2021 Concept Plan) for the 20-acre park and Collington Branch Stream Valley Trail.**

The location and the concept design details for the 20-acre park and the stream valley trail were provided with this application.

- b. The timing for the development of the 20-acre park and Collington Branch Stream Valley Trail shall be determined with the first specific design plan for development (not including infrastructure).**

Since this is an infrastructure SDP, the timing trigger for completion of the 20-acre park and Collington Branch Stream Valley Trail is not required. The other necessary timing triggers were established with the PPS.

- c. **The location of the Collington Branch Stream Valley Trail shall be staked in the field and approved by the Prince George's County Department of Parks and Recreation, prior to construction.**
- d. **All trails shall be constructed to ensure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed and approved by the Prince George's County Department of Parks and Recreation.**
- e. **The handicapped accessibility of all trails shall be reviewed during the review of the specific design plan.**
- f. **The public recreational facilities shall be constructed, in accordance with the standards outlined in the Prince George's County Park and Recreation Facilities Guidelines.**

DPR has reviewed this application and will work with the applicant to construct all trails.

- 17. **The first specific design plan (including for infrastructure) shall show the conceptual location of the Collington Branch Stream Valley Trail and delineate a 16-foot-wide clear space centered along its alignment. The woodland conservation areas shall be shown to exclude this 16-foot-wide clear space.**

The Collington Branch Stream Valley Trail and the associated 16-foot-wide clear space are provided on the plans; however, the font identifying the clear space on the plans is very small. A condition requiring the applicant to match the font size used to identify the trail for the clear space is included herein.

- 21. **Development of this subdivision shall be in conformance with approved Type 1 Tree Conservation Plan (TCP1-004-2021-01). The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-004-2021-01 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the

notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

The Planning Board finds that the revised TCP2-026-2021-01 is consistent with the TCP1 approved with PPS 4-20032.

- 26. Prior to acceptance of the first specific design plan (including for infrastructure), if conditions warrant, a detailed slope stability analysis shall be provided, and both the unmitigated and mitigated 1.5 safety factor lines shall be added to the Type 2 tree conservation plans.**

The latest geotechnical/slope stability report shall be submitted with this infrastructure SDP application. Delineation of the limits of the Marlboro clay lines and the 1.5 safety factor lines shall be added to the plan and to the legend, as conditioned herein.

- 11. 2010 Prince George’s County Landscape Manual:** Per Section 27-528(a)(1) of the Zoning Ordinance, an SDP must conform to the applicable standards of the Landscape Manual. However, when reviewing an infrastructure SDP, due to its limited scope, only certain regulations are applicable. For this infrastructure SDP, only Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.6-2, Buffering Development from Special Roadways (Leeland Road), and Section 4.9, Sustainable Landscape Requirements, apply to this site. The landscape plans included with the SDP are in conformance with the applicable requirements. However, the applicant does not include the required landscape schedules for each respective section to demonstrate conformance on the landscape plans. A condition has been included herein to require the applicant to provide landscape schedules prior to certification of this infrastructure SDP.
- 12. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site is more than 40,000 square feet or greater in area, contains a total of 10,000 square feet or more of woodlands and has a previously approved TCP1-004-2021-01. TCP2-026-2021-01 has been submitted with the subject application and requires revisions to be found in conformance with the WCO.
- a. **Existing Conditions:** Natural Resources Inventory NRI-098-05-03 was submitted with the subject application. The most current approval, NRI-098-05-04, is required to be submitted into the record of the current case, SDP-1603-01. The site contains 100-year floodplain, wetlands, streams, and steep slopes that comprise the primary management area (PMA). Marlboro clay outcropping is on the site. Rare, threatened, and endangered species are on and in the vicinity of the property. The TCP2 and SDP show all required information in conformance with the current NRI.

- b. **Woodland Conservation:** The woodland conservation threshold for the larger 442.32-acre property is based on a 15 percent threshold for the E-I-A (R-S) and I-1 zoned portions of the site; and a 50 percent threshold for the R-A Zone, resulting in a weighted woodland conservation threshold of 15.08 percent, or 52.40 acres.

There is an approved TCP1 and TCP2 on the overall development related to the prior residential subdivision which were grandfathered under the 1993 Woodland Conservation Ordinance. The prior tree conservation plan approvals are not applicable to the new development proposal.

The National Capital Business Park project is subject to the WCO and the Environmental Technical Manual. The applicant has submitted TCP2-026-2021, for a rough grading permit which is under review. A revision to TCP2-026-2021-01 was submitted with SDP-1603-01.

The woodland conservation worksheet shall be revised to phase the overall project, and to reflect the TCP2 submitted for rough grading as the original phase. TCP2-026-2021 shall be approved prior to the certification of the revised TCP2 submitted with SDP-1603-01. Proposed clearing with the park dedication area shall be reflected in a future phase. Details of the recreation facilities, impacts to the PMA and the variance request for the specimen tree removal will be reviewed with a subsequent SDP.

The overall woodland conservation worksheet shows the clearing of 267.39 acres of woodland on the net tract area and 1.09 acres in the floodplain which, based on calculations, results in a woodland conservation requirement of 120.34 acres. The requirement is proposed to be met with 71.04 acres of on-site woodland preservation, 21.51 acres of on-site reforestation, and 27.79 acres of off-site woodland conservation credits. The TCP2 meets the requirements of the WCO, subject to conditions that have been included herein.

- c. **Specimen Trees:** Section 25-122(b)(1)(G) requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Technical Manual.”

If after careful consideration has been given to the preservation of the specimen trees there remains a need to remove any of the specimen trees, a variance from Section 25-122(b)(1)(G) is required. Applicants can request a variance from the provisions of Division 2 of Subtitle 25, of the WCO provided all the required findings in Section 25-119(d) can be met. A variance must be accompanied by a letter of justification (LOJ) stating the reasons for the request and how the request meets each of the required findings. A Subtitle 25 variance statement of justification (SOJ) and specimen tree

exhibit, in support of a variance dated December 7, 2021, were submitted on December 8, 2021.

A timber harvest permit was previously approved for the site utilizing the approved limits of disturbance (LOD) on the TCPII approved for the previous residential development, Willowbrook. Within the limits of the timber harvest area were 50 specimen trees. No variance was required for the removal of these specimen trees because the TCPII was approved under the 1993 Woodland Conservation Ordinance and was grandfathered from the variance requirements that were established in the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO).

The current development is subject to the 2010 WCO, which requires a variance for the removal of specimen trees. A variance request was reviewed with PPS 4-20032, and the Planning Board approved the removal of 69 specimen trees. The trees were located generally in the area proposed for development. The current SDP for infrastructure shows Specimen Trees 132 and 152, which are located in a preservation area, to be removed. It is recommended that where the development proposal and LOD has changed, specimen trees shall be retained. The TCP2 shall be revised to reflect that specimen trees 132 and 152 are to remain.

A variance request from Section 25-122(b)(1)(G) was submitted with SDP-1603-01 requesting the removal of five specimen trees (Specimen Trees 147, 148, 150, 320, and 321). The five additional specimen trees are tulip poplars, ranging in condition rating with two in good condition, one in fair condition, and two in poor condition. Tulip poplar trees have weak wood and overall poor construction tolerance. The specimen trees requested for removal are located within the most developable part of the site and are not located in the regulated environmental PMA areas. Specimen trees 320 and 321 are located within a proposed building footprint layout shown with the PPS.

Specimen trees 147, 148, and 150 are located at the eastern perimeter of the development, where their critical root zone will be impacted. The TCP2 shows specimen trees 147 and 150 are located off-site. Trees located outside of the boundary of the subject property cannot be granted a variance for removal with this application. The variance request for the removal of Specimen Trees 147 and 150 cannot be granted because these two trees are located off-site.

The SOJ and specimen tree exhibit submitted with the variance request shall be revised and submitted prior to SDP certification. The statement incorrectly states "134 specimen trees were removed as part of a previous variance approved by Preliminary Plan of Subdivision 4-20032 and Type 1 Tree Conservation Plan TCP1-004-2021-01." The timber harvest removed 50 specimen trees, and a variance request for the removal of an additional 69 trees was granted by the Planning Board with PPS 4-20032. The total trees previously approved for removal are 119, not 134. The statement requests a variance for the removal of five specimen trees with SDP-1603-01, specifically specimen trees 147, 148, 150, 320, and 321. As stated above, specimen trees 147 and 150 are located off-site,

and are not required to be included in the variance request; however, they are poplars with low construction tolerance and are supported for removal on the TCP2 outside of the variance process. The specimen tree exhibit shall be revised to reflect the specific trees approved for removal, and what process approved the removal: timber harvest permit, variance request with PPS 4-20032, or variance request with SDP-1603-01.

The Planning Board supports the variance for the removal of the three on-site specimen trees (Specimen trees 148, 320, and 321) requested by the applicant based on the findings below. The Planning Board denies the variance request for the two off-site specimen trees (Specimen trees 147 and 150) as they are outside of the variance process.

(A) Special conditions peculiar to the property have caused the unwarranted hardship.

When compared to other properties in the area, the existing conditions on site are peculiar to the property. The property is 442.30 acres and contains approximately 186.15 acres of PMA. The PMA comprises streams, wetlands, and 100-year floodplains and associated areas of steep slopes with highly erodible soils. This represents approximately 42 percent of the overall site area. The trees are tulip poplars, which have a low tolerance for construction disturbance. Specimen trees have been identified in both the upland and lowland PMA areas of the site. With this variance request, the applicant is proposing to remove only specimen trees located outside of the PMA. The proposed industrial use, which is both significant and reasonable, would be denied without the requested variance. Because of the peculiar features on the site, the applicant cannot accomplish the proposed use elsewhere on the property without the requested variance. To further restrict development of the wooded upland areas of the site would cause unwarranted hardship.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

The proposed warehouse/distribution, office, light industrial/manufacturing and/or institutional uses, and a potential public park align with the uses permitted in the E-I-A (R-S), I-1, and R-A Zones, as well as the vision for such zones as described in the Bowie and Vicinity Master Plan. Based on the unique characteristics of the property, enforcement of the requirement that all specimen trees be preserved along with an appropriate percentage of their critical root zone would deprive the applicant of rights commonly enjoyed by other property owners in similar zones. Based on the location of the trees, retaining the trees, and avoiding disturbance to the critical root zones would have a considerable impact on the development potential of the property. Other projects in the area were allowed to remove similar trees under similar circumstances.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

If other constrained properties encounter trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant.

The existing site conditions or circumstances, including the location of the specimen trees, are not the result of actions by the applicant.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property.

The request to remove the trees does not arise from any condition on a neighboring property. The trees have grown to specimen tree size based on natural conditions and has not been impacted by any neighboring land or building uses.

(F) Granting of the variance will not adversely affect water quality

The site is governed by the State and County SWM regulations that went into effect on May 5, 2010. All proposed land development activities will require erosion and sediment control and SWM measures to be reviewed and approved by the County. The removal of the three specimen trees will not adversely affect water quality or cause degradation in the water quality. In fact, the need for impact is associated with the SWM designed for the development for the purpose of water quantity and water quality.

13. Prince George's Country Tree Canopy Coverage Ordinance: Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that proposes more than 5,000 square feet of gross floor area or disturbance and requires a grading permit. Properties in the R-S Zone to be developed per Section 27-515(b), Footnote 38, are required to provide a minimum of 10 percent of the gross tract area in tree canopy coverage (TCC). This infrastructure SDP shows more than 10 percent tree coverage of the property in woodland preservation. However, no TCC schedule was provided on the plan and a condition is included herein requiring this to be added.

14. Further Planning Board Findings and Comments from Other Entities: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Historic Preservation**—The Planning Board adopts a memorandum dated October 19, 2021 (Stabler to Zhang), incorporated herein by reference, which provided an evaluation of the property’s history, previous conditions of approval, as well as the Phase I archeological investigations, and additional archeological investigations, which revealed the Clarke Tobacco Barn on the property, which was fully documented in color photographs and scaled line drawings. No further archeological work is recommended. The Planning Board finds the SDP acceptable from the standpoint of historic preservation.
- b. **Subdivision**—The Planning Board adopts a memorandum dated December 6, 2021 (Gupta to Zhang), incorporated herein by reference, which noted that the development proposed by this infrastructure SDP is within the limitations established with PPS 4-20032. A review of relative conditions of approval is provided noting no major conformance issues. Conditions have been included herein requiring technical plan revisions.
- c. **Transportation Planning**—The Planning Board adopts a memorandum dated December 16, 2021 (Burton to Zhang), incorporated herein by reference, which indicated the subject application is for infrastructure only, which has no traffic-generating characteristic, and consequently will not be affected by the conditions attached to the prior approvals governing this property. Accesses, roadway alignments, and on-site circulation are deemed to be acceptable.

The Planning Board concludes that the infrastructure SDP application is acceptable from the standpoint of transportation and meets the findings required for approval of an SDP for infrastructure.

- d. **Pedestrian and Bicycle Facilities**—The Planning Board adopts a memorandum dated December 20, 2021 (Jackson to Zhang), incorporated herein by reference, which provided a review of the infrastructure SDP against the conditions of approval related to pedestrian and bicycle facilities in prior development approvals and found conformance subject to the conditions included herein.
- e. **Environmental Planning**—The Planning Board adopts a memorandum dated December 17, 2021 (Nickle to Zhang), incorporated herein by reference, which provided an analysis of previous conditions of approval attached to A-9968-02, CDP-0505-01, and PPS 4-20032, specimen tree variance, and a discussion of woodland conservation requirements, as well as the following summarized comments:

Regulated Environmental Features

There is PMA, comprised of regulated environmental features, which include streams and associated buffers, 100-year floodplain, steep slopes, and wetlands with their associated buffers. Under Section 27-521(a)(11) of the Zoning Ordinance, the plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible. The development proposes impacts to the

PMA; a LOJ with exhibits was submitted by the applicant on December 2, 2021, for review with SDP-1603-01.

Section 24-130(b)(5) of the Prince George's County Subdivision Regulations states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones, the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

Comments were provided in a Subdivision and Development Review Committee meeting on October 29, 2021, stating for the record that the PMA impacts shown on the TCP2 were not in conformance with the PMA impacts approved with PPS 4-20032. A LOJ was received on December 3, 2021, for the revised impacts and the newly proposed impacts shown on the TCP2 and amended SDP. This application does not propose revision to Impacts 1, 7, 8, 9, and 10, which will remain as approved with PPS 4-20032. These proposed impacts were for roadway crossing and stormdrain outfalls.

The current LOJ and associated exhibit reflect eight proposed impacts to regulated environmental features associated with the proposed development totaling approximately 1.66 acres, and are described as Impacts A–F, with Impact E divided into three parts.

Impact A and part of Impact E (Areas 1 and 2) are for proposed SWM outfalls. Impacts B, D, and the remaining part of Impact E (Area 3) are for proposed sewer line connections. Impacts C and F are for proposed road crossings. Prior to certification of the

infrastructure SDP, the submitted PMA impact exhibits shall be revised to reflect the existing contours, proposed grading, and existing utility lines.

The following findings provide an evaluation of the proposed impacts outlined in the applicant's justification:

Impact A (Previously Impact 3): This impact for a proposed SWM outfall is a revision to Impact 3 approved with PPS 4-20032, which totaled 0.03 acre. Revised Impact A increases the impact to 0.09 acre. The increase of this impact is due to the presence of Marlboro clays on-site, and the applicant states that in the review of the site development concept plan, DPIE and SCD required the SWM outfalls to be located below the Marlboro clay outcrop. The stormdrain outfalls meet best management practices for discharging water back into the stream while limiting erosion at the discharge points. The development shown on the infrastructure SDP obtained preliminary approval from both DPIE and SCD.

Impact B (Previously Impact 4): This impact for a proposed sanitary sewer connection is a revision to Impact 4 approved with PPS 4-20032, which totaled 0.33 acre. The SOJ for Impact B states the area of the impact will remain the same size as previously approved (0.33 acre), but the alignment has been adjusted slightly. The utility layout for the proposed development shown on the infrastructure SDP obtained preliminary approval from the Washington Suburban Sanitary Commission (WSSC).

Impact C (Previously Impact 2): This impact is for a proposed road crossing providing access to the site through an extension of Queens Court and is a revision to Impact 2 approved with the PPS, which totaled 1.32 acres. The revised Impact C reduces the impact to 0.83 acre. Because of a zoning restriction, the project cannot use Leeland Road as its vehicular access and is limited to providing connections from Queens Court and Prince George's Boulevard. With the applicant's collaboration with both DPIE and the Soil Conservation District, these impacts are necessary to provide access to the site and are proposed in specific locations for minimal disturbance. Much of the site cannot be accessed without crossing the PMA. The applicant located the crossings at the points where the PMA is the narrowest and designed the road to result in the smallest impact.

Impact D (Previously Impact 5): This impact is for a proposed sanitary sewer connection and is a revision to Impact 5 approved with PPS 4-20032, which totaled 0.10 acre. The revised Impact D states the area of the impact will be increased to 0.11 acre, and the alignment was adjusted slightly. The utility layout for the proposed development shown on the infrastructure SDP obtained preliminary approval from WSSC.

Impact E - Area 1: This impact is for a proposed SWM outfall and is a new impact that was not requested with the PPS. Area 1 is for approximately 0.04 acre where the stormdrain outfall impacts the floodplain buffer. The stormdrain outfalls meet best management practices for discharging water into the stream while limiting erosion at the

discharge points. The development shown on the infrastructure SDP obtained preliminary approval from both DPIE and SCD.

Impact E - Area 2: This impact is for a proposed SWM outfall and is a new impact that was not requested with the PPS. Area 2 is an impact of approximately 0.02 acre where the stormdrain outfall impacts the expanded stream buffer. The stormdrain outfalls meet best management practices for discharging water back into the stream while limiting erosion at the discharge points. The development shown on the infrastructure SDP obtained preliminary approval from both DPIE and SCD.

Impact E – Area 3 (Previously Impact 9): This impact is for a proposed sanitary sewer connection and is a revision to Impact 9 approved with PPS 4-20032, which totaled 0.11 acre. The revised impact for Area 3 states the area of the impact will remain the same (0.11 acre) but the alignment was adjusted slightly. The utility layout for the proposed development shown on the infrastructure SDP obtained preliminary approval from WSSC.

The proposed PMA impacts for road crossings and utilities are considered necessary to the orderly development of the subject property. These impacts cannot be avoided because they are required by other provisions of the County and State codes. The plan shows the preservation, restoration, and enhancement, of the remaining areas of PMA.

Soils: According to the *Prince George's County Soil Survey* the principal soils on the site are in the Adelphia-Holmdel complex, Annapolis Fine Sandy Loam, Colemantown Silt Loam, Collington-Wist Complex, Fallington Sandy Loam, Howell-Annapolis Complex, Issues Silt Loam, Marr-Dodon, Westphalia and Odon, and Widewater and Issue soils. Collington-Wist Complex, and Marr-Dodon soils are in hydrologic Class B and are not highly erodible. Adelphia-Holmdel, Annapolis Fine Sandy Loam, Howell-Annapolis, Marr-Dodon, and Westphalia and Dodon soils are in the hydraulic class C and are moderately erodible. Colemantown Silt Loam, Fallington Sandy Loams, Widewater and Issue soils are in hydrologic class D and pose various difficulties for development due to high water table, impeded drainage, and flood hazard. Marlboro clay is found to occur extensively in the vicinity of and on this property.

The TCP2 shows two lines on the plans and in the legend, both labeled as “Marlboro Clay Soils.” Prior to certification of this infrastructure SDP, the latest geotechnical/slope stability report shall be submitted as conditioned herein. Should the layout change from what was previously reviewed with respect to soils and/or if any information provided regarding soils for the site differ from what was previously evaluated, additional soils information may be required with this application. Prior to certification of the infrastructure SDP, the TCP2 shall be revised to show the location of the Marlboro clay outcropping, the unmitigated 1.5 safety factor line, and the mitigated 1.5 safety factor line as conditioned herein.

Erosion and Sediment Control: It has been noted that the site is located within a Sediment Total Maximum Daily Load (TMDL) as established by the State. Watersheds within a TMDL for sediment will typically require erosion and sediment control measures above and beyond the standard treatments. The site also contains rare, threatened, and endangered species, including fish located in the Collington Branch. Redundant erosion and sediment control measures are also required for protection of the rare, threatened, and endangered species. Additional information, as determined by DPIE and the Soil Conservation District in their respective reviews, for SWM and erosion and sediment control, may be required.

The County requires the approval of an erosion and sediment control plan prior to issuance of a grading permit. The tree conservation plan must reflect the ultimate LOD not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure including erosion and sediment control measures. Prior to certification of SDP-1603-01, a copy of the erosion and sediment control technical plan must be submitted so that the ultimate LOD for the project can be verified and shown on the TCP2.

The Planning Board concludes that the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the level of detail provided with SDP-1603-01 and approves this infrastructure SDP, subject to four conditions that have been included herein.

- f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not provide comments on the subject application.
- g. **Prince George's County Department of Parks and Recreation (DPR)**—The Planning Board adopts a memorandum dated December 17, 2021 (Burke to Guinn/Zhang), incorporated herein by reference, which evaluated the infrastructure SDP's conformance with previous conditions of approval regarding the mandatory dedication of parkland and recreational facilities as included in the approval of PPS 4-20032. The relevant findings have been included herein.

The Basic Plan mandates that the applicant dedicate additional land in the Collington Branch Stream Valley and construct the master plan Collington Branch Stream Valley Trail. This application shows a total of 113.28 acres to be dedicated to M-NCPPC, inclusive of the 20-acre park and stream valley trail, which will be developed concurrently.

In addition, the applicant is proposing to construct a 10-foot-wide feeder trail extending from the southern terminus of Road A to the shared-use path on Leeland Road. This trail will be located on building owners' association lands and shall be subject to conditions included herein.

The Planning Board finds the SDP acceptable, from the standpoint of parks and recreation, subject to one condition that has been included herein.

- h. **Prince George's County Health Department**—The Planning Board adopts a memorandum dated October 27, 2021 (Adepoju to Zhang), incorporated herein by reference, in which the Health Department indicated that the applicant should consider providing retail that will provide access to healthy food choices in the area, “pet-friendly” spaces should be provided within the 20-acre park, and the applicant should abide by applicable regulations so that adjacent properties are not adversely impacted with noise or dust during the construction phases of this project. Those comments have been transmitted to the applicant. In addition, the two comments on noise and dust control during the construction have also been included as conditions of approval herein.
- i. **Prince George's County Police Department**—The Police Department did not provide comments on the subject application.
- j. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not provide comments on the subject application.
- k. **Maryland State Highway Administration (SHA)**—The SHA did not provide comments on the subject application.

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 Type 2 Tree Conservation Plan TCP2-026-2021-01, and further APPROVED Specific Design Plan SDP-1603-01 for the above-described land, subject to the following conditions:

- 1. Prior to certification of this specific design plan (SDP), the applicant shall:
 - a. Provide sign face area calculation on the site plan.
 - b. Provide site plan notes as follows:
 - “The applicant shall conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George’s County Code.”
 - “The applicant shall conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”
 - c. Increase the font size used to identify the clear space on the plans to match the font used to identify the stream valley trail.

- d. Provide the following pedestrian and bicycle related information and revisions:
 - (1) Shared-use path cross sections showing a two-foot-wide clear zone on each side of the pathway surface.
 - (2) A sheet in the SDP providing details of the bikeway signs and destination plaque assemblies to destinations within and adjacent to the subject property.
 - (3) Correct the spelling of the word “bicycling” in the notes on sheets C-307, C-313, C-314, and C-317.
 - (4) Add a note to the plan indicating that the Leeland Road Trail shall be continuous and will be adjusted to accommodate the ultimate driveway entrance location to the public park.
 - (5) Provide a copy of sheet C-901 as referred to in sheet C-313.
 - (6) A marked crosswalk traversing Queens Court at its western intersection with Warehouse Way.
 - (7) Modify sheets C-313 and C-314 to include a cross-section of Queens Court roadway detailing the segment where sidewalks are only provided on the north side.
- e. Provide Sections 4.2, 4.6, and 4.9 landscape schedules and a tree canopy coverage schedule on the landscape plan.
- f. Submit a copy of the erosion and sediment control technical plan so that the ultimate limits of disturbance for the project can be verified and shown correctly on the Type 2 tree conservation plan.
- g. Submit the current Natural Resources Inventory NRI-098-05-04 as part of the record for SDP-1603-01.
- h. Submit the current geotechnical report and slope stability analysis.
- i. Clarify the area subject to this infrastructure SDP, and revise the SDP and general notes to provide the correct acreage of the subject property.
- j. Revise General Note 5 to list that 35 parcels are proposed in this infrastructure SDP.
- k. Adjust the parcel lines and the front street line width for Parcel 14 to provide sufficient frontage for a direct commercial driveway access for Parcel 14.
- l. Revise General Note 22 to provide reference to Preliminary Plan of Subdivision 4-20032.

- m. Label the proposed right-of-way width for I-300 on all plan sheets and label the total area for its dedication.
 - n. Clearly label the proposed right-of-way line along Leeland Road and the 10-foot-wide public utility easement on all plan sheets.
 - o. Provide bearings and distances for all parcel boundary lines and provide the parcel areas on all plan sheets.
 - p. Revise the plans, as applicable, for consistency with the conditions requiring revision to the signature approved Preliminary Plan of Subdivision 4-20032.
2. Prior to certification of Type 2 Tree Conservation Plan TCP2-026-2021-01, the applicant shall provide information or make revisions as follows:
- a. The TCP2 shall be revised to show the location of the Marlboro clay outcropping, the unmitigated 1.5 safety factor line, and the mitigated 1.5 safety factor line following the Environmental Technical Manual.
 - b. Add the TCP2-026-2021-01 case number to the worksheet and the Environmental Planning Section approval block. Remove the signature references to TCP2-028-2016. Remove references in the worksheet to Detailed Site Plan DSP-06028, TCP2-083-02-01, and TCP2-083-02-02 and replace with the correct case numbers.
 - c. Remove the “Ultimate Conditions” in the title blocks of all the sheets and update the case number as “SDP-1603-01.”
 - d. Permanent tree protection fencing shall be added to the plans and legend protecting the vulnerable edges of the reforestation. Temporary tree protection fencing shall be added to the edges of the woodland preservation.
 - e. Label all retaining walls on the plans and add top and bottom of wall elevations.
 - f. Add bearings and distances to the overall property lines and to the internal property lines.
 - g. Label the proposed parcels.
 - h. Correct all references for “TCP2” to “TCP2” as the development is not grandfathered and is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance.
 - i. Add a sheet key map to Sheet C-300.
 - j. Show the existing and proposed contours on all sheets.

- k. Show the specimen trees within the dedicated park area and in the Collington Branch Trail as to remain. The disposition of these specimen trees will be reviewed with a future SDP. The following note shall be added to the plan below the worksheet: “The clearing for the park and associated trails is conceptual with SDP-1603-01. Final clearing and specimen tree removal will require a revision to the TCP2.”
- l. On Sheet C-300, remove the “X” and fill out the “Owner/Applicant” information for the development.
- m. Revise Sheet C-300 and C-301 as follows:
 - (1) To have the standard TCP2 notes.
 - (2) Eliminate one of the sets of duplicate notes.
 - (3) Correct Note 1 to remove the “rough grading permit” reference and replace with the specific case number “SDP-1603-01.”
 - (4) Correct Note 8 to reflect that Leeland Road is a major collector, not an arterial.
- n. Revise sheet C-301 as follows:
 - (1) Add the “tree preservation and retention,” “phasing development,” and the “off-site woodland conservation” notes.
 - (2) Add the “post development notes when woodlands and specimen trees are to remain.” Remove the “Landscape Specification” notes.
 - (3) Correct the reforestation planting schedule to reflect the site stocking requirements for container grown seedling tubes (minimum caliper width 1.5”) to the 500 seedlings per acre requirement in the Environmental Technical Manual.
 - (4) The site stocking detail is not current. Replace with the site stocking detail “TCP-35 on page Appendix A-60 of the Environmental Technical Manual.
 - (5) Add the tree planting and maintenance calendar detail TCP-29, page Appendix A-54 of the Environmental Technical Manual.
- o. Revise Sheet C-307 as follows:
 - (1) Adjust the limits of disturbance north of the pond to follow the tree protection fencing, resulting in an increase to Preservation Area 2.

- (2) Specimen Tree 240 shall be revised to show as to be removed. Specimen Tree 132 is located in Preservation Area 2 but is shown as to be removed. Revise to show that specimen trees within preservation areas are to remain.
- p. Revise Sheet C-309 to adjust Preservation Area 15 to follow the limits of disturbance, update the totals for the label, in the charts, and worksheet accordingly.
- q. Revise Sheet C-310 as to add a note that the proposed park facilities and Collington Branch Trail shall be reviewed with a future application, including variance requests for the removal of specimen trees and impacts to regulated environmental features.
- r. Revise Sheet C-311 as follows.
- (1) Reforestation Area F conflicts with the contours of the submerged gravel wetland pond area. Reconcile the conflict and adjust Reforestation Area F accordingly.
 - (2) The limits of disturbance and tree protection fence on the north side of the pond shall be located to closely follow the proposed grading to increase the area included in Preservation Area 6, preserving from the limits of disturbance to the floodplain.
 - (3) Adjust the resulting reforestation and preservation area totals, update the labels, in the charts, and worksheet accordingly.
- s. Revise Sheet C-315 as follows:
- (1) Remove the Preservation Area 6 hatch from the proposed sewer easement.
 - (2) Adjust Preservation Area 7 to follow the limits of disturbance on the southern portion of the proposed sewer easement.
 - (3) Adjust the resulting preservation area totals, update the totals for the label, in the charts, and worksheet accordingly.
- t. Revise Sheet C-316 as follows:
- (1) At the bottom of this sheet, label “Reforestation Area I 4.23 ac.” does not lead to a reforestation area hatch. The adjoining Sheet C-319 does not show this area of reforestation. The grading in this area appears incomplete. Additional areas of reforestation are encouraged. If this area is to be reforested, then adjust the tree protection fencing.
 - (2) Adjust the resulting reforestation area totals, update the totals for the label, in the charts, and worksheet accordingly.

- u. Revise Sheet C-317 to relocate the label for the master-planned road so it is not cut off.
 - v. Revise Sheet C-318 to add a label for MC-600 and add the hatch pattern to the legend.
 - w. Revise Sheet C-319 as follows:
 - (1) Preservation Area 8 shall be adjusted to include the stream buffer and the primary management area to the retaining wall. Adjust the resulting preservation area totals, update the totals for the label, in the charts, and worksheet accordingly.
 - (2) Add the permanent tree protection fencing around Reforestation Area L.
 - (3) The southeastern corner of the proposed pond shows woodland preservation area that is not labeled. This tree preservation area and tree protection fencing does not follow the limits of disturbance. Adjust the resulting preservation area totals, add the label, in the charts, and worksheet accordingly.
 - (4) Add a label for MC-600 and add the hatch pattern to the legend.
 - x. Revise Sheet C-320 as follows:
 - (1) Add the permanent tree protection fencing to the sheet.
 - (2) Specimen Tree 97 is shown as to be removed but is located within Preservation Area 10. The current layout shows this specimen to remain, and the plans should reflect that.
 - y. Revise all tables and calculations to reflect the results of the above revisions and reconcile and inconsistencies.
 - z. Have the revised plan signed and dated by the qualified professional preparing the plan.
3. The 10-foot-wide on-site feeder trail shall be constructed concurrently with any buildings on Parcel 14.

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 Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, January 13, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 27th day of January 2022.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: January 21, 2021

1.76

CASE NO: SDP-1603-01
CASE NAME: NATIONAL CAPITOL BUSINESS
PARK
PARTY OF RECORD: ②
PB DATE: 1-27-2022

MANEKIN
5850 WATERLOO ROAD SUITE 210
COLUMBIA MD 21045
(CASE NUMBER: SDP-1603-01)

BOHLER ENGINEERING
16701 MELFORD BOULEVARD SUITE 310
BOWIE MD 20715
(CASE NUMBER: SDP-1603-01)



NATIONAL CAPITAL BUSINESS PARK

(Exhibit A)

DESIGN GUIDELINES (CDP-0505-02)

November 30, 2022



INTRODUCTION

The following section presents design principles to be followed in forthcoming specific development proposals for future lots and parcels within the National Capital Business Park (NCBP). It is the intent of these guidelines to be flexible enough to apply to all uses allowed in the project, as well as to ensure proper functional and aesthetic relationships.

There are aspects of design that contribute to achieving the proper balance in placing a modern employment park such as the NCBP in the landscape. The design guidelines presented herein focus on specific aspects of the particular considerations regarding building orientation, setbacks, heights, signage, etc.

The standards in these design guidelines are not intended to create a rigid and inflexible set of standards which attempt to apply to all situations. Conversely, the following design guidelines attempt to establish minimum and/or maximum elements to help maintain a high-quality employment use character for the NCBP that will last both now and into the foreseeable future. Such elements will be the basis of review at the next phase of site plan submittal (i.e., Specific Design Plan). The elements shown in these design guidelines are not to be considered specific solutions, but simply examples of how an effective site plan can be developed. Conformance with the regulations set forth in these design guidelines shall be the basis for approval of the Specific Design Plan(s).

STRUCTURES

Building and parking minimum setbacks:

From Roadways

- (a) Buildings along internal roadways shall be setback at least 30 feet from the roadway. Parking setbacks shall also be a minimum of 10' feet, with a preference for 15' where possible.

- (b) Buildings along Prince George's Boulevard and Queens Court shall be setback at least 40 feet from the public right-of-way. Parking setbacks shall be minimum of 10' feet, with a preference for 15' where possible.



From Parcel Lines

- (a) Building setbacks from parcel lines: front – 25', side – 20'* , rear 20'* *+ ½ foot for every one foot over 45'
- (b) Parking setbacks from parcel lines; front 15', side 15', rear 15'

Variation of setbacks are permitted on a case by case basis by the Planning Board at the time of Specific Design Plan.

GENERAL ARCHITECTURAL GUIDELINES

Some of the principal ideas of the architectural design include:

1. Façade and building mass articulation:
 - a. Building design with dynamic facades.
 - Varying façade depth where possible to create complimentary façade planes and perspective views.
 - Manipulating façade heights for visual interest.
 - b. Establishing dominant, sub-dominant and subordinate forms and features.
 - c. A multi-tenant design may include multiple formal entrances.
 - Encouraging additional accent areas along facades.
2. Utilization of efficient design and construction techniques.
 - a. Tilt-up concrete building is more economically viable than other methods.
 - b. Allowing for a variety of façade treatments.
 - Allowing for integrated accents such as reveal and form-liner patterns.



BUILDING DESIGN GUIDELINES

Facades and Exterior Walls:

Facades shall be articulated to vary its perceived massing and reduce monotony. Both exterior walls, and entryways shall provide consistent architectural treatments harmonious with, top tier market offerings. Where possible, proposed aesthetics for buildings shall relate to the community's identity, character, and scale.

- Facades may incorporate wall projections or recesses of varying depths, elevations, and type.
- Specifically, facades that face site entrances shall be aesthetically interesting and may vary in design from other facades.
- Where multiple tenant entrances are required, additional glazing, formal entrances, and wall- based awnings/ canopy shall be explored.
- All sides of the building should include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades shall be avoided.



Entryways:

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION FOR OFFICIAL USE ONLY	
APPLICATION NAME: NATIONAL CAPITAL BUSINESS PARK	
APPLICATION NO.: CDP-0505-02	
TCP NO.: TCP1-004-2021-02	
SIGNATURE APPROVAL OF THIS PLAN IS IN ACCORDANCE WITH DISTRICT COUNCIL APPROVAL DATED: SEPTEMBER 16, 2022.	
SIGNATURE APPROVAL DATE:	
Digitally signed by Fothergill, Anne Date: 2022.11.13 14:43:47 -0500	
I, Anne Fothergill Authorized Signature	

NCBP Design Guidelines

CDP-0505-02

November 30, 2022

Entryway design elements and variations shall give orientation and aesthetically pleasing character to the building.

Entryways shall utilize consistent architectural treatment with the facades and exterior walls. Each entryway shall have clearly defined, highly visible pedestrian entrances featuring some or all of the following:

- Corner glazing
- Overhangs
- Recesses/projections
- Material variations
- Additional Lighting
- Pertinent Signage

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SIGNATURE APPROVAL OF THIS PLAN IS IN ACCORDANCE WITH DISTRICT COUNCIL APPROVAL DATED SEPTEMBER 19, 2022.	
SIGNATURE APPROVAL DATE:	
Fothergill I, Anne	Digitally signed by Fothergill, Anne Date: 2022.12.13 14:42:47 -0500
AUTHORIZED SIGNATURE	



Roofs:

Where possible, variations in rooflines shall be used to add interest to, and reduce the perceived mass of the building. Roof features should complement the character of the facade and entryway.

- Parapets may be used to conceal flat roofs and roof top equipment (such as HVAC units) from public view out to the site perimeter. Alternating lengths and designs shall be utilized.



Materials and Colors:

Exterior building materials and colors comprise a significant part of the visual impact of the building. Therefore, they shall be aesthetically pleasing and compatible with materials and colors used on the adjoining properties.

Predominant exterior building materials should be of a high-quality and comprise of some combination of the following:

- Concrete (tilt up/precast construction)
- Brick/Masonry
- Fiber cement or composite panels
- The use of metal as an accent material
- Glass

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Fothergill I, Anne	Digitally signed by Fothergill, Anne Date: 2022.12.13 14:42:47 -05'00'
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Facade colors should primarily consist of low-reflectance, subtle, neutral colors that blend well with the environment and not cause abrupt changes. The use of high-intensity colors or metallics on the primary façade if utilized, shall be limited. Window glass shall not be heavily tinted in a manner that reduces the visual link between indoors and outdoors.

Height limitations:

Buildings generally shall not exceed 50' feet in height from the average finished grade to the top of the parapet wall at the exterior façade. Additional height (up to 10 feet) at

NCBP Design Guidelines

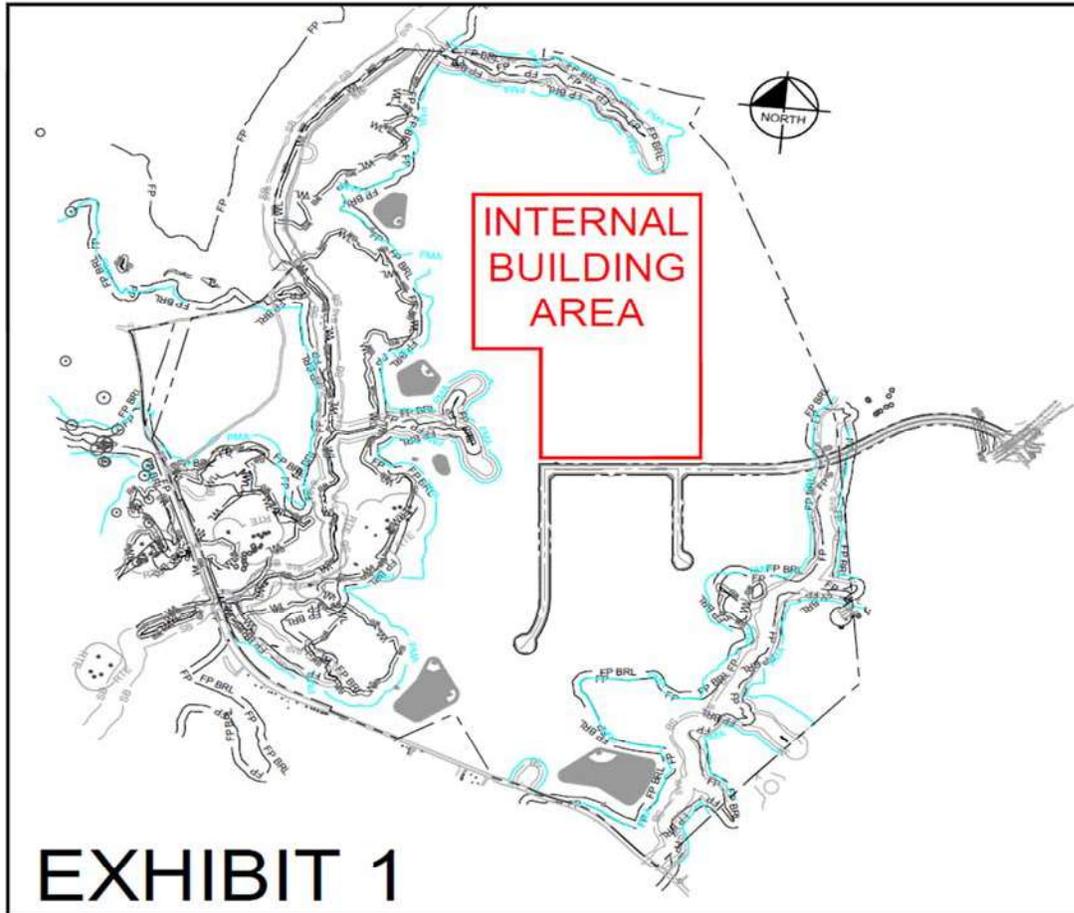
CDP-0505-02

November 30, 2022

interior parapet walls is permissible for screening of rooftop mechanical equipment.

Notwithstanding the above, buildings that are wholly or partially located in the “internal building area” (see exhibit 1 below) shall not exceed a height of 130 feet.

Exception/deviations from these height limitations can be made on a case by case basis at the time of Specific Design Plan.



THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
FOR OFFICIAL USE ONLY

APPLICATION NAME: NATIONAL CAPITAL BUSINESS
PARK
APPLICATION NO.: CDP-0505-02
TCP NO.: TCP1-004-2021-02
SIGNATURE APPROVAL OF THIS PLAN IS IN
ACCORDANCE WITH DISTRICT COUNCIL APPROVAL
DATED SEPTEMBER 19, 2022.
SIGNATURE APPROVAL DATE:
Fothergill
I, Anne

Digitally signed by
Fothergill, Anne
Date: 2022.12.13
1442:47:0590
AUTHORIZED SIGNATURE

Building Intensities:

The floor area restrictions coupled with prescribed envelopes, will affect the layout of each lot. Due to environmentally sensitive areas which are to be preserved and are therefore unavailable for building coverage, individual lots/tracts may be developed with up to 0.5 FAR for a single story building and up to 1.0 for a multi-story building. The total site area of 426 +/- acres (in the R-S Zone) shall not exceed 5.5 million square feet. Exception/deviations from these limitations can be made on a case by case basis at the time of specific design plan.

NCBP Design Guidelines

CDP-0505-02

November 30, 2022

Building Examples:

The following are examples of buildings that are similar in nature to what is intended at the NCBP. These images are for illustrative purposes only, and are not intended as commitments to size, massing, materials, windows, color etc.



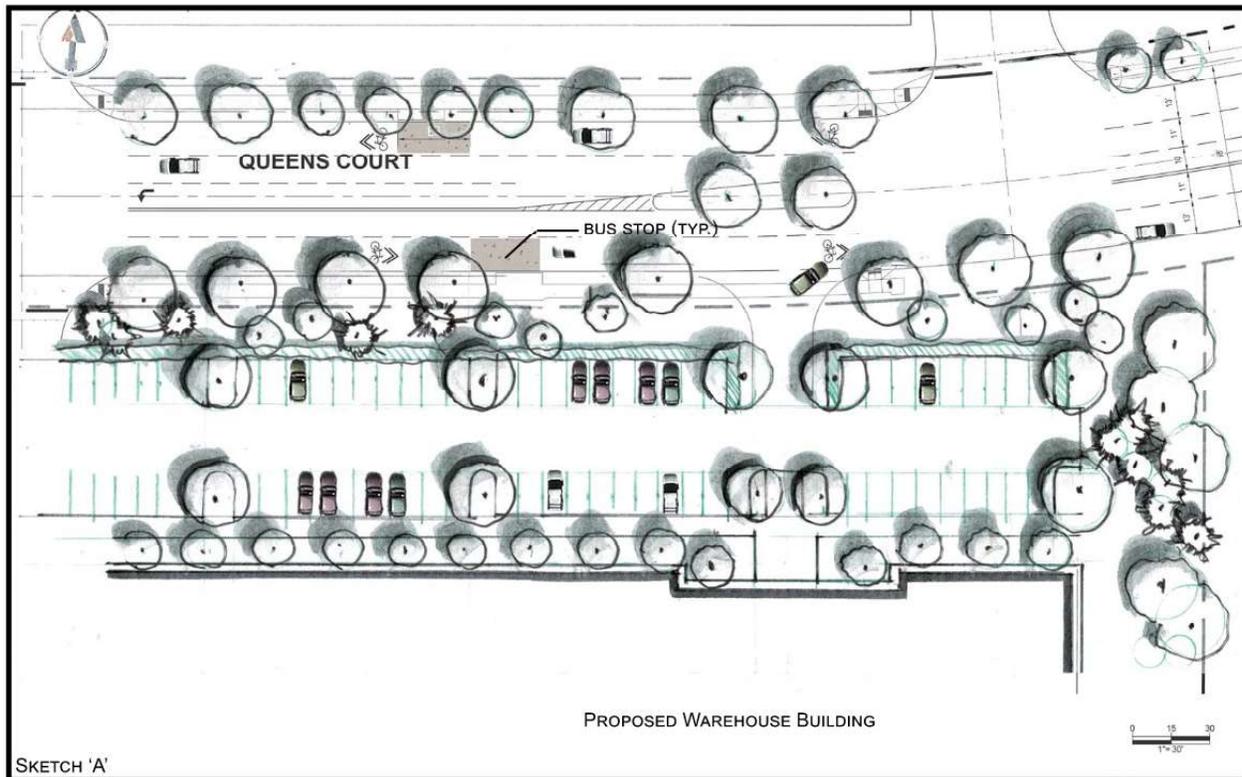
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION <small>FOR OFFICIAL USE ONLY</small>		
APPLICATION NAME: NATIONAL CAPITAL BUSINESS PARK		
APPLICATION NO.: GDP-0505-02		
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Fothergill I, Anne	Digitally signed by Fothergill, Anne Date: 2022.12.13 14:42:47 -05'00'	
<small>AUTHORIZED SIGNATURE</small>		



Views:

External views from Queens Court and the internal roads will be treated in a sensitive and appropriate manner. Loading and parking areas shall be effectively screened from views along these major roadways by alternative methods: walls, berms, landscaping or a combination thereof. Also, large buildings with expansive facades shall be landscaped to soften views containing extensive building area (See Sketch A). Trees and evergreens should be massed into groves rather than spread-out over the entire site to be successful. This creates a variety of forms when the plant material approaches a critical mass of significant volume to compete with the more dominant masses.





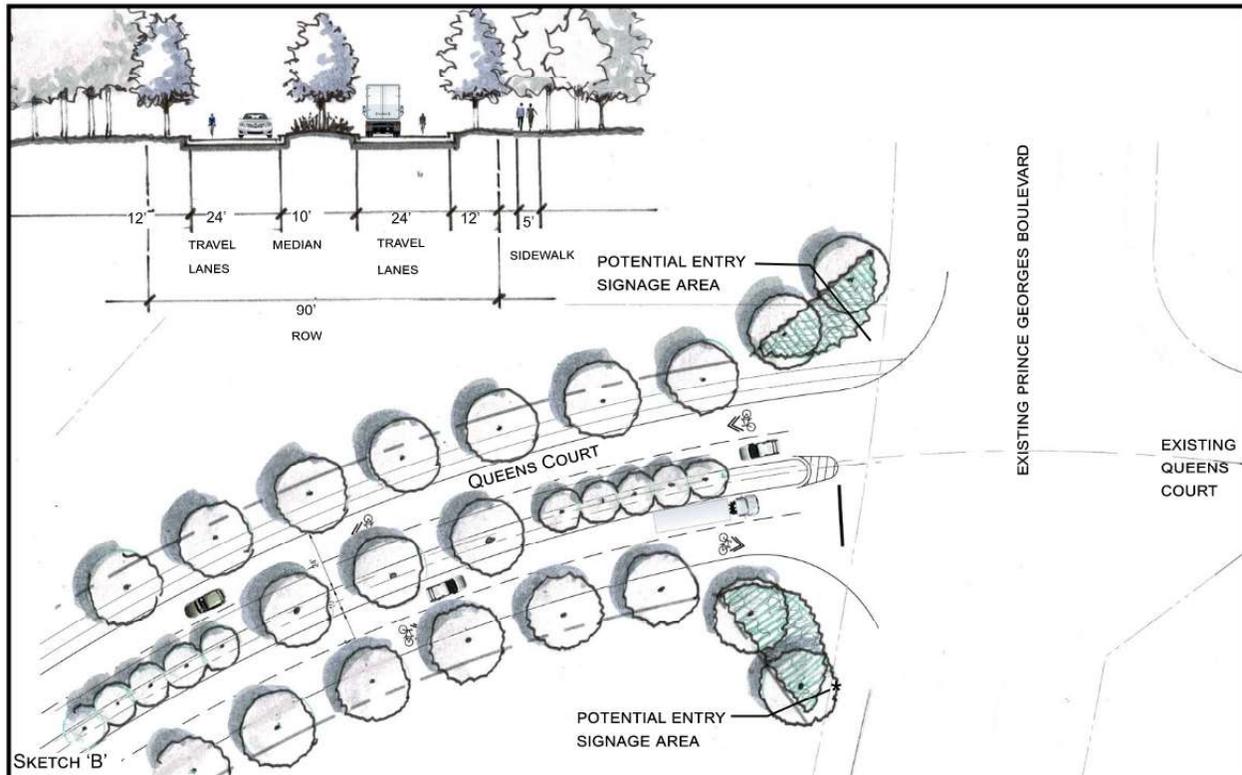
VEHICULAR ACCESS, PEDESTRIAN CIRCULATION, AND PARKING”.

A clear hierarchy of roadways will be developed in the NCBP to efficiently distribute traffic flow throughout the site and provide convenient, clear access to individual users. Particular consideration should be given to creating a circulation system that responds to truck traffic as well as to automobile traffic while avoiding conflicts. Separating facilities for the two types of users is desirable as much as possible. This will further help to orient views associated with loading away from other vehicular traffic resulting in less screening requirements.

Primary access to the site will be from Queens Court via its intersection with US Route 301. All traffic from this collector roadway will be directed to the interior of the site and distributed onto either Prince George’s Boulevard (for access to the most eastern parcels in the I-1 Zone portion of the NCBP), or continue directly from Queens Court (extended) into the main north/south spine road proposed for the project. Prince George’s Boulevard will not be constructed beyond the length necessary to provide direct access to the most eastern parcels with the NCBP. Further, there will not be any direct vehicular access to or from Leeland Road from any of the parcels within the NCBP (save and except for the public park proposed on the north side of Leeland Road).



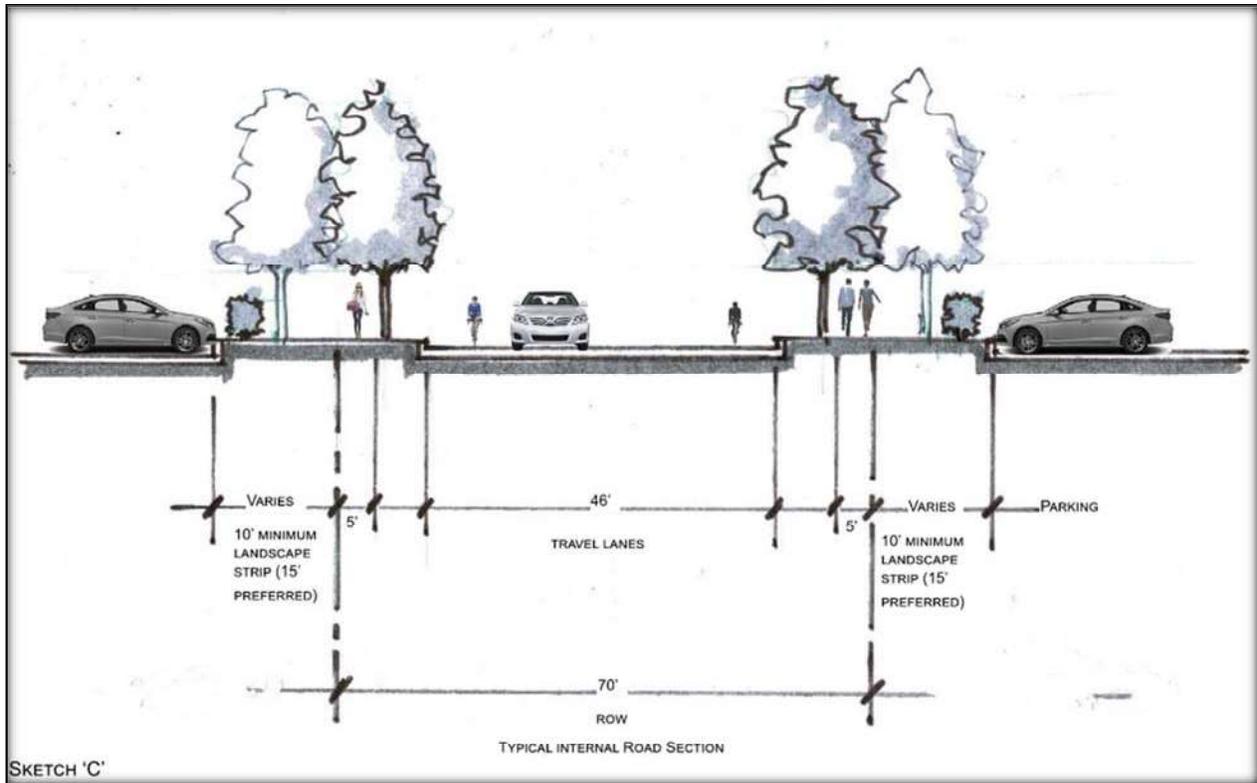
The following cross section reflects the main entrance for the project off of Prince George's Boulevard. Queens Court will be constructed to an 80-foot right of way with center median, and areas between the right of way and parking areas for screening. Small berms and low landscaping will be used. (Sketch B)



Internal Roadways:

Local access from Queens Court shall be provided by internal roadways. Public internal roadways shall conform to the Department of Public Works standards for 70 foot commercial/industrial roadway (See Sketch C). In some cases, access may be provided by roadways on private property across a joint ingress-egress easement for one or two parcels where a public road is not warranted. Internal access points shown on the Comprehensive Design Plan may be developed as a public street or private access depending upon the size and configuration of individual parcels at the time of Preliminary Plan. A secondary access to Popes Creek Drive and/or Prince George's Boulevard may be provided if development conditions warrant. Impacts (including transportation and environmental) from any such secondary access points will be evaluated at time of preliminary plan of subdivision. A direct connection between the proposed feeder trail and bicycle facilities on Road A shall be provided.

Bicycle shared lane markings (i.e. sharrows) and bikeway signs shall be provided within all internal roadways.



Parking and Loading:

Parking requirements for warehouse facilities (or other similar uses permitted in the E-IA Zone) relative to other land use types do not create major site impacts. Ancillary office uses which will occur in conjunction with most distribution or light manufacturing facilities will be the greatest parking generators for the project. Large parking compounds should include green space and entrance features where possible, as long as walking distance to entrances does not become excessive. Interior parking areas will adhere to the requirements of the *2010 Prince George's County Landscape Manual*. Short term bicycle parking near the entrances to all buildings will be provided. Long term bicycle parking including a changing room, shower, bicycle repair station, or other facilities shall be considered where appropriate.

Loading facilities potentially have a major impact on the appearance of site development in the NCBP. Wherever possible, loading areas should be separated from automobile parking and access areas. Where loading areas are oriented towards a collector roadway, additional landscape elements shall be provided to effectively screen loading areas from view.

Pedestrian Circulation

A well thought out pedestrian circulation plan has been provided. Pedestrian circulation will be safe, efficient, and convenient. Pedestrian access to the site is provided via a 5' sidewalk connection to existing Collington Center along Queen's Court Extension. All internal roadways will have 5' sidewalks on both sides (see Sketch C). Crosswalks and ramps will be provided at all intersections. Pedestrian connections to future buildings will be provided with clearly marked paths from the public right of way to the building entrances. Adequate room exists within the public right of way for future bus shelters, (exact number and locations to be determined).

Sustainability

The following are guidelines for sustainable site development techniques to be implemented at the site, building, and equipment levels that will be reviewed by the Urban Design Section.

1. Focus on sustainability – Building Architecture
 - a. Inclusive of broad, welcoming front entrances where possible.
 - b. Where appropriate, integrated vehicular drop-offs shall be implemented.
 - c. Creation of pedestrian-friendly buffers with sidewalk planting strips.
 - d. Inclusive of an assortment of sustainable/ resourceful techniques tied into building design.

2. Sustainable/ resourceful techniques that are encouraged (not required) may include, but not be limited to:
 - a. The implementation of solar panels on roof tops and carports, where applicable and appropriate.
 - b. The implementation of electrical vehicular charging stations at select parking spaces (per tenant program requirements).

3. Focus on sustainability – Stormwater Management
 - a. Prevent soil erosion from development projects.
 - b. Prevent increases in nonpoint pollution.
 - c. Minimize pollutants in storm water runoff from both new development
 - d. Capture and treat storm water runoff to remove pollutants.

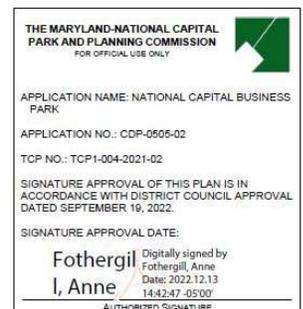


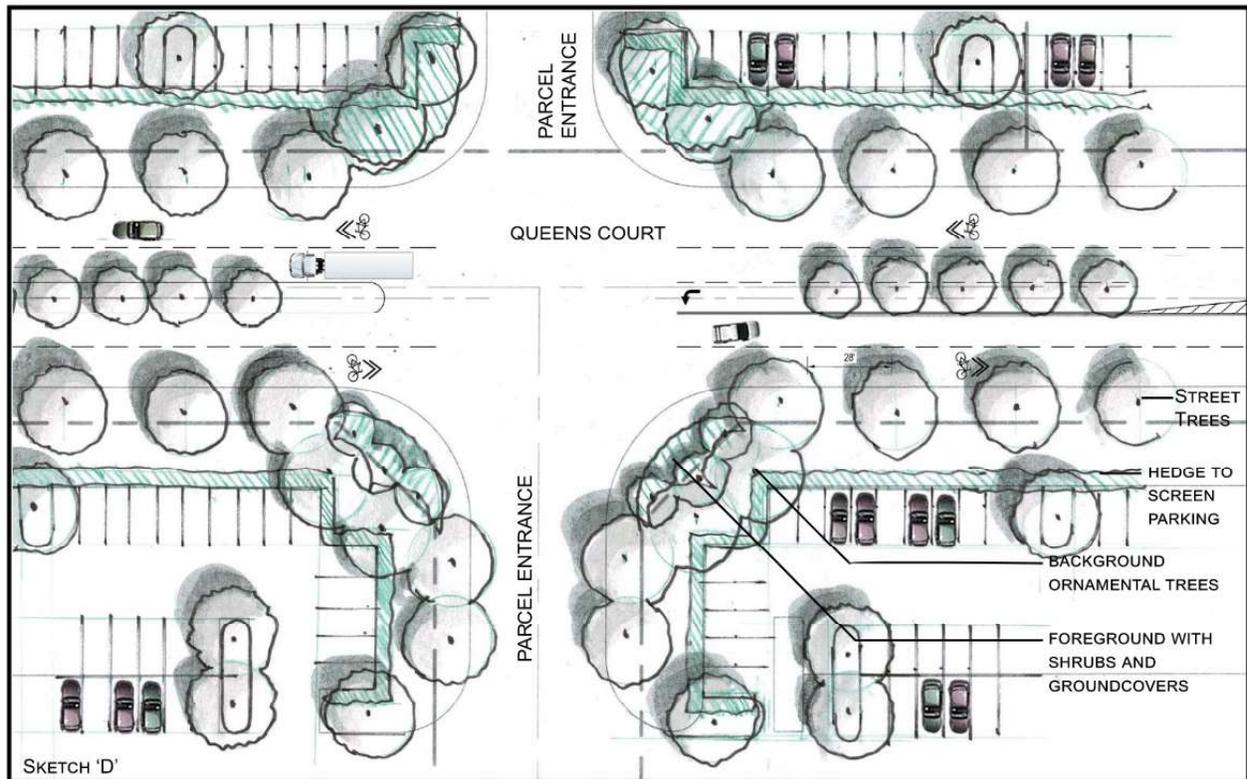
Landscape Concepts:

Landscape elements can provide visual benefits important to the overall appearance of a finished development. Specific guidelines such as quantities of plants per linear foot are often unmanageable and cannot respond to the variety of situations that invariably arise. Extensive setbacks that are required without adequate planting, as seen in existing developments, are not assurance of an attractive project. The most realistic solution is a stated commitment to effective landscaping and screening elements with some general guidelines and an agreement to evaluate site plans at the time of Specific Design Plan submittal.

Landscape elements in the NCBP shall utilize the requirements applicable to the E-I-A Zone and the 2010 Prince George's County Landscape Manual for landscaping, buffering and screening all of uses. Further, the minimum green area within each lot/parcel shall be 10% of the net lot/parcel area.

A hierarchy of plant material can reinforce other elements in the landscape such as circulation patterns and directional systems. Therefore, the streetscape planting should emphasize entry locations by concentrating on a variety of evergreen and flowering plants with a full range of foreground, middle ground, and background elements. (See Sketch D).

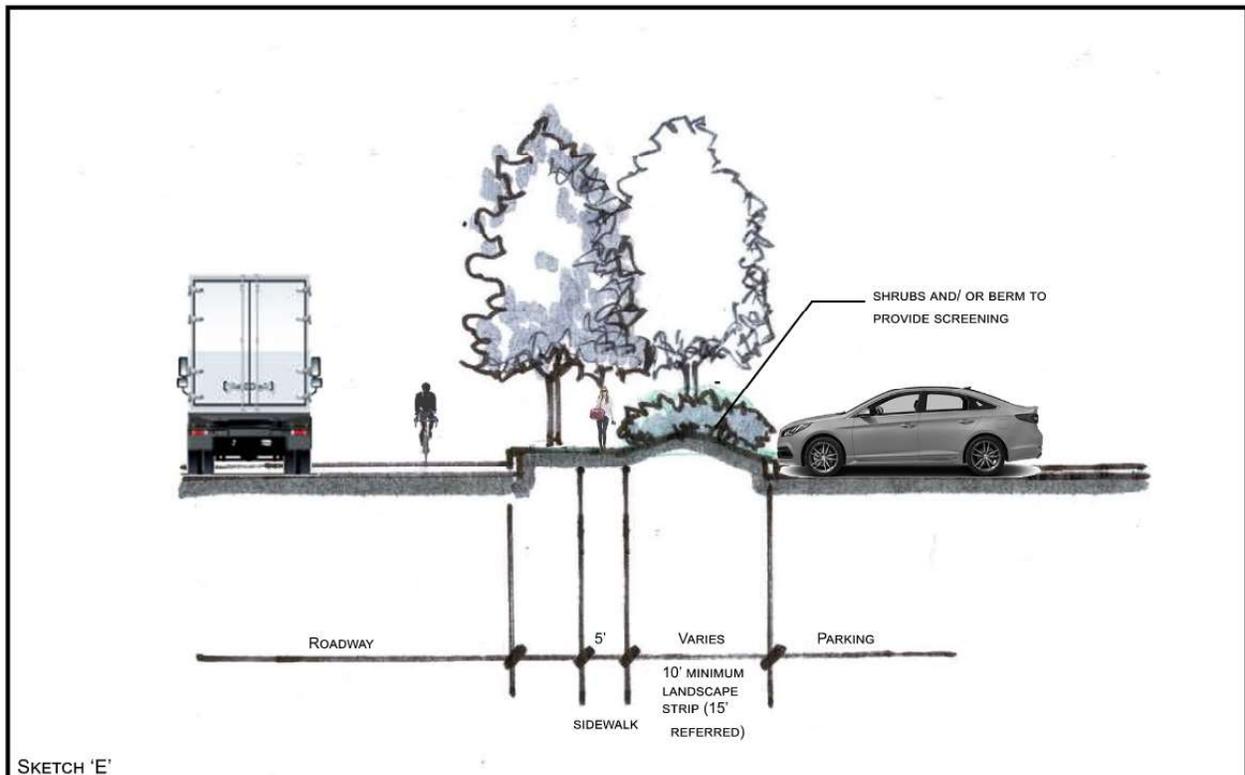




These areas will be visually distinguished from the remainder of the streetscape by increased plant density, color, and depth. In contrast, the remainder of the streetscape should emphasize a linear arrangement to lead the eye forward, diverting attention to the next landscape focal point. This approach emphasizes the vehicular circulation design and lends a sensibility to the appearance of views.

Parking areas shall be internally landscaped with shade trees to reduce glare and provide shade. Additionally, plant elements within parking areas should be designed to control the flow of vehicular activity by emphasizing traffic diverters and making them more prominent. Sight distance is critical at landscape islands, and shrubs should be avoided here, concentrating on shade trees and groundcovers. These islands can be slightly bermed to discourage pedestrian traffic and bring the low groundcovers into view without jeopardizing sight distance. All vehicular parking lots shall provide shade trees at the ends of the parking bays to emphasize this access circulation element. Interior planting shall be required for any parking lot. The minimum amount of required interior planting shall be based on the *2010 Prince George's County Landscape Manual*.

Shrub masses at parking lots should be reserved for use at perimeter planting strips. A landscape buffer here reduces the impact of parking areas and enhances the streetscape by diverting attention to other focal points such as entrances. A combination of low berms (2-3 feet), shrubs, or evergreens should be used to screen the views of large areas of pavement (See Sketch E).



Interior landscaping shall not be required in loading areas or associated storage facilities. Emphasis here will be on screening views of these facilities from public roadways and should be of sufficient height and type to screen views of these facilities from ground level. Outdoor storage areas may be permitted provided the following conditions shall have been satisfied with respect to:

1. The storage area shall be sited and screened such that items stored therein shall not be viewable from streets or abutting developed parcels; or
2. The location, size and nature of the storage area and the kind of items to be stored therein are not detrimental to the appearance of the project.

Signage:

Project signage can be broken down into functional categories such as directional signage, informational signage, traffic signage and project identification signage. Although signs are often not considered a major element in the landscape, a well-coordinated signage program with uniform materials, design and graphics can help produce a professional image and lend continuity to the streetscape. Prince George's County Code Part 12, Division 3, Sections 27-613 and 27-614 state that design standards for all on-site signs attached to a building, and all freestanding on-site signs shall be determined by the Planning Board at the time of Specific Design Plan review. Stop signs and other traffic signage will conform to Prince George's County standards and those adopted by the U.S. Department of Transportation.

A. Permitted Sign Locations

1. Multi-Story Buildings – unless otherwise noted in site specific criteria, each multi-story building will be permitted one free-standing sign at a point near the project entrance, and one building-mounted sign.
2. Single-Story Buildings – unless otherwise noted in site specific criteria, each tenant in a single-story building will be permitted one building mounted sign. If tenant has entrances on two sides of their building, a sign may be permitted each side of the building.
3. Deviations to the signage design guidelines can be granted on a case-by-case basis by the Planning Board at the time of Specific Design Plan.

B. Permitted Sign Types

1. Free-standing signage
 - a. The maximum height is limited to 10' feet above grade
 - b. Sign illuminations, if desired, must be internal and with translucent letters and an opaque background.
 - c. Signs must be mounted on a substantial base.
 - d. Free-standing sign will only be permitted for tenant identification if tenant occupies more than 50% of the building's floor area.

2. Building-Mounted Signage

- a. Sign location on the building must be compatible with the architectural design of the building.
- b. No signs may extend above the roof or parapet line of the building.
- c. Building-mounted signs must be individual pinned-off letters.
- d. Maximum letter size is thirty-six (36) inches for multi-story buildings and twenty-four (24) inches for single-story buildings. Special elements such as logos may be larger. The scale of the building and the particular location proposed shall determine the permitted letter size for a building.
- e. For multi-story buildings that are located within the “Internal Building Area” of the NCBP, main entry/ primary tenant identification signage may have a height greater than 36” in order to maintain ideal proportions and scale in relation to more expansive building facades. Building signage size shall vary appropriately based on the location of the building signage along the façade, as building signage located higher on the façade of taller buildings may require larger dimensions to achieve legibility.
- f. The pinned-off letters shall have a return or depth in proportion to their size.
- g. Illumination, if desired, may be internal through a translucent letter face or opaque letters projected slightly off the wall and back lit from a source concealed within the letter.
- h. The one building-mounted sign on multi-story buildings may be used to name the building or show the building’s largest occupant.
- i. A second sign may be permitted on multi-story buildings for the second largest tenant or occupant if this tenant or occupant leases or occupies at least 15% of the floor area of the building.
- j. Building tenants within the NCBP may require specific company branded signage that may aid in the successful operation of particular tenant functions. These types of signage shall be in



addition to directional, identifying, and general site signage located throughout the NCBP. The aim of highlighting specific company branded signage is to plan for and accommodate their inclusion where tenant specific functions, zones, departments etc. require additional signage to meet their unique communication needs. Where tenant branded signage is typically accented by particular materials, colors, lighting or other accents per tenant specific brand and marketing guidelines, such signage shall be encouraged to be integrated into the NCBP as seamlessly as possible in order to achieve aesthetic cohesion with the overall signage character of the wider NCBP.

3. Interpretive Signs

- a. Signage maybe provided at strategic locations within the site boundary highlighting areas of historical significance, cultural importance, or landmark features. Signage to be flat panel (2' x 3') mounted on a single pole, and set at ADA accessible height. Exact number, locations, and graphics to be determined.



C. Prohibited Signs

1. No sign may be erected which does not have the written approval of the BOA.
2. No sign may be erected without the necessary Prince George's County approvals.
3. No flashing or moving signs will be permitted.
4. No exposed neon or other exposed light source will be permitted.
5. No permanent building identification signs will be permitted where letters are painted on the sign or building face and do not project.
6. No box signs or placard signs will be permitted.
7. Tenant signage must be building mounted. The placement must relate architecturally to door and window openings or other elements of the building.

Lighting:

Minimum and maximum lighting standards should assure safe vehicular and pedestrian access, while minimizing excessive or "spill-over" lighting and its negative off-site impacts. The extensive use of neon lighting is strongly discouraged. Wherever feasible, lighting should be capped or otherwise directed to minimize excessive falloff onto adjoining lots.

- Illuminated signage and exterior building lighting shall be compatible with the architecture of the project and shall not detract from the visibility of surrounding buildings.
- Architectural lighting shall be used to illuminate building facades, building entrances, or features.
- Night lighting must be provided for all pedestrian walkways and where stairs, curbs, ramps, and crosswalks occur.



- Exterior lighting fixtures shall utilize cutoff shields or other appropriate measures to conceal the light source from adjoining uses and rights-of-way.

Fencing:

Fences will be of an attractive design where they are visible from roadways. Chain-link and other non-decorative fencing which may be associated with loading areas for security purposes will be effectively screened by berms, walls, planting areas or a combination thereof when adjacent to roadways or developed lots.

Utility Services:

All utility services will be placed underground. Equipment boxes and maintenance points will be enhanced with plant material to de-emphasize their visual impact. Where topography permits, plant material may be used to provide screening. Buildings will have parapet walls to conceal roof-top mechanical equipment.

Public Benefit Features:

NCBP has been designed to incorporate the following public benefit features which will enhance the project:

- The NCBP will assist in the creation of a new employment center along Crain Highway and adjacent to the existing Collington center employment park.
- The Comprehensive Design Plan provides for preservation, to the fullest extent practicable, of sensitive environmental features along the 100-year floodplain, steep slopes, wetlands, and areas of erodible soils.
- Significant amounts of existing woodlands have been preserved.
- Landscaping concepts have been established which will provide a natural setting throughout the project.
- Parking and loading areas will be sensitively designed and buffered from adjoining streets.

Compatibility with the Basic Plan:

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION <small>FOR OFFICIAL USE ONLY</small>	
APPLICATION NAME: NATIONAL CAPITAL BUSINESS PARK	
APPLICATION NO.: CDP-0505-02	
TCP NO.: TCP1-004-2021-02	
SIGNATURE APPROVAL OF THIS PLAN IS IN ACCORDANCE WITH DISTRICT COUNCIL APPROVAL DATED SEPTEMBER 16, 2022.	
SIGNATURE APPROVAL DATE:	
Fothergill I, Anne	Digitally signed by Fothergill, Anne Date: 2022.12.13 14:24:47 -0500

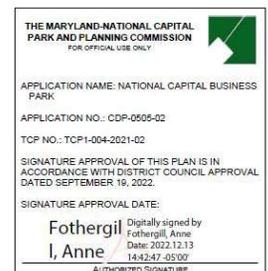
The basic plan and comprehensive design plan for NCBP have been developed simultaneously and the design aspects established together to represent complete compatibility. The project is proposed to be totally developed within six years from approval of all necessary entitlement applications. The comprehensive design plan is specific in its identification of environmental evaluation areas of the site. Land use areas and design details are also delineated, and specific guidelines provide for future development.

Internal and External Compatibility:

Internally, the development proposed within the NCBP will be highly compatible in both function and appearance. The design guidelines set forth herein represent an appropriate rubric for the development of an attractive and highly functional employment area within the County.

Externally, the NCBP compliments the existing and proposed uses for the adjacent Collington Center employment area in a controlled setting. The setting of the development will not be a distraction from any residential uses in the area, as the preservation of existing woodland buffers and additional landscaping will be utilized to screen and soften any views from adjoining roadways. As mentioned herein, the employment areas proposed in the NCBP will not have direct vehicular access to Leeland Road. This diversion of vehicular traffic from Leeland Road to the internal roads within the Collington Center, and ultimately US 301, will serve to enhance the quality and character of the Leeland Road corridor which is largely residential in nature.

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February 23, 2023

MEMORANDUM

TO: Andrew Shelly, Planner II, Zoning Review Section, Development Review Division

VIA: David A. Green, MBA, Planner IV, Long-Range Planning Section, Community Planning Division 

FROM: Thomas Lester, Planner III, Master Plan and Studies Section, Community Planning Division

SUBJECT: **SDP-2206 National Capital Business Park (Parcels 7, 8 and 9)**

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: 15000 Leeland Road, Upper Marlboro, MD 20774

Size: 442 acres

Existing Uses: Vacant

Proposal: Warehouse and distribution building

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: The 2014 *Plan Prince Georges 2035 Approved General Plan (Plan 2035)* places this application in the Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met (pg. 20).

Master Plan: The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* recommends Industrial/Employment land uses on the subject property (Map 16. Future Land Use, p. 50). The property is included in the Collington Local Employment Area, where the goal is to attract light industrial and office land uses. Other relevant policies and strategies include:

Land Use

LU 12 Transform Collington Local Employment Area into a regional transportation, logistics, and warehousing hub (p. 72).

Economic Prosperity

EP 11: Strengthen the Collington Local Employment Area as a regionally competitive transportation, logistics and warehousing employment center (p. 102).

Transportation and Mobility

TM 1.2 Construct all new streets in the following locations to the appropriate urban street design standard within the 2017 Prince George's County Urban Street Design Standards or most up-to-date County approved urban street standards. Roadways constructed by the Maryland Department of Transportation State Highway Administration are to follow context driven design guidelines for urban areas: • Collington Local Employment Area (p. 113).

TM 2.4 Reconstruct or construct streets as recommended in Appendix D. Recommended Master Plan Transportation Facilities (p. 113). See Appendix D recommendations below.

TM 3.2 Construct the pedestrian and bicycle facilities identified in Appendix D. Recommended Master Plan Transportation Facilities (p. 113) See Appendix D recommendations below.

TM 21.2: Construct active transportation infrastructure including sidewalks, crosswalks, bus shelters, bicycle facilities, and other amenities for pedestrians, bicycles, and transit riders on all streets within and connecting to the Collington Local Employment Area (p. 133).

Appendix D. Recommended Master Plan Transportation Facilities

For the segment of I-300, from Leeland Road to Prince George's Boulevard, the master plan recommends 70-foot minimum right-of-way with four motor vehicle lanes (p. 250).

For the segment MC-600 (Leeland Road), from Oak Grove Road to US F-10 (US 301, Robert Crain Highway), the master plan recommends 90-foot minimum right-of-way with two motor vehicle lanes, and 10-foot-wide minimum shared-use paths in both directions (p. 250).

The master plan recommends in Map D-4 Bicycle and Pedestrian Facilities a shared-use path across the property known as Collington Branch Trail and along Leeland Road in both directions (p. 258, p. 270).

Public Facilities

PF 12.1 Secure 20-acre parkland dedication from National Capital Business Park development along Leeland Road, with trail connections north through the Collington Branch Stream Valley Park, and to the future South Lake and Liberty Sports Park Developments (p. 183).

Planning Area: 74A

Community: Mitchellville and Vicinity

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

SMA/Zoning:

The 2006 *Approved Sectional Map Amendment for Bowie and Vicinity* reclassified the subject property into the R-S (Residential Suburban Development) zone from the E-I-A (Employment and Institutional Area) Zone. Zoning Map Amendment A-9968-03 National Capital Business Park, retained the subject property into the R-S (Residential Suburban Development) Zone. The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* did not include a concurrent section map amendment. However, it did recommend IH (Industrial, Heavy) zoning for the subject property under CZ 7.1 (p. 87).

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property to LCD (Legacy Comprehensive Design) Zone and IE (Industrial Employment) Zone effective April 1, 2022

cc: Long-range Agenda Notebook
Kierre McCune, Supervisor, Master Plans and Studies Section, Community Planning Division

Countywide Planning Division
Transportation Planning Section

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

301-952-3680

March 9, 2023

MEMORANDUM

TO: Andrew Shelly, Urban Design Section, Development Review Division

FROM: Jim Yang, Transportation Planning Section, Countywide Planning Division

VIA:  William Capers III., PTP, Transportation Planning Section, Countywide Planning Division

SUBJECT: **SDP-2206: National Capital Business Park – Parcels 7, 8, 9**

Proposal:

The referenced Specific Design Plan (SDP) application proposes the development of approximately 358,450 SF of warehouse use on parcels 7, 8, and 9 of the National Capital Business Park site. The subject site is in the northwest quadrant of the Leeland Road and US 301 intersection. The transportation planning review of the SDP application was evaluated using the standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval:

The site is subject to prior approved Basic Plan amendment, A-9968-03, Comprehensive Design Plan (CDP), CDP-0505-02, and Preliminary Plan of Subdivision (PPS), 4-21056. The following transportation conditions for the prior applications are relevant to this SDP submission:

A-9968-03

18. The applicant shall provide a network of pedestrian and bikeway facilities internal to the site unless modified by the Prince George's County Department of Permitting, Inspections, and Enforcement with written correspondence. The exact location and design of said facilities shall be evaluated with future applications.

Comment: The condition has been evaluated as part of the SDP submission and is further discussed in this referral.

CDP-0505-02

2. This comprehensive design plan has modified Condition 4 attached to CDP-0505-01, as follows:
 4. Unless modified at the time of the preliminary plan of subdivision (PPS), prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement

(DPIE), a fee calculated as \$.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at the time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary. The fee set forth above shall be modified at the time of approval of PPS, to reflect the project cost in the adopted Prince George's County Public Works and Transportation Capital Improvement Program. In lieu of the fee payment listed in this condition, the applicant may provide improvements along US 301 (Robert Crain Highway), within the limits of US 301, that are covered by the Capital Improvement Program-funded improvements. Any improvements proposed as part of any lump sum payment shall have the approval of the Maryland State Highway Administration and DPIE.

3. Total development within the subject property shall be limited to uses that would generate no more than 1,401 AM and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
4. The following road improvements shall be phased at the time of future specific design plan applications, and a determination shall be made as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. US 301 (Robert Crain Highway) at Leeland Road
 - i. Provide three left-turn lanes on the eastbound approach.
 - b. Prince George's Boulevard and Queen's Court-Site Access, unless modified at the time of preliminary plan of subdivision:
 - i. Provide a shared through and left lane and a shared through and right lane on the eastbound approach.
 - ii. Provide a shared through and left lane and a shared through and right lane on the westbound approach.
 - iii. Provide a shared through and left lane on the northbound approach and a shared through and right lane on the southbound approach.
6. At the time of the specific design plan, the applicant shall show all proposed on-site transportation improvements on the plans.
7. Prior to issuance of each building permit for this development, the applicant and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) a fee per square foot, to be determined at the time of preliminary plan of subdivision.

In lieu of the fee payment listed in the preceding paragraph, the applicant may provide improvements along US 301 (Robert Crain Highway), within the limits of US 301, that are covered by Capital Improvement Program-funded improvements. Any improvements proposed as part of any lump sum payment shall have the approval of the Maryland State Highway Administration and DPIE.

Comment: The conditions have been evaluated as part of the SDP submission and are further discussed in this referral.

4-21056

The applicant has submitted a new PPS application for an increase of development to 5.5 million SF of warehouse and distribution (2,087,420 SF general warehouse and 3,412,580 SF high-cube fulfillment center warehouse) uses consistent with the approved basic plan amendment and CDP amendment as described above. The PPS application was approved by the Planning Board on June 2, 2022, and supersedes the previous PPS approval, PPS 4-20032.

2. Total development within the subject property shall be limited to uses that generate no more than 1,401 AM peak-hour trips and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

Comment: The site is subject to prior approved SDP-1603-02, pending SDP-2201, and pending SDP-1603-03, which considered a total of 3,898,857 SF of warehouse/distribution uses so far as part of the overall National Capital Business Park development. This SDP application proposes the development of approximately 358,450 SF of the general warehouse, which if approved, will bring the total site development to 4,257,307 SF of warehouse/distribution uses which is under the 5.5 million SF of development that was considered as part of the approved PPS application. As such, the uses and development program proposed with the SDP is consistent with the PPS application, and staff finds that the trips generated by the phased development of the subject SDP are within the trip cap.

8. At the time of the final plat, the applicant shall dedicate all rights-of-way, consistent with the approved preliminary plan of subdivision.

Comment: There is no master plan right-of-way along the frontage of the property. The SDP is consistent with the approved PPS 4-21056.

9. The applicant shall submit a phasing plan (with adequate justification) as part of the first specific design plan for a building to show the phasing of the following transportation improvements to the development of the site. A determination shall be made at that time as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency.
 - a. US 301 (Robert Crain Highway) at Leeland Road
 - i. Provide three left-turn lanes on the eastbound approach.
 - b. A signal warrant analysis and signalization of the intersection of Prince George's Boulevard and Queens Court-Site Access with the following lane configuration:
 - i. A shared through and left and a shared through and right lane on the eastbound approach.
 - ii. A shared through and left and a shared through and right lane on the westbound approach.
 - iii. A shared through and left on the northbound approach and a shared through

and right lane on the southbound approach.

When the signal is deemed warranted, the applicant shall construct the signal and associated improvements to the requirements and schedule directed by the operating agency.

Comment: A phasing plan was submitted as part of this application and indicated that the eastbound Leeland Road Lane improvement does not need to be implemented until the overall site is developed with the high-cube fulfillment center warehouse and 1,600,000 SF of general warehouse uses, total approximate 5,030,000 SF. This SDP application proposes the development of approximately 358,450 SF of the general warehouse which if approved, will bring the total site development to 4,257,307 SF of warehouse/distribution uses, which will not meet the thresholds needed for the reconstruction of the eastbound approach of the Leeland Road/US 301 intersection. However, the phasing plan indicates that the 301 CIP improvements will need to be implemented to offset the impacts generated by this phase of development at the 301/Leeland Road intersection, specifically a third southbound through lane. As a condition of approval, staff recommends that the applicant pay the shared contribution for 301 CIP improvements or construct the improvements in lieu of the fee as provided in the phasing plan.

The phasing plan also indicates that DPIE has approved the traffic signal warrant analysis for Prince George's Boulevard at Queens Court intersection. The traffic signal plans will have proceeded under a separate street construction permit with DPIE, and the signal will be installed at a time as directed by DPIE.

10. Prior to approval of a building permit for each phase of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay a fee of \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at the time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary. In lieu of the fee payment listed in the preceding paragraph, prior to the approval of a building permit for each phase of development, the applicant and the applicant's heirs, successors, and/or assignees shall provide improvements along US 301 (Robert Crain Highway), within the limits of US 301 that are covered by the Capital Improvement Program-funded improvements. The phasing of the US 301 improvements shall be submitted with each specific design plan application, prior to its acceptance, when this option is applied. Any improvements proposed as part of any lump sum payment shall have the approval of the Maryland State Highway Administration and DPIE.

Comment: A phasing plan was submitted as part of this application. The phasing plan indicates that the applicant needs to contribute \$329,728 (1989 dollars) to the US 301 Capital Improvement Program-funded improvements.

11. The applicant shall provide an interconnected network of pedestrian and bicycle facilities consistent with the 2009 *Countywide Master Plan of Transportation and the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan* policies and goals. The exact design and details of these facilities shall be provided as part of the first specific design plan, prior to its acceptance.

Comment: The latest SDP submission is in conformance with the referenced condition and is further described in more detail below.

Master Plan Compliance

Master Plan Right of Way

The site is governed by 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and 2021 *Preliminary Bowie-Mitchellville and Vicinity Master Plan*. The subject site is not adjacent to any master plan right-of-way.

Master Plan Pedestrian and Bike Facilities

The MPOT includes the following goal and policies regarding sidewalk and bikeway construction and the accommodation of pedestrians and bicyclists (MPOT, pages 7 and 8):

Goal: Provide a continuous network of sidewalks, bikeways, and trails that provide opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.

Policy 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, and employment centers.

Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 4: Identify sidewalk retrofit opportunities for small area plans within the Developed and Developing Tiers to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

Policy 5: Plan new development to help achieve the goals of this master plan

This development is also subject to 2021 *Preliminary Bowie-Mitchellville and Vicinity Master Plan*. The following policies are provided for pedestrian and bicyclist facilities:

Policy TM 5: Create micro-mobility opportunities at key locations. (pg. 105)

Policy TM 7: Develop a comprehensive shared-use path network in Bowie-Mitchellville and Vicinity to provide additional connectivity and travel options. (pg. 106)

Policy TM 21: Improve bus, bicycle, and pedestrian access to better connect residents with employment and commercial destinations at the Collington Local Employment Area.

Policy TM 29: Support enhanced regional mobility and the movement of goods.

Comment: The latest SDP submission shows a network of sidewalks along the property's frontage of Queens Court and Logistics Lane. Sidewalks are also provided along the proposed building which connects to the general parking area, which is consistent with the master plans goals and policies. The site is further improved with a series of crosswalks that facilitate safe pedestrian connections between the surface parking area adjacent to the proposed building and the onsite sidewalks. The site will also be served by shared road markings (sharrows) along Queens Court to facilitate bicycle travel to the subject site and other points of the larger National Capital Business Park development which staff finds acceptable.

Transportation Planning Review:

Zoning Ordinance Compliance

Section 27-525 – 27-530 of the Prince George’s County Zoning Ordinance (Ordinance) provides guidance for specific design plans. Section 27-527(b)(1) references the following design guidelines that shall be included in a specific design plan:

(b) The Specific Design Plan shall include (at least) the following with all plans prepared at the same scale:

(1) A reproducible site plan showing buildings, functional use areas, circulation, and relationships between them

Comment: Access to this portion of the development will be provided by a full-service driveway from Queens Court to the general parking area for passenger vehicles and by two full-service driveways from Queens Court and Logistics Lane to the truck loading and staging area. The latest plan submission shows signage at the two intra-parcel connections between the loading/staging area and the general parking area to restrict trucks entering the general parking area, which eliminates onsite conflicts. Staff recommends additional signage on Queens Court Road to prevent trucks from entering the site through the driveway connecting to the general parking area.

The site will be served by a total of 271 parking spaces which is higher than the required parking spaces as provided in the Zoning Ordinance. The site will be served by 145 loading spaces which are also higher than the Zoning Ordinance requirement. In addition, 12 bicycle parking will be provided. Staff finds that the site circulation, access, and parking meet the zoning requirements and are acceptable.

Conclusions

Overall, from the standpoint of The Transportation Planning Section, it is determined that this plan is acceptable if the following conditions are met:

1. Prior to the certification of the Specific Site Plan, the applicant and the applicant's heirs, successors, and/or assigns shall modify the plan to provide directional signage along Queens Court to prohibit truck access to the access driveway to the general parking area and/or signage that provides direction to the access driveway to the loading and staging area. The details and profiles of the signs shall also be provided as part of the specific design plan.

2.

a) Prior to approval of a building permit, the applicant, and the applicant’s heirs, successors, and/or assignees shall pay a fee of \$329,728 (1989 dollars) with a construction cost index determined by the Department of Public Works and Transportation at the time of payment.

In lieu of the payment listed above, before the issuance of the building permit the applicant’s heirs, successors, and/or assignees shall construct all of the improvements along US 301 as described in the Phasing Plan dated October 13, 2022, submitted as part of the approved Specific Design Plan application, SDP-2206.

Countywide Planning Division
 Environmental Planning Section

301-952-3650

February 28, 2023

MEMORANDUM

TO: Andrew Shelly, Planner II, Urban Design Section, DRD

VIA: Maria Martin, Acting Supervisor, Environmental Planning Section, CWPD *MM*

FROM: Suzanne Nickle, Planner IV, Environmental Planning Section, CWPD *SN*

SUBJECT: **National Capital Business Park, Parcels 7, 8, and 9, SDP-2206 and TCP2-026-2021-07**

The Environmental Planning Section (EPS) has reviewed the Specific Design Plan (SDP-2206) for National Capital Business Park, received on January 27, 2023. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on February 17, 2023. Revised materials were submitted February 23 and 24 of 2023. The EPS recommends approval of SDP-2206 and TCP2-026-2021-07, subject to the recommended findings and conditions found at the end of this memorandum.

BACKGROUND

The EPS previously reviewed the following applications and associated plans for the subject site:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
A-9968	N/A	District Council	Approved	5/22/2006	Final Decision
CDP-0505	TCP1-010-06	Planning Board	Approved	8/8/2005	PGCPB 06-273
NRI-098-05	N/A	Planning Director	Signed	12/31/2005	N/A
CR-11-2006	N/A	District Council	Approved	2/7/2006	SMA Bowie and Vicinity
NRI-098-05-01	N/A	Planning Director	Signed	12/19/2006	N/A
NRI-098-05-02	N/A	Planning Director	Signed	1/11/2007	N/A
4-06066	TCP1-010-06-01	Planning Board	Approved	2/8/2007	PGCPB No. 07-43
SDP-1603	TCP2-028-2016	Planning Board	Approved	3/30/2017	PGCPB No. 17-44

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
A-9968-01	N/A	District Council	Approved	5/13/2019	Zoning Ordinance No. 5-2019
NRI-098-05-03	N/A	Planning Director	Signed	2/9/2020	N/A
NRI-098-05-04	N/A	Planning Director	Signed	3/3/2021	N/A
A-9968-02	N/A	District Council	Approved	4/12/2021	Zoning Ordinance No. 2-2021
CDP-0505-01	TCP1-004-2021	Planning Board	Approved	4/29/2021	PGCPB No. 2021-50
4-20032	TCP1-004-2021-01	Planning Board	Approved	9/30/2021	PGCPB No. 2021-112
N/A	TCP2-026-2021	Planning Director	Approved	2/18/2022	N/A
SDP-1603-01	TCP2-026-2021-01	Planning Board	Approved	1/13/2022	PGCPB No. 2022-10
A-9968-03	N/A	District Council	Approved	5/16/2022	Zoning Ordinance No. 6-2022
CDP-0505-02	TCP1-004-2021-02	Planning Board	Approved	5/5/2022	PGCPB No. 2022-53
4-21056	TCP1-004-2021-03	Planning Board	Approved	6/2/2022	PGCPB No. 2022-70
N/A	TCP2-026-2021-05	Planning Director	Approved	10-21-2022	N/A
SDP-1603-02	TCP2-026-2021-02	District Council	Approved	10/17/2022	PGCPB No. 2022-76
SDP-1603-04	TCP2-026-2021-03	Planning Director	Pending	Pending	Pending
SDP-2201	TCP2-026-2021-04	Planning Board	Approved	12/1/2022	PGCPB No. 2022-122
SDP-1603-03	TCP2-026-2021-06	Planning Board	Approved	12/15/2022	PGCPB No. 2022-133
SDP-2206	TCP2-026-2021-07	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

This application requests SDP approval for the development of a 358,450 square-foot warehouse/distribution building in the prior Light Industrial (I-1), Residential-Agricultural (R-A), and Residential Suburban Development (R-S) Zones.

The current zoning for this site is Legacy Comprehensive Design (LCD), Agricultural Residential (AR), and Industrial, Employment (IE); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022. For this property, the current zones are compatible to the prior zones.

GRANDFATHERING

The project is subject to the current environmental regulations of Subtitle 25 and prior Subtitles 24 and 27 that came into effect on September 1, 2010, and February 1, 2012, because the application was the subject of a new Preliminary Plan of Subdivision (PPS 4-21056).

SITE DESCRIPTION

Although the geographic area of SDP-2206 is specific to proposed Parcels 7, 8, and 9, the TCP2 revision covers the entire National Capital Business Park subdivision. The TCP2 includes 442.30 acres located on the north side of Leeland Road, east of the railroad tracks, and west of Crain Highway (U.S. 301).

There are streams, wetlands, 100-year floodplains with associated areas of steep slopes and highly erodible soils, and areas of severe slopes on the property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), a Sensitive Species Project Review Area (SSPRA), as delineated on the SSPRA GIS layer, is found to occur in the vicinity of this property. Further information received from the Wildlife and Heritage staff indicated known records related to three rare, threatened, or endangered (RTE) aquatic species in Collington Branch, and the possible presence of several RTE plants. Leeland Road, a designated scenic road, is adjacent to this development. This property is located in the Collington Branch watershed in the Patuxent River basin and contains the mainstem of Collington Branch along the western side of the property. The site is located within the Established Community Areas of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by *Plan Prince George's 2035 Approved General Plan*. The overall site contains Regulated Areas and Evaluation Areas, as designated on the *Countywide Green Infrastructure Plan of the Approved Prince George's Resource Conservation Plan* (May 2017).

PRIOR APPROVALS

The site was subject to several prior approvals (A-9968, CDP-0505, 4-06066, SDP-1603, and A-9968-01), which proposed to develop a residential subdivision. This prior residential use will not be implemented with the development proposed with SDP-2206. Previous conditions of approval related to the residential use are not applicable because the use and site design have changed.

Review of Environmental Conditions and Considerations of Approval for A-9968-03

An amendment to the basic plan, A-9968-02, was transmitted to the Zoning Hearing Examiner to replace the previously approved residential use with warehouse/distribution, office, light industrial/manufacturing and/or institutional uses, and a public park. The approval of the subsequent amendment, A-9968-03, supersedes all previous approvals.

The amendment to the basic plan, A-9968-03, was transmitted to the Zoning Hearing Examiner to increase the employment and institutional uses for a total gross floor area of 5.5 million square

feet and dedication for a public park. The conditions and considerations of approval for the zoning map amendment, which are environmental in nature for A-9968-03, as provided in Zoning Ordinance No. 6-2022, are addressed below:

Review of Environmental Conditions and Considerations of Approval for A-9968-03

Conditions

- 9. The submission package of the comprehensive design plan shall contain a signed natural resources inventory (NRI) plan. The signed NRI plan shall be used by the designers to prepare a site layout that minimizes impacts to the regulated areas of the site.**

A valid Natural Resources Inventory (NRI) plan (NRI-098-05-04) was submitted with this application.

- 10. A geotechnical study that identifies the location and elevation of the Marlboro clay layer throughout the site shall be submitted as part of the comprehensive design plan application.**

A geotechnical report dated August 6, 2021, and prepared by Geo-Technology Associates, Inc., was included with the comprehensive design plan (CDP) revision and was reviewed for completeness. The approximate locations of the unmitigated 1.5 safety factor lines are shown on the TCP2.

- 11. A protocol for surveying the locations of all rare, threatened, and endangered species within the subject property shall be obtained from the Maryland Department of Natural Resources, prior to acceptance of the comprehensive redesign plan, and this protocol shall be part of the submittal package. The completed surveys and required reports shall be submitted as part of any application for preliminary plans.**

The subject site contains five identified species of RTE plants and three State-listed threatened or endangered fish species within the Collington Branch and/or Black Branch watersheds. A Rare, Threatened and Endangered Species Habitat Protection and Management Program was approved with the preliminary plan, dated April 23, 2021, and revised May 7, 2021. This management program was prepared for the current project, submitted with PPS 4-20032, and resubmitted with 4-21056. On May 27, 2021, the DNR NHP approved the final version of the habitat protection and monitoring plan. Annual monitoring reports are required to be filed with both The Maryland-National Capital Park and Planning Commission (M-NCPPC) and DNR.

The timeline presented by the applicant for the construction of the current project anticipates issuance of the first building permit in the Spring of 2023. In accordance with the Habitat Protection and Management Program report, hydrologic monitoring for a minimum of one year, prior to the issuance of the first grading permit, was required to establish a baseline of data. The first-year monitoring was performed by the applicant on April 20, 2021, and June 1-2, 2021. The

report was submitted to DNR and the EPS on September 10, 2021. The second-year monitoring was performed throughout 2022 and the year-end report was submitted to DNR and EPS on January 31, 2023.

While the applicant has provided information regarding monitoring, per the updated Habitat Protection and Management Program established for the project, there is concern about the longer term and post-construction monitoring requirements. A bond is needed to ensure the monitoring, and any corrective action indicated by the monitoring is completed. The applicant shall post a monitoring bond with the Department of Permitting, Inspections and Enforcement (DPIE), prior to issuance of the fine grading permit.

12. Prior to acceptance of the preliminary plan of subdivision, a revised natural resources inventory plan shall be submitted and approved.

A valid NRI plan (NRI-098-05-04) was submitted with this application.

17. In the event the applicant elects to pursue an alternative access point(s) to the adjacent Collington Center via Pope's Creek Drive and/or Prince George's Boulevard, the transportation and environmental impacts of any additional access point(s) shall be evaluated at the time of comprehensive design plan or preliminary plan.

The alternative or additional access points described in the finding above were not proposed with subsequent applications.

Considerations

1. The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.

The development proposed with SDP-2206 has been determined in part by the environmental constraints of the site, including the regulated environmental features (REF) and the soils. For the overall National Capital Business Park development, minimal impacts to the environmental features are proposed. Impacts to the primary management area (PMA) were previously approved with 4-21056, SDP-1603-01, and SDP-1603-02, and are still valid. SDP-2206 is reliant on the prior PMA impacts for implementation. The three new impacts requested with SDP-2206 are the result of the final engineering of the road crossing and culvert design for Queens Court, which is an expansion on a previously approved impact. The three new PMA impacts are discussed in the Environmental Review portion of this referral.

Review of Environmental Conditions and Considerations of Approval for CDP-0505-02

An amendment to the Comprehensive Design Plan (CDP-0505-01) was approved by the Planning Board to replace the previously approved residential use with warehouse/distribution, office, light industrial/manufacturing and/or institutional uses, and a potential public park. The approval of the subsequent amendment (CDP-0505-02) supersedes all previous approvals.

An amendment to CDP-0505-02 was approved by the Planning Board May 5, 2022 (PGCPB No. 2022-53) to increase the employment and institutional uses for a total gross floor area of 5.5 million square feet and dedication for a public park. The conditions and considerations of approval for the CDP, which are environmental in nature, are addressed below:

- 1. Prior to certification of this comprehensive design plan (CDP), the applicant shall:**
 - b. Provide a copy of the letter dated April 12, 2021 (Burke to Nickle), consenting to the placement of woodland conservation easements on lands to be dedicated to the Maryland-National Capital Park and Planning Commission, to be part of the record for CDP-0505-02.**
 - c. Revise the Type 1 tree conservation plan (TCP1), as follows:**
 - (1) Revise the plan to graphically show that the master planned right-of-way area for I-300, currently shown on the TCP1 as “Woodland Retained –Assumed Cleared,” to be incorporated into adjoining preservation areas, and account for the added preservation in the worksheet and in the tables.**
 - (2) In the Environmental Planning Section approval block, revise the case number in the heading from “TCP1-004-2021-02” to “TCP1-004-2021.”**
 - (3) Add a note under the specimen tree table on Sheet 1 to account for the specimen trees that were approved for removal with Specific Design Plan SDP-1603-01.**
 - (4) Add the following to the General Notes: No additional impacts to regulated environmental features were approved with CDP-0505-02.**
 - (5) Update the streamline type to the standard line type in the Environmental Technical Manual.**
 - (6) Add the Marlboro clay lines to the plan. Show as black, not grey.**
 - (7) Revise the proposed grading on the plan to be solid black, not grey lines. Add proposed contours and other proposed symbols to the legend.**
 - (8) Revise the specimen tree table headings to provide one column to list the specimen trees approved for removal with Preliminary Plan of Subdivision 4-20032, and a separate column to list the specimen trees approved for removal with Specific Design Plan SDP-1603-01.**
 - (9) In the standard TCP1 notes, remove Note 12.**

(10) Have the revised plan signed and dated by the qualified professional preparing the plan.

These conditions were addressed with the certification of CDP-0505-02 and TCP1-004-2021-02.

Review of TCP2-026-2021 and TCP2-026-2021-05

Type 2 Tree Conservation Plan TCP2-026-2022 was approved by the Planning Director on February 18, 2022, for a rough grading permit. The approval of TCP2-026-2021-05, approved October 21, 2022, supersedes the prior approval for an amended rough grading permit and expanded the limits of disturbance (LOD) in conformance with 4-21056 and SDP-1603-04.

Review of 4-21056

Preliminary Plan of Subdivision 4-21056 was approved by the Planning Board June 2, 2022, (PGCPB Resolution No. 2022-70) for 5.5 million square feet of employment and industrial uses. The approval of 4-21056 supersedes the prior approval of PPS 4-20032. The approval conditions, which are environmental in nature, are shown in **bold** and are addressed below.

17. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan shall be revised as follows:

- a. **The specimen tree table shall be updated to note in the disposition box which trees were removed with the timber harvest approval, with the prior PPS 4-20032 and Specific Design Plan SDP-1603-01 approvals, and with the current PPS 4-21056. Specimen trees shown on the plan as to remain should not be shown as to be removed in the table.**
- b. **Add the standard Subtitle 25 variance note under the Specimen Tree Table or Woodland Conservation Worksheet identifying with specificity the variance decision consistent with the decision of the Prince George's County Planning Board:**

"NOTE: This plan is in accordance with the following variance(s) from the strict requirements of Section 25-122(b)(1)(G) as approved by the Planning Board on (ADD DATE) with 4-21056 for the removal of the following specimen trees: 25, 26, 132, 133, 134, 135, 136, 137, 239, 240, and 241.

- c. **Correct the tree conservation plan number in the worksheet from "TCP1-004-21056" to "TCP1-004-2021" and change the revision number to "3."**
- d. **Correct the unmitigated 1.5 safety factor line on the plan and in the legend to match.**
- e. **Have the Type 1 Tree Conservation Worksheet signed by the qualified professional who prepared it.**

- f. **Have the plans signed and dated by the qualified professional who prepared them.**

These conditions were addressed with the signature approval of 4-21056 and TCP1-004-2021-03.

- 18. Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCP1-004-2021-03). The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-004-2021-03 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

- 19. Prior to the issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:**

“This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

- 20. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts, and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:**

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

These conditions will be addressed with the final plat review.

- 21. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.**

This condition shall be addressed by the applicant with the permit review.

- 22. Prior to the issuance of the fine grading permit, the applicant shall post a rare, threatened, and endangered species monitoring bond with Prince George's County Department of Permitting, Inspections and Enforcement in accordance with the Habitat Protection and Management Program as approved by Maryland Department of Natural Resources.**

This condition will be addressed by the applicant with the review of the fine grading permit.

Review of SDP-1603-01

Specific Design Plan SDP-1603-01 was approved by the Planning Board January 13, 2022, (PGCPB Resolution No. 2022-10) for infrastructure only. The approval of the revised infrastructure plan, SDP-1603-04, supersedes SDP-1603-01.

Review of SDP-1603-02

Specific Design Plan SDP-1603-02 was approved by the Planning Board June 30, 2022, (PGCPB Resolution No. 2022-76) for a specific tenant on Parcel 6. The approval conditions, which are environmental in nature, are shown in **bold** and are addressed below.

- 1. Prior to certification of the specific design plan (SDP), the applicant shall provide the following information and/or revise the site plan to provide the following:**
 - d. Revise the Type 2 tree conservation plan (TCP2), as follows:**
 - (1) Show the revised location of the Marlboro clay undercut/replacement 1.5 safety factor line.**
 - (2) Show the regulated environmental features on the plan as black lines, not grey.**
 - (3) In the legend, add "temporary" to the line type for the temporary tree protection fence.**
 - (4) Revise the total plant units in the Reforestation Planting Schedule for reforestation Area M from "565" to "685," and correct the total for this table.**
 - (5) Correct Note 1 of the Standard Type 2 Tree Conservation Plan Notes to list the specific case number of "SDP-1603-02," and remove the other case numbers.**
 - (6) Revise Sheet C-303, in accordance with the proposed stormwater outfall, to remove the proposed reforestation from the easement area and update the totals for the label in the charts and worksheet, accordingly.**

- (7) **Revise Sheet C-309 to adjust Preservation Area 15 to follow the limits of disturbance, and update the total areas for the label in the charts and worksheet, accordingly.**
 - (8) **On Sheet C-310, revise the note regarding the proposed park facilities and Collington Branch Trail to reflect the current case number, “SDP-1603-02.”**
 - (9) **Revise Sheet C-318 to add a label for MC-600 and add the hatch pattern to the legend.**
 - (10) **Revise Sheet C-319 to add a label for MC-600 and add the hatch pattern to the legend.**
 - (11) **Revise the worksheet and plans to reflect the grading, limits of disturbance, and reforestation proposed with the floodplain compensatory storage areas, for construction of Queens Court.**
 - (12) **Have the revised plan signed and dated by the qualified professional preparing the plan.**
- e. **Submit a copy of the erosion and sediment control technical plan, so that the ultimate limits of disturbance can be verified and shown on the final Type 2 tree conservation plan.**

These conditions will be addressed prior to certification of SDP-1603-02 and TCP2-026-2021-02.

Review of SDP-1603-03

Specific Design Plan SDP-1603-03 was approved by the Planning Board December 15, 2022, (PGCPB Resolution No. 2022-133) for a specific tenant on Parcel 11. The approval conditions, which are environmental in nature, are shown in **bold** and are addressed below.

3. **Prior to certification of the Type 2 tree conservation plan (TCP2), the TCP2 shall meet all the requirements of Subtitle 25, Division 2, and the Environmental Technical Manual, and shall be revised as follows:**
 - a. **Correct the Environmental Planning approval block on all sheets of the TCP2 to reflect that the “03” revision is associated with Specific Design Plan SDP-1603-04, the “04” revision is associated with SDP-2201, and the “05” revision is associated with an amended rough grading permit. The current application, SDP-1603-03, is the “06” revision.**
 - b. **The applicant shall demonstrate the areas where the woodland clearing was reduced and revise the plan and worksheet, as necessary.**
 - c. **Revise the TCP worksheet to add the acreage of reforestation in the floodplain.**

- d. **Sheet C-300:**
 - (1) **Remove the nonstandard general notes.**
 - (2) **Relocate the “Post Development Notes” to Sheet C-301 with the rest of the TCP2 notes.**
 - (3) **On the key map, add the development proposed with Specific Design Plan SDP-2201 (Parcel 12).**
 - (4) **In the woodland conservation worksheet, correct the revision number from “2” to “6.”**
 - (5) **Correct the note under the worksheet on the park and trail to reflect the current case “SDP-1603-03.”**
 - e. **Sheet C-301:**
 - (1) **Update the specimen tree list to reflect current approvals.**
 - (2) **Remove the “Phased Development Notes.”**
 - (3) **Add the standard “Removal of Hazardous Trees or Limbs by Developers or Builders Notes.” Remove the “Phased Development Notes.”**
 - f. **Revise Sheets C-318 and C-319 to add a label for MC-600 and add the hatch pattern to the legend.**
 - g. **Add the reforestation symbol to the legend.**
 - h. **Have the revised plan signed and dated by the qualified professional preparing the plan.**
4. **Prior to certification of Specific Design Plan SDP-1603-03, a copy of the erosion and sediment control technical plan shall be submitted, so that the ultimate limit of disturbance for the project can be verified and shown on the Type 2 tree conservation plan.**

These conditions will be addressed prior to certification of SDP-1603-03 and TCP2-026-2021-06.

Review of SDP-1603-04

Specific Design Plan SDP-1603-04 is currently in review with the Planning Director, for an increase to 5.5 million square feet of employment and industrial uses. The approval of SDP-1603-04 supersedes the prior infrastructure plan (SDP-1603-01).

Review of SDP-2201

Specific Design Plan SDP-2201 was approved by the Planning Board December 1, 2022, (PGCPB Resolution No. 2022-122) for a specific tenant on Parcel 12. The approval conditions, which are environmental in nature, are shown in **bold** and are addressed below.

4. **Prior to certification of the Type 2 tree conservation plan (TCP2), the TCP2 shall meet all of the requirements of Subtitle 25, Division 2, and the Environmental Technical Manual (ETM), and shall be revised as follows:**
 - a. **Correct the Environmental Planning approval block on all sheets of the TCP2 to reflect that the “03” revision is associated with SDP-1603-04, the “04” revision is associated with SDP-2201, and the “05” revision is associated with an amended rough grading permit.**
 - b. **Demonstrate the areas where the woodland clearing was reduced and revise the plan and worksheet, as necessary.**
 - c. **Revise the TCP worksheet to add the acreage of reforestation in the floodplain.**
 - d. **On Sheet C-300:**
 - (1) **Remove the nonstandard general notes.**
 - (2) **Relocate the “Post Development Notes” to Sheet C-301 with the rest of the TCP2 notes.**
 - (3) **On the Key Map, remove the development from Parcels 1, 7, 8, 9, 10, and 11.**
 - (4) **In the woodland conservation worksheet, correct the revision number from “7” to “4.”**
 - e. **On Sheet C-301:**
 - (1) **Add the standard TCP2 Notes 1 through 9 to this sheet.**
 - (2) **Remove the “Phased Development Notes.”**
 - (3) **Remove the two “Missing or Invalid Reference” notes and add the standard Reforestation Area Sign and the Tree Planting and Maintenance Calendar details from the ETM.**
 - (4) **Add the standard Removal of Hazardous Trees or Limbs by Developers or Builders notes. Remove the Phased Development notes. Add the source of reforestation seedlings to include the name, address, and phone number of the nursery or supplier.**

- (5) Update the specimen tree list to reflect current approvals.**
 - (6) Resolve the discrepancy in the reporting of the woodland reforestation numbers, so that the planting schedules, the reforestation tables, and the worksheet match.**
 - f. On Sheet C-303, reflect the PMA impacts as approved with Preliminary Plan of Subdivision 4- 21056, Specific Design Plan SDP-1603-01, and Specific Design Plan SDP-1603-02. Update the plan to reflect the stormwater pond outfall impact approved with SDP-1603-02.**
 - g. On Sheet C-310, revise the note regarding the proposed park facilities and the Collington Branch Trail, to reflect the current case number “SDP-2201.”**
 - h. Revise Sheet C-318 to add a label for MC-600 and add the hatch pattern to the legend.**
 - i. Revise Sheet C-319 to add a label for MC-600 and add the hatch pattern to the legend.**
 - j. Have the revised plan signed and dated by the qualified professional preparing the plan.**
- 5. Prior to certification of Specific Design Plan SDP-2201, a copy of the erosion and sediment control technical plan must be submitted, so that the ultimate limit of disturbance for the project can be verified and shown on the Type 2 tree conservation plan.**

These conditions will be addressed prior to certification of SDP-2201 and TCP2-026-2021-04.

ENVIRONMENTAL REVIEW

Natural Resource Inventory

A valid NRI plan (NRI-098-05-04) was submitted with this application. The TCP2 and the SDP show all required information in conformance with the current NRI.

Woodland Conservation

This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the project is subject to a PPS (4-21056). This project is subject to the WCO and the Environmental Technical Manual (ETM). Type 2 Tree Conservation Plan TCP2-026-2021-07 was submitted with the application and requires revisions to be found in conformance with TCP1-004-2021-03 and the WCO.

The District Council amended the woodland conservation/afforestation threshold on land with prior R-S Zoning with permitted uses in the prior E-I-A Zone. It shall be developed in accordance with the threshold requirements of the prior E-I-A Zone. The woodland conservation threshold (WCT) for this 442.30-acre property is based on 15 percent for the E-I-A (R-S) and I-1 portions of

the site, and 50 percent for the R-A Zone, for a weighted WCT requirement of 15.08 percent, or 52.40 acres. There is an approved TCP1 and TCP2 on the overall development related to the prior residential subdivision, which were grandfathered under the 1991 Woodland Conservation Ordinance, but the prior TCP approvals are not applicable to the new development proposal.

The National Capital Business Park project is subject to the WCO and the ETM. A rough grading permit was approved for the site, utilizing the LOD of TCP2-026-2021, which is in process. An amended rough grading permit with an enlargement of the LOD to include area approved under 4-21056 and TCP1-004-2021-03 was recently approved for this site as TCP2-026-2021-05. Revisions to TCP2-026-2021 were submitted with SDP-1603-01, SDP-1603-02, SDP-1603-03, SDP-1603-04, and SDP-2201. Proposed clearing with the park dedication area shall be reflected in a future application. Details of the recreation facilities, impacts to the PMA, and the variance request for the specimen tree removal will be analyzed with the application proposing the development of the park.

Section 25-122(c)(1) prioritizes methods to meet the woodland conservation requirements. The applicant submitted a statement of justification (SOJ), dated February 22, 2023, requesting approval of a combination of on-site and off-site woodland conservation as reflected on the TCP2 worksheet. The site contains 186.15 acres of PMA, approximately 15,622 linear feet of regulated streams, and 94.77 acres of 100-year floodplain. The applicant states that although they are only preserving 86.44 acres of the 117.51 acres of the woodland conservation requirement on-site, they are proposing to preserve the highest quality of woodlands on-site within the PMA and contiguous to these areas, which has a priority of preservation. The woodland conservation threshold for the development is 52.40 acres, or 15.08 percent, which is proposed to be met in on-site in preservation. The central portion of the site was the subject of a timber harvest, which was implemented. The applicant contends that clearing of the central portion of the property is supported due to the implemented timber harvest. The eight specimen trees within the area of SDP-2206, specifically specimen trees 15, 16, 17, 18, 42, 43, 229, and 230, were within the limits of the timber harvest approval. The applicant contends that providing on-site afforestation/ reforestation connected to the on-site preservation is a higher priority over preserving the central areas of woodlands impacted by the timber harvest. The applicant is required to protect the woodland preservation areas, including areas of reforestation, within a Woodland and Wildlife Habitat Conservation Easement. This easement, previously recorded in Liber 48372 in folio 62, is required to be partially vacated and recorded in the Land Records prior to the certification of SDP-2206 as the boundary of the easement is altered by the PMA impact proposed with this application. Ninety-nine of the specimen trees on-site are located in the proposed woodland conservation easement. The applicant states that the site is not suitable for natural regeneration. They state the next logical step is to provide the remaining requirement off-site within an approved tree bank. Staff support the applicants' request to meet the woodland preservation requirements, as stated on their SOJ, through a combination of on-site and off-site preservation.

The overall woodland conservation worksheet shows the clearing of 253 acres (prior approvals 260.75 acres) of woodland on the net tract area, and the clearing of 1.86 acres (prior 1.09 acres) of woodland in the floodplain. Based on staff's calculations, this results in a woodland conservation requirement of 117.51 acres (prior 118.68 acres). The requirement is proposed to be met with 86.44 acres of on-site woodland preservation, 16.02 acres of on-site reforestation, and 15.05 acres of off-site woodland conservation credits. Although this development has been part of several

reviews, as individual applicants submit SDPs for development, future applicants should continue to look for opportunities to provide additional areas of woodland preservation and reforestation.

As submitted, it appears this application increases the overall amount of woodland clearing due to the new PMA impact requested with this application, resulting in the reduction of both the woodland preservation and reforestation area totals. The woodland clearing total on Sheet C-313 and used in the worksheet is not correct because it the same as reported with the prior review. The worksheet and tables do not account for the additional woodland clearing proposed for the grading related to providing access for the maintenance of the proposed culverts and endwalls and providing compensatory floodplain storage to ensure a no-rise condition for the floodplain in constructing Queens Court. Prior to certification of TCP2-026-2021-07, the applicant shall add the woodland clearing proposed with SDP-2206 for the access to the proposed culverts and endwalls, provide compensatory floodplain storage, and revise the plan and worksheet as necessary.

Technical revisions to the revised TCP2 are required and included in the conditions listed at the end of this memorandum.

Specimen Trees

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual."

If, after careful consideration has been given to the preservation of the specimen trees, there remains a need to remove any of the specimen trees, a variance from Section 25-122(b)(1)(G) is required. Applicants can request a variance from the provisions of Division 2 of Subtitle 25, WCO, provided all the required findings in Section 25-119(d) can be met. A variance must be accompanied by a SOJ stating the reasons for the request and how the request meets each of the required findings. A Subtitle 25 Variance SOJ and specimen tree exhibit in support of a variance were approved by the Planning Board with prior cases 4-21056 and SDP-1603-01.

A timber harvest permit was previously approved for the site utilizing the approved LOD on the TCPII approved for the previous residential development, Willowbrook. Within the limits of the timber harvest area were fifty (50) specimen trees. No variance was required for the removal of these specimen trees because the TCPII was approved under the 1993 Woodland Conservation Ordinance and was grandfathered from the variance requirements that were established in the WCO. The current development is subject to the WCO, which requires a variance for the removal of specimen trees. A variance request was reviewed with 4-20032, and the Planning Board approved the removal of 69 specimen trees. A variance request was reviewed with SDP-1603-01 for infrastructure, and the Planning Board approved the removal of Specimen Trees 320 and 321. A variance request was resubmitted and reviewed with 4-21056, and the Planning Board approved the removal of 11 specimen trees. The trees were located generally in the area proposed for development, outside of REF. The development proposed with SDP-2206 is reliant on the prior approvals. The eight specimen trees that were located in the geographic area of the subject application were removed as part of the timber harvest permit. No additional trees are requested for removal with SDP-2206.

Regulated Environmental Features

There is PMA, comprised of REF, which include streams and associated buffers, 100-year floodplain, steep slopes, and wetlands with their associated buffers. Under Section 27-521(a)(11) of the Zoning Ordinance, the plan shall demonstrate the preservation and/or restoration of the REF in a natural state to the fullest extent possible. The development proposed impacts to the PMA, which were reviewed and approved by the Planning Board with 4-21056, SDP-1603-01, and SDP-1603-02. The development proposed with SDP-2206 is reliant on the prior PMA impact approvals and is proposing three additional PMA impacts, which are discussed below as PMA Impacts 20, 21, and 22.

Section 24-130(b)(5) of the Subdivision Ordinance states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to the REF should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management (SWM) facilities.

Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing, or at the point of least impact to the REF. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. This application is reliant on the previously approved impacts, which will remain as approved with PPS 4-21056, SDP-1603-01, and SDP-1603-02.

The three new PMA impacts that are proposed with SDP-2206 are numbered 20, 21, and 22. The new impacts are centered around the Queens Court crossing, with Impacts 20 and 21 located to the south, and Impact 22 is to the north. The additional impacts are an expansion of previously approved Impacts 18 and 19 to provide floodplain compensatory storage, which were approved by the Planning Board with SDP-1603-02. The original impact for the Queens Court crossing was approved with PPS 4-21056 as Impact C. The new impacts requested with SDP-2206 are the result of the final engineering of the road crossing and culvert design for Queens Court, which is an expansion on a previously approved impact.

Impacts for Queens Court Road Crossing

Impacts 20, 21, and 22 are required by DPIE proposing grading and an access road to the proposed culverts and endwalls at the Queens Court entrance for maintenance. The new areas of impact are an expansion of impacts approved by the Planning Board with the PPS 4-21056 and SDP-1603-02. As reviewed and approved with prior approvals, the design of Queens Court crosses a stream and floodplain. Fill is needed to support the road, and a culvert was designed to not impede the flow of the stream. Because of the fill, clearing is needed downstream to provide compensatory storage for the floodplain to prevent a rise to the floodplain. The new Impacts 20, 21, and 22 are for clearing in the PMA and floodplain to provide an access road to the culverts and endwalls for maintenance. A letter of justification (LOJ) and exhibits for the floodplain compensatory storage PMA impact were received on February 23 and 24 of 2023. The LOJ and associated exhibit are reflected in three parts, continuing the numbering system of the overall development impacts as Impacts 20, 21, and 22, totaling 0.34 acres of proposed impact to REF associated with the Queens Court crossing. The following finding provides an evaluation of the proposed impact, as outlined in the applicant's justification.

The impacts are the result of technical reviews of DPIE case #SDCP-34233-2022. The clearing is the result of providing access roads on the north and south sides of Queens Court for maintenance. These areas will remain clear of trees and cannot be reforested. The proposed Queens Court crossing, culvert, and compensatory floodplain storage is necessary as this is the only access point for the National Capital Business Park Subdivision. Impacts to the PMA that were approved by the Planning Board as part of the prior PPS 4-21056 and SDP-1603-01 approvals are to remain as approved. The three new impacts requested with SDP-2206 are an expansion of Impact C, that the Planning Board approved with 4-21056, and Impacts 17, 18, and 19 that the Planning Board approved with SDP-1603-02. The use of the culvert for crossing the stream, compensatory storage of the floodplain, and providing two access roads for maintaining these facilities meets best management practices for providing an equal amount of floodplain storage to support the grading and culverts required for the road infrastructure. The development shown on the PMA exhibits obtained preliminary approval from DPIE.

The proposed PMA impacts for providing access roads for maintaining the culvert and endwalls are considered necessary to the orderly development of the subject property. The impacts cannot be avoided because it is required by other provisions of the County and state codes. The plan shows the preservation, restoration, and enhancement of the remaining areas of PMA.

As a result of this analysis, it is recommended that the Planning Board approve the PMA Impacts 20, 21, and 22.

Stormwater Management

An approved SWM concept plan (Case 42013-2020-01, approved June 6, 2022) was submitted, which shows the use of underground stormwater facilities for storage and quality requirement. This development will be subject to a site development fine grading permit and continuing reviews by the County's DPIE and Soil Conservation District (SCD).

Scenic and Historic Roads

Leeland Road is designated as a scenic road in the *Approved Countywide Master Plan of Transportation* (November 2009) and has the functional classification of a major collector. The

Master Plan of Transportation (MPOT) includes a section on Special Roadways, which includes designated scenic and historic roads, and provides specific policies and strategies which are applicable to this roadway, including to conserve and enhance the viewsheds along designated roadways. Any improvements within the right-of-way of an historic road are subject to approval by the County under the Design Guidelines and Standards for Scenic and Historic Roads. The Prince George's County Landscape Manual addresses the requirements regarding buffers on scenic and historic roads. Conformance to the Landscape Manual will be reviewed by the Urban Design Section.

Soils

According to the Prince George's County Soil Survey, the principal soils on the site are in the Adelphia, Bibb, Collington, Colemantown Elkton, Howel, Marr, Monmouth, Sandy Land, Shrewsbury, and Westphalia series. Adelphi, Collington, and Marr soils are in hydrologic class B, and are not highly erodible. Bibb and Shrewsbury soils are in hydrologic class D and pose various difficulties for development due to high water table, impeded drainage, and flood hazard. Colemantown and Elkton soils are in hydrologic class D and have a K factor of 0.43, making them highly erodible. Howell and Westphalia soils are in hydrologic class B and are highly erodible. Monmouth soils are in hydrologic class C and have a K factor of 0.43, making them highly erodible. Sandy land soils are in hydrologic class A and pose few difficulties to development.

Marlboro clay is found to occur extensively in the vicinity of and on this property. The TCP2 shows the approximate location of the unmitigated and mitigated 1.5 safety factor line, in accordance with a Geotechnical report dated March 17, 2022, and prepared by Geo-Technology Associates, Inc.

Erosion and Sediment Control

The site is located within a Sediment Total Maximum Daily Load (TMDL), as established by the state. Watersheds within a TMDL for Sediment will typically require erosion and sediment control measures above and beyond the standard treatments. The site also contains RTE species, including fish located in the Collington Branch. Redundant erosion and sediment control measures are also required for protection of the RTE species. Additional information, as determined by DPIE and the SCD in their respective reviews for SWM and erosion and sediment control, may be required.

The County requires the approval of an Erosion and Sediment Control Plan, prior to issuance of a grading permit. The TCP must reflect the ultimate LOD, not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including Erosion and Sediment Control measures. A copy of the Erosion and Sediment Control Technical Plan was submitted with this application.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS has completed the review of SDP-2206 and TCP2-026-2021-07, and recommends approval subject to the following findings and conditions:

Recommended Findings:

1. The regulated environmental features (REF) on the subject property were preserved and/or restored to the fullest extent possible, based on the level of detail provided with SDP-2206 for three proposed impacts for grading and two access roads to maintain the Queens Court culvert and endwalls.
2. No specimen trees are proposed for removal with this application.

Recommended Conditions:

1. The TCP2 shall meet all the requirements of Subtitle 25, Division 2, and the Environmental Technical Manual (ETM) prior to certification, and shall be revised as follows:
 - a. Revise the worksheet and plan to add the woodland clearing for the access to the proposed culverts and endwalls, provide compensatory floodplain storage, and revise the plan, tracking tables, and worksheet as necessary.
 - b. Sheet C-300:
 - i. Update the Plan References list to remove the information for “SDP-1603-01” and replace with “SDP-1603-04.”
 - ii. Relocate the “Post Development Notes” to Sheet C-301 with the rest of the TCP2 notes.
 - iii. On the Key Map, add the development proposed with SDP-2201 (Parcel 12).
 - iv. In the plan title and in woodland conservation worksheet, correct the revision number of TCP2-026-2021 from “3” to “7”.
 - v. Correct the note under the worksheet on the park and trail to reflect the current case “SDP-2206”.
 - vi. Update the recordation information for the revised woodland and wildlife habitat conservation easement to replace the Liber 48372 folio 62 reference.
 - c. Sheet C-301:
 - i. Correct General Note 1 to reflect the current case number on “SDP-2206”.
 - ii. Add the standard Removal of Hazardous Trees or Limbs by Developers or Builders Notes.
 - iii. Correct the Site Statistics Table existing PMA total and the linear feet of regulated streams to match the Site Statistics Table on the approved NRI-098-05-04.

- d. On Sheet C-310, update the note associated with the park design to reflect the current case number of “SDP-2206”.
 - e. On Sheet C-313, show the access roads for culvert and endwall maintenance on the north and south side of Queens Court.
 - f. Revise Sheets C-318 and C-319 to add a label for MC-600, and add the hatch pattern to the legend.
 - g. Have the revised plan signed and dated by the qualified professional preparing the plan.
2. Prior to the certification of the TCP2 for this site, documents for the partial vacation of the woodland conservation easement shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George’s County Land Records at Liber 48372 in folio 62, saving and excepting the partial vacation of the easement recorded in the Prince George’s County Land Record at Liber ___ in folio ___. Revisions to this TCP2 may require a revision to the recorded easement.”

March 6, 2023

MEMORANDUM

TO: Andrew Shelly, Planner II, Urban Design Section
VIA: Mridula Gupta, Planner III, Subdivision Section *MG*
FROM: Eddie Diaz-Campbell, Planner II, Subdivision Section *EDC*
SUBJECT: SDP-2206; National Capital Business Park Parcels 7, 8, & 9

The subject site is a 29.17-acre portion of a 442.30-acre property known as Tax Parcel 30, which is further described as Parcels A and B by deed in the Prince George's County Land Records in Liber 44895 at folio 292. The site is in the Legacy Comprehensive Design (LCD) Zone; however, this application was submitted for review under the prior Zoning Ordinance and Subdivision Regulations pursuant to Section 27-1703 of the Zoning Ordinance, and it is therefore evaluated according to the standards of the prior Residential Suburban Development (R-S) zoning of the subject property. This Specific Design Plan SDP-2206 proposes a 358,450 square-foot gross floor area (GFA) warehouse building within Parcels 7, 8, and 9 of the overall National Capital Business Park (NCBP) development. The three parcels are proposed to be developed as one building site.

The site is subject to Preliminary Plan of Subdivision (PPS) 4-21056 (PGCPB Resolution No. 2022-70). This PPS covers 442.3 acres and was approved on June 2, 2022, for 27 parcels, for the development of 5.5 million square feet of industrial uses. Of the 27 parcels, six (Parcels A1 to A6) are to be conveyed to M-NCPPC and nine (Parcels B2 to B10) are to be conveyed to a business owners association (BOA). The parcels to be conveyed to the BOA and M-NCPPC will be used for open space, including public recreational facilities on Parcel A2. The remaining 12 parcels (Parcels 1, 2, and 4 to 13) will be developed. The subject site is within the area of Parcels 7, 8, and 9 as well as Parcel B10 as shown on the PPS. Compared to the PPS, Parcels 8 and 9 are enlarged, and Parcel B10 is reduced in size, in order to allow room for parking on the east side of the proposed building. This change is consistent with the lotting pattern shown on approved SDP-1603-04 (discussed below) and is generally consistent with the lotting pattern approved by the PPS. The GFA proposed with this SDP is within the 5.5 million square feet of GFA approved by the PPS.

SDP-1603-01 was approved on January 13, 2022 (PGCPB Resolution No. 2022-10) for infrastructure for the overall business park development including 35 parcels, street network, sidewalks, utilities, grading, stormwater management, retaining walls and directional signage that

will serve the employment and institutional uses proposed for the property. This SDP was, however, approved pursuant to a prior PPS 4-20032 for the NCBP development. An amendment, SDP-1603-04, was approved on February 28, 2023, to reflect infrastructure for development pursuant to PPS 4-21056. SDP-1603-04 approved 27 parcels, consistent with the PPS, but renamed some of them in order to eliminate gaps in the parcel numbering shown on the PPS. Specifically, SDP-1603-04 approved Parcels 1-12, A1-A6, and B1-B-9. Parcel B10 on the PPS is shown as Parcel B1 on SDP-1603-04, while Parcel 13 on the PPS is shown as Parcel 3 on SDP-1603-04.

PPS 4-21056 was approved subject to 22 conditions, and the following conditions are relevant to the review of this SDP amendment:

2. **Total development within the subject property shall be limited to uses which generate no more than 1,401 AM peak-hour trips and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

A 358,450 square-foot GFA warehouse building is proposed with this SDP. Conformance to this condition should be evaluated by the Transportation Planning Section.

3. **Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision, prior to the approval of any building permits.**

The development proposed with this SDP is consistent with the land uses evaluated with the PPS, which does not include residential development. Conformance with this condition has been demonstrated.

4. **Development of this site shall be in conformance with the approved stormwater management concept plan (42013-2020-00) and any subsequent revisions.**

With the application, the applicant submitted revised stormwater management (SWM) concept plan and approval letter 42013-2020-01, which covers the overall National Capital Business Park development. The approval was issued by DPIE on June 6, 2022 and expires on June 28, 2024. Conformance with this condition should be evaluated by the Environmental Planning Section.

5. **Prior to approval of a final plat:**

- a. **The applicant and the applicant's heirs, successors, and/or assignees shall grant 10-foot-wide public utility easements along the public rights-of-way, in accordance with the approved preliminary plan of subdivision.**

The submitted SDP shows PUE's along the site's frontages on Queens Court and Logistics Lane, both of which are public rights-of-way.

7. **Prior to issuance of a use and occupancy permit for nonresidential development, the applicant and the applicant's heirs, successors, and/or assignees shall:**

- a. **Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for each building.**

- b. Install and maintain a sprinkler system that complies with the applicable National Fire Protection Association standards for the installation of sprinkler systems.**
- c. Install and maintain automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.**
- d. Install and maintain bleeding control kits next to fire extinguisher installation at each building, and no more than 75 feet from any employee.**

These requirements shall be noted on the specific design plan.

These requirements are noted on the specific design plan as required; however, they are not noted consistently between the coversheet and Sheets 6 and 7. The requirement in Condition 7b needs to be added to General Note 39 on the coversheet.

- 8. At the time of final plat, the applicant shall dedicate all rights-of-way, consistent with the approved preliminary plan of subdivision.**

The submitted SDP shows right-of-way for Queens Court and Logistics Lane along the site frontage consistent with the approved PPS.

- 9. The applicant shall submit a phasing plan (with adequate justification) as part of the first specific design plan for a building, to show the phasing of the following transportation improvements to the development of the site. A determination shall be made at that time as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency.**

- a. US 301 (Robert Crain Highway) at Leeland Road**

- (1) Provide three left turn lanes on the eastbound approach.**

- b. A signal warrant analysis and signalization of the intersection of Prince George's Boulevard and Queens Court-Site Access with the following lane configuration:**

- (1) A shared through and left and a shared through and right lane on the eastbound approach.**

- (2) A shared through and left and a shared through and right lane on the westbound approach.**

- (3) A shared through and left on the northbound approach and a shared through and right lane on the southbound approach.**

10. **Prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), a fee of \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary.**

In lieu of the fee payment listed in the preceding paragraph, prior to approval of a building permit for each phase of development, the applicant and the applicant's heirs, successors, and/or assignees shall provide improvements along US 301 (Robert Crain Highway), within the limits of US 301 that are covered by the Capital Improvement Program-funded improvements. The phasing of the of the US 301 improvements shall be submitted with each specific design plan application, prior to its acceptance, when this option is applied. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

The applicant submitted with the SDP a memo dated October 13, 2022 which is intended to provide phasing plans satisfying the requirements of Conditions 9 and 10. The Transportation Planning Section should determine whether these conditions are met.

18. **Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCP1-004-2021-03). The following note shall be placed on the final plat of subdivision:**

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-004-2021-03 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

19. **Prior to the issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:**

"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."

A Type 2 Tree Conservation Plan (TCP2-026-2021-03) was submitted with the SDP. The Environmental Planning Section should determine whether the TCP2 conforms to the approved TCP1-004-2021-03.

Additional Comments:

1. Pursuant to Section 24-4503(a)(4) of the Subdivision Regulations, the site has a certificate of adequacy associated with 4-21056 effective June 2, 2022, which is valid for 12 years.
2. A final plat will be required for the subject property following approval of this SDP. PPS 4-21056 includes conditions which must be met prior to approval of the final plat.

Recommended Conditions:

1. Prior to signature approval of the specific design plan, the following revisions shall be made to the SDP plan set:
 - a. In General Note 39 on the coversheet, add a line which includes the requirement given in Condition 7(b) of PGCPB Resolution No. 2022-70.
 - b. In the General Parcel Information table on the coversheet, replace the column for SDP-1603-01 with one for SDP-1603-04, showing the parcels approved with that plan (Parcels 1-12, A1-A6, and B1-B9).
 - c. On Sheet 6, ensure that the parcel boundary lines are not obscured by the building. Show a bearing and distance for each boundary line.

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 conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the SDP and must be consistent with the record plat, once it is approved, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



Countywide Planning Division
Historic Preservation Section

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www.mncppc.org/pgco
301-952-3680

February 7, 2023

MEMORANDUM

TO: Andrew Shelly, Urban Design Section, Development Review Division

VIA: Tom Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **TWG**

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

SUBJECT: SDP-2206 NCBP Parcels 7, 8, and 9

The subject property comprises 29.17 acres and is located approximately 3,200 feet west of the intersection of Leeland Road and US 301. The subject property is zoned LCD and located within the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* area. The subject application proposes construction of a 358,450 square-foot warehouse/distribution building and parking lot.

The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* contains goals and policies related to historic preservation (pages 157-166). However, these are not specific to the subject site or applicable to the proposed development.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the presence of two documented properties: the Clarke Tobacco Barn at Willowbrook ruin (PG:74A-31) and the Belt Tenant House (PG:74A-19).

A Phase I archeological survey was conducted on the subject property in 2005. As part of the review documentation submitted by the applicant concerning the archeological investigations, the Historic Preservation Section requested that more information regarding a partially collapsed barn be presented prior to acceptance of the final report. The applicant retained the services of a consultant to investigate the structure. Background historic research was performed to identify the owner of the barn and to identify similar tobacco barns in the County. The barn was fully documented with color photographs and scaled line drawings, and a Maryland Inventory of Historic Properties (MIHP) form was completed. A final technical memorandum and the completed MIHP form were received by the Historic Preservation Section on April 2, 2007.

No archeological sites were identified, and no further archeological work is recommended on the subject property. With the submittal of the final technical report, the applicant has satisfied Condition 1 of the District Council approval for CDP-0505 dated April 9, 2007. The technical report has also addressed the request of the Historic Preservation Section to provide additional documentation of the Clarke Tobacco Barn, as stated in a letter dated January 10, 2007.

During a site visit to the subject property in November 2021, Historic Preservation Section staff identified a feature on the subject property along Collington Branch that appears to be an old mill race. The Phase I archeology report identified several pieces of mill stones on the east side of Collington Branch in the southern portion of the subject property. These mill stones were not recorded as an archeological site because there were no additional artifacts found in association with them. The possible mill race and mill stones are located on a portion of the property that will not be developed and will be preserved as open space.

The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommends approval of SDP-2206, NCBP Parcels 7, 8, and 9, with no conditions.



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
Special Projects Section

March 1, 2023

MEMORANDUM

TO: Andrew Shelly, Planner II, Urban Design Section, Development Review Division

FROM: BR Bobby Ray, AICP, Supervisor, Special Projects Section, Countywide Planning Division

SUBJECT: **SDP-2206 National Capital Business Park, Parcels 7, 8, 9**

Project Summary:

This project is for the development of a 358,450 square foot warehouse/distribution building on Parcels 7, 8, and 9 totaling 29.17-acres. This Specific Design Plan (SDP) amendment was accepted for processing by the Planning Department on January 27, 2023.

The subject SDP is being filed, in accordance with the prior Subdivision Regulations, in accordance with Section 27-1704(b) of the current Zoning Regulations, under which public facility adequacy is being reviewed per the findings of the prior Zoning and Subdivision Regulations as follows:

Section 27-528(a)(2) of the prior Zoning Ordinance requires that prior to approval, the Planning Board shall find that the SDP will be adequately served within a reasonable period of time with existing or programmed public facilities. These facilities can either be shown in the appropriate Capital Improvement Program, provided as part of the private development, or (for transportation APF) as authorized pursuant to Section 24-124(a)(8) with participation by the developer in a road club.

Subtitle 24, the prior Subdivision Regulations, of the County Code provides the methodology for testing adequate public facilities to ensure that the development will be served by adequate public facilities within a reasonable period of time, as set forth below.

Water and Sewer:

Section 24-122.01(b)(1) of the prior Subdivision Regulations states that “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 the property in the Water and Sewer Category 3, Community System. Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 74A Mitchellville & Vicinity. The *Prince George's County FY 2023-2028 Approved CIP* does not identify any schools and/or public safety facilities in the Planning Area.

Conformance to the Master Plan:

This preliminary plan of subdivision was reviewed for conformance to the master plan in accordance with Section 24-121(a)(5) of the Subdivision Regulations. The 2022 *Bowie-Mitchellville and Vicinity Master Plan* provides goals and policies related to public facilities (pages 165-177). The proposed development aligns with the master plan goals to ensure “all students have quality educational instruction in modern facilities”, provide “high-quality, well-maintained public facilities”, and have “fire and emergency medical (EMS) respond areawide in established response times,” as well as the schools, libraries, public safety, parks, and recreation, and water and sewer service polices, and strategies.

There are no police, fire and emergency medical service facilities, public schools, parks, or libraries proposed on the subject property. The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades, and renovations to existing facilities, and construction of new facilities.

NON-RESIDENTIAL

Police Facilities:

The subject property is served by Police District II, Bowie located at 601 SW Crain Highway in Bowie. Per Section 24-122.01(c)(1)(A) of the prior Subdivision Regulations, the Planning Board’s current test for police adequacy is based on a standard for square footage of police stations relative to the population. The national standard is 141 square-feet of space per officer. There is 267,660 square-feet of space in all the facilities used by the Prince George’s County Police Department. Based upon 141 square-feet per officer, the County needs 209,949 square-feet, which is met by the current 267,700 square-feet.

Per Section 24-122.01 (c)(1)(A) “The population and/or employees generated by the proposed subdivision at each stage of the proposed subdivision will not exceed the service capacity of existing police stations as determined by the Planning Board in the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure" as may be amended from time to time.”. Using the national standard of 141 square-feet per 1,000 residents, it calculates to 128,698 square-feet of space for police facilities. The current amount of space, 267,660 square-feet, is within the guideline.

Fire and Rescue:

The subject property is served by Bowie Volunteer Fire/EMS Co. 843 located at 16408 Pointer Ridge Road in Bowie.

Per Section 24 122.01(d)(1)(A) of the prior Subdivision Regulations, 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 2020 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. Per the National Fire

Protection Association (NFPA) 1710, Chapter 4, 240 seconds (4 minutes) or less travel time is the national performance objective.

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 en 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 performance objectives for the first-due response zones that are identified by the authority having jurisdiction (AHJ):

- (1) Alarm handling time completion 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 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 October 5, 2022, the subject site fails the four-minute travel test from the closest Prince George's County Fire/EMS Station Bowie Volunteer Fire/EMS Co. 843 when applying the national standard and [NFPA 1710.4.1.2.1 (3)]. Therefore, this property would not meet an associated total response time under five-minutes from the closest Fire/EMS Station, and is therefore subject to mitigation (below).

Schools:

Per Section 24-122.02 of the prior Subdivision Regulations, Council Resolutions, CR-23-2001 and CR-38-2002, Amended Adequate Public Schools Facility Regulations for Schools, this industrial project is exempt from a review for school impacts because it is a non-residential use.

RECOMMENDATIONS

At the writing of this referral the Special Projects Section recommends that prior to issuance of a use and occupancy permit, the applicant and the applicant's heirs, successors, and/or assignees shall:

1. Contact the Prince George's County Fire/EMS Department to request a pre-incident Emergency Plan for the facility.
2. Install and maintain a sprinkler system that complies with NFPA 13 Standards for the Installation of Sprinkler Systems.

3. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.
4. Install and maintain bleeding control kits to be installed next to a fire extinguisher installation, which must be no more than 75 feet from any employee.

March 9, 2023

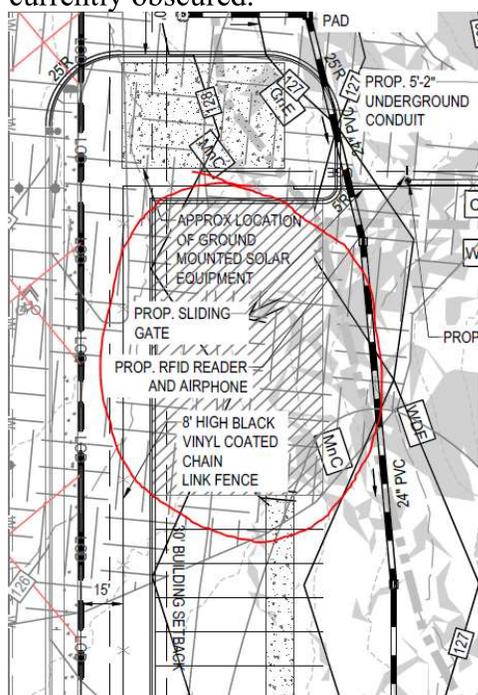
MEMORANDUM

TO: Andrew Shelly, Urban Design

FROM: Jason Bartlett, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for SDP-2206 (AC-22011), NCBP Parcels 7, 8 & 9 (PB)

1. Move the 37-space and 43-space parking counts from sheet 7 to sheet 6, where those parking bays start.
2. Provide a spot length and width dimension for one of the parking spaces on sheet 7 for each of the 37-space and 43-space parking bays.
3. Better identify the limits of the 3-acre storage yard on sheet 7.
4. Revise the area of sheet 6 shown below to better identify the striping for the parking spaces that are covered up by notes, or whatever is supposed to be depicted under those notes that is currently obscured.



5. Provide retaining wall and gate detail. And any other structure details that may not currently be provided. When applicant applies for individual gate, fence, wall, etc., permits, the detail provided with the application must match the detail approved with the SDP.
6. Provide dimensions on the building shown on sheet 15.
7. The arch plans label the storage yard as a pipe yard. The site plan and arch plans should share common names. Recommend Storage/Pipe Yard labels for both plans.
8. In general, the site plans, sheets 6 & 7, are hard to read due to the amount of information provided thereon. I don't know if this can be remedied by adjusting note locations (moving as many as possible to the red hashed areas that are not part of the SDP application) and darkening the arrows that go from them to the subject of the note, but just wanted to mention it.

MEMORANDUM

February 13, 2023

TO: Tierre Butler, Urban Design Section
Development Review Division, M-NCPPC

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

Re: National Capital Business Park, Parcels, 7,8,9
Specific Design Plan, SDP-2206

CR: Leeland Road
CR: Oak Grove Road
CR: Popes Creek Drive

This memorandum is in response to Specific Design Plan, SDP-2206, referral for the development of industrial-use buildings and associated infrastructure. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

The property is in Upper Marlboro, MD, located approximately 3,200 feet west of the intersection of Leeland Road and US 301 (Robert S. Crain Highway).

- **Leeland Road** is an existing County-maintained Urban Collector roadway with a varying right-of-way width, requiring a 100' right-of-way width as per the Master Plan (Master Plan Road MC-600). The applicant shall provide right-of-way dedications and roadway/frontage improvements as required in accordance with the Department of Public Works and Transportation (DPW&T) Urban Major Collector Road standard (Std. 100.02), or in accordance with a waiver if and/or when issued. This work shall be permitted prior to or concurrent with issuance of a final grading permit.
- The **Oak Grove/Leeland Road Shared-Use Side Path** is a Master Plan Trail running along the Leeland Road right-of-way. The Trail shall comply with the Shared-use Side Path requirements set forth by the 2009 Approved Countywide Master Plan of Transportation.
- The 2018 Water and Sewer Plan designates Parcel 30 in Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act, to be developed on the public sewer system.
- 2. Water and sewer lines abut and traverse the property. Water and sewer line extensions or onsite systems may be required to service the proposed subdivision and must be approved by the Washington Suburban Sanitary Commission before recordation of a final plat.
- 3. Floodplain is present on the property. FPS 200522 governs for this property. FEMA floodplain is also present onsite.
- Full-width, 2-inch mill-and-overlay for all existing County, roadway frontages are required.

- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- 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.
- Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance. Any new sidewalk installation is to match existing sidewalks in the area. In addition, sidewalks must always be kept open for pedestrians.
- The internal subdivision streets' centerline radii are to be designed and constructed in accordance with DPW&T's Table I-2 design criteria.
- Maintenance of private streets is not the responsibility of Prince George's County.
- Cul-de-sacs are required to allow, at a minimum, turning movement for a standard WB-40 vehicle and a standard-length fire truck. When considering turning movement, it is assumed that parking is provided on the outside edge of the radius of the cul-de-sac.
- 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.
- Roadside trees will be 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 Development Concept Plan filed under DPIE case no. 34233-2022 is still under review, the SWM concept to be approved prior to the approval SDP-2206.
- All stormwater management facilities and drainage systems, including their recreational features and visual amenities (if applicable), are to be designed and constructed in accordance with the standards and specifications set forth by DPIE and 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 DPIE.
- A soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for all proposed roadways and Marlboro Clay is required.

- The proposed project must obtain an approved floodplain delineation in accordance with DPIE's requirements.
- A floodplain easement is to be dedicated prior to issuance of any permit.
- This site contains Marlboro Clay. The following requirements must be addressed during or prior to site development grading permits through DPIE:
 - a) A geotechnical report for site grading, roads and stormwater management ponds shall be provided. The ponds should be analyzed for geotechnical impacts on the proposed roads and structures in the vicinity.
 - b) The site should be evaluated for the presence of Marlboro Clay and slope stability for slopes steeper than or equal to 5:1.
 - c) The geotechnical report shall also analyze the proposed grading in Marlboro Clay areas and recommend maximum allowable slopes. Any slope more than 5H:1V shall be specifically evaluated, and recommendations shall be provided.
 - d) The 1.5 factor of safety (FS) line shall be shown on the plan. Structures are to be located at least 25 feet from the 1.5 FS line.
 - e) Grading in Marlboro Clay areas must not exceed 5H:1V without specific geotechnical analysis that proves its stability.
 - f) Permit plans of both site grading, storm drain, and paving shall comply with the recommendations of the geotechnical report.
 - g) Compliance with recommendations from the geotechnical report shall be verified on the plans by the preparer of the geotechnical report, and in the field by the geotechnical engineer.
 - h) Due to Marlboro Clay, field investigation, lab testing, engineering analysis and preparation of geotechnical reports, site plans shall comply with DPIE's 005-2018, Techno-gram.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.
 - b) Exact acreage of impervious areas has not been provided.
 - c) Proposed grading is shown on plans.
 - d) Stormwater volume computations have not been provided.
 - e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.

- f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in the submittal.
- g) A narrative in accordance with the code has not been provided.
- h) Applicant shall provide items (a-g) at the time of filing final site permits.

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

MA:II: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
NCBP Property LLC (c/o Cole Schnorf), 5850 Waterloo Road, Suite 210, Columbia,
MD 21045
Bohler (c/o Christopher Rizzi, PLA), 16701 Melford Boulevard, Suite 310, Bowie, MD
20715

Additional Back-up

For

SDP-2206

NCBP Parcels 7, 8, And 9

LAW OFFICES
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Russell W. Shipley
Arthur J. Horne, Jr.*
Dennis Whitley, III*
Robert J. Antonetti, Jr.

Bradley S. Farrar
L. Paul Jackson, II*
* Also admitted in the District of Columbia

March 23, 2023

VIA ELECTRONIC DELIVERY

Hon. Peter Shapiro
Chairman, Prince George's County Planning Board
County Administration Building, 4th Floor
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: National Capital Business Park
SDP-2206, (Parcels 7, 8 & 9)
REQUEST FOR CONTINUANCE

Dear Chairman Shapiro:

Please be aware that our firm represents the Applicant in the above-referenced matter. Please accept this letter as a request for a continuance of the Planning Board hearing date from Thursday, March 30, 2023, until Thursday, **April 6, 2023**. This request is being made to allow the Applicant additional time to evaluate the findings and recommendations in the published staff report.

I will be present at the Planning Board Hearing on March 30, 2023 to formally make this request. Additionally, I have copied all Parties of Record with this correspondence.

Thank you for your consideration of this request. Should you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Robert J. Antonetti, Jr.

RJA/jjf

Cc: Parties of Record
NCBP Property LLC
Andrew Shelly, Planner II
Haley Carpenter, P.E.
Joe DiMarco, P.E.

Additional Back-up

For

SDP-2206

NCBP Parcels 7, 8, And 9

National Capital Business Park (SDP-2206)

Planning Board Hearing
April 6, 2023

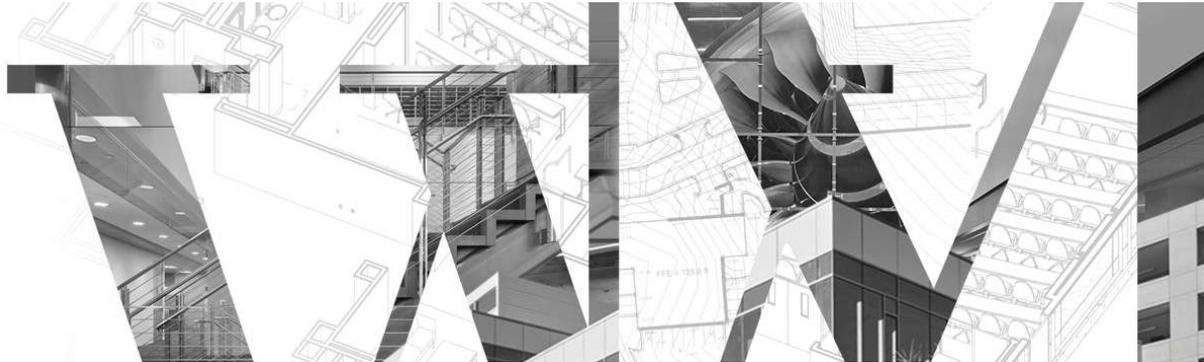
Revised Conditions

1. Prior to certification of this specific design plan (SDP), the applicant shall provide the specified information, or make the following revisions to the plans:
 - e. Provide the required and proposed amount of green ~~open~~ space on the coversheet.
 - i. Remove the plan notes from the parking striping area on Sheet 6, near the entrance to the site along Logistics ~~Loeust-Lane~~.
 - j. Provide site details of the proposed ~~2-foot~~ retaining and/or screening walls and sliding access gate.
 - p. Provide additional understory plantings and screening around the transformer pad at the entrance to the subject site, from Logistics ~~Loeust-Lane~~, on Sheet 12.
 - t. Revise the signage schedule as follows:
 - (1) State the correct number of the attached building “Ferguson” monument signs (Item 7) and update schedule to indicate sign type as “building mounted”.

~~Strikethrough~~ represents deleted language 1
Underline represents added language

FERGUSON

ARCO
DESIGN/BUILD
INDUSTRIAL



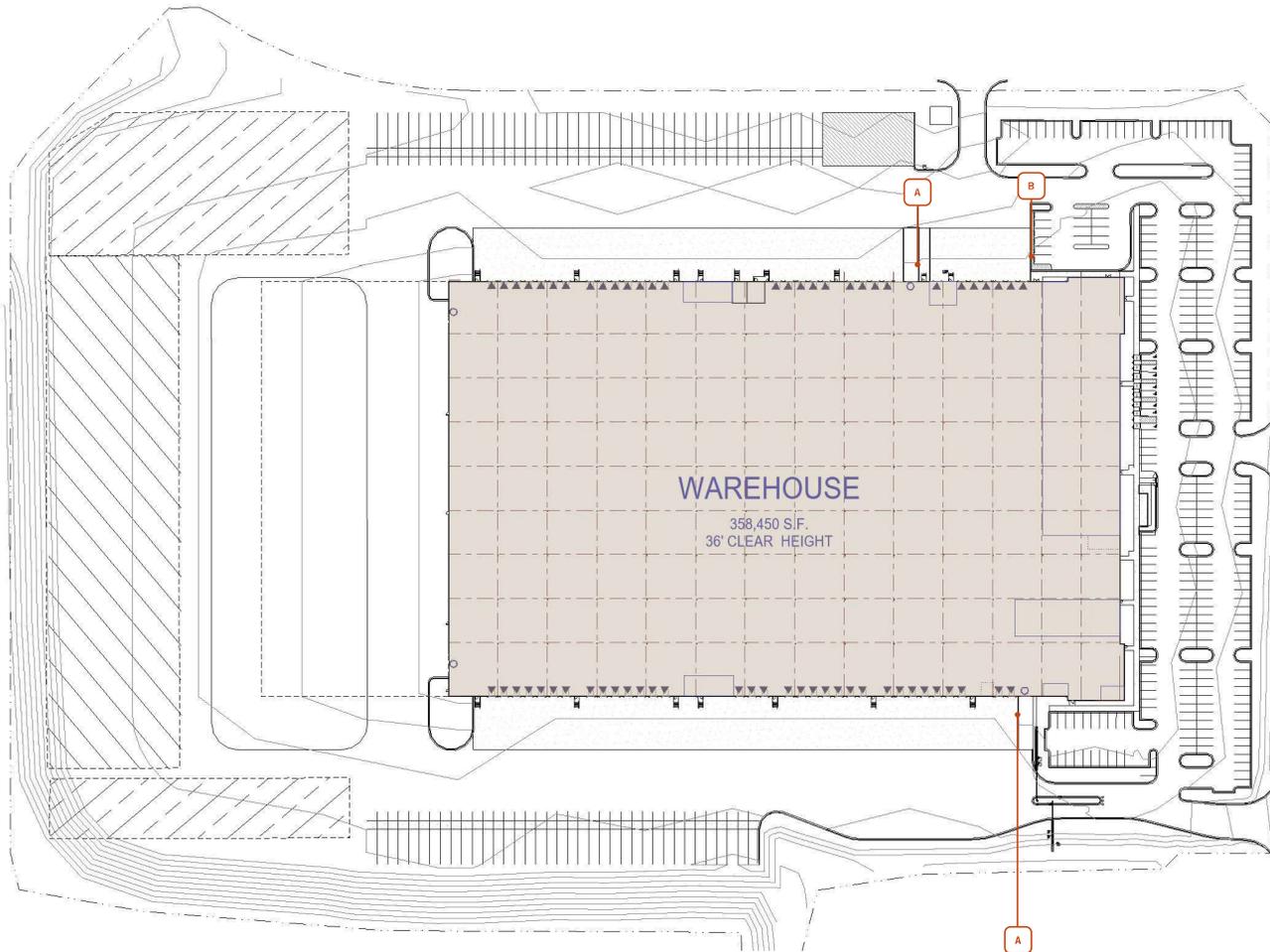
NATIONAL CAPITAL BUSINESS PARK

NATIONAL CAPITAL BUSINESS PARK
BOWIE MD

SCHEMATIC DESIGN
WDC22-0007-05
3.23.2023

TOTAL PAGE IN THIS PACKAGE: 6

WARE MALCOMB

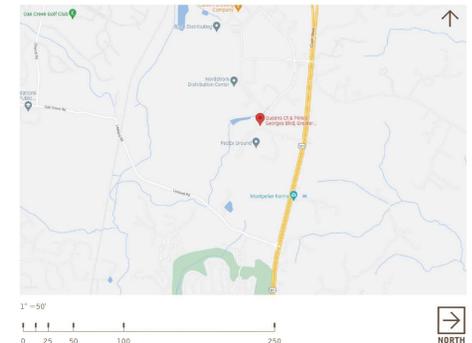
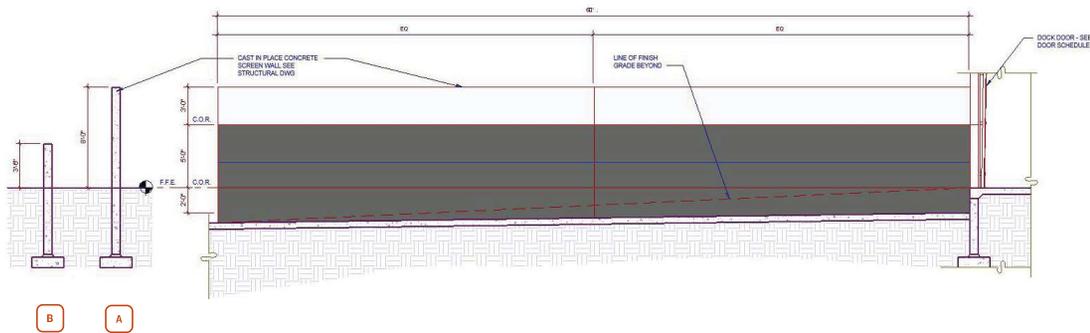


- A** CAST IN PLACE CONCRETE SCREEN WALL ALONG DRIVE IN RAMPS
8' ABOVE GRADE TYPICAL
- B** CAST IN PLACE CONCRETE SCREEN WALL ALONG EDGE OF PARKING LOT
3'-6" ABOVE GRADE TYPICAL

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design:
DESIGNED BY OTHERS

Boundary Source:
GIS MAP & AERIAL IMAGE





KEYNOTES

- | | | |
|---|---|---|
| <p>1 VISION GLASS
TYPICAL</p> <p>2 FIELD PAINT - WHITE
TYPICAL</p> <p>3 ACCENT PAINT - GRAY
TYPICAL</p> <p>4 ACCENT PAINT - DARK GRAY
TYPICAL</p> | <p>5 FORM-LINER
TYPICAL</p> <p>6 5'-0" X 5'-0" CLERESTORY WINDOW
TYPICAL</p> <p>7 DOWNSPOUT
TYPICAL</p> <p>8 METAL CANOPY
TYPICAL</p> | <p>9 SIGNAGE
TYPICAL</p> <p>A CAST IN PLACE CONCRETE SCREEN WALL ALONG
DRIVE IN RAMPS
8' ABOVE GRADE TYPICAL</p> <p>B CAST IN PLACE CONCRETE SCREEN WALL ALONG
EDGE OF PARKING LOT
3'-6" ABOVE GRADE TYPICAL</p> |
|---|---|---|



KEYNOTES

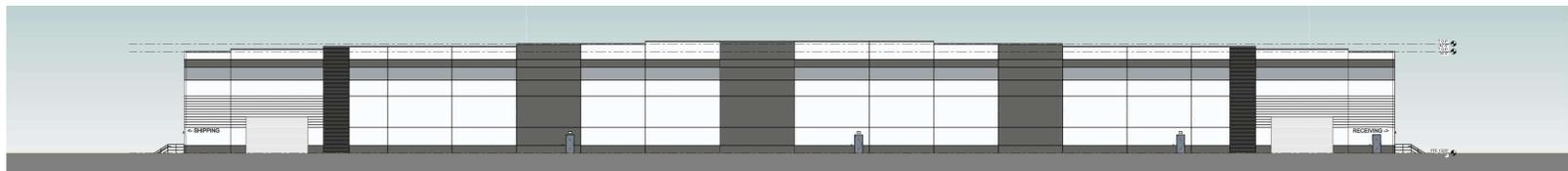
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EDGE OF PARKING LOT
3'-6" ABOVE GRADE TYPICAL</p> |
|---|---|---|



North Conceptual Elevation - N.T.S



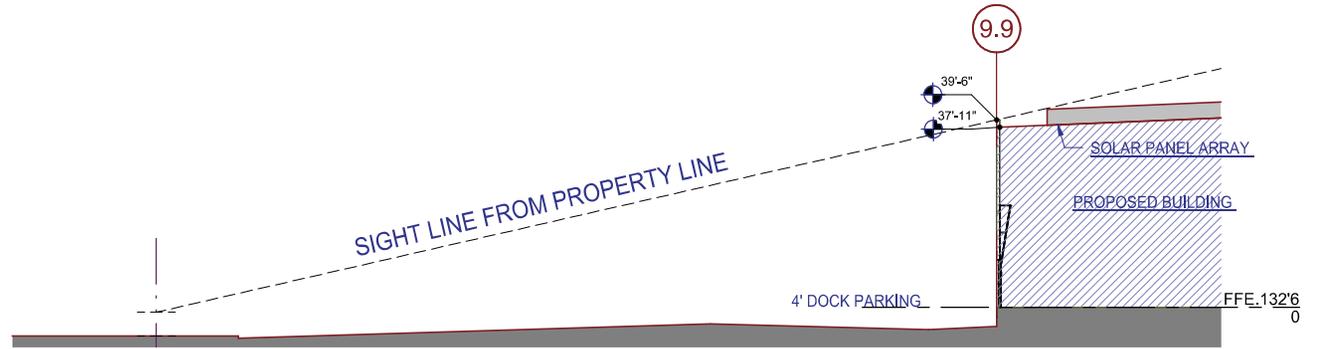
East Conceptual Elevation - N.T.S



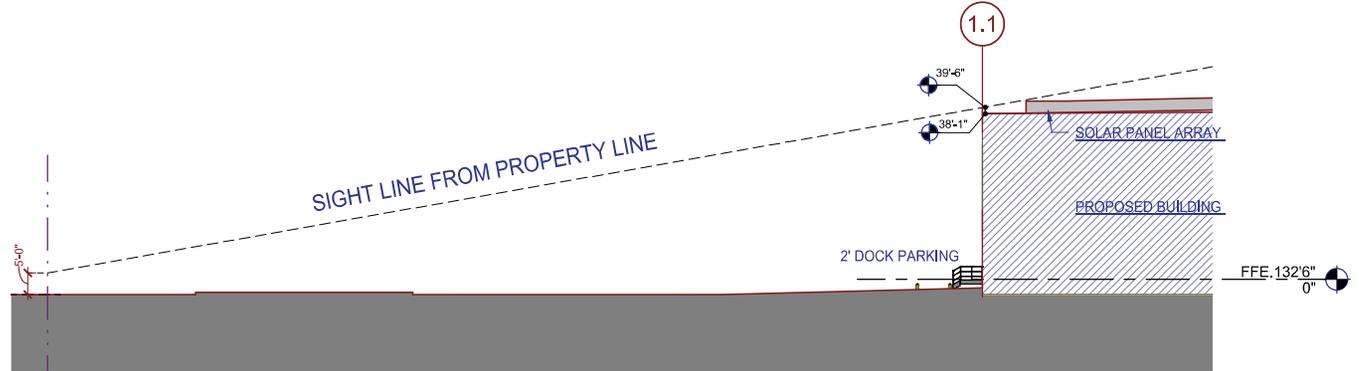
South Conceptual Elevation - N.T.S



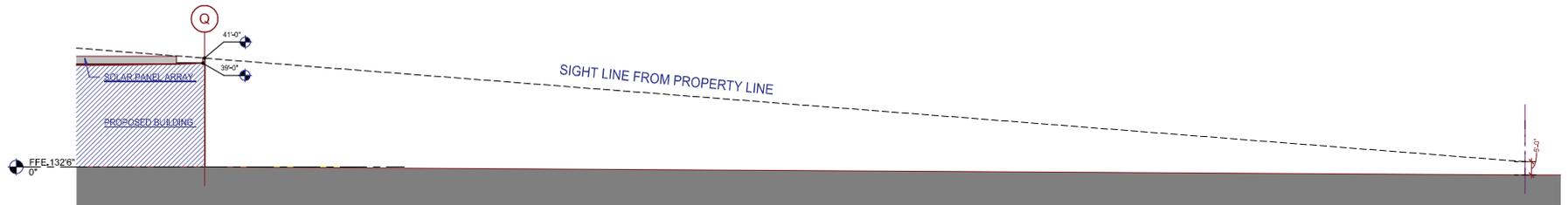
West Conceptual Elevation - N.T.S



SIGHT LINE STUDY - EAST PARAPET TO PROPERTY LINE - N.T.S



SIGHT LINE STUDY - WEST PARAPET TO PROPERTY LINE - N.T.S



SIGHT LINE STUDY - SOUTH PARAPET TO PROPERTY LINE - N.T.S

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L. Paul Jackson, II*
* Also admitted in the District of Columbia

March 24, 2023

VIA ELECTRONIC DELIVERY

Mr. Andrew Shelly, Planner II
Urban Design Section, Development Review Division
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**RE: (SECOND REVISED) STATEMENT OF JUSTIFICATION
National Capital Business Park
SDP-2206, (Parcels 7, 8 & 9)**

Dear Mr. Shelly:

On behalf of our client, NCBP Property LLC (the "Applicant"), Robert J. Antonetti, Jr., and Shipley and Horne, P.A. hereby submits this statement of justification in support of Specific Design Plan, SDP-2206, for the development of a 358,450 square foot warehouse/distribution building in accordance with the appropriate provisions of the Prince George's County Zoning Ordinance. The National Capital Business Park (the "NCBP") project is located on the north side of Leeland Road and contains approximately 442± acres previously classified in the R-S, I-1 and R-A Zones. As of April 1, 2022, the property was rezoned to the LCD Zone (Legacy Comprehensive Design), IE Zone (Industrial, Employment), and AR Zone (Agricultural- Residential). Approximately 426± acres of the property is zoned LCD (the "Property"). The Property is located within Planning Area 74A and Council District 4.

ELECTION TO UTILIZE PRIOR ZONING PROCEDURES/REGULATIONS (Section 27-1704)

On April 1, 2022, the approved Countywide Sectional Map Amendment ("CMA") and the updated Prince George's County Zoning Ordinance ("New Zoning Ordinance") became effective and rezoned the Property to the newly created LCD Zone. Notwithstanding, the Applicant elects to process SDP-2206 utilizing the applicable provisions of the prior zoning ordinance (including the applicable regulations in the E-I-A Zone).

SDP-1603-01 was approved by the Planning Board on January 27, 2022, and is valid until January 27, 2025. Further, the underlying CDP-0505-01 for the NCBP is valid until April 1, 2042, and has since been superseded by CDP-0505-02. Since these underlying approvals are currently valid, the Applicant can proceed with applications utilizing the provisions of the Zoning Ordinance that existed prior to April 1, 2022, (per Section 27-1704 of the New Zoning Ordinance). SDP-2206 is being filed in

accordance with the appropriate provisions of the Prince George's County Zoning Ordinance relating to the standards applicable to the E-I-A Zone that existed prior to April 1, 2022 (the "Zoning Ordinance").

BACKGROUND

This statement of justification presents the supporting rationale necessary for the review and evaluation of SDP-2206 (the "SDP"). The NCBP is currently approved for development of up to 5.5 million square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. This SDP's proposal of a 358,450 square foot warehouse/distribution building is wholly consistent with the land use types approved for the NCBP and the Property.

On May 16, 2022, Basic Plan Amendment, A-9968-03, was approved by the District Council for employment and institutional uses (which includes warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses) not to exceed 5.5 million square feet of gross floor area, (Zoning Ordinance No. 6-2022). On May 5, 2022, Comprehensive Design Plan, CDP-0505-02 & Type 1 Tree Conservation Plan, TCPI-004-2021-02, were approved by the Planning Board which established the design guidelines for the project. The Resolution of Approval (PGCPB No. 2022-53) was adopted by the Planning Board on May 19, 2022. On June 6, 2022, the District Council waived their right to review Comprehensive Design Plan CDP-0505-02.

Finally, Preliminary Plan of Subdivision 4-21056, Type 1 Tree Conservation Plan TCP1-004-2021-03, and Variance from Section 25-122(b)(1)(G), for the removal of 11 specimen trees, were approved by the Prince George's County Planning Board on June 2, 2022. The resolution of approval was adopted by the Planning Board on June 9, 2022, (PGCPB No. 2022-70). SDP-1603-01 was approved by the Planning Board on January 27, 2022, reflecting the initial infrastructure proposed for the NCBP (PGCPB No. 2022-10). On June 30, 2022, SDP-1603-02 was approved by the Planning Board for a 3,428,985 square foot warehouse/distribution facility on 90.11 acres. The resolution of approval, (PGCPB No. 2022-76) was adopted the same day.

A. Development Proposal:

As part of this application, the Applicant requests approval of the following development on the Property:

- 358,450 square-foot warehouse/distribution building on Parcels 7, 8 & 9, (29.17 acres)
- Building Height: 43-feet
- 63 loading docks
- 270 parking spaces provided, (121 are required)
- 145 loading spaces provided, (10 are required)
- Associated landscaping, lighting and signage
- 3 concrete screening walls
- Solar panel array along portions of the building's roof
- Construction Type: tilt up concrete structure
- Fenced rear storage/loading area

B. Neighboring Properties Use and Zoning:

The NCBP is a 442± acre site, (of which 426± acres of the property are zoned LAC) and is situated on undeveloped land located north of Leeland Road and west of US 301. The Property is conveniently located near major transportation routes and is located in the Growth Tier Boundary as designated by the 2014 General Plan. The NCBP is partially bounded on the west by the Popes Creek Branch CSX Railroad tracks, vacant M-NCPPC park land to the north, Collington Center to the northeast, Leeland Road to the south, and the Target Distribution Center to the southeast. To the east and west are streams and their associated tributaries.

West of the site is the Collington Branch Stream Valley which is approximately 100' wide at its narrowest point and provides a natural buffer between the subject Property and the neighboring development. Further beyond the Collington Center is the mixed-use South Lake development, which is near the intersection of Central Avenue and US 301, and comprises uses such as office, retail, multifamily apartments and condominiums, senior units, townhomes, and single-family detached units. Also, along the western boundary of the Property is the Popes Creek Branch and CSX Railroad tracks. The Oak Creek residential development is northwest of the intersection of Oak Grove Road and Church Road. In the eastern area of the site, there is a small part of the NCBP tract that is zoned IE that separates the LAC zoned-portion of the Property from the Target Distribution Center, (formally the Safeway Distribution Center). Southeast of the NCBP, and west of US 301, is the Beechtree residential development. North of the NCBP are the developed subdivisions of Collington and The Hamptons in the R-R (Rural Residential) Zone. Finally, to the south, is the proposed Locust Hill development in the LAC Zone.

C. Previous Approvals

Previous approvals for the subject Property include the following applications:

July 28, 2005 - Basic Plan Zoning Map Amendment A-9968 approved via Prince George's County Planning Board Resolution 05-178

November 29, 2005 - Basic Plan Zoning Map Amendment A-9968 approved via Prince George's County District Council Resolution CR-90-2005 (DR-2), rezoning the subject property from the E-I-A Zone to R-S Zone

December 13, 2005 - Natural Resources Inventory Plan NRI-098-05 approved by the Environmental Planning Section

August 7, 2006 – 100 Year Flood Plain Study No. 200522 approved by DPIE

December 19, 2006 - Natural Resources Inventory Plan NRI-098-05-01 approved by the Environmental Planning Section

January 4, 2007 - Comprehensive Design Plan CDP-0505 approved by the Prince George's County Planning Board via Planning Board Resolution 06-273

January 11, 2007 - Natural Resources Inventory Plan NRI-098-05-02 approved by the Environmental Planning Section

February 8, 2007 - Preliminary Plan of Subdivision 4-06066 and Type 1 Tree Conservation Plan TCP1-010-06-01 approved via Prince George's County Planning Board Resolution 07-43

April 9, 2007 – The Prince George's County District Council affirms the Planning Board's decision for Comprehensive Design Plan CDP-0505

May 16, 2007 - Stormwater Management Concept Plan 45944-2015 approved by the Department of Permitting, Inspection and Enforcement

December 12, 2014 - Type 1 Tree Conservation Plan TCP1-010-06 certified by the Environmental Planning Section

September 8, 2016 - Stormwater Management Concept Plan 15988-2016 approved by the Department of Permitting, Inspection and Enforcement

March 30, 2017 - Specific Design Plan SDP-1603 and Type 2 Tree Conservation Plan TCP2-028-2016 approved for Phase 1, Willowbrook via Prince George's County Planning Board Resolution 17-44

April 24, 2017 - The Prince George's County District Council elects not to review Specific Design Plan SDP-1603 rendering the Planning Board's decision as final

February 15, 2018 - Reconsideration Request for Preliminary Plan of Subdivision 4-06066 approved via Prince George's County Planning Board Resolution 07-43(A)

September 20, 2018 - Basic Plan Amendment A-9968-01 approved by the Planning Board via Prince George's County Planning Board Resolution 18-92

April 2, 2019 - Basic Plan Amendment A-9968-01 approved by the Zoning Hearing Examiner

May 13, 2019 - Basic Plan Amendment A-9968-01 approved by the Prince George's County District Council via Zoning Ordinance No. 5-2019

May 17, 2019 - Type 2 Tree Conservation Plan TCP2-028-2016 is certified by the Environmental Planning Section

May 31, 2019 - Specific Design Plan SDP-1603 is certified by the Urban Design Section

October 8, 2019 - Basic Plan Amendment A-9968-01 is certified by the Zoning Hearing Examiner

February 9, 2020 - Natural Resources Inventory Plan NRI-098-05-03 is approved by the Environmental Planning Section

December 14, 2020 - Prince George's County Office of Central Services (OCS) submitted Mandatory Referral Intake Questionnaire and Description of Project to M-NCPPC Legal Department for extension of Queens Court through County-owned property to serve as vehicular access point for NCBP. The proposed NCBP monument sign, to be located in the public right-of-way at corner of Queens Court and Prince George's Boulevard, is included with submission

December 15, 2020 - Basic Plan Amendment A-9968-02 formally accepted by the Council Clerk's Office & M-NCPPC

December 15, 2020 - Comprehensive Design Plan Amendment CDP-0505-01 formally accepted by M-NCPPC

January 20, 2021 - Waiver Letter WMR-57-2020 is issued by M-NCPPC's Special Projects Section for Mandatory Referral Application MR-2043A (for the extension of Queens Court and a monument sign on County-owned property)

January 25, 2021 - Specific Design Plan SDP-1603-01(for infrastructure only) is submitted to August M-NCPPC for pre-acceptance review

March 3, 2021 - Natural Resources Inventory Plan NRI-098-05-04 approved by the Environmental Planning Section

April 12, 2021 - Basic Plan Amendment A-9968-02 approved by the Prince George's County District Council via Zoning Ordinance No. 2-2021

April 29, 2021 - Comprehensive Design Plan CDP-0505-01 & Type 1 Tree Conservation Plan TCP1-004-2021 approved by the Prince George's County Planning Board via Planning Board Resolution 2021-50

June 4, 2021 - The Prince George's County District Council waives right to review the Planning Board's decision for Comprehensive Design Plan CDP-0505-01

June 11, 2021 - Comprehensive Design Plan CDP-0505-01, Type 1 Tree Conservation Plan TCP1- 004-2021, & Approved CDP Design Guidelines Certified by M-NCPPC Staff

June 16, 2021 - Preliminary Plan of Subdivision 4-20032 & Type 1 Tree Conservation Plan TCP1- 004-2021-01 is formally accepted by M-NCPPC

June 22, 2021 - Basic Plan Amendment A-9968-02 is certified by the Zoning Hearing Examiner

June 22, 2021 - Forest Harvest Operation & Erosion and Sediment Control Plan No. FH-145-21 is approved by the Soil Conservation District

June 28, 2021 - Site Development Concept Plan Number 42013-2020-00 approved by the Department of Permitting, Inspection and Enforcement

July 2, 2021 - Haul Road/Timber Transport Permit No. 21506-2021-00 is issued by DPIE

August 7, 2021 - Rough Grading Permit No. 29083-2021-G is submitted to M-NCPPC

August 12, 2021 - Type 2 Tree Conservation Plan TCP2-026-2021 (for interim rough grading) is submitted to the Environmental Planning Section

August 25, 2021 – Fine Grading Permit No. 36715-2021-00 is assigned to the project by DPIE

September 30, 2021 - Preliminary Plan of Subdivision 4-20032 & Type 1 Tree Conservation Plan TCP1-004-2021-01 is approved by the Prince George's County Planning Board via Planning Board Resolution 2021-112

December 17, 2021 - Basic Plan Amendment A-9968-03 is formally accepted by the Clerk of the Council's Office and M-NCPPC

January 27, 2022 - Specific Design Plan SDP-1603-01 and Type 2 Tree Conservation Plan TCP2-026-2021-01 (for infrastructure) is approved by the Prince George's County Planning Board via Planning Board Resolution 2022-10

February 10, 2022 - The Planning Board approves staff's recommendation to transmit Basic Plan Amendment A-9968-03 to the Zoning Hearing Examiner

February 11, 2022 - Final Plat of Subdivision ME 260-5 is recorded in Prince George's County Land Records for dedication of Queens Court through county-owned property

February 18, 2022 - Type 2 Tree Conservation Plan TCP2-026-2021 (for interim rough grading) is approved by the Environmental Planning Section

February 23, 2022 - Basic Plan Amendment A-9968-03 public hearing held by the Zoning Hearing Examiner

February 25, 2022 - Comprehensive Design Plan CDP-0505-02 is formally accepted by M-NCPPC

March 31, 2022 - Preliminary Plan 4-21056 is formally accepted by M-NCPPC

April 1, 2022 - The Countywide Sectional Map Amendment (“CMA”) and updated Prince George’s County Zoning Ordinance becomes effective rezoning the National Capital Business Park Property from the R-S, I-1 and R-A Zones, to the LCD (Legacy Comprehensive Design), IE (Industrial, Employment), and AR (Agricultural- Residential) Zones. Approximately 426± acres of the property is zoned LCD

April 26, 2022 - Rough Grading Permit 29083-2021-00 is issued by DPIE

April 28, 2022 - Zoning Hearing Examiner issues decision for Basic Plan Amendment A-9968-03 recommending Approval with Conditions

May 5, 2022 - Comprehensive Design Plan CDP-0505-02 is approved by the Planning Board. The Resolution of Approval (PGCPB No. 2022-53) is adopted by the Planning Board on May 19, 2022

May 4, 2022 - Hydraulic Planning Analysis DA7078Z21 is approved by WSSC, (Supersedes prior HPA approvals)

May 16, 2022 - The final Order of Approval is adopted by the District Council for Basic Plan Amendment A-9968-03, (Zoning Ordinance No. 6-2022)

June 2, 2022 - Preliminary Plan of Subdivision 4-21056, Type 1 Tree Conservation Plan TCP1-004-2021-03, and Variance from Section 25-122(b)(1)(G) for removal of 11 specimen trees is approved by the Prince George’s County Planning Board. The resolution of approval (PGCPB No. 2022-70) is adopted by the Planning Board on June 9, 2022

June 6, 2022 - The District Council waives their right to review Comprehensive Design Plan CDP-0505-02

June 7, 2022 - Site Development Concept Plan 42013-2020-01 is approved by DPIE

July 13, 2022 - Site Development Concept Plan No. 52756-2021-00 for Leeland Road is approved by DPIE

June 30, 2022 - Specific Design Plan SDP-1603-02 is approved by the Prince George’s County Planning Board for a 3,428,985 square foot warehouse/distribution facility on 90.11 acres. The resolution of approval, (PGCPB No. 2022-76) is adopted by the Planning Board on the same day

July 7, 2022 - Site Development Concept Plan No. 214-2022-00 is approved by DPIE on July 7, 2022, for Parcel 11. The Site Development Concept Plan Approval Letter is valid through July 7, 2025

July 13, 2022 - The Zoning Hearing Examiner certifies Basic Plan Amendment A-9968-03

August 29, 2022 - The Public RFA for the NCBP is recorded in Land Records

August 31, 2022 - Site Development Concept Plan No. 34233-2022-0 for Parcels 7, 8 & 9 is submitted to DPIE

September 7, 2022 - The Private RFA for the NCBP is recorded in Land Records

September 12, 2022 - The District Council hears oral argument for appeal of Comprehensive Design Plan CDP-0505-02 and Specific Design Plan SDP-1603-02 and requests staff to prepare Order of Approval for both applications.

September 19, 2022 - The District Council approves Comprehensive Design Plan CDP-0505-02.

D. Development Data Summary:

DEVELOPMENT DATA SUMMARY		
	Approved Applications (CDP-0505-02 & PPS 4-21056)	Proposed (SDP-2206)
Zones:	LCD (426.52 acres), IE (15 acres), AR (0.78 acres)	LCD (Former E-I-A Zone regulations apply)
Uses:	Warehouse/Distribution; Office; Light-Industrial/Manufacturing; and/or Institutional Uses	Warehouse/Distribution (358,450 square feet)
Total Gross Acreage:	CDP-0501-02 - (426.52) 4-21056 - (442.3 acres)	29.17 acres (Consisting of Parcel 7, (6.92 acres), Parcel 8, (7.04 acres), & Parcel 9, (15.21 acres))
100-Year Floodplain	94.77 acres	0.0 acres
Net Acreage:	347.53 acres	29.17 acres

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E. Proposed Development Concept

The NCBP represents a well thought out employment and institutional development that is organized into complimentary development pockets. The building blocks of this development include interconnecting streets and a parcel layout that will adequately contain building and parking areas. The foundation of the NCBP is a significant green area network which substantially surrounds the proposed development. This includes utilization of the adjacent stream valley to define the western edges of the proposed development areas. The project has been designed to be a compact development that will minimize impacts to sensitive environmental features and preserve priority woodland and land area along the stream valley corridor and other sensitive environmental areas. The design guidelines for the NCBP have been established through the approval of CDP-0505-02. Said design guidelines established standards for building heights, setbacks, lot coverage and open space for the project that are reflected on the submitted SDP.

The submitted SDP shows development that is proposed for future Parcels 7, 8 & 9. This site will have vehicular access from future Queens Court extended. The Property (Parcels 7, 8 & 9) will be developed with a single warehouse/distribution building totaling 358,450 square feet. The proposed building will be 43 feet-high and be constructed as a tilt-up concrete structure. The structure will have 63 loading docks. Further the development will include 270 passenger parking spaces and 145 loading spaces. Along the rear and side of the main warehouse/distribution building is a proposed storage/loading area for materials and equipment that will be accessory to the principal warehouse/distribution use(s). The storage yard will be fenced with a combination of an eight-foot (8') coated chain link fence (black) and an eight-foot (8') vinyl (white) opaque fence. Said vinyl fencing will screen views into the storage yard from Logistics Lane. The Applicant has also proposed 2 concrete screening walls attached to the proposed building. Specifically, the end user has requested the addition of the concrete screen walls to shield the proposed loading areas of the main building. These screening walls are attractively designed and consist of materials (i.e. cast concrete) and colors that are compatible with the main building. Additionally, the applicant has proposed a 3rd concrete wall that replaces a previously proposed 2-foot block retaining wall. The details for all 3 walls are shown on the attached Exhibit 1.

F. Conformance with Approved Design Guidelines for NCBP

CDP-0505-02 set forth design guidelines to be utilized for future development within the NCBP. Said design guidelines established standards for building heights, setbacks, and green area. The proposed development on Parcels 7, 8 & 9 conforms to the aforementioned design guidelines as follows:

i.) Building and parking minimum setbacks from street:

The CDP Guidelines approved with CDP-0505-02 require all buildings and parking areas to be set

back as follows:

STRUCTURES

Building and parking minimum setbacks:

From Roadways

- (a) Buildings along internal roadways shall be setback at least 30 feet from the roadway. Parking setbacks shall also be a minimum of 10' feet, with a preference for 15' where possible.
- (b) Buildings along Prince George's Boulevard and Queens Court shall be setback at least 40 feet from the public right-of-way. Parking setbacks shall be minimum of 10' feet, with a preference for 15' where possible.

RESPONSE: The proposed building is located at the intersection of Queens Court and Logistics Lane. The building will be setback 171 feet from Queens Court, and 215 feet from Logistics Lane, (a minimum 40-foot setback is required from Queens Court, and a minimum 30-foot setback is required from Logistics Lane).

The proposed parking lot will be setback 23 feet from Queens Court, and 25 feet from Logistics Lane, (a 10-foot minimum setback is required from all streets).

From Parcel Lines

- (a) Building setbacks from parcel lines: front – 25', side – 20'*, rear 20'*
(*+ ½ foot for every one foot over 45')
- (b) Parking setbacks from parcel lines; front 15', side 15', rear 15'

Variation of setbacks are permitted on a case-by-case basis by the Planning Board at the time of Specific Design Plan.

RESPONSE: Since the height of the proposed building is 43-feet, only minimum setbacks are required along the side and rear property lines. The proposed building will have a side yard setback of 210 feet along the eastern side of the property, (a minimum 20-foot setback is required). The rear of the building will be setback 496 feet from the rear property line, (a minimum 20-foot setback is required).

Along the eastern side of the Property, (which is the only side yard that doesn't face a street), the parking lot will be setback 20 feet, (a minimum 15-foot setback is required). Finally, along the rear property line, the parking lot will be setback 253 feet, (a minimum 15-foot setback is required).

(Variation from Side/Rear Setbacks for eight-foot (8') Perimeter Fence)

Along the rear and side of the main warehouse/distribution building is a proposed storage/loading area for materials and equipment that will be accessory to the principal warehouse/distribution use(s). The storage/loading area will be fenced with a combination of an 8' coated chain link fence (black) and an 8' vinyl (white) opaque fence. Fences over 6' in height are typically required to meet the setbacks for main buildings. In the E-I-A Zone, development standards for a project (including building setbacks) are established at time of CDP and are project specific. Accordingly, the setbacks for buildings in the NCBP were established as part of the approved CDP Design Guidelines. The location of the 8' fence proposed in the SDP is located within the standard side and rear setbacks (i.e., 20'). However, as stated above, the approved CDP Design Guidelines also authorizes the Planning Board to approve variations from the standard setbacks (established in the Design Guidelines) at time of Specific Design Plan.

The Applicant is proposing an 8' fence to provide security for the loading and storage areas. Given the size of the proposed building, the location of Logistics Lane, and the shape of Parcels 7, 8, and 9, it is practically difficult to locate an 8' perimeter fence around the side and rear loading/storage areas without entering the standard setbacks. Nonetheless, the location of the 8' fence is appropriate as the rear of the property abuts open space areas, and the side yards of the fenced areas either abut another development parcel or are located at the end of an industrial street. The portion of the fence along the public street (i.e. Logistics Lane) will be an opaque vinyl fence to screen views into the storage/loading areas from the street. Further, the proposed fence will largely be screened by the proposed warehouse/distribution building proposed in the SDP. For these reasons, it is appropriate for the Planning Board to approve a modified setback for the proposed 8' fence (as authorized by the approved CDP Design Guidelines) as shown as part of the proposed SDP.

ii.) General Architectural Features:

The proposed façade and building mass articulation includes the following:

- Building design with dynamic facades that will present an attractive building with appropriate massing from the street.
- Additional accent areas along facades.
- Utilization of efficient design and construction techniques in the form of tilt-up concrete building methods.

iii.) Facades and Exterior Walls:

Facades have been designed to vary its perceived massing and reduce monotony. Both exterior walls, and entryways provide consistent architectural treatments harmonious with top tier market offerings. Said treatments include:

- wall projections or recesses of varying depths, elevations, and type.

- All sides of the building include materials and design characteristics consistent with those on the front façade.

iv.) Entryways:

The proposed entryway has been designed to give orientation and aesthetically pleasing character to the building. Entryways for the proposed building include the following:

- Corner glazing
- Recesses/projections
- Pertinent Signage

v.) Roofs:

The roof line will peak at the center of the building promoting drainage to the dock and offices walls of the building. Concrete panel heights will vary along the short sides of the building with maximums in the center and gradual decreases towards either side. At the main entrances to the building the panel heights will return to peak height for aesthetic appeal. At building main entrances, panel depth variation (i.e. form-liner patterns) along with building wall depth variations will be used. The closest roof top mechanical equipment to the edge of the building will be along the loading dock side of the building and will be set back approximately 60 feet from the building's edge. Combined with the parapets proposed for this building and based on the site line sketch, a person standing at the property line will not be able to see any roof top mechanical equipment.

vi.) Materials and Colors:

Exterior building materials and colors proposed are aesthetically pleasing. Predominant exterior building materials are composed of high-quality concrete (tilt up/precast construction). Proposed window glass will not be heavily tinted in a manner that reduces the visual link between indoors and outdoors. The concrete panels will be painted predominantly white with dark gray vertical accent bands and a lighter gray horizontal accent band around the top of the building. Louvers and window mullions will be made to match the adjacent wall paint color.



KEYNOTES

- | | | |
|---------------------------------------|--|----------------------|
| 1 VISION GLASS
TYPICAL | 5 FORM-LINER
TYPICAL | 9 SIGNAGE
TYPICAL |
| 2 FIELD PAINT - WHITE
TYPICAL | 6 5'-0" X 5'-0" CLERESTORY WINDOW
TYPICAL | |
| 3 ACCENT PAINT - GRAY
TYPICAL | 7 DOWNSPOUT
TYPICAL | |
| 4 ACCENT PAINT - DARK GRAY
TYPICAL | 8 METAL CANOPY
TYPICAL | |

vii.) Height limitations:

The approved Guidelines for CDP-0505-02 state that buildings generally shall not exceed 50' feet in height from the average finished grade to the top of the parapet wall at the exterior façade. Additional height (up to 10 feet) at interior parapet walls is permissible for screening of rooftop mechanical equipment. Exception/deviations from these height limitations can be made on a case by case basis at the time of Specific Design Plan. The height of the proposed building is as follows and does not exceed the 50-foot height limitation provided in the CDP Guidelines:

- North:** 43-feet for the highest panels.
- East:** 43-feet for the highest panel at the corners, 39-feet at the main parapet.
- West:** 43-feet for the highest panel at the corners, 39-feet at the main parapet.
- South:** 43-feet for the highest panels.

viii.) Building Intensities:

The CDP Guidelines approved for CDP-0505-02 state that individual lots/tracts may be developed with up to 0.5 FAR for a single-story building and up to 1.0 for a multi-story building. The total site area of 426 +/- acres (in the R-S Zone) shall not exceed 5.5 million square feet. Exception/deviations from these limitations can be made on a case-by-case basis at the time of specific design plan. The floor area ratio (FAR) proposed with SDP-2206 equals 0.28 FAR. This does not exceed the 0.5 FAR for a single-story building approved in the design guidelines.

ix.) Parking and Loading:

The proposed parking area includes green space and entrance features and adheres to the requirements of the *2010 Prince George's County Landscape Manual*. The proposed loading facilities are separated from automobile parking and access areas.

x.) Signage:

Details regarding building mounted, monument, and directional signage proposed on Parcels 7, 8 & 9 are reflected on Sheet 15 & 16 of SDP-2206. The specific signage calculations for the building and monument signage are as follows:

Signage Calculations Table

Sign Type	Location	Square Footage (each)	Multiplier	Quantity	Total Sign Area
1 TND Dock Number Sign	West façade	2.50 sf	0.5	65	81.25 sf
2 TND Shipping Office Sign	West façade	10.58 sf	0.5	1	5.29 sf
3 TND 24/7 Prop Pickup Sign	West façade	19.31 sf	0.5	1	9.66 sf
4 TND Prop Pickup Sign	West façade	9.67 sf	0.5	1	4.84 sf
5 TND Counter Sign	West façade	7.37 sf	0.5	1	3.69 sf
6 TND Receiving Office Sign	East façade	12.03 sf	0.5	1	6.02 sf
7 BSG Ferguson Monument Sign	North façade	74.39 sf	0.5	1	37.20 sf
8 TND Framed Polymetal Wall Sign	West façade	17.50 sf	0.5	1	8.75 sf
9 TND 24" Receiving Arrow	East façade	28.11 sf	0.5	1	14.06 sf
10 MON Ferguson Monument Sign	W Property cor.	40.00 sf	1	1	40.00 sf
11 MON Ferguson Directional Sign	W Property cor.	12.00 sf	1	1	12.00 sf

Building Signage Note:

- Total allowable building signage is calculated at 2 square feet for every 1 linear foot of width along the front of the building, to a maximum of 400 square feet.
- The subject building is 470 linear feet wide, for a computed allowable area of 940 square feet. Therefore, the maximum area of 400 square feet shall be used.
- Total proposed building signage area is calculated at 170.76 square feet.

Freestanding Signage Note:

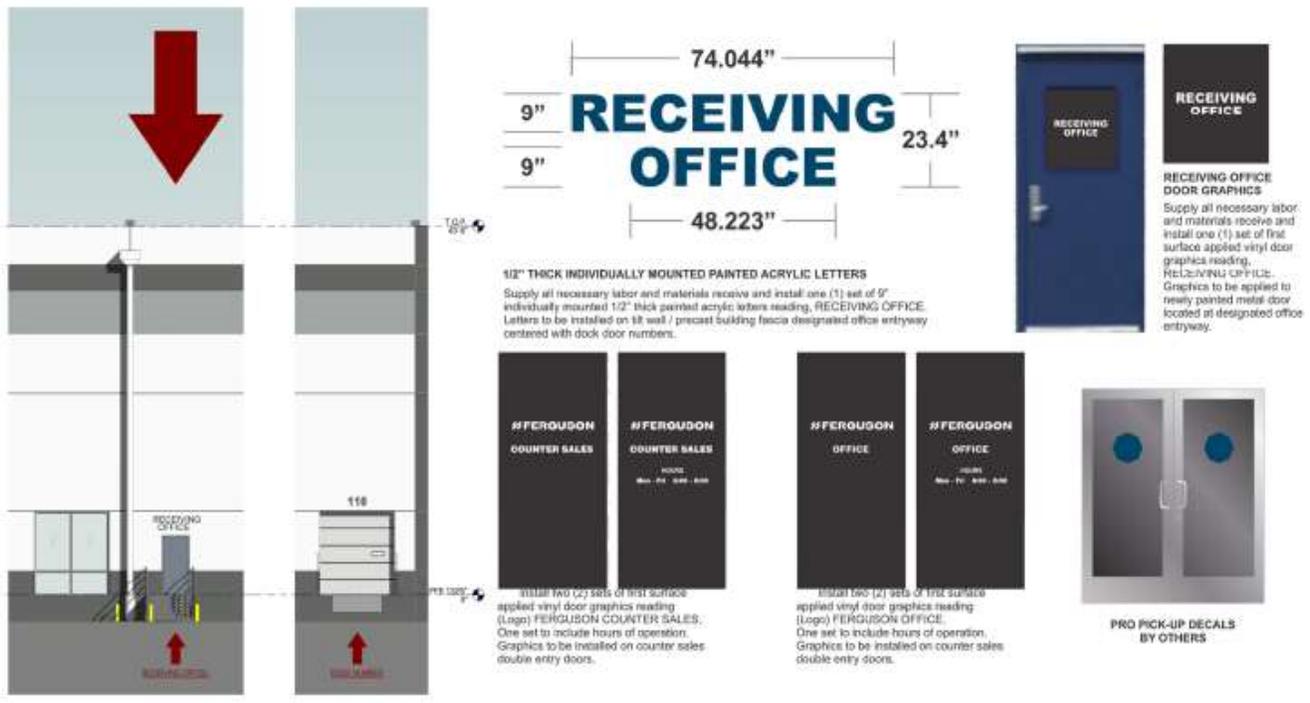
- Total allowable street signage is calculated at 1 square foot for every 4 linear feet of street frontage, to a maximum of 200 square feet for each sign.
- The site frontage is 824 linear feet wide, for a computed total allowable area of 206 square feet.
- Total proposed street signage area is calculated at 52.00 square feet.

Building-Mounted Signage:

The following building-mounted signage is being proposed. Please see Pages 15 & 16 of the submitted SDP for the full signage package being proposed with SDP-2206.



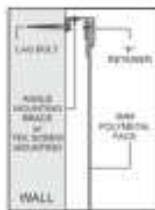
Identification signs are proposed to identify the shipping and receiving offices, counter, and pro pick-up area. Individual loading bays will also be numbered. Please see Pages 15 & 16 of the submitted SDP for the full signage package being proposed with SDP-2206.





60" x 42" x 2" DEEP NON-ILLUMINATED FRAMED POLYMETAL WALL SIGN

Supply all necessary labor and materials to permit, receive and install one (1) 60" X 42" X 2" deep non-illuminated framed polymetal wall sign reading, (Logo) PRO PICK-UP with subtext. Sign to be installed on drivit precast building fascia left of designated PRO PICK-UP door.



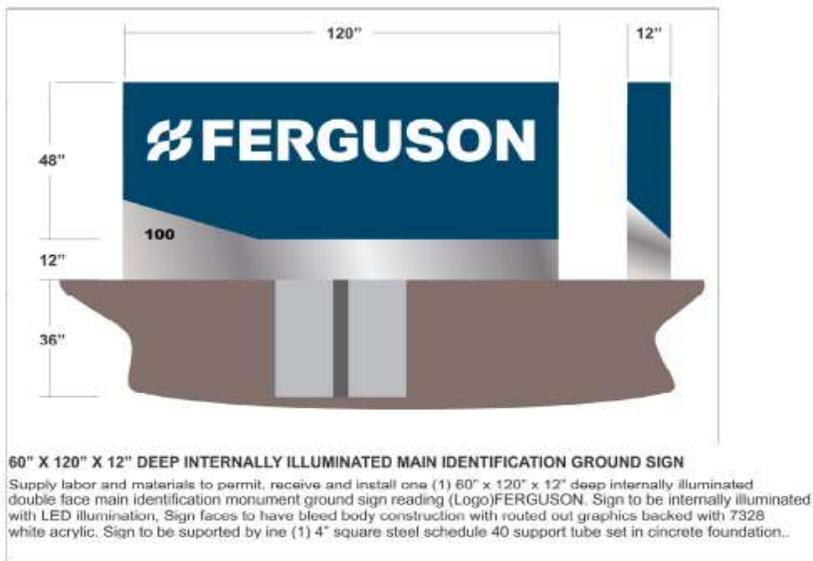
1/2" THICK INDIVIDUALLY MOUNTED PAINTED ACRYLIC LETTERS COUNTER, PRO PICK-UP AND 24/7 PRO-PICK UP

Supply labor and materials to permit, receive and install one (1) set each of 12" individually mounted 1/2" thick painted sintra letters reading COUNTER, PRO PICK-UP and 24/7 PRO PICK-UP. Letters to be installed on tilt wall / precast building fascia above designated entryways as indicated.



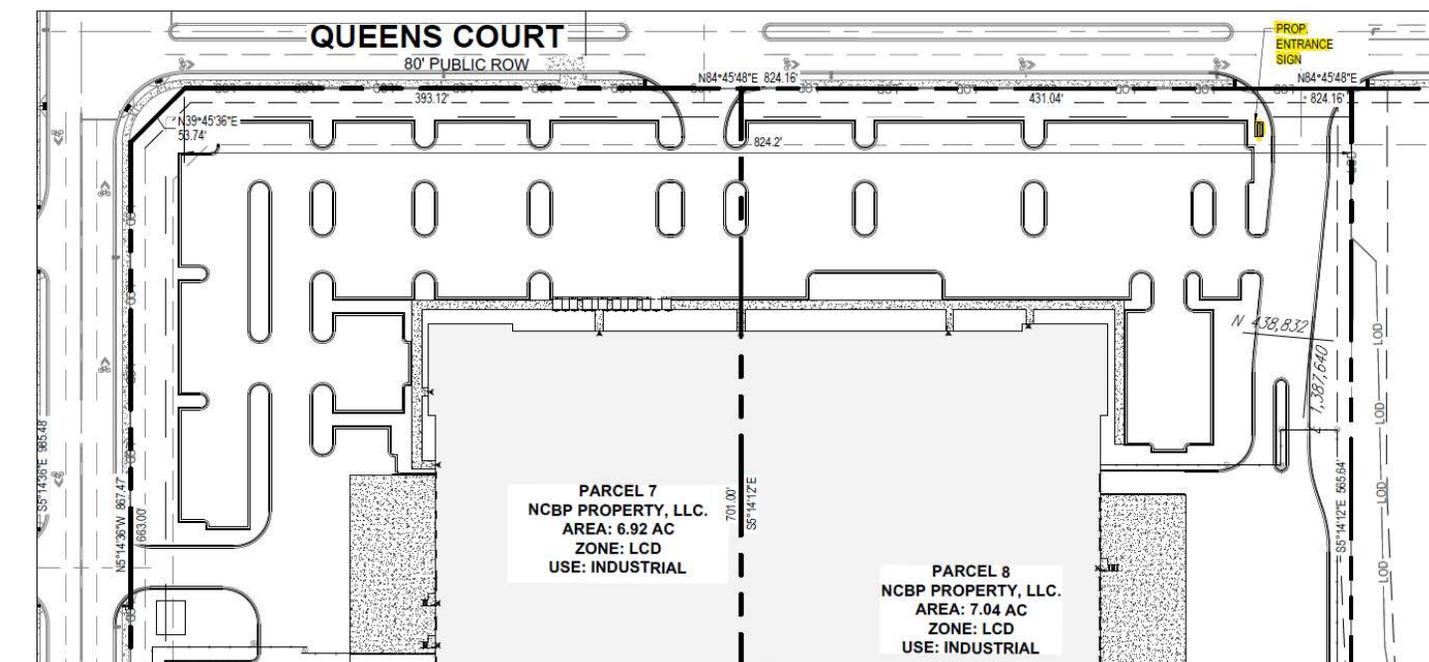
Monument Sign

One monument sign is proposed on the Property as follows:



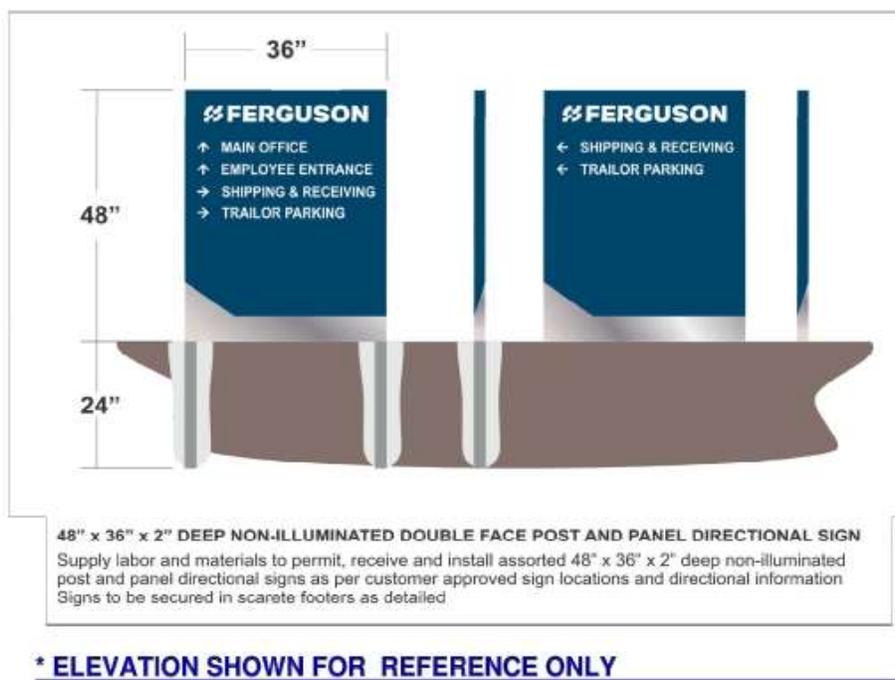
* ELEVATION SHOWN FOR REFERENCE ONLY

The location of the proposed monument sign is shown below:



Directional Signage:

The following directional signs are being proposed. Please see Pages 15 & 16 of the submitted SDP for the full signage package being proposed with SDP-2206.



xii.) Green Building and Development Techniques:

As mentioned herein, the primary structure proposed with SDP-2206 will be of a concrete tilt-up design. Concrete is a sustainable construction material offering the attributes of durability, low maintenance, local availability, high strength, and low impact on indoor air quality. Site-cast tilt-up construction offers not only these attributes, but many more that make it an optimal solution for sustainable construction. Once the panels are erect, tilt-up design offers sustainable benefits through greatly reduced mechanical system requirements. Specifically, tilt-up construction can offer the following benefits:

- The large panel size means joints are minimized, which limits air infiltration.
- As compared to other systems, tilt-up panels provide a lower level of permeability of air as well as loss of conditioned indoor air.
- Proven insulation systems provide uncompromised, continuous insulation layers. Developed specifically for tilt-up construction, they provide the maximum energy efficiency possible. Structures created with insulated wall panels are not affected by the daily temperature

fluctuations; thus, lowering both cooling and heating costs, providing comfort for the owners as well as the occupants.

- Thermal mass inherent in the structural concrete layer establishes a dampening effect to the diurnal temperature cycle the building experiences.
- Through exposed concrete interior surfaces, indoor air quality can be improved by reducing VOC's (volatile organic compound) and lowering maintenance requirements. Concrete itself is a non-off-gassing material, so it qualifies as low VOC.

Additionally, the Applicant will institute the use of low impact development techniques and Environmental Site Design (ESD) in the handling of storm water runoff, to the maximum extent practicable. Further, the overall development of the NCBP project will result in a significant preservation of existing woodlands and sensitive environmental features throughout a considerable portion of the site.

xiii.) Fencing:

The approved CDP Design Guidelines recommends fences be of an attractive design where visible from a public road. Further, said guidelines allow for chain-link fencing associated with loading areas for security purposes. As mentioned previously, the rear and side storage/loading area of the proposed warehouse/distribution facility will be fenced with a combination of an 8' coated chain link fence (black) and an 8' vinyl (white) opaque fence. Said vinyl fencing will screen views into the storage/loading area from Logistics Lane. The coated chain link fence (black) will not be visible from Logistics Lane (or any public street).

G. Eligibility to Utilize E-I-A Zone Standards

The subject Property is being developed consistent with the standards and uses applicable to the E-I-A Zone in the Zoning Ordinance in effect prior to April 1, 2022. This, application satisfies all of the applicable regulations authorizing E-I-A Zone standards uses in the former R-S Zone as set forth in Section 27-515(b), footnote 38 of the Zoning Ordinance. These provisions are as follows:

USE	ZONE								
	M-A-C	L-A-C	E-I-A	R-U	R-M	R-S	R-L	V-L	V-M
Where not otherwise specifically permitted, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) (CB-22-2020)	X	X	X	X	X	p 38	X	X	X

38	Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:
	(a) The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:
	(i) was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;
	(ii) contains at least 400 acres and adjoins a railroad right-of-way; and
	(iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.
	(b) Regulations regarding green area set forth in Section 27-501(a)(2) shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.
	(c) Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.
	(d) Additional requirements for uses developed pursuant to this footnote shall include the following:
	(i) Street connectivity shall be through an adjacent employment park; and
	(ii) A public park of at least 20 acres shall be provided. (CB-22-2020)

This project meets the specific requirements provided in Footnote 38 above as follows:

38 - *Notwithstanding any other provision of this Subtitle, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception) is permitted, provided:*

- (a) *The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:***
 - (i) *was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by a Sectional Map Amendment approved after January 1, 2006;***
 - (ii) *contains at least 400 acres and adjoins a railroad right-of-way; and***
 - (iii) *is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.***

RESPONSE: The subject site was rezoned from the E-I-A and R-A Zones to the R-S and I-1 Zones as part of the *2006 Bowie and Vicinity Master Plan and Sectional Map Amendment* approved on or about February 7, 2006 (See SMA Change 7A, 7B, and 7C). As mentioned herein, the NCBP site contains 442 ± acres, adjoins a CSX railroad right-of-way to the west, and is immediately adjacent to existing Collington Center (zoned and developed pursuant to the E-I-A Zone).

- (b) *Regulations regarding green area set forth in Section 27-501(a)(2) shall not apply. The minimum green area (of net lot area) shall be 10%. All other regulations in the E-I-A Zone shall apply to uses developed pursuant to this Section.***

RESPONSE: The Applicant concurs with this requirement. The proposed development of Parcels 7, 8 & 9 includes a minimum of 10% green area (32.74% of net lot area). Further, all other E-I-A Zone regulations

will apply to future development at the NCBP (as further discussed in Section I. herein).

(c) *Regulations in the R-S Zone shall not apply to uses developed pursuant to this Section.*

RESPONSE: The Applicant agrees with this requirement, and the R-S Zone regulations will not apply to this project.

(d) *Additional requirements for uses developed pursuant to this footnote shall include the following:*

(i) *Street connectivity shall be through an adjacent employment park; and*

RESPONSE: The SDP reflects that the access to and from future Parcels 7, 8 & 9 will be from future Queens Court (extended) & Logistics Lane, both of which, connect to the existing Collington Center Employment Park.

(ii) *A public park of at least 20 acres shall be provided.*

RESPONSE: Previous entitlement applications reflect the provision of a 20-acre park. Said park was previously designed as part of the former Willowbrook project. The Department of Parks and Recreation (DPR) has approved an alternate concept for the park as part of the approval of PPS 4-20032. The Public Recreation Facilities Agreement (RFA) has also been approved by M-NCPPC and was recorded in Land Records on August 29, 2022.

H. Master Plan History

On April 1, 2022, the approved Countywide Sectional Map Amendment (“CMA”) became effective and rezoned the Property to the newly created LCD Zone. The Property was previously placed in the R-S Zone as part of the *2006 Bowie & Vicinity Master Plan and Sectional Map Amendment* (the “2006 Master Plan”). Prior to the R-S Zone approval, the entire R-S portion of the Property was zoned E-I-A (Employment and Institutional Area). The E-I-A Zone is intended for a concentration of non-retail employment and institutional uses such as medical, manufacturing, office, religious, educational, and warehousing. The Property was previously placed in the E-I-A Zone as part of the *1991 Bowie, Collington, Mitchellville & Vicinity Master Plan and Sectional Map Amendment* (the “1991 Master Plan”). The 1991 Master Plan text referred to this land area as the “Willowbrook Business Center.” The Basic Plan for this previously planned center (A-9829) was approved as part of the 1991 Master Plan and allowed for an FAR between .3 and .38 for a total of 3,900,000 to 5,000,000 square feet of “light manufacturing, warehouse/distribution, ancillary office and retail commercial” uses. Notwithstanding the site’s history as being planned/zoned for employment uses in the past, the subject Property (Parcels 7, 8 & 9) will be developed with warehouse/distribution uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of the Zoning Ordinance and Council Bill, CB-22-2020.

On or about March 8, 2022, the District Council approved the *2022 Bowie-Mitchellville and Vicinity Master Plan* (the “2022 Master Plan”) by adopting CR-18-2022. The 2022 Master Plan

places the NCBP within a focus area known as the “Collington Local Employment Area.” This focus area is described by the Proposed Master Plan as follows:

The Collington Local Employment Area is an industrial and flex commercial center located west of US 301 and north of Leeland Road at the southern end of the plan area. It is currently the industrial core of Bowie-Mitchellville and Vicinity, featuring more than 460 acres of primarily light-industrial land use, comprised mainly of warehouses and distribution centers, and not heavier industrial uses typically associated with increased community impacts. Just north of the trade zone, South Lake, a mixed-use development on more than 380 acres annexed by the City of Bowie in 2019, presents an opportunity to expand retail services and housing options for both nearby residents and employers in the area.

(See 2022 Master Plan, p. 40)

The Planning Board and District Council approved an industrial zoning recommendation for the Collington Local Employment Area as reflected in the Comprehensive Zoning Section of the 2022 Master Plan. Specifically, the 2022 Master Plan now recommends the I-H Zone (Industrial-Heavy) for the entirety of the Collington Local Employment Area as follows:

- Revise Strategy CZ 7.1 as follows:

Reclassify the properties at the Collington Local Employment Area to the Industrial Heavy (IH) Zone rather than [Industrial, Employment (IE) Zone].



(See 2022 Master Plan, Boundaries of Collington Employment Area)

I. Conformance with E-I-A Zone Regulations

The subject Application meets all of the applicable standards and uses of the E-I-A Zone. The applicable E-I-A Zone provisions are as follows:

Section 27-500. - Uses.

(a) The general principle for land uses in this zone shall be:

- (1) To provide concentrated nonretail employment or institutional (medical, religious, educational, recreational, and governmental) uses which serve the County, region, or a***

greater area; and

(2) To provide for uses which may be necessary to support these employment or institutional uses.

(b) The uses allowed in the E-I-A Zone are as provided for in the Table of Uses (Division 3 of this Part).

RESPONSE: The proposed land uses on the subject Property (Parcels 7, 8 & 9) include a maximum of 358,450 square feet of warehouse/distribution uses which will serve the residents of the County and region. The uses proposed are permitted by right in the E-I-A Zone Table of Uses.

(c) A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10.

RESPONSE: The subject Application is not for a mixed-use planned community.

Section 27-501. - Regulations.

(a) General standards.

<i>(1) Minimum size of zone (except as provided in Section 27-502)</i>	<i>5 adjoining gross acres</i>
<i>(2) Minimum open space to be improved by landscaping and design amenities, including the landscaping of parking lots, so that expanses of parking will be relieved by natural features and grade changes</i>	<i>20% of net lot area</i>

RESPONSE: The NCBP consists of an assemblage of land that totals 442± acres, thereby meeting the minimum area requirements in Section 27-501(a)(1) above. Additionally, CB-22-2020 amended the Zoning Ordinance to eliminate the applicability of Section 27-501(a)(2) for properties/projects such as the NCBP. Further, Section 27-515(b), footnote 38(b) states that qualifying projects such as the NCBP shall have a minimum green area of 10% of the net lot area. The SDP **exceeds** the 10% minimum green area requirements (as reflected in general notes on the SDP plan sheets). Specifically, 32.74% of the net lot area of Parcels 7, 8 & 9 will be green area.

(b) Other regulations.

(1) Each lot shall have frontage on, and direct vehicular access to, a public street.

RESPONSE: Parcels 7, 8 & 9 will have frontage on, and direct vehicular access to two public streets (Queens Court extended and Logistics Lane).

- (2) ***Additional regulations concerning development and use of property in the E-I-A Zone are as provided for in Divisions 1, 4, and 5 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.***

RESPONSE: As part of this application, the Applicant's proposal has been designed to meet all of the applicable requirements set forth above.

(c) ***Mixed-Use Planned Community regulations.***

- (1) ***A Mixed-Use Planned Community shall meet all purposes and requirements applicable to the M-X-T Zone, as provided in Part 10, and shall be approved under the processes in Part 10.***

RESPONSE: This section is not applicable as the Applicant is not proposing a Mixed-Use Planned Community.

- (2) ***Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.***

RESPONSE: This section is not applicable as the Applicant is not proposing a Mixed-Use Planned Community.

(d) ***Adjoining properties.***

- (1) ***For the purposes of this Section, the word "adjoining" also includes properties separated by streets, other public rights-of-way, or railroad lines.***

RESPONSE: The Applicant acknowledges this section and has properly identified all "adjoining" properties in all applications pertaining to development on Parcels 7, 8 & 9 in this SDP.

J. Relationship to Requirements in the Zoning Ordinance:

Section 27-528 of the Zoning Ordinance sets forth the following criteria for approval of a SDP:

(a) ***Prior to approving a Specific Design Plan, the Planning Board shall find that:***

- (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);

RESPONSE: There are no townhouses or other residential uses proposed on the Property. The Applicant requests approval of a warehouse/distribution building on future Parcels 7, 8 & 9. Prior approved applications A-9968-03 & CDP-0505-02 deleted any previously approved/proposed residential uses and set forth the design guidelines to be utilized for future development within the NCBP. Said design guidelines establish standards for building heights, setbacks, lot coverage and open space for the project which have been complied with and discussed in Section F, herein. Nonetheless, the proposed development in this SDP conforms to all relevant aspects of CDP-0505-02.

(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;

RESPONSE: The subject project is not a Regional Urban Community. Therefore, the requirements of this subpart are not applicable to the subject Application.

(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;

RESPONSE: The requested SDP will not represent an unreasonable burden on public facilities. To the contrary, the NCBP will lead to improvements by the Applicant of the US 301/Queens Court intersection (pursuant to its contribution to the US 301 CIP) and will not provide any direct connection to Leeland Road from the employment/industrial uses within the NCBP. A Traffic Impact Analysis was submitted with prior approved PPS 4-21056 which demonstrates that, with the recommended improvements set forth in the US 301 CIP project and other conditions of approval, all critical intersections will operate at adequate levels of service (as determined by the applicable portions of the County's Transportation Guidelines) to serve the proposed development. Moreover, the conversion of the uses on this site from residential to employment and institutional uses will eliminate impacts to the public-school system while at the same time significantly increasing the County's commercial tax base. It should also be noted that the Applicant's approved preliminary plan for the NCBP reflects the provision of a 20-acre public park.

(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;

RESPONSE: Site Development Concept Plan Number 42013-2020-00 was approved by the Department of Permitting, Inspection and Enforcement on June 28, 2021. Further, Site Development Concept Plan No. 34233-2022-0 reflects specific development for Parcels 7, 8 & 9. The submitted SDP and Site Development Concept Plan reflect that adequate provisions have been made for draining surface

water with no adverse effects on the subject Property or adjacent properties. The subject SDP includes all necessary infrastructure to construct required stormwater management facilities.

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

RESPONSE: The subject application includes a proposed TCP II of the site. Said TCP II is consistent with the TCP I approved with companion PPS 4-21056.

(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).

RESPONSE: The proposed SDP preserves all regulated environmental features to the fullest extent possible in accordance with Section 24-130(b)(5), and further seeks to minimize any impacts to said features through its plan design. An important feature of this project is the significant amount of open space and natural features being preserved by the Applicant. Approximately, 173.20 acres of the NCBP will be dedicated to a Business Owner's Association (or other appropriate entity/agency), and 20 acres will be dedicated to M-NCPPC for a public park.

(b) Prior to approving a Specific Design Plan for Infrastructure, the Planning Board shall find that the plan conforms to the approved Comprehensive Design Plan, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

RESPONSE: Comprehensive Design Plan, CDP-0505-02 & Type 1 Tree Conservation Plan, TCP1-004-2021-02, were approved by the Planning Board on May 19, 2022 and the District Council on September 19, 2022, which established design guidelines for the project. Said design guidelines established standards for building heights, setbacks, lot coverage and open space for the project that will be reflected on all future specific design plans. The proposed SDP conforms to all relevant aspects of CDP-0505-02 (including, but not limited to, development envelopes, preservation of environmental features, lotting patterns, street network, and access point(s)). These standards, along with the approved Tree Conservation and Site Development Concept Plans, will ensure the prevention of offsite property damage and prevent environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

(c) The Planning Board may only deny the Specific Design Plan if it does not meet the requirements of Section 27-528 (a) and (b), above.

RESPONSE: As discussed above and demonstrated within the contents of this present application, the proposed SDP conforms to this standard.

- (d) Each staged unit (shown on the Comprehensive Design Plan) shall be approved. Later stages shall be approved after initial stages. A Specific Design Plan may encompass more than one (1) stage.**

RESPONSE: The approved CDP plan, CDP-0505-02, contains a phasing plan for this very large and significant project. It is estimated that these phases in totality will create thousands of new jobs within the County. The aforementioned phasing program is for illustrative purposes only and is subject to change at the time of future entitlement applications. Development on Parcels 7, 8 & 9 will likely be part of the initial phase of development for the NCBP.

- (e) The Planning Board shall approve, approve with modifications, or disapprove the Specific Design Plan within seventy (70) days of its submittal. The month of August and the period between and inclusive of December 20 and January 3 shall not be included in calculating this seventy (70) day period. If no action is taken within seventy (70) days, the Specific Design Plan shall be deemed to have been approved. The applicant may (in writing) extend the seventy (70) day requirement to provide a longer specified review period not to exceed forty-five (45) additional days, or such other additional time period as determined by the applicant.**

RESPONSE: The Applicant agrees with the above requirement. The Planning Board will follow the above procedures.

- (f) For an application remanded to the Planning Board from the District Council, the Planning Board shall approve, approve with modifications, or disapprove the Specific Design Plan within sixty (60) days of the transmittal date of the notice of remand by the Clerk of the District Council. The month of August and the period between and inclusive of December 20 and January 3 shall not be included in calculating this sixty (60) day period.**

RESPONSE: The Planning Board is required to comply with this requirement.

- (g) An approved Specific Design Plan shall be valid for not more than six (6) years, unless construction (in accordance with the Plan) has begun within that time period. All approved Specific Design Plans which would otherwise expire during 1994 shall remain valid for one (1) additional year beyond the six (6) year validity period.**

RESPONSE: The Applicant agrees with the above requirement.

- (h) The Planning Board's decision on a Specific Design Plan shall be embodied in a resolution adopted at a regularly scheduled public meeting. A copy and notice of the Planning Board's resolution shall be sent to all persons of record and the Clerk of the Council within seven (7) days after the date of the Planning Board's adoption. The resolution shall set forth the Planning Board's findings.**

RESPONSE: The Planning Board is required to comply with this requirement.

- (i) *A copy of the Planning Board's resolution and minutes on the Specific Design Plan shall be sent to the Clerk of the Council for any Specific Design Plan for the Village Zones.*

RESPONSE: The subject Property is not classified within a Village Zone.

K. Compliance with Prior Approved Entitlement Applications

Zoning Map Amendment (Basic Plan) A-9968-C-03

Basic Plan A-9968-C-03 was approved for the subject Property by the District Council on May 16, 2022, subject to 18 conditions and two comprehensive design considerations (Zoning Ordinance 2-2021). The following conditions pertain to the submitted SDP:

I. Proposed Lane Use Types and Quantities

<i>Total Area:</i>	<i>442.30 acres</i>
<i>Total in (I-1 Zone):</i>	<i>15+/- acres (not included in density calculation)</i>
<i>Total area (R-A Zone):</i>	<i>0.78+/- acres (not included in density calculation)</i>
<i>Total area (R-S Zone):</i>	<i>426.52 acres per approved NRI</i>
<i>Land in the 100-year floodplain:</i>	<i>92.49 acres</i>
<i>Adjusted gross area (426 less half of the floodplain):</i>	<i>380.27 acres</i>

*Proposed use: Warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses up to 5.5 million square feet**

Open Space

Public active open space: 20 +/- acres

Passive open space: 215 +/- acres

** 100,000 sq. ft. of gross floor area may be located in the I-1 Zone property noted herein*

RESPONSE: The Applicant is in agreement with the above land use quantities. The development proposed within this SDP does not exceed the land use quantities set forth above.

6. *The Applicant, the Applicant's heirs, successors, and/or assigns shall construct a minimum 10-foot-wide Master Plan, hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses. The alignment and design details of both trails may be modified by the Prince George's County Department of Parks and Recreation, to respond to environmental constraints, with written correspondence.*

RESPONSE: The Applicant agrees with the above condition.

8. *The Applicant shall construct recreational facilities typical for a 20-acre community park, such as ball fields, a playground, tennis or basketball courts, shelters, and restroom facilities. The list of recreational facilities shall be determined at the preliminary plan of subdivision and specific design plan stage.*

RESPONSE: The Applicant agrees with the above condition and has worked with DPR to determine/design an appropriate programmatic scheme for the future 20-acre park. The triggers for the design, bonding, and completion of the public park facilities were determined as part of SDP-1603-02. The Public Recreation Facilities Agreement (RFA) has also been approved by M-NCPPC and was recorded in Land Records on August 29, 2022.

15. *The Applicant, the Applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.*

RESPONSE: The Applicant agrees with the above condition. The 10-foot-wide master plan shared-use path was properly reflected on SDP-1603-01 & PPS 4-21056.

18. *The applicant shall provide a network of pedestrian and bikeway facilities internal to the site unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence. The exact location and design of said facilities shall be evaluated with future applications.*

RESPONSE: The Applicant agrees with the above condition.

Comprehensive Design Plan Considerations:

1. *The natural aesthetic qualities of the site and all regulated environmental features shall be preserved to the fullest extent possible and shall seek to minimize any impacts to said features.*

RESPONSE: The Applicant agrees with the above condition. The proposed SDP preserves all regulated environmental features to the fullest extent possible in accordance with Section 24-130(b)(5), and further seeks to minimize any impacts to said features through its plan design. An important feature of this project is the significant amount of open space and natural features being preserved by the Applicant. Approximately, 173.20 acres of the NCBP will be dedicated to a Business Owner's Association (or other appropriate entity/agency), and 20 acres will be dedicated to M-NCPPC for a public park.

2. *All proposed internal streets and developments should follow complete street principles and support multimodal transportation as well as facilities to encourage walking, bicycling, and transit use, such as short- and long-term bicycle parking, including shower facilities and changing facilities, covered transit stops, crosswalks, etc.*

RESPONSE: The instant SDP does not propose any internal public streets within Parcels 7, 8 & 9. Nonetheless, the public streets that fronts on the Property (Queens Court & Logistics Lane) will follow complete street principles as approved in SDP-1603-01.

Comprehensive Design Plan, CDP-0505-02

Comprehensive Design Plan, CDP-0505-02, & Type 1 Tree Conservation Plan, TCPI-004-2021-02, were approved by the Planning Board on May 5, 2022. The Resolution of Approval (PGCPB No. 2022-53) was adopted by the Planning Board on May 19, 2022. On June 6, 2022, the District Council waived their right to review Comprehensive Design Plan CDP-0505-02. The following conditions of approval from CDP-0505-02 apply to the review of the subject SDP application:

3. *Total development within the subject property shall be limited to uses that would generate no more than 1,401 AM and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.*

RESPONSE: The Applicant agrees with the above condition and the development proposed in the instant SDP does not exceed this cap. The trips generated from the development proposed in the SDP will not generate trips that will exceed the approved trip cap. The impact of this SDP on the approved trip cap for the NCBP is reflected in the phasing plan memo dated October 13, 2022, and submitted as part of the proposed SDP application. (See Attached Exhibit A - October 13, 2022, Phasing Memo - Exhibit 1).

4. *The following road improvements shall be phased at the time of future specific design plan applications, and a determination shall be made as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:*

- a. *US 301 (Robert Crain Highway) at Leeland Road*

- (1) *Provide three left-turn lanes on the eastbound approach*

- b. *Prince George's Boulevard and Queens Court-Site Access, unless modified at the time of preliminary plan of subdivision:*

- (1) *Provide a shared through and left lane and a shared through and right lane on the eastbound approach.*
- (2) *Provide a shared through and left lane and a shared through and right lane on the westbound approach.*
- (3) *Provide a shared through and left lane on the northbound approach and a shared through and right lane on the southbound approach.*

RESPONSE: The Applicant is in agreement with the above condition. The Applicant's preference is to make physical improvements. In the event that this option is invoked, a transportation phasing plan for improvements has been included with subject application. This phasing plan was prepared Lenhart Traffic Consulting, Inc. to address transportation conditions established with PPS 4-21056.

6. *At the time of specific design plan, the applicant shall show all proposed on-site transportation improvements on the plans.*

RESPONSE: The Applicant is in agreement with the above condition. The subject SDP application only includes Parcels 7, 8 & 9. However, all frontage improvements required along Queen's Court & Logistics Lane are properly reflected on the submitted SDP.

Preliminary Plan of Subdivision 4-21056

Preliminary Plan of Subdivision, 4-21056, Type 1 Tree Conservation Plan, TCP1-004-2021-03, and Variance from Section 25-122(b)(1)(G) for the removal of specimen trees was approved by the Prince George's County Planning Board on June 2, 2022. The resolution of approval (PGCPB No, 2022-70) was adopted on June 9, 2022. The following conditions of approval apply to the review of the subject SDP application:

2. *Total development within the subject property shall be limited to uses which generate no more than 1,401 AM peak-hour trips and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.*

RESPONSE: The Applicant is in agreement with the above condition and the development proposed in the instant SDP does not exceed this cap. The trips generated from the development proposed in the SDP will not generate trips that will exceed the approved trip cap. The impact of this SDP on the approved trip cap for the NCBP is reflected in the phasing plan memo dated October 13, 2022, and submitted as part of the proposed SDP application. (See Attached Exhibit A - October 13, 2022, Phasing Memo - Exhibit 1).

3. ***Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision, prior to the approval of any building permits.***

RESPONSE: The Applicant is in agreement with the above condition. No residential development is proposed with the subject SDP application.

4. ***Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (42013-2020-00) and any subsequent revisions.***

RESPONSE: The Applicant is in agreement with the above condition. The development proposed with the SDP is in conformance with the approved SDCP or any subsequent revisions. Site Development Concept Plan Number 42013-2020-00 was approved by the Department of Permitting, Inspection and Enforcement on June 28, 2021. Further, Site Development Concept Plan No. 34233-2022-0 reflects development for Parcels 7, 8 & 9.

The submitted SDP and Site Development Concept Plan reflect that adequate provisions have been made for draining surface water with no adverse effects on the subject Property or adjacent properties. The subject SDP includes all necessary infrastructure to construct required stormwater management facilities.

7. ***Prior to issuance of a use and occupancy permit for nonresidential development, the applicant and the applicant's heirs, successors, and/or assignees shall:***

- a. ***Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for each building.***
- b. ***Install and maintain automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.***
- c. ***Install and maintain bleeding control kits next to fire extinguisher installation at each building, and no more than 75 feet from any employee.***

These requirements shall be noted on the specific design plan.

RESPONSE: The Applicant is in agreement with the above condition. The above requirements will be noted on the submitted SDP application.

9. ***The applicant shall submit a phasing plan (with adequate justification) as part of the first specific design plan for a building, to show the phasing of the following transportation improvements to the development of the site. A determination shall be made at that time as to when said improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency.***

- a. ***US 301 (Robert Crain Highway) at Leeland Road***
 - (1) ***Provide three left turn lanes on the eastbound approach.***
- b. ***A signal warrant analysis and signalization of the intersection of Prince George's Boulevard and Queens Court-Site Access with the following lane configuration:***
 - (1) ***A shared through and left and a shared through and right lane on the eastbound approach.***
 - (2) ***A shared through and left and a shared through and right lane on the westbound approach.***
 - (3) ***A shared through and left on the northbound approach and a shared through and right lane on the southbound approach.***

When the signal is deemed warranted, the applicant shall construct the signal and associated improvements to the requirements and schedule directed by the operating agency.

RESPONSE: On June 30, 2022, the Planning Board approved SDP-1603-02 for 3,428,985 square-feet of warehouse/distribution/office on 90.11 acres within the NCBP, (PGCPB No. 2022-76). That application was the first SDP that included a proposed building. As a result, the above condition was reviewed and addressed at the time of SDP-1603-02. A transportation phasing plan for improvements has been included with the subject application. This phasing plan was prepared Lenhart Traffic Consulting, Inc. to address transportation conditions established with PPS 4-21056.

10. ***Prior to approval of a building permit for each square foot of development, the applicant, and the applicant's heirs, successors, and/or assignees shall pay to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), a fee of \$0.92 (1989 dollars) multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for second quarter 1989). The County may substitute a different cost index, if necessary.***

In lieu of the fee payment listed in the preceding paragraph, prior to approval of a building permit for each phase of development, the applicant and the applicant's heirs, successors, and/or assignees shall provide improvements along US 301 (Robert Crain Highway), within the limits of US 301 that are covered by the Capital Improvement Program-funded improvements. The phasing of the of the US 301 improvements shall be submitted with each specific design plan application, prior to its acceptance, when this option is applied. Any improvements proposed as part of any lump sum payment shall have approval of the Maryland State Highway Administration and DPIE.

RESPONSE: The Applicant is in agreement with the above condition. The Applicant's preference is to make physical improvements. In the event that this option is invoked, a transportation phasing plan for improvements has been included with the subject application. This phasing plan was prepared Lenhart Traffic Consulting, Inc. to address transportation conditions established with PPS 4-21056.

11. *The applicant shall provide an interconnected network of pedestrian and bicycle facilities consistent with the 2009 Countywide Master Plan of Transportation and the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan policies and goals. The exact design and details of these facilities shall be provided as part of the first specific design plan, prior to its acceptance.*

RESPONSE: The Applicant is in agreement with the above conditions and the above items were shown on SDP-1603-01.

12. *The applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses.*

RESPONSE: The Applicant is in agreement with the above conditions and the above items were shown on SDP-1603-01.

13. *Prior to the issuance of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall (a) have full financial assurances, (b) a permit for construction through the operating agency's access permit process, and (c) an agreed upon timetable for construction with the appropriate operating agency of a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence. The exact details shall be shown as pan of the first specific design plan for a building, prior to its approval.*

RESPONSE: The Applicant is in agreement with the above condition and the above items were shown on SDP-1603-01. The subject SDP application has no frontage on Leeland Road.

15. *The applicant shall be subject to the following requirements for development of the 10-foot-wide on-site feeder trail:*

- a. *The applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, the on-site feeder trail from the southern terminus of Logistics Lane to the shared-use path on Leeland Road.***
- b. *The on-site feeder trail shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Prince George's County Park and Recreation***

Facilities Guidelines, with the review of the specific design plan (SDP). Triggers for construction shall also be determined at the time of SDP.

- c. Prior to submission of the final plat of subdivision for any parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of the on-site feeder trail, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.*
- d. Prior to approval of building permits for a new building, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site feeder trail.*

RESPONSE: The Applicant is in agreement with the above conditions and the above items were shown on SDP-1603-01. The Private RFA for the NCBP including the onsite feeder trail was recorded in Land Records on September 7, 2022.

16. Recreational facilities to be constructed by the applicant shall be subject to the following:

- a. The timing for the development of the 20-acre park and Collington Branch Stream Valley Trail, and submittal of the revised construction drawings, shall be determined with the first specific design plan for development (not including infrastructure).*

RESPONSE: The Applicant is in agreement with the above condition. The Public RFA for the NCBP was recorded in Land Records on August 29, 2022, and contains all details related to the timing of development of the 20-acre park.

- d. The handicapped accessibility of all trails shall be reviewed during the review of the specific design plan.*

RESPONSE: The Applicant is in agreement with the above condition. There are no trails within the boundaries of the subject SDP application

Specific Design Plan 1603-01

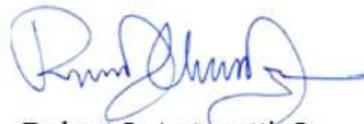
SDP-1603-01 was approved by the Planning Board on January 27, 2022. Said application addressed infrastructure only for the NCBP. None of the 3 conditions approved with SDP-1603-01 apply to the review of the subject SDP application.

L. Conclusion

Based on the above reasons, SDP-2206 meets all requirements for approval set forth in the Zoning Ordinance. As such, the Applicant respectfully requests that the instant SDP be approved.

Thank you in advance for your consideration of this Application. If you have any questions or comments, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert J. Antonetti, Jr.", with a stylized flourish extending to the right.

Robert J. Antonetti, Jr.

Cc: NCBP Property LLC
Haley Carpenter, P.E.
Joe DiMarco, P.E.

Prince George's Cty Cir Crt
 IMP FD SURE \$40.00
 RECORDING FEE \$75.00
 TOTAL \$115.00
 ME CW
 Aug 29, 2022 11:58 am

PUBLIC RECREATION FACILITIES AGREEMENT

National Capital Business Park
 Preliminary Plan of Subdivision 4-21056

THIS PUBLIC RECREATION FACILITIES AGREEMENT (“RFA” or “Agreement”) is made this 11th day of Aug, 2022 by and between the Maryland-National Capital Park and Planning Commission, a public body corporate and agency of the State of Maryland (“**Commission**”); and NCBP Property LLC, a Delaware limited liability company with its principal office located at 5850 Waterloo Road, Suite 210, Columbia, MD 21045 (“**Developer**”). The Commission and the Developer are collectively referred to in this Agreement as the “**parties.**”

WHEREAS, the Commission is a public body corporate, created by the State of Maryland and authorized by Division II of the Land Use Article of the Annotated Code of Maryland, to maintain and operate a park system within the Metropolitan District; and

WHEREAS, the Commission has delegated authority over the operation of parks and recreation in Prince George’s County to the Prince George’s County Planning Board (“**Planning Board**”); and

WHEREAS, the Planning Board is charged by Division II of the Land Use Article, of the Annotated Code of Maryland with the authority to approve subdivision plats for recordation in the designated sections of the Maryland-Washington Regional District located in Prince George’s County; and

WHEREAS, Section 24-135 of the Subdivision Regulations of the Prince George’s County Code provides that, in conjunction with certain types of development, public recreation facilities which equal or exceed the requirements for mandatory dedication may be provided by a subdivision applicant to satisfy the mandatory dedication requirement of the Subdivision Regulations; and

WHEREAS, the Developer is the current owner of certain property located on Leeland Road, Upper Marlboro, MD 20774 that is the subject of Preliminary Plan of Subdivision (“**PPS**”) 4-21056 approved by the Planning Board and adopted through the resolution of approval PGCPB Res. No. 2022-70. The property is part of the same land conveyed to Developer by deed recorded in the Land Records of Prince George’s County, Maryland (“**Land Records**”), in Liber 44895, folio 292, comprising approximately 442.30 +/- acres of land, being in the 7th Election District, Prince George’s County, Maryland; and

WHEREAS, the Developer intends to develop the property as an employment park known as the National Capital Business Park; and

WHEREAS, the Developer has proposed to provide public recreation facilities to satisfy the requirements of Section 27-515(b), footnote 38, of the Prince George’s County Zoning Ordinance (the “**Zoning Ordinance**”); and

WHEREAS, the Commission has accepted the Developer’s proposal.

NOW, THEREFORE, in consideration of the acceptance by the Commission of the Developer's offer to provide public recreation facilities to satisfy the requirements of Section 27-515(b), footnote 38 of the Zoning Ordinance, the mutual promises and obligations contained in this Agreement, and for other good and valuable consideration, which is acknowledged by the parties, the parties agree to the following provisions:

1. Recreation Facilities. The Developer will construct public recreation facilities on that portion of the property being dedicated to the Commission in compliance with approved PPS 4-21056, Exhibit A attached hereto, and this Agreement. All recreation facilities shall be constructed and/or installed in accordance with the current editions of the *Park and Recreation Facilities Guidelines Handbook for Public Playground Safety* published by the U.S. Consumer Products Safety Commission, the manufacturers' specifications, American Society of Testing and Materials ("ASTM") F1487-98 A Standard Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment, and the Americans with Disabilities Act ("ADA"). The Developer shall contract with a contractor who has Certified Playground Safety Inspector and who is certified by International Play Equipment Manufacturers Association to install playground equipment and surfacing. Playground equipment and surfacing shall meet the following American Society for Testing and Materials standards: ASTM F1487 (Playground Equipment), F2223 (Playground Surfacing), F1292 (Impact attenuation of Surfacing Materials within the Use Zone of Playground Equipment).

A. Recreational facilities to be constructed by the Developer are as follows:

- **One (1) 195-foot radius cricket field and pitch**
- **One (1) tot lot playground**
- **One (1) minimum 900 square foot picnic shelter**
- **One (1) 300-foot baseball field**
- **One (1) minimum 1,200 square foot full-service restroom facility with an equipment storage room.**
- **Three (3) pickleball courts**
- **A 1,800 square foot fitness pad with seven (7) fitness stations**
- **One (1) approximately 34,000 square foot dog park**
- **A minimum of 120-parking spaces**
- **Approximately 4,300 ± linear feet of a 10-foot wide (asphalt) master plan trail and approximately 2,500 ± linear feet of 8-foot wide asphalt trail within the public park (with approval of DPR (defined below)), the actual length of the master plan trail(s) may be adjusted to avoid sensitive environmental features)**

The location of said facilities are generally reflected on attached Exhibit A and may be relocated subject to mutual approval by the parties.

B. The recreational facilities referenced in paragraph 1(A) shall be completed subject to the following:

- a. Prior to approval, the first specific design plan for the subject property (including for infrastructure) shall include the location and concept design details (as shown on Exhibit A) for a 20-acre park and Collington Branch Stream Valley Trail.
- b. The location of the Collington Branch Stream Valley Trail shall be staked in the field and approved by the Prince George's County Department of Parks and

Recreation (“DPR”), prior to construction.

- c. All trails shall be constructed to ensure dry passage. The parties acknowledge that all reasonable efforts shall be made to ensure that trails are designed to avoid crossing wet areas. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed and approved by the Prince George’s County Department of Parks and Recreation.
- d. The handicapped accessibility of all trails shall be reviewed during the review of the specific design plan.
- e. The public recreational facilities shall be constructed, in accordance with the standards outlined in the *Prince George’s County Park and Recreation Facilities Guidelines*.
- f. This Agreement may be subsequently modified (as set forth in paragraph 7) pursuant to specific design plan approvals, or revisions thereto, which determine the timing for construction of the 20-acre park and Collington Branch Stream Valley Trail.
- g. Prior to the approval of the first building permit for a new building, the Developer shall submit to DPR a performance bond, a letter of credit, or other suitable financial guarantee, for construction of the public recreation facilities referenced in paragraph 1(A), including the Collington Branch Stream Valley Trail, in the amount to be determined by DPR. The required bond, letter of credit, or other suitable financial guarantee may be based on progress plans for the public recreation facilities (i.e.; 30% construction drawings reviewed by DPR).
- h. Construction documents shall be reviewed and approved by DPR nine (9) months after the issuance of the first building permit for a new building. DPR shall respond to the Developer in writing with any comments pertaining to the construction documents within 30 calendar days of the Developer submission of said documents to DPR. DPR’s approval of the construction documents submitted by the Developer shall not be unreasonably withheld.
- i. The Developer shall obtain all applicable permits for the construction of the 20-acre park within 20 months of the issuance of the first building permit for the project. Should the permits for the 20-acre park not be obtained after 20 months, the Commission reserves the right to deny the Developer’s request for any further permits for the project. Notwithstanding, the Commission’s approval of permits shall not be unreasonably withheld provided that the Developer is making good-faith efforts to obtain all necessary permits for the construction of the 20-acre park in a timely manner.
- j. Completion of the 20-acre park and Master Plan trail shall occur prior to issuance of a U & O permit representing over 40% of the square footage approved in CDP-0505-02, or three years from issuance of the first building permit, whichever comes last. Notwithstanding the above, the Developer may request additional time from DPR to complete the portions of the Master Plan trail requiring approval of a permit from the Maryland Department of the Environment and/or the US Army Corps of Engineers. Provided Developer is making good-faith efforts to complete said trail portions in a

timely manner, DPR shall not unreasonably withhold its approval of such request, and such extension shall be documented by amendment to the Recreational Facilities Agreement.

2. Performance Bonds for Public Recreation Facilities.

(a) To guarantee the prompt and satisfactory construction of the public recreation facilities referred to in paragraph 1 and the complete performance under this Agreement, the Developer, its heirs, successors, and assigns, will deliver to DPR a suitable financial guarantee as defined in 2(e) of this Agreement prior to issuance of any permit for construction of the public recreation facilities referred to in paragraph 1. The amount of the performance bond will be determined by the Commission's Office of General Counsel. The Developer will request in writing from DPR a determination as to the amount of the required performance bond 30 days prior to issuance of the first building permit for a new building consistent with paragraph 1(B)(h) herein. DPR will provide developer with a determination of the amount of the performance bond within two (2) weeks from the receipt of Developer's written request.

(b) The performance bond will run to the benefit of the Commission and not be conditional. It is agreed by the parties that if the Commission finds that the Developer has failed to satisfactorily construct or install the recreation facilities or perform as required by this Agreement, the Commission may choose, in its sole discretion, to construct the recreation facilities in accordance with the plans filed by the Developer by drawing on the performance bond. The Commission's decision as to the satisfaction of the construction or completion of the facilities will be binding on all parties. All recreation facilities will be constructed in accordance with the standards in the *Parks and Recreation Facilities Guidelines*, the standards set forth above, and the ADA.

(c) In the event that the performance bond is used by the Commission for the failure to satisfactorily complete construction of any recreation facilities, the Commission will not incur any liability for the construction or completion of the recreation facilities.

(d) After the completion of the construction and/or installation of all required recreational facilities, the Developer shall send written documentation requesting that the Commission conduct an inspection of the recreational facilities. If the recreational facilities are deemed satisfactory after an inspection by the Commission, the Developer or a qualified representative of the Developer shall complete a Recreational Facilities Certification form (which is included in Appendix D of the Commission's *Park and Recreation Facilities Guidelines*) certifying that the recreation facilities have been constructed in accordance with the approved plans, the current edition of the *Park and Recreation Facilities Guidelines* and the ADA. After certification by the Commission, the performance bond or any remainder will be returned to the Developer.

(e) If the construction of the recreation facilities referred to in paragraph 1, above, is not completed within five (5) years from the date the performance bond was issued, the Commission reserves the right to re-evaluate the amount of the performance bond and to require that the Developer post an additional bond amount.

Definition: For purposes of this Agreement, adequate financial security means a surety bond, letter of credit, escrow agreement, or other suitable financial guarantee as determined by the Commission's Office of the General Counsel.

(f) **Permit to Access Commission Property.** It is anticipated that the recreational facilities will be constructed on the property after said land has been conveyed to the Commission. This Agreement shall serve as the permit to access the property owned by the Commission and operated by DPR, subject to the following conditions:

1. The purpose of this permit shall be restricted to granting access for the Developer's personnel, agents and/or contractors to construct the recreational facilities as specified above within the limits of disturbance to parkland.

2. The granting of this permit shall not be construed to mean that parkland can be used by the Developer for purposes beyond the scope of this Agreement.

3. The Developer accepts any and all liability, including but not limited to mitigation responsibilities for any future problems, violations or citations arising directly from the activities of the Developer or Developer's personnel, agents and/or contractors (including the stockpile and storage of equipment and materials within the limits of disturbance).

4. Without prejudice to any other rights the Commission may have, the Developer is responsible in accordance with applicable law for the acts and omissions of its employees and agents which cause injuries to persons or damages to parkland.

5. The Commission makes no warranty as to the condition of the parkland and the Developer and its employees and agents enter onto the parkland at its own risk.

6. The Developer shall provide a copy of this permit to all contractors entering the property and shall ensure a copy of this permit is on-site at all times during the construction process. Park Police may remove any party from the Commission property not in compliance with these terms.

7. The Developer shall take all reasonable measures and precautions to ensure the parkland is free of hazards and remains in a safe condition. Any damages to parkland outside of limits of disturbance directly caused by the Developer or Developer's personnel, agents and/or contractors (including trails, roads, and grass surfaces) shall be restored to the Commission's satisfaction within 30 days' notice from DPR.

8. The Developer agrees that it shall not allow any burning, burial or disposal of any waste or excess materials, of any kind, on the parkland or surrounding area.

9. The Developer shall obtain a Certificate of Insurance from its contractor naming the Commission as additional insured. This Certificate in the amount of \$1,000,000 shall serve as additional insurance for this Agreement. Prior to commencement of any work on parkland, the Developer shall provide the Certificate of Insurance to the Commission.

(g) **Pre-construction meeting.** The Developer shall schedule a pre-construction meeting with appropriate Park Planning and Development Division staff 10 business days PRIOR to construction. At the pre-construction meeting, the Developer shall provide written evidence of approved permits. Please contact the Park Planning and Development Division by email at Edward.holley@pgparks.com to schedule a pre-construction meeting.

(h) **Post-Construction Meeting.** The Developer shall notify DPR by email at Edward.holley@pgparks.com no less than forty-eight (48) hours prior to the Developer's contractor leaving the site for the purposes of setting up a post-construction meeting. The Developer and its contractor and assignees shall leave the Commission's property in a condition that is satisfactory to DPR.

3. **Non-discrimination.** The Developer will not discriminate against any employee or applicant for employment due to age, sex, race, creed, color, national origin, or disability.

4. **Indemnification.** The Developer will indemnify, save harmless, and defend the Commission from and against all actions, liability, claims, suits, damages, cost or expense of any kind that may arise, or be alleged to have arisen, out of or in connection with the Developer's performance of, or failure to perform, any of the obligations under the terms of this Agreement.

5. **Binding Covenant.** The provisions of this Agreement will be a covenant which runs with the land and is binding on the Developer, its heirs, successors and assigns. In the event that the Developer assigns this RFA to more than one successor, the Commission reserves the right to require a new or amended RFA for each successor.

6. **Recordation.** This Agreement will be recorded in the Land Records of Prince George's County. All recording fees will be paid by the Developer. The original recorded RFA will be returned to DPR. The failure of the Developer to record this Agreement will preclude the issuance of any building permits applied for in the above-named subdivision.

7. **Modification.** Any substantial modification to this Agreement, as determined by the Commission, will be permitted only upon the filing of a new preliminary plan or site plan by the Developer if required by the findings or conditions of approval of the initially approved preliminary plan and/or site plan, approval of any required preliminary plan or site plan by the Planning Board or its designee, and the recording of an Amended Public Recreation Facilities Agreement.

8. **Entire Agreement.** This instrument contains the entire Agreement between the parties and will not be modified except by written agreement signed by the parties.

9. **Severability.** The invalidity or illegality of any provision of this Agreement will not affect the remainder of this Agreement or any other provision.

10. **Applicable Law and Forum.** This Agreement will be interpreted and enforced in accordance with the laws of the State of Maryland.

11. **Waiver.** The failure of the Commission to enforce any part of this Agreement will not be deemed as a waiver thereof.

12. **Termination.** This Agreement will extend for twenty-five (25) years from the date of execution. All obligations of the Developer under this Agreement will become due one (1) year prior to the expiration of this Agreement.

13. **Recitals.** The Recitals are hereby incorporated in this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be properly executed on the day and year first written above.

WITNESS:



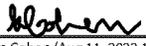
DEVELOPER:

NCBP PROPERTY LLC,
a Delaware limited liability company

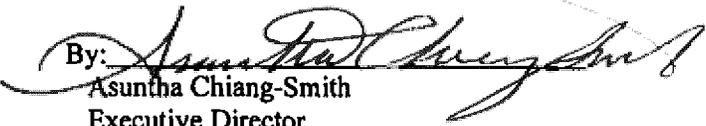
By: 
Name: H. Colfax Schmitt, Jr.
Title: Authorized Person

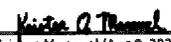
ATTEST:

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION


Gavin Cohen (Aug 11, 2022 15:14 EDT)

Gavin Cohen
Secretary-Treasurer

By: 
Asuntha Chiang-Smith
Executive Director

APPROVED AS TO LEGAL SUFFICIENCY

Kristen Maneval (Aug 8, 2022 10:51 EDT)
M-NCPPC LEGAL DEPARTMENT
Date: 08-Aug-2022

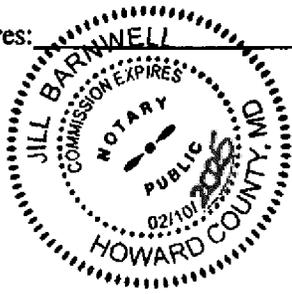
STATE OF MARYLAND :
COUNTY OF Howard :

I hereby certify that before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared R. Colfax Schnorf, Jr. of NCBP Property LLC, a Delaware limited liability company, who acknowledged that he is authorized to execute the above Agreement.

Witness my hand and official seal this 1 day of July, 2022

Jill Barnwell
Notary Public

My commission expires: _____



STATE OF MARYLAND :
COUNTY OF ~~PRINCE GEORGE'S~~ :
Montgomery

I hereby certify that before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared Asuntha Chiang-Smith, Executive Director of Maryland-National Capital Park and Planning Commission, who acknowledged that she is authorized to execute the above Agreement for the reasons and purposes stated therein.

Witness my hand and official seal this 11th day of August, 2022.

[Handwritten Signature]
Notary Public



My commission expires: 1/14/2023

Upon Recordation, please return to:

Department of Parks and Recreation
Park Planning and Development Division
Attn: Edward Holley
6600 Kenilworth Avenue, Suite 301
Riverdale, MD 20737

Exhibit A

State of Maryland Land Instrument Intake Sheet
Baltimore City County: PRINCE GEORGE'S
Information provided is for the use of the Clerk's Office, State Department of Assessments and Taxation, and County Finance Office Only.
(Type or Print in Black Ink Only—All Copies Must Be Legible)

Space Reserved for Circuit Court Clerk Recording Validation

1 Type(s) of Instruments
() Check Box if addendum Intake Form is Attached.
Deed of Trust Mortgage Lease X Other Other

2 Conveyance Type Check Box
Improved Sale Arms-Length [1] Unimproved Sale Arms-Length [2] Multiple Accounts Arms-Length [3] Not an Arms-Length Sale [9]

3 Tax Exemptions (if applicable)
Recordation State Transfer County Transfer
Cite or Explain Authority

4 Consideration and Tax Calculations
Consideration Amount Finance Office Use Only
Purchase Price/Consideration \$ 0.00
Any New Mortgage \$
Balance of Existing Mortgage \$
Other: \$
Other: \$
Full Cash Value: \$
Transfer and Recordation Tax Consideration
Transfer Tax Consideration \$
X () % = \$
Less Exemption Amount = \$
Total Transfer Tax = \$
Recordation Tax Consideration \$
X () per \$500 = \$
TOTAL DUE \$

5 Fees
Amount of Fees Doc. 1 Doc. 2
Recording Charge \$ \$
Surcharge \$ \$
State Recordation Tax \$ \$
State Transfer Tax \$ \$
County Transfer Tax \$ \$
Other \$ \$
Other \$ \$
Agent:
Tax Bill:
C.B. Credit:
Ag. Tax/Other:

6 Description of Property
SDAT requires submission of all applicable information. A maximum of 40 characters will be indexed in accordance with the priority cited in Real Property Article Section 3-104(g)(3)(i).
District Property Tax ID No. (1) Grantor Liber/Folio Map Parcel No. Var. LOG
07 5687143 44895/292 (5)
Subdivision Name Lot (3a) Block (3b) Sect/AR (3c) Plat Ref. SqFt/Acreage (4)
Location/Address of Property Being Conveyed (2)
Leeland Road, Upper Marlboro, MD 20774
Other Property Identifiers (if applicable) Water Meter Account No.
Residential () or Non-Residential () Fee Simple () or Ground Rent () Amount:
Partial Conveyance? () Yes () No Description/Amt. of SqFt/Acreage Transferred:
If Partial Conveyance, List Improvements Conveyed:

7 Transferred From
Doc. 1 - Grantor(s) Name(s) Doc. 2 - Grantor(s) Name(s)
Maryland-National Capital Park and Planning Commission
Doc. 1 - Owner(s) of Record, if Different from Grantor(s) Doc. 2 - Owner(s) of Record, if Different from Grantor(s)

8 Transferred To
Doc. 1 - Grantee(s) Name(s) Doc. 2 - Grantee(s) Name(s)
NCBP Property LLC
New Owner's (Grantee) Mailing Address
5850 Waterloo Road, Suite 210, Columbia, Maryland 21045

9 Other Names to Be Indexed
Doc. 1 - Additional Names to be Indexed (Optional) Doc. 2 - Additional Names to be Indexed (Optional)

10 Contact/Mail Information
Instrument Submitted By or Contact Person
Name: Robert Antonetti, Jr. Return to Contact Person
Firm SHIPLEY & HORNE, P.A. Hold for Pickup
Address: 1101 MERCANTILE LANE, SUITE 240, LARGO, MD 20774 Return Address Provided
Phone: (301) 925-1800

11 Assessment Information
IMPORTANT: BOTH THE ORIGINAL DEED AND A PHOTOCOPY MUST ACCOMPANY EACH TRANSFER
Assessment Information
Yes No Will the property being conveyed be the grantee's principal residence?
Yes No Does transfer include personal property? If yes, identify:
Yes No Was property surveyed? If yes, attach copy of survey (if recorded, no copy required).

Assessment Use Only - Do Not Write Below This Line
Terminal Verification Agricultural Verification Whole Part Tran. Process Verification
Transfer Number Date Received: Deed Reference: Assigned Property No.:
Year 20 20 Geo. Map Sub Block
Land Zoning Grid Plat Lot
Buildings Use Parcel Section Occ. Cd.
Total Town Cd. Ex. St. Ex. Cd.

REMARKS:

Space Reserved for County Validation

PRIVATE RECREATION FACILITIES AGREEMENT

Prince George's Cty Cir Crt
IMP FD SURE \$40.00
RECORDING FEE \$20.00
TOTAL \$60.00
ME CW
Sep 07, 2022 09:44 am

“National Capital Business Park”

Preliminary Plan of Subdivision 4-21056
Specific Design Plan SDP -1603-01

THIS PRIVATE RECREATION FACILITIES AGREEMENT (hereinafter the
“Agreement”), made this 29th day of August, 2022 by and between The Maryland-
National Capital Park and Planning Commission (“Commission”), a public body corporate, and NCBP
Property LLC, Delaware limited liability company (the “Developer”). The Commission and the
Developer are collectively referred to in this Agreement as the “parties”.

WHEREAS, the Commission is a public body corporate, created by the State of Maryland and
authorized by Division II of the Land Use Article of the Annotated Code of Maryland, to maintain and
operate a park and recreation system within the Metropolitan District; and

WHEREAS, the Commission has delegated authority over the operation of parks and recreation
in Prince George’s County to the Prince George’s County Planning Board (“Planning Board”); and

WHEREAS, the Planning Board is charged by Division II of the Land Use Article of the
Annotated Code of Maryland with the authority to approve subdivision plats for recordation in the
designated sections of the Maryland-Washington Regional District located in Prince George’s County;
and

WHEREAS, Section 24-135 of the Subdivision Regulations of the Prince George’s County Code
provides that, in conjunction with certain types of development, private recreation facilities which equal
or exceed the requirements for mandatory dedication may be provided by a subdivision applicant to
satisfy the mandatory dedication requirement of the Subdivision Regulations; and

WHEREAS, Developer is the current owner of certain property which is the subject of
Preliminary Plan 4-21056 approved by the Planning Board on June 2, 2022, and adopted through
Resolution of approval PGCPB No. 2022-70, and Specific Design Plan SDP-1603-01 approved by the
Planning Board on January 13, 2022 and adopted through Resolution of approval PGCPB No. 2022-10.
Said property being part of the same land conveyed to Developer by deed recorded in the Land Records of
Prince George’s County, Maryland in Liber 44895, folio 292, comprising approximately 442.30 +/- acres
of land, being in the 7th Election District, Prince George’s County, Maryland (the “Property”); and

WHEREAS, the Developer proposed to provide private recreation facilities to satisfy the
requirements of mandatory dedication; and

WHEREAS, the Commission has accepted the Developer’s proposal.

NOW, THEREFORE, in consideration of the acceptance by the Commission of the Developer’s
offer to provide private recreation facilities in lieu of mandatory dedication, the mutual promises and
obligations contained in this Agreement, and for other good and valuable consideration which is
acknowledged by the parties, the parties agree to the following provisions:

- 1. Recreation Facilities. The Developer shall construct on that portion of the property being

subdivided, in compliance with approved Preliminary Plan of Subdivision 4-21056 and Specific Design Plan SDP-1603-01 or as amended, the recreation facilities approved by the Planning Board as specified in Planning Board PGCPB No. 2022-10 dated January 13, 2022, as further described below.

- (a) The recreation facilities to be constructed by the Developer are as follows:
 - (i) Approximately 1,340± linear feet of a 10-foot wide (asphalt) on-site feeder trail.
- (b) Construction of the recreation facilities listed in sub-paragraph (a) above shall be completed as follows:
 - (i) Construction of the facilities referenced in sub-paragraph (a)(i) above shall be constructed concurrently with any buildings on Parcel 10 (previously reflected as "Parcel 14" in SDP-1603-01) as set forth in Condition 3 of SDP-1603-01 or as amended by future revisions of the SDP.

2. Performance Bonds for Private Recreation Facilities.

(a) To guarantee the prompt and satisfactory construction of the private recreation facilities referred to in paragraph 1, the Developer, its heirs, successors and assigns, will deliver to the Planning Department, prior to the application for any building permits, a suitable financial guarantee as defined in 2(f) of this Agreement). The amount of the performance bond will be determined by the Planning Department. The Developer will request in writing from the Planning Department a determination as to the amount of the required performance bond not less than two weeks prior to filing an application for building permits.

(b) The performance bond will run to the benefit of the Commission and not be conditional. It is agreed by the parties that if the Commission finds that the Developer has failed to satisfactorily construct the recreational facilities as required by the Agreement, the Commission may chose, in its sole direction, to construct the recreational facilities in accordance with the plans filed by the Developer by drawing on the performance bond. . The Commission's decision as to the satisfaction of the construction or completion of the facilities will be binding on all parties. All recreation facilities will be constructed in accordance with the standards in the Parks and Recreation Facilities Guidelines, the manufacturer's specifications and the guidelines in the latest edition of the Handbook for Public Playground Safety published by the Consumer Products Safety Commission, American Society of Testing and Materials (ASTM) standards, and the Americans with Disabilities Act (ADA).

(c) In the event that the performance bond is used by the Commission for the failure to satisfactorily complete construction of any recreation facilities, the Commission will not incur any liability for the construction or completion of the recreation facilities.

(d) At such time that the Commission determines the recreation facilities have been completed, and the Developer has executed a Recreation Facility Certification, the performance bond or any remainder shall be returned to the Developer.

(e) If the construction of the recreation facilities specified in paragraph 1, above, is not completed within five (5) years from the date the performance bond was issued, the Commission reserves the right to re-evaluate the amount of the performance bond and to require that the Developer post an additional bond amount.

(f) **Definition:** For purposes of this Agreement, adequate financial security means a surety bond, letter of credit, escrow agreement, or other suitable financial guarantee as determined by the Commission's Office of the General Counsel.

3. **Non-discrimination.** The Developer will not discriminate against any employee or applicant for employment due to age, sex, race, creed, color, national origin, or disability.

4. **Indemnification.** The Developer will indemnify, save harmless, and defend the Commission from and against all actions, liability, claims, suits, damages, cost or expense of any kind that may arise, or be alleged to have arisen, out of or in connection with the Developer's performance of or failure to perform any of the obligations under the terms of this Agreement.

5. **Binding Covenant.** The provisions of this Agreement shall be a covenant which runs with the lands and is binding on the Developer, its heirs, successors and/or assigns. In the event that the Developer assigns this RFA to more than one successor, the Commission reserves the right to require a new or amended RFA for each successor.

6. **Recordation.** This Agreement will be recorded in the Land Records of Prince George's County prior to the acceptance of the above-referenced plat by the Development Review Division. All recording fees will be paid by the Developer. The original recorded RFA will be returned to the Development Review Division. The failure of the Developer to record this Agreement will preclude the issuance of any building permits applied for in the above-named subdivision.

7. **Modification.** Any substantial modification to this Agreement, as determined by the Commission, will be permitted only upon the filing of a new preliminary plat or site plan by the Developer, approval by the Planning Board or its designee, and the recording of an Amended Recreation Facilities Agreement.

8. **Entire Agreement.** This instrument contains the entire Agreement between the parties and will not be modified except by written agreement signed by the parties.

9. **Severability.** The invalidity or illegality of any provision of this Agreement will not affect the remainder of this Agreement or any other provision.

10. **Applicable Law and Forum.** This Agreement shall be interpreted and enforced in accordance with the laws of the State of Maryland.

11. **Waiver.** The failure of the Commission to enforce any part of this Agreement shall not be deemed as a waiver thereof.

12. **Termination.** This Agreement shall extend for twenty-five (25) years from the date of execution. All obligations of the Developer under this Agreement shall become due one (1) year prior to the expiration of this Agreement.

13. **Recitals.** The Recitals are hereby incorporated in this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be properly executed on the day and year first written above.

SEAL/WITNESS:

DEVELOPER:

NCBP PROPERTY LLC
a Delaware limited liability company

Cynthia Caudill

By: [Signature]
Name: R. Colfax Sennorf, Jr.
Title: Authorized Person

ATTEST

THE MARYLAND-NATIONAL CAPITAL
PARK & PLANNING COMMISSION

[Signature]
Gavin Cohen (Sep 2, 2022 15:00 EDT)
Gavin Cohen
Secretary – Treasurer

By: [Signature]
Asuntha Chiang-Smith
Executive Director

[Signature]
Approved for Legal Sufficiency
M-NCP&P Office of General
Counsel

STATE OF Maryland
COUNTY OF Howard :

I hereby certify that before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared R, authorized signatory of NCBP PROPERTY LLC, ("Developer") who acknowledged that he/she is authorized to execute the above Agreement for the reasons and purposes stated therein.

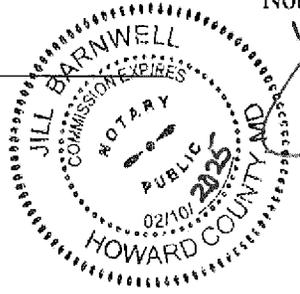
R. Colfax Schnorf, Jr.

Witness my hand and official seal this 20 day of July, 2022.

[signature]
Notary Public



My commission expires: 2/10/25



STATE OF MARYLAND :

COUNTY OF Montgomery :

I hereby certify that before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared Asuntha Chiang-Smith, Executive Director, who acknowledged that she is authorized to execute the above Agreement for the reasons and purposes stated therein.

Witness my hand and official seal this 31st day of August, 2022.

[signature] *Stephanie L. Akery*

My commission expires: 1/14/2023



State of Maryland Land Instrument Intake Sheet

Baltimore City County: PRINCE GEORGE'S

Information provided is for the use of the Clerk's Office, State Department of Assessments and Taxation, and County Finance Office Only.

(Type or Print in Black Ink Only—All Copies Must Be Legible)

Space Reserved for Circuit Court Clerk Recording Validation

Form with sections 1-11: 1. Type(s) of Instruments; 2. Conveyance Type; 3. Tax Exemptions; 4. Consideration and Tax Calculations; 5. Fees; 6. Description of Property; 7. Transferred From; 8. Transferred To; 9. Other Names to Be Indexed; 10. Contact/Mail Information; 11. Assessment Information.

Space Reserved for County Validation

Additional Back-up

For

SDP-2206

National Capital Business
Park, Parcels 7, 8, and 9

April 4, 2023

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JRH*
Jeremy Hurlbutt, Supervisor, Zoning Section, Development Review Division *JDH*

FROM: Andrew Shelly, Planner II, Urban Design Section Development Review Division *AS*

SUBJECT: **Item 8 – Specific Design Plan SDP-2206**
National Capital Business Park, Parcels 7, 8, & 9
Planning Board Agenda April 6, 2023 – Staff Revisions to Technical Report

This supplemental memorandum provides staff's revised findings (added text underlined, deleted text [~~striketrough~~]) and the following adjustments are recommended to the technical staff report dated March 16, 2023.

Proposed revisions to Finding 5, pages 4–5:

5. **Previous Approvals:** The subject property was included in Zoning Map Amendment (Basic Plan) A-9968-03, approved by the Prince George's County District Council on May 9, 2022, and in an amendment to a Comprehensive Design Plan, CDP-0505-02, approved by the Prince George's County Planning Board on May 5, 2022...

The subject application is zoned LCD (formerly R-S), but is subject to the requirements of the Employment and Institutional Area (E-I-A) Zone and permitted under Footnote 38, as authorized, pursuant to the provisions of Prince George's County Council Bill CB-22-2020. The subject parcels (7, 8, and 9) will be developed with warehouse/distribution uses permitted in the E-I-A Zone, per Section 27-515(b) of the prior Prince George's County Zoning Ordinance. In addition, pursuant to the provisions of CB-105-2022, the subject property may develop in accordance with the standards and uses applicable to the E-I-A Zone because the property is identified within a designated employment area in a master plan or sector plan. Pursuant to Section 27-528 of the Zoning Ordinance, the Planning Board does not approve uses with an SDP application but, instead, reviews and approves the physical development of a property, including items such as buildings, architecture.

landscaping, circulation, and the relationships between them. The development proposed with this SDP is for Parcels 7, 8, and 9, as currently shown on PPS 4-21056.

Proposed revisions to Finding 6, pages 5-6:

6. **Design Features:** The 358,450-square-foot warehouse and distribution building will be [46] 43 feet tall. The site will have three access points: two on Queens Court and one on Logistics Lane. There will be 271 parking spaces (including 8 handicap-accessible spaces), 12 bicycle spaces, [65] 63 loading docks, and 145 loading spaces. The proposed building also features two 12-foot by 14-foot drive-in doors and two 24-foot by 14-foot drive-in doors. A condition is included herein, to state the correct number of parking spaces on all plans. The building is oriented in a manner where the primary entrance will face Queens Court to the north. Loading docks will be located on the eastern and western elevations of the proposed building, and the southern elevation will consist of two large doors for shipping and receiving goods and materials. The southern elevation will face a 3-acre storage yard, which has been appropriately screened. A condition is included herein, to include the number of bicycle spaces in the parking table shown on Sheet 6 within this SDP.

As part of this SDP, the applicant proposes a 3-acre outdoor storage yard as an accessory use to the warehouse and distribution use. The storage yard will include plumbing materials incidental to the primary warehouse and distribution use. Accessory uses of all types are permitted in the prior E-I-A Zone use table. At this time, no structures are proposed within the designated storage yard area of this SDP. The proposed storage yard is adequately screened from the public right-of-way, Locust Lane, via an 8-foot-high vinyl (white) opaque fence and Section 4.2 landscape buffering plantings. The white opaque fencing will be provided in the western bufferyard, directly adjacent to [~~Locust~~] Logistics Lane, and an 8-foot-high black vinyl coated chain link fence will be provided to screen the remainder of the storage yard that is not visible from the public right-of-way. A future expansion of the storage yard is possible as there is an additional three acres of space. This expansion could be necessary if the building is expanded or if the operational needs of the user require additional space. Any future expansion of the main building would require an amendment to the SDP. Fences over six feet in height are typically required to meet the setbacks for main buildings. In the E-I-A Zone, development standards for a project (including building setbacks) are established at the time of CDP and are project specific. Accordingly, the setbacks for buildings in the National Capital Business Park were established as part of the approved CDP design guidelines. The location of the 8-foot-high fence proposed in the SDP is located within the standard side and rear setbacks (i.e., 20 feet). However, the approved CDP design guidelines also authorizes the Planning Board to approve variations from the standard setbacks, at the time of SDP.

The applicant is proposing an 8-foot-high fence to provide security for the loading and storage areas. Given the size of the proposed building, the location of Logistics Lane, and the shape of Parcels 7, 8, and 9, it is difficult to locate an 8-foot-high perimeter fence around the side and rear loading/storage areas without entering the standard setbacks. Nonetheless, the location of the 8-foot-high fence is appropriate, as the rear of the property abuts open space areas and the side yards of the fenced areas either abut another development parcel or are located at the end of an industrial street. The portion of the fence along the public

street (i.e. Logistics Lane) will be an opaque vinyl fence to screen views into the storage/ loading areas from the street. Further, the proposed fence will largely be screened by the proposed warehouse/distribution building proposed in the SDP. For these reasons, staff recommend the Planning Board approve a modified setback for the proposed 8-foot-high fence (as authorized by the approved CDP design guidelines) requested as part of the proposed SDP.

The applicant has also proposed two concrete screening walls attached to the proposed building (as shown in Applicant’s Exhibit 3). Specifically, the end user has requested the addition of the concrete screen walls to shield the proposed loading areas of the main building. These screening walls are attractively designed and consist of materials (i.e. cast concrete) and colors that are compatible with the main building. In addition, the applicant has proposed a third concrete wall that replaces a previously proposed 2-foot block retaining wall. The details for all three walls are shown on Applicant’s Exhibit 3.

Proposed revisions to Finding 7, pages 9–10:

- 7. **Prince George’s County Zoning Ordinance:** The SDP application has been reviewed for compliance with the requirements of the E-I-A Zone of the prior Zoning Ordinance. The subject application is in conformance with the applicable requirements of the prior Zoning Ordinance, including the requirements associated with the uses proposed within Footnote 38 of Section 27- 515(b) and the applicable regulations of the E-I-A Zone, which include Sections 27-500 and 27- 501 of the prior Zoning Ordinance...

Section 27-528 of the prior Zoning Ordinance contains the following required findings for the Planning Board to grant approval of an SDP:

- (a) **Prior to approving a Specific Design Plan, the Planning Board shall find that:**
 - (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**

The SDP has been reviewed by [the Planning Board] staff and determined to be in compliance with approved CDP-0505-02 and the applicable design guidelines. This application is for a warehouse use and there are no residential uses, and parts of this requirement are not applicable to this development.

- (5) **The plan demonstrates that the regulated environmental features are preserved and/or restored to the fullest extent possible.**

This SDP has been reviewed by [~~the Planning Board~~] staff and determined that environmental features are preserved and/or restored, to the fullest extent possible. The proposed SDP preserves all regulated environmental features, to the fullest extent possible, in accordance with Section 24-130(b)(5) of the prior Subdivision Regulations, and further seeks to minimize any impacts to said features through its plan design. An important feature of this project is the significant amount of open space and natural features being preserved by the applicant. Approximately, 185.39 acres of the National Capital Business Park will be preserved as open space, including 20 acres that have been dedicated to M-NCPPC for a public park. Within this acreage, most of the regulated environmental features of the subject property are contained, including PMA, floodplain, and woodland conservation areas.

Proposed revisions to Finding 9, page 14:

9. **Comprehensive Design Plan CDP-0505-02:** The District Council affirmed the Planning Board's decision to adopt CDP-0505-02 and TCP1-004-2021-02 on September 19, 2022, subject to seven conditions. The subject application is in conformance with the approved CDP and its associated design guidelines. The relevant conditions applicable to this SDP are as follows:

3. **Total development within the subject property shall be limited to uses that would generate no more than 1,401 AM and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

Transportation Planning staff reviewed this application and determined that the development does not exceed the trip cap and conforms with this requirement. Further, Transportation Planning staff reviewed and agrees with the applicant's phasing plan dated October 13, 2022, submitted as part of this application, which contains Exhibit 1 demonstrating that the AM and PM peak-hour trips generated by the development in this SDP will not exceed the approved trip cap.

Proposed revisions to Finding 10, pages 15 and 18-21:

10. Preliminary Plan of Subdivision 4-21056: PPS 4-21056 was approved, subject to 22 conditions, and the conditions relevant to the review of this SDP are listed below in **BOLD** text. Staff analysis of the project’s conformance to these conditions follows each one in plain text:

2. Total development within the subject property shall be limited to uses which generate no more than 1,401 AM peak-hour trips and 1,735 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

The site is subject to prior approved SDP-1603-02, pending SDP-2201, and pending SDP-1603-03, which considered a total of 3,898,857 square feet of warehouse/distribution uses so far as part of the overall National Capital Business Park development. This SDP application proposes the development of approximately 358,450 square feet of the general warehouse, which if approved, will bring the total site development to 4,257,307 square feet of warehouse/distribution uses which is under the 5.5 million square feet of development that was considered as part of the approved PPS application. As such, the uses and development program proposed with the SDP is consistent with the PPS application, and staff finds that the trips generated by the phased development of the subject SDP are within the trip cap. Further, Transportation Planning staff reviewed and agrees with the applicant’s phasing plan dated October 13, 2022, submitted as part of this application, which contains Exhibit 1 demonstrating that the AM and PM peak-hour trips generated by the development in this SDP will not exceed the approved trip cap.

~~[11. The applicant shall provide an interconnected network of pedestrian and bicycle facilities consistent with the 2009 Countywide Master Plan of Transportation and the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan policies and goals. The exact design and details of these facilities shall be provided as part of the first specific design plan, prior to its acceptance.]~~

~~[12. The applicant’s heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum 10-foot-wide feeder trail to the employment uses.]~~

~~[13. Prior to the issuance of the first building permit, the applicant and the applicant’s heirs, successors, and/or assignees shall (a) have full financial assurances, (b) a permit for construction through the operating agency’s access permit process, and (c) an agreed upon timetable for construction with the appropriate operating agency of a minimum 10-foot-wide master plan shared-use path along the subject site frontage of Leeland Road, consistent~~

~~with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence. The exact details shall be shown as part of the first specific design plan for a building, prior to its approval.]~~

~~[The boundaries, parcel identification, and acreage of the parcels to be conveyed to M-NCPPC were included on SDP-1603-01 and will be required to be conveyed with the first final plat for this development.]~~

- ~~[14. At the time of the first final plat, in accordance with Section 24-134(a)(4) of the prior Prince George's County Subdivision Regulations, approximately 113.21 +/- acres of parkland, as shown on the preliminary plan of subdivision, shall be conveyed to the Maryland National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:~~
- ~~[a. An original, special warranty deed for the property to be conveyed, (signed by the Washington Suburban Sanitary Commission Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division, Upper Marlboro, along with the application of first final plat.~~
 - ~~[b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate any liens, leases, mortgages, or trusts have been released from the land to be conveyed to M-NCPPC.~~
 - ~~[c. M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalks, curbs and 11 SDP-2201 gutters, and front-foot benefit charges prior to and subsequent to application of the first building permit.~~
 - ~~[d. The boundaries, lot or parcel identification, and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.~~
 - ~~[e. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the M-NCPPC Office of the General Counsel) shall be submitted to DPR within two weeks prior to applying for grading permits.~~

- ~~[f. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled, and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in an acceptable condition for conveyance, prior to dedication.~~
- ~~[g. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement, prior to issuance of grading permits.~~
- ~~[h. In general, no stormwater management facilities, tree conservation, or utility easements shall be located on land owned by, or to be conveyed to, M-NCPPC. However, the Prince George's County Department of Parks and Recreation (DPR) recognizes that there may be need for conservation or utility easements in the dedicated M-NCPPC parkland. Prior to the granting of any easements, the applicant must obtain written consent from DPR. DPR shall review and approve the location and/or design of any needed easements. Should the easement requests be approved by DPR, a performance bond, maintenance and easement agreements may be required, prior to issuance of any grading permits.]~~
- ~~[15. The applicant shall be subject to the following requirements for development of the 10-foot-wide on-site feeder trail:~~

 - ~~[a. The applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, the on-site feeder trail from the southern terminus of Logistics Lane to the shared-use path on Leeland Road.~~
 - ~~[b. The on-site feeder trail shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Prince George's County Park and Recreation Facilities Guidelines, with the review of the specific design plan (SDP). Triggers for construction shall also be determined at the time of SDP.~~
 - ~~[c. Prior to submission of the final plat of subdivision for any parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of the on-site feeder trail, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the~~

~~Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.~~

- ~~[d. Prior to approval of building permits for a new building, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site feeder trail.]~~

~~[The alignment and a detailed construction cross-section for the on-site feeder trail, as well as its trigger for construction, were approved with infrastructure SDP-1603-01.]~~

- ~~[16. Recreational facilities to be constructed by the applicant shall be subject to the following:~~

- ~~[a. The timing for the development of the 20-acre park and Collington Branch Stream Valley Trail, and submittal of the revised construction drawings, shall be determined with the first specific design plan for development (not including infrastructure).~~

- ~~[b. The location of the Collington Branch Stream Valley Trail shall be staked in the field and approved by the Prince George's County Department of Parks and Recreation, prior to construction.~~

- ~~[c. All trails shall be constructed to ensure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed and approved by the Prince George's County Department of Parks and Recreation.~~

- ~~[d. The handicapped accessibility of all trails shall be reviewed during the review of the specific design plan. 13 SDP-2201~~

- ~~[e. The public recreational facilities shall be constructed, in accordance with the standards outlined in the Prince George's County Park and Recreation Facilities Guidelines.~~

- ~~[f. Prior to submission of any final plats of subdivision, the applicant shall enter into a public recreational facilities agreement (RFA) with the Maryland National Capital Park and Planning Commission for construction of recreation facilities on parkland. The applicant shall submit three original executed RFAs to the Prince George's County Department of Parks and Recreation (DPR) for their approval three weeks prior to the submission of the final plats. Upon approval by DPR, the RFA shall be recorded among the Prince George's County Land Records and the recording reference shall be noted on the final plat of subdivision prior to recordation. The RFA may be subsequently modified pursuant to specific design plan approvals, or revisions~~

~~thereto, which determine the timing for construction of the 20-acre park and Collington Branch Stream Valley Trail.~~

~~[g. Prior to the approval of the first building permit for a new building, the applicant shall submit to the Prince George's County Department of Parks and Recreation (DPR) a performance bond, a letter of credit, or other suitable financial guarantee, for construction of the public recreation facilities, including the Collington Branch Stream Valley Trail, in the amount to be determined by DPR.]~~

~~[SDP-1603-01 approved the location and concept design details for the Collington Branch Stream Valley hiker trail. This condition will be further reviewed at the time of final plat and building permit.]~~

18. Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCP1-004-2021-03). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-004-2021-03 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

19. Prior to the issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision: "This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."

~~[TCP2-026-2021-07 was submitted with the SDP. Staff has reviewed and determined that the TCP2 conforms to approved TCP1-004-2021-03, subject to the conditions contained within the Recommendation section of this technical staff report.]~~

TCP2-026-2021-07 was submitted with the SDP. In accordance with Conditions 18 and 19 above, staff has reviewed and determined that the TCP2 conforms to approved TCP1-004-2021-03, as discussed in Finding 13 of this technical staff report, subject to the conditions contained in the Recommendation section of this

technical staff report. The above referenced notes were included on the approved final plat(s) of subdivision for the project.