



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

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

Comprehensive Design Plan National Capital Business Park

CDP-0505-02

REQUEST	STAFF RECOMMENDATION
To increase the gross floor area of the permitted employment and institutional uses from 3.5 to 5.5 million square feet, as authorized, pursuant to Section 27-515(b) of the Zoning Ordinance.	APPROVAL with conditions

Location: On the north side of Leeland Road, approximately 3,178 feet west of its intersection with US 301 (Robert Crain Highway).	
Gross Acreage:	426.52
Zone:	LCD (R-S)
Dwelling Units:	N/A
Gross Floor Area:	5.5 million sq. ft.
Planning Area:	74A
Council District:	04
Election District:	07
Municipality:	N/A
200-Scale Base Map:	202SE12
Applicant/Address: NCBP PROPERTY, LLC 5850 Waterloo Road, Suite 210 Columbia, MD 21045	
Staff Reviewer: Henry Zhang, AICP LEED AP Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mncppc.org	



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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: Comprehensive Design Plan CDP-0505-02
Type 1 Tree Conservation Plan TCP1-004-2021-02
National Capital Business Park (formerly known as Willowbrook)

The Urban Design Section has completed its review of the subject application under the prior zoning requirements and agency referral comments concerning the comprehensive design plan and recommends APPROVAL, as stated in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

- a. The requirements of Zoning Map Amendment (Basic Plan) A-9968-03.
- b. The requirements of the prior Prince George's County Zoning Ordinance governing development in the Residential Suburban Development (R-S) Zone.
- c. The requirements of Comprehensive Design Plan CDP-0505 and its revision.
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- e. Referral comments.

FINDINGS

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

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, 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 \$1.03 [~~\$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 current zoning code 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 (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 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 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 to affirm the Zoning Hearing Examiner'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 Zoning Hearing Examiner approved A-9968-03 on February 23, 2022 (the decision has not been issued yet). However, as of the preparation of this technical staff report, the District Council approval of A-9968-03 has not been finalized yet.

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 to 5.5 million square feet as authorized pursuant to Section 27-515(b), in the future development of the 426.52-acre property, known as National Capital Business Park, in accordance with the approved A-9968-03. 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 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.

Previously approved vehicular access to the subject site will remain the same that will be provided via an extension of the 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 the recently approved 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 that are applicable to the proposed development. All development standards including the 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). 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

- Zoning Map Amendment (Basic Plan) Application 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 Zoning Hearing Examiner on March 10, 2021, and they issued an approval with 17 conditions and 2 considerations that supersedes both A-9968 and A-9968-01. On April 12, 2021, the District Council approved Zoning Ordinance No. 2-2021 to affirm the Zoning Hearing Examiner's decision with 17 conditions and 2 considerations. The applicable conditions in A-9968-02 were satisfied at 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 Zoning Hearing Examiner approved A-9968-03 on February 23, 2022. Even though A-9968-03 has not been finally approved by the District Council at the time of the writing of this technical staff report, conditions and considerations attached to the approval of A-9968-03 that are relevant to the review of this CDP warrant the discussion, 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± 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: 220± 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 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 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.

- 18. All of the intersections evaluated with this application will be subject to further analyses at the time of the comprehensive design plan phase of the subject development.**

A traffic impact study has been provided with this CDP application that has been assessed by the Transportation Planning Section. In a memorandum dated April 8, 2022 (Yang to Zhang), the Transportation Planning Section has reviewed all intersections identified and recommended approval of this CDP with two conditions that have been included in this technical staff report.

- 19. The applicant shall provide a network of pedestrian and bikeway facilities internal to the site. 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 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, which was 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 general conformance with A-9968-03, which was heard by the Zoning Hearing Examiner 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.

(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 detail information regarding the development of this site 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 \$1.03 (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. 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. Staff agrees with this proposed change, subject to further evaluation at 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, as a method for monitoring the rare plant and fish species on and in the vicinity of the property. 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.

11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Community Planning**—In a memorandum dated March 25, 2022 (Lester to Zhang), included herein by reference, the Community Planning Division 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, and the Master Plan of Bicycle and Pedestrian 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**—In a memorandum dated April 4, 2022 (Nickle to Zhang), included herein by reference, the Environmental Planning Section 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), 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 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 the acceptance of the PPS.

Stormwater Management

An approved SWM concept plan (Case 42013-2020-00, approved June 28, 2021) was submitted, which 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 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 is proposed with later reviews.

Erosion and Sediment Control

The site is located within a sediment total maximum daily load (TMDL), 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 Environmental Planning Section 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 the Recommendation section of this report.

- c. **Subdivision**—In a memorandum dated March 18, 2022 (Gupta to Zhang), included herein by reference, the Subdivision Section 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**—In a memorandum dated April 8, 2022 (Yang to Zhang), included herein by reference, the Transportation Planning Section 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 *National Capital Business Park-Design Guidelines* (see Exhibit A) according to the comments below:

In the applicant's SOJ, in response to Section 27-274 of the Zoning Ordinance, 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), Design Guidelines, states "*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) says "*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 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*. 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* (Institute of Transportation Engineers).

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 Pike / 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
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 Parkway / 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.

The Transportation Planning Section concludes that the development will not be an unreasonable burden on available public facilities, as required by Section 27-521, if the application is approved with three conditions that have been included in the Recommendation section of this report.

- e. **Special Projects**—In a memorandum dated April 4, 2022 (Thompson to Zhang), included herein by reference, Special Projects Section 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 test for the proposed development will be carried out at 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 and 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 Co. 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)**—In a memorandum dated April 6, 2022 (Quattrocchi to Zhang), included herein by reference, 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)**—At the time of this writing, comments regarding the subject project have not been received from DPIE.
- h. **Prince George’s County Police Department**—At the time of this writing, comments regarding the subject project have not been received from the Police Department.
- i. **Prince George’s County Health Department**—At the time of this writing, comments regarding the subject project have not been received from the Health Department. However, the Health Department did provide comments at time of CDP-0505-01 that have been included in the approval.
- j. **Maryland State Highway Administration (SHA)**—At the time of this writing, comments regarding the subject project have not been received from SHA.
- k. **The City of Bowie**—In a memorandum dated March 10, 2022 (Meinert to Zhang), included herein by reference, 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.

RECOMMENDATION

Based upon the preceding evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Comprehensive Design Plan CDP-0505-02, for National Capital Business Park, including Type 1 Tree Conservation Plan, TCP1-004-2022-02, with 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 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 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.
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 \$1.03 (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.**
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 preliminary plan of subdivision, and 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
 - (2) Provide two left turn lanes on the northbound approach
 - b. Prince George's Boulevard and Queens Court-Site Access
 - (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 and a shared through and right lane on the northbound 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 any 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.

NATIONAL CAPITAL BUSINESS PARK

CDP under prior Zoning Ordinance

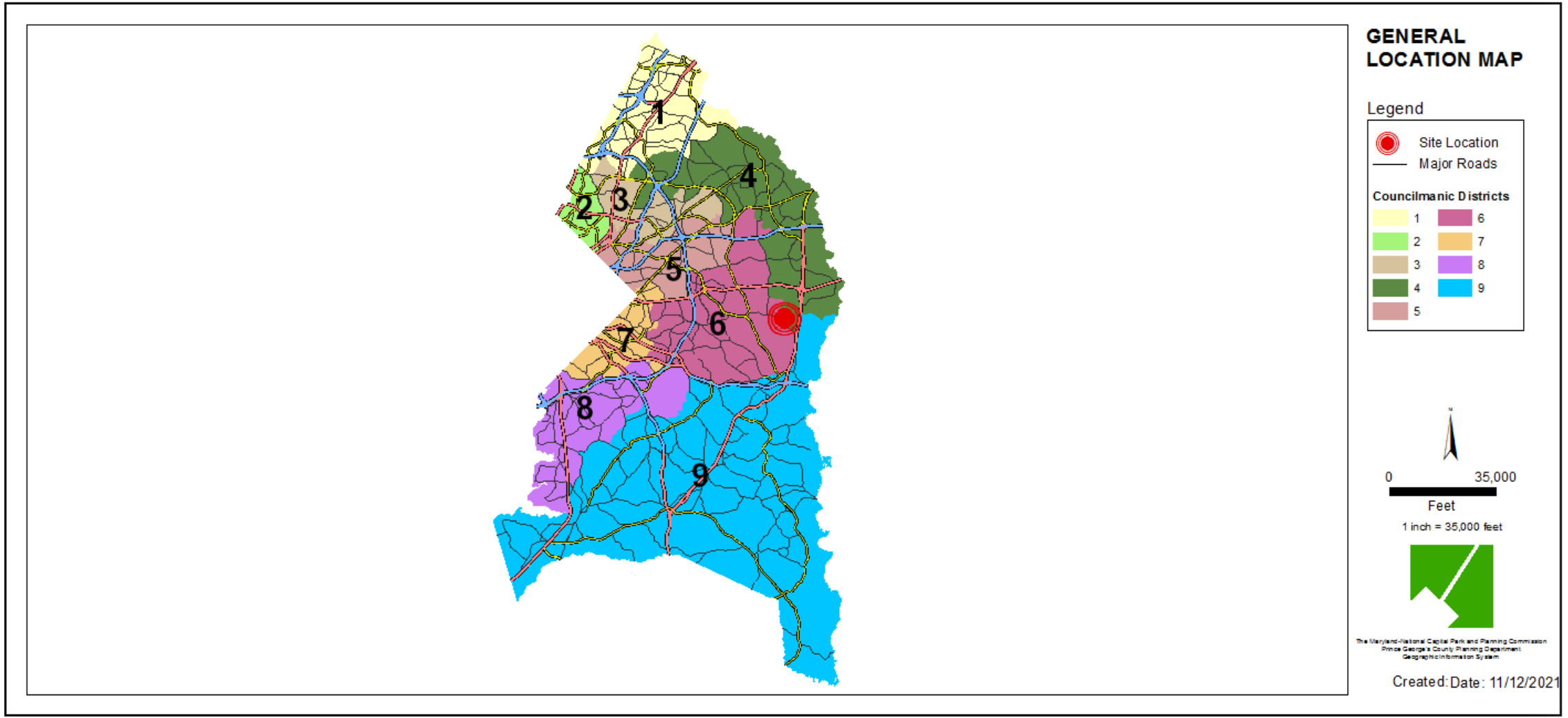
Staff Recommendation: [APPROVAL with conditions]



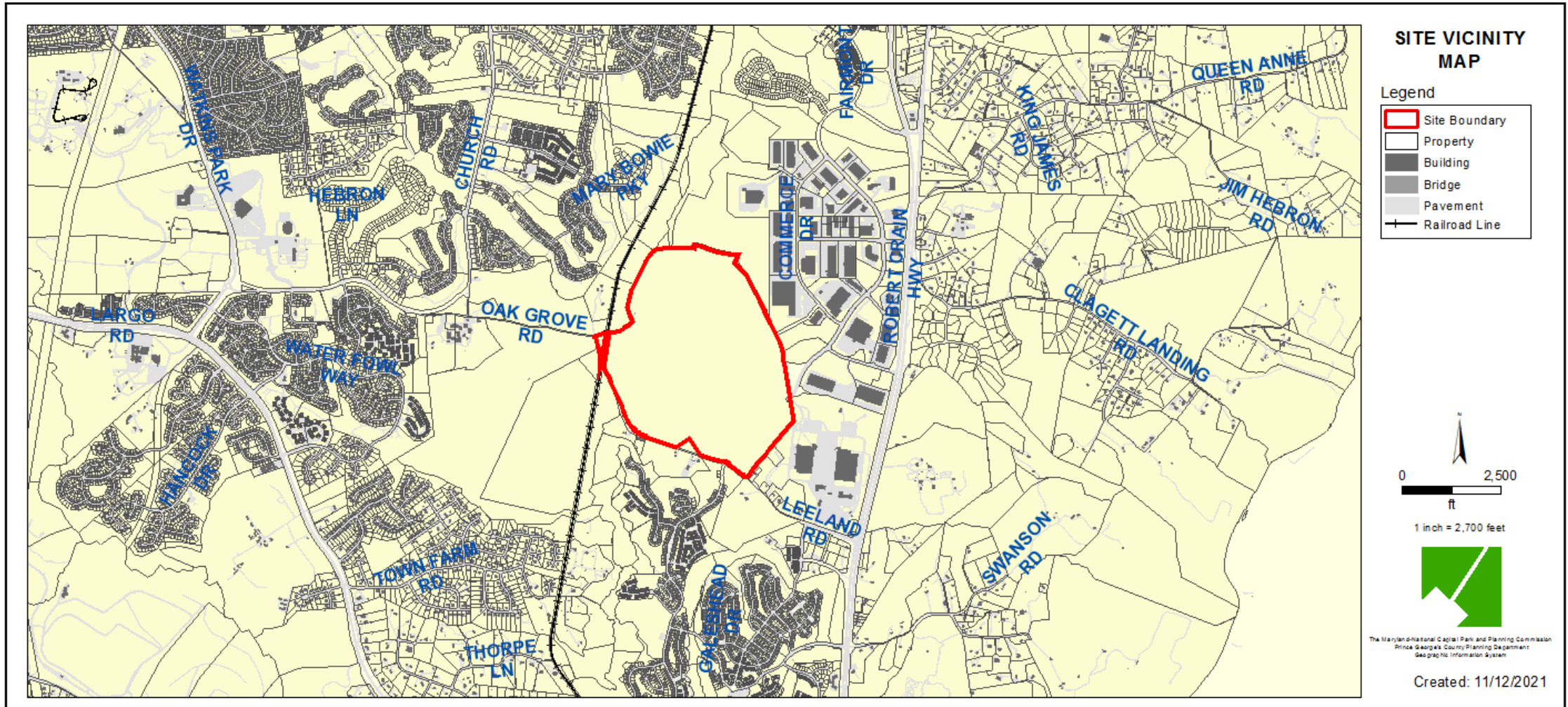
GENERAL LOCATION MAP

Council District: 04

Planning Area: 74A

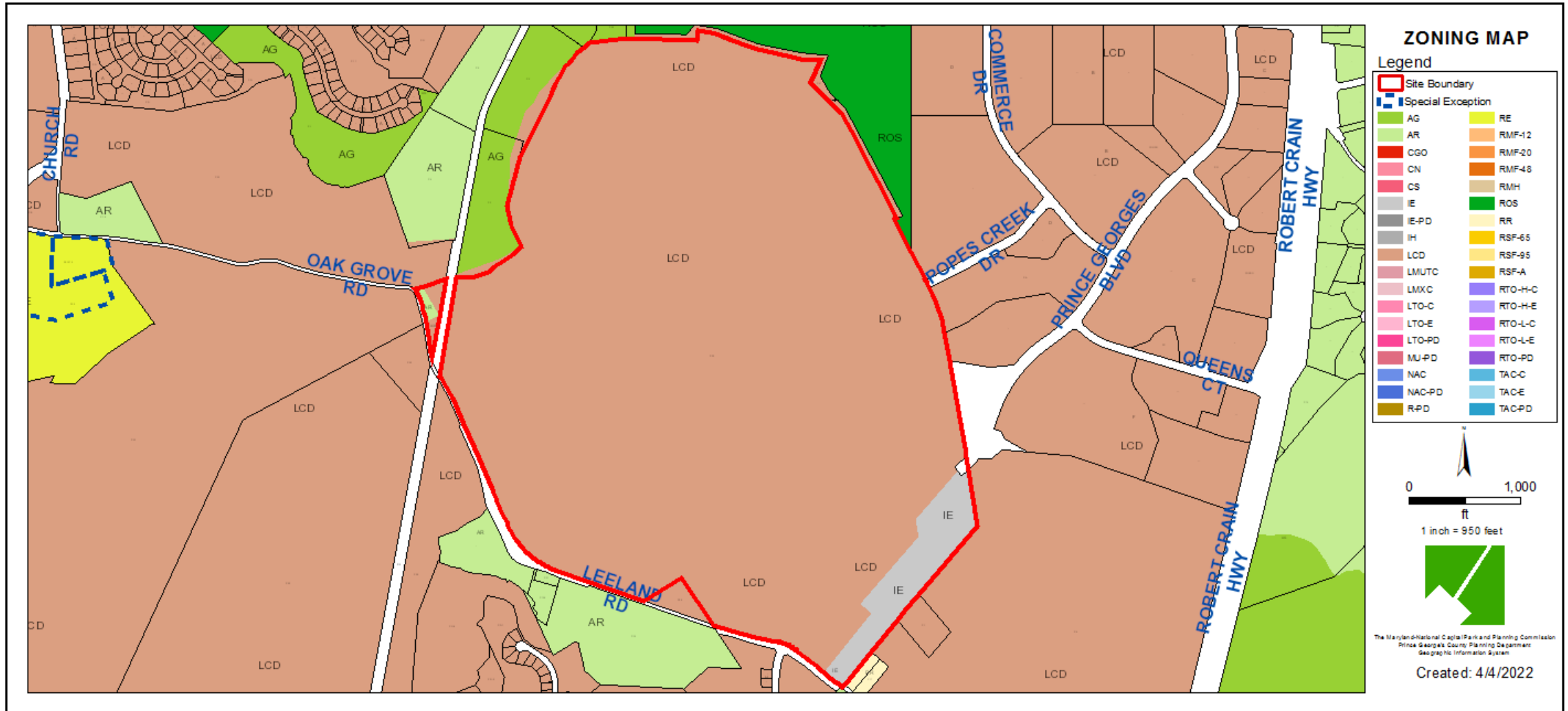


SITE VICINITY MAP



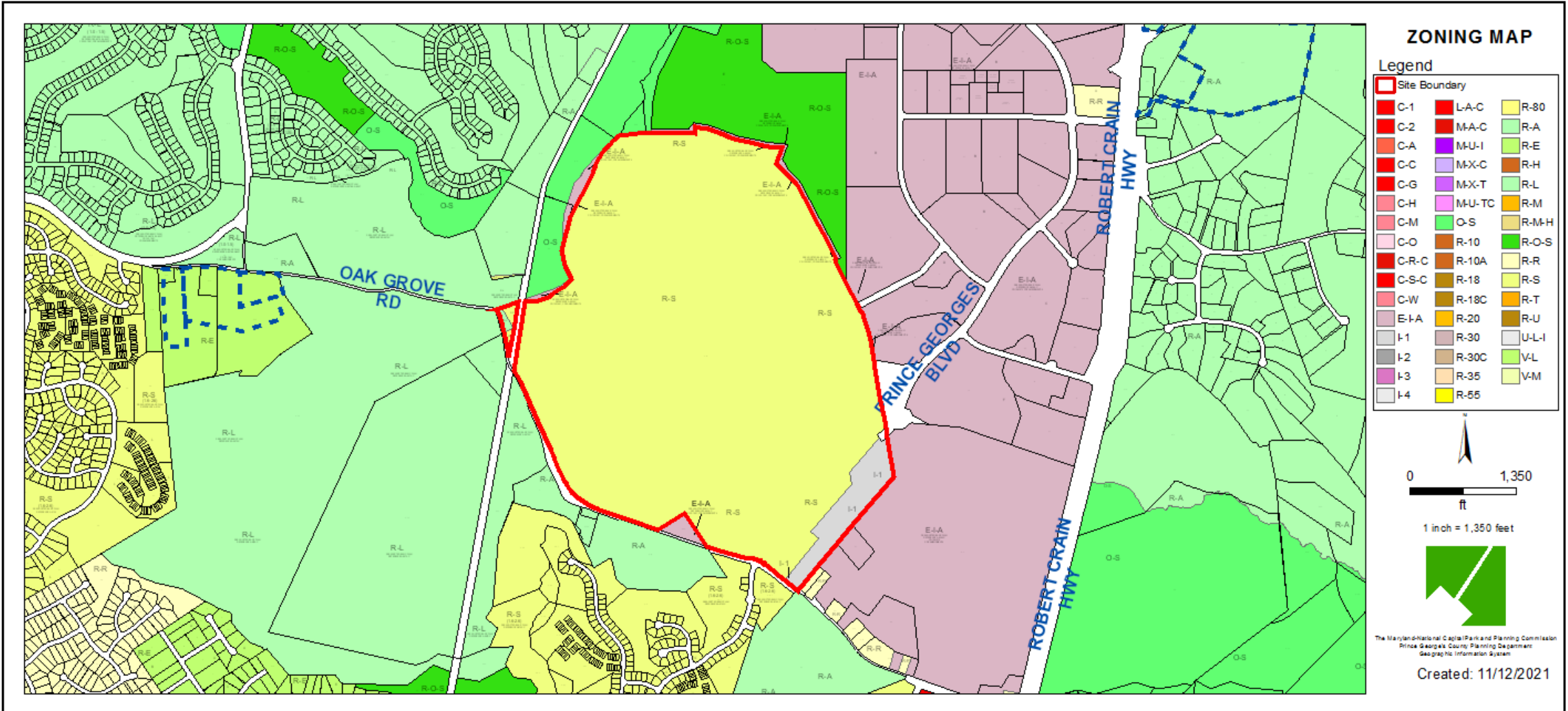
NEW ZONING MAP

Property Zone: X-#

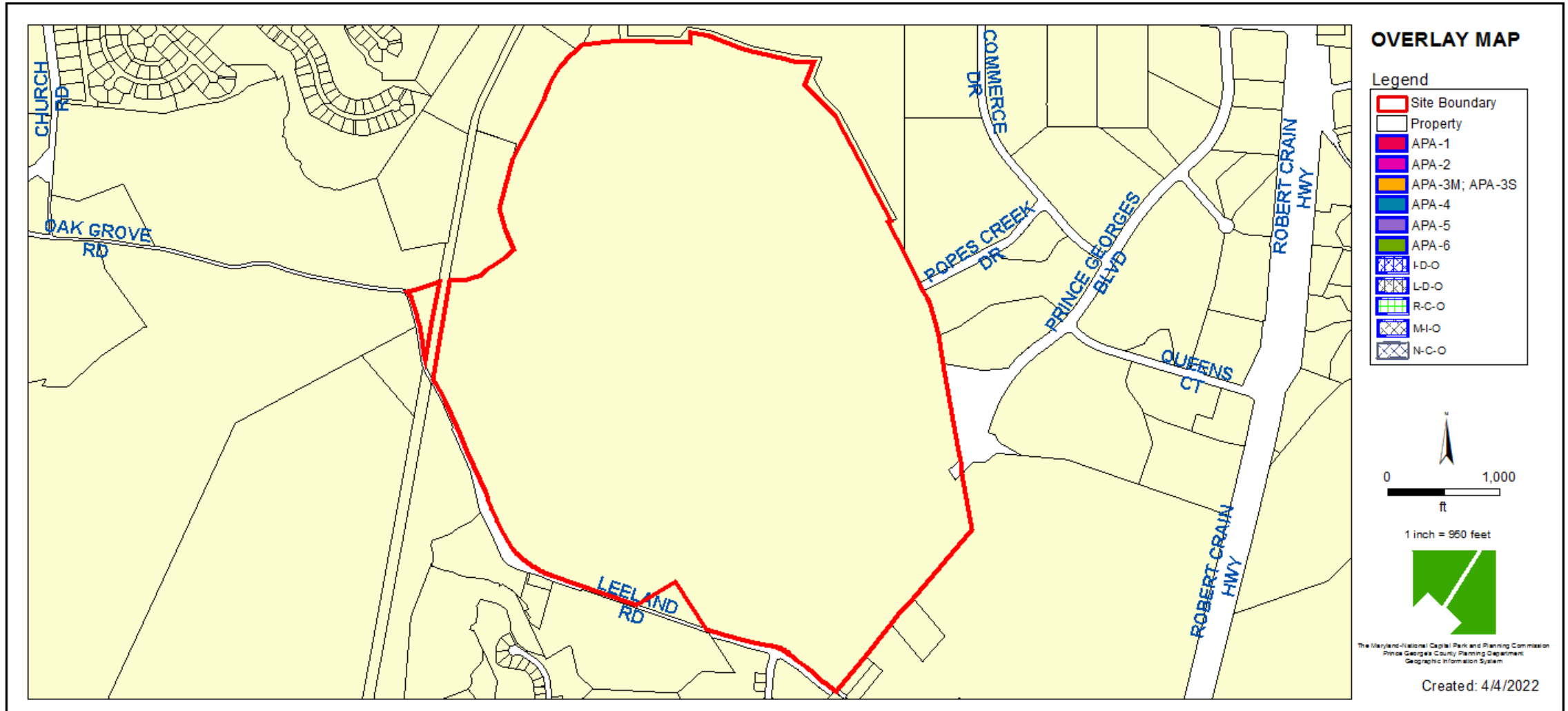


PRIOR ZONING MAP

Property Zone: X-#



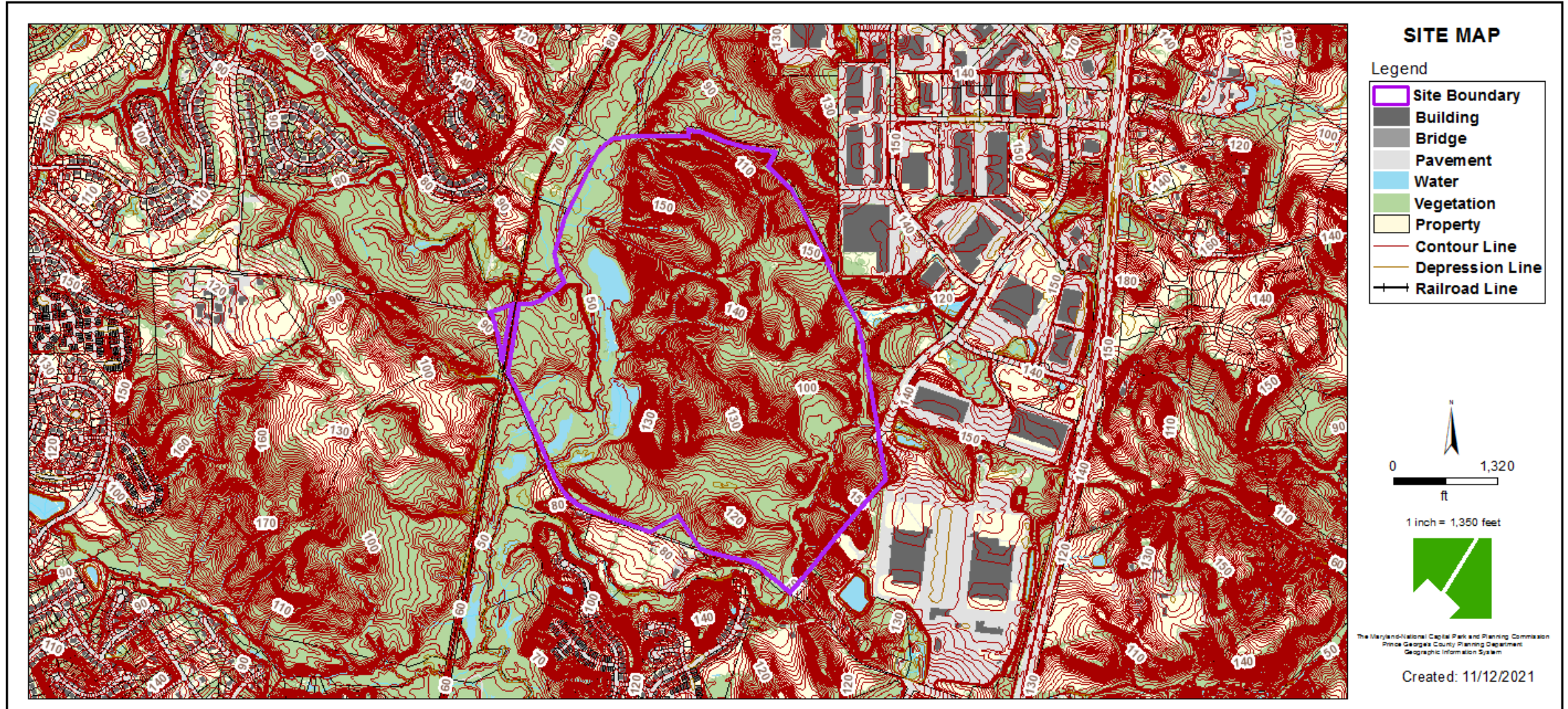
OVERLAY MAP



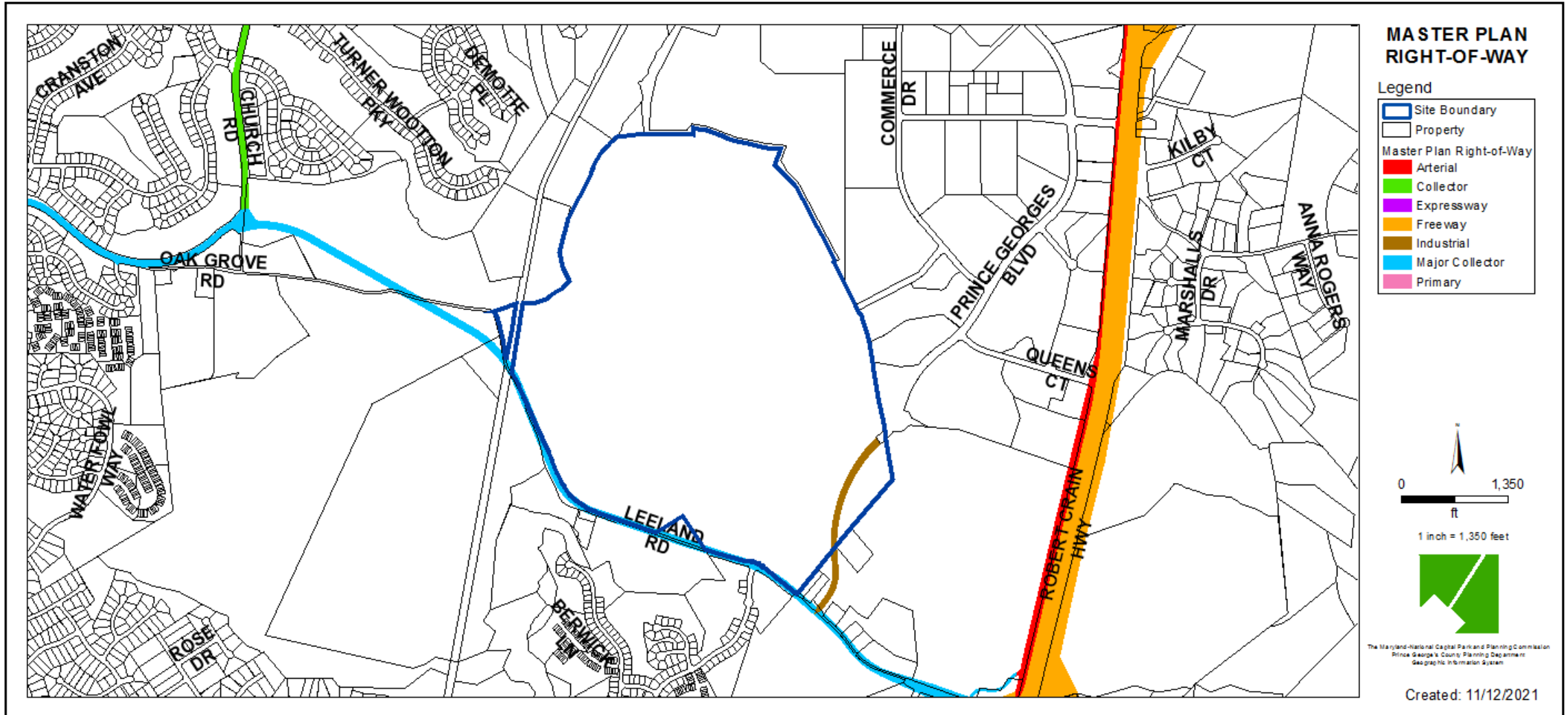
AERIAL MAP



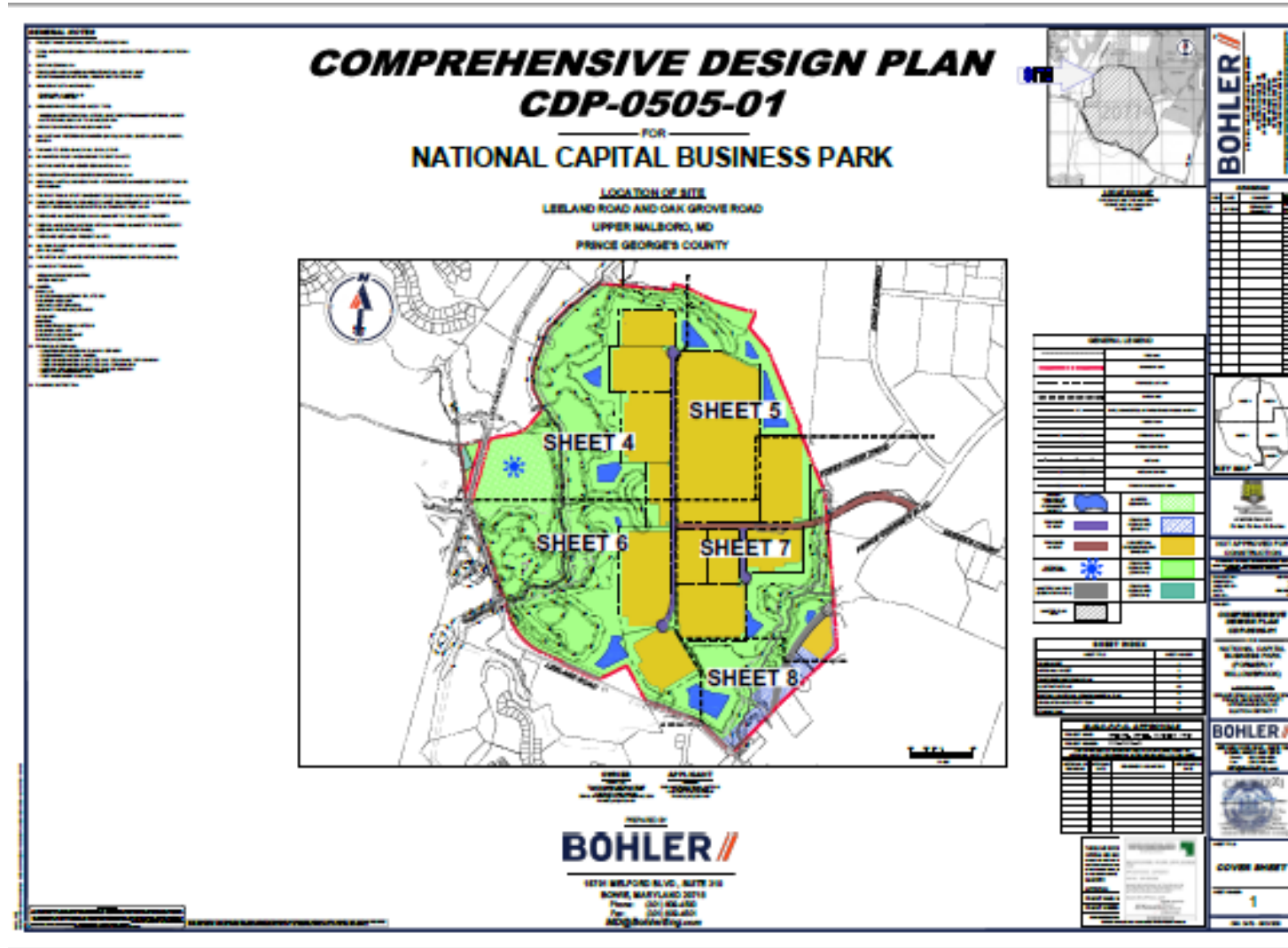
SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



COMPREHENSIVE DESIGN PLAN



SITE PLAN



TYPE I/TYPE II TREE CONSERVATION PLAN



ILLUSTRATIVE FACADES AND EXTERIOR ELEVATIONS



ILLUSTRATIVE BUILDING EXAMPLES



STAFF RECOMMENDATION

[APPROVAL with 7 conditions]

[Major] Issues:

- No

Applicant Community Engagement:

- Site Posted on April 5th, 2022




14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

301-952-3972

March 28, 2022

MEMORANDUM

TO: Henry Zhang, Planner IV, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Planner IV, Community Planning Division 

FROM: Thomas Lester, Planner III, Master Plans and Studies Section, Community Planning Division TEL

SUBJECT **CDP-0505-02 National Capital Business Park**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-521(a)(4), 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 (Employment and Institutional Area) Zone to be permitted in the R-S (Residential Suburban) Zone of Prince George's County, under certain specified circumstances.

BACKGROUND

Application Type: Comprehensive Design Plan

Location: Northside of Leeland Road and approximately 3,178+/- linear feet west of the intersection of Leeland Road with US 301

Size: 427.30 acres

Existing Uses: Vacant

Proposal: 5.5 million square feet gross floor area of industrial use; including warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Established Communities. The vision for the Established Communities is to create the most appropriate for context-sensitive infill and low-to medium density development (Pg. 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.
- 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 Master Plan of Transportation right-of-way for I-300, and the Master Plan of Bicycle and Pedestrian shared-use path facility for Collington Branch Trail.

Planning Area: 74A

Community: Mitchellville & Vicinity

Aviation/MIOZ: This application is not located within an Aviation Policy Area (APA) or the Military Installation Overlay Zone (MIOZ).

SMA/Zoning: The 2006 *Approved Sectional Map Amendment for Bowie and Vicinity* rezoned the subject property to R-S (Residential Suburban). In 2020, the District Council approved CB-22-2020 permitting certain employment and institutional uses by-right in the E-I-A (Employment and Institutional Area) Zone to be permitted in the R-S (Residential Suburban) 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 section map amendment. However, it did recommend IH (Industrial, Heavy) zoning for the subject property

MASTER PLAN CONFORMANCE ISSUES:

None

ADDITIONAL INFORMATION

None

CC: Long-range Agenda Notebook
Scott Rowe AICP-CNU-A, Planning Supervisor, Long Range Planning Section, Community Planning
Division

March 18, 2022

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section
VIA: Sherri Conner, Planning Supervisor, Subdivision Section *SC*
FROM: Mridula Gupta, Planner III, Subdivision Section *MG*
SUBJECT: CDP-0505-02; National Capital Business Park

The property subject to this application to amend Comprehensive Design Plan CDP-0505 is located on Tax Map 77 in Grids A2, A3, A4, B2, B3, B4, C3, C4, F3, F4, as well as Tax Map 85 in Grid B1. 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 is located in multiple zones; 426.52 acres are located in the Residential Suburban Development (R-S) Zone, 15 acres in the Light Industrial (I-1) Zone, and 0.78 acre in the Residential-Agriculture (R-A) Zone. CDP-0505-02 proposes to change the approved maximum 3.5 million square feet of employment/institutional uses to 5.5 million square feet of employment/institutional uses. This amendment and its prior approvals are applicable to the R-S zoned portion of the site.

Comprehensive Design Plan CDP-0505 for Willowbrook was approved by the Planning Board on April 9, 2007 (PGCPB Resolution No. 07-273) for residential development on an area of 427 acres consisting of 818 dwelling units, including 110 multifamily units, 153 single-family attached units, and 555 single-family detached units in the R-S Zone. 216 of these dwelling units were for a mixed retirement component.

Prior Approvals

A-9968

Zoning Map Amendment A-9968 was approved by the District Council as part of the 2006 Bowie Vicinity Master Plan and SMA by the adoption of CR-11-2006 on February 7, 2006, which rezoned the subject property from the Employment and Institutional Zone Area (E-I-A) and Residential-Agriculture (R-A) Zones to the Residential Suburban (R-S) Zone.

A-9968-01

Zoning Map Amendment A-9968-01 was approved by the District Council on May 13, 2019 to amend the Basic Plan (A-9968) to increase the number of dwelling units by 313 units, to increase

the allowed percentage of single-family attached dwelling units, change the size and location of dwelling units, as well as revise conditions and considerations of A-9968.

A-9968-02

Basic Plan amendment A-9968-02 for National Capital Business Park was approved by the District Council on April 12, 2021 to allow uses permitted in the Employment and Institutional Area (E-I-A) Zone in the I-1, R-A, and R-S Zones of the property for the development of 3.5 million square feet of employment/institutional uses, as well as any other use permitted in the E-I-A Zone. Approved land use types and quantities for A-9968-02 are listed below.

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 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**

A-9968-03

The property is subject to the pending Basic Plan amendment A-9968-03 for National Capital Business Park which if approved by the District Council, will allow uses permitted in the Employment and Institutional Area (E-I-A) Zone in the I-1, R-A, and R-S Zones of the property for the development of 5.5 million square feet of employment/institutional uses, as well as any other use permitted in the E-I-A Zone. This application was heard by the ZHE on February 23, 2022.

CDP-0505-01

On April 15, 2021, the Planning Board approved CDP-0505-01. This amendment of CDP-0505 removed residential uses and replaced it 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.

PPS 4-06066

An overall preliminary plan of subdivision (PPS) 4-06066 titled Willowbrook was approved on February 8, 2007 (PGCPB Resolution No. 07-43) for 699 lots and 26 parcels for the development of 539 single-family detached dwellings, 160 attached dwellings, and 132 multifamily dwellings.

PPS 4-20032

This property is subject to PPS 4-20032, which was approved by the Prince George's County Planning Board on September 9, 2021 (PGCPB Resolution No. 2021-112). PPS 4-20032 approved 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 to increase the development capacity to 5.5 million square feet, if approved, will require the approval of a new PPS for a new determination of adequacy. It is noted that a PPS application (4-21056) for the site has also been submitted but has not yet been accepted for processing as of the writing of this referral. Final plats of subdivision will be required pursuant to the new PPS before permits may be issued.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The proposed amendment to CDP-0505 will require a new preliminary plan of subdivision. There are no other subdivision issues at this time.

April 4, 2022

MEMORANDUM

TO: Henry Zhang, Planner IV, Urban Design Section, DRD

VIA: Thomas Burke, Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Suzanne Nickle, Planner IV, Environmental Planning Section, CWPD *SN*

SUBJECT: **National Capital Business Park, CDP-0505-02 and TCP1-004-2021-02**

The Environmental Planning Section (EPS) has reviewed the Comprehensive Design Plan for National Capital Business Park, received on February 28, 2022. Comments were provided in a Subdivision Development Review Committee (SDRC) meeting on March 4, 2022. The recommend approval of Comprehensive Design Plan (CDP-0505-02) and Type 1 Tree Conservation Plan (TCP1-004-2021-02), subject to the recommended findings and conditions found at the end of this memorandum.

Background

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	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
A-9968-01	NA	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

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
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		
CDP-0505-02	TCP1-004-2021-02	Planning Board	Pending	Pending	Pending

Proposed Activity

This application requests to amend the approved CDP for a 442.30-acre site in the I-1, R-A and R-S Zone, to remove the residential uses and to increase the total gross floor area to 5.5 million square-feet, and dedication for a public park.

Grandfathering

The project is subject to the current environmental regulations of Subtitles 24, 25 and 27 that came into effect on September 1, 2010, and February 1, 2012, because the application requires a new Preliminary Plan of Subdivision (PPS).

Site Description

The subject application is a for a 442.30-acre site in the I-1, R-A and R-S Zones, and is located on the north side of Leeland Road, east of the railroad tracks, and west of Crain Highway (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. 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 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 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, which proposed to develop a residential subdivision. This use will not be implemented with the development with CDP-0505-02. Previous conditions of approval are not applicable to this application because the use and site design have changed.

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 potential public park. The approval of the subsequent amendment, A-9968-03, supersedes all previous approvals.

An 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 the staff report, 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 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 this application, 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 RTE plants and three State-listed threatened or endangered fish species within the Collington Branch and/or Black Branch watersheds. A RTE species Habitat Protection and Management Program was conceptually approved with the prior preliminary plan (4-06066), and the details of the program were approved with the prior specific design plan (SDP-1603). The original Habitat Protection and Management Program reports were prepared in 2007 for the specific sites, then referred to as Willowbrook and Locust Hill. In 2016, the reports were combined because the two projects came under a single ownership and were anticipated to move along similar timeframes for construction. The Locust Hill project has been under development in accordance with the 2016 report; however, the subject site, previously known as Willowbrook, is now proposed for a significantly different development pattern from what was last evaluated.

An updated Habitat Protection and Management Program, dated April 23, 2021, was prepared for the current project, and submitted with PPS 4-20032. On May 27, 2021, the 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.

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 Natural Resources Inventory 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 provided with this CDP for review. There is a concern that the alternative or additional access points would require additional stream crossings and further impacts to the regulated environmental features (REF), RTE, and Marlboro clay. If alternative or additional access points are contemplated for the development of the National Capital Business Park, the options must be submitted with the acceptance of the PPS, so a full analysis is conducted with the PPS review.

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 CDP-0505-02 has been determined in part by the environmental constraints of the site, including the REF and the soils. Minimal impacts to the environmental features are proposed. Impacts to the PMA were approved with 4-20032 and SDP-1603-01. Any additional impacts will be further analyzed with the future PPS.

Master Plan Conformance

The *Approved Bowie-Mitchellville and Vicinity Master Plan* (March 2022), approved by the District Council, is the current master plan for this area. This master plan included 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 Zoning Ordinance states the following regarding the approval of a general plan, and its effect on a previously approved master plan:

Sec. 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 amended CDP can be found in conformance with the 2017 *Green Infrastructure Plan*. Protection of green infrastructure elements and REF 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, as a method for monitoring the rare plant and fish species on and in the vicinity of the property. On May 27, 2021, the 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 application is not in the vicinity of the NTWSSC 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 will be subject to the current stormwater management (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 will be subject to the current woodland conservation ordinance requirements, including the tree canopy coverage requirement. Additional information regarding woodland preservation, reforestation, and tree canopy coverage will be evaluated with future development applications; however, the TCP1 submitted with the CDP shows approximately 36 percent of the gross tract will remain in woodland (both in and outside of the floodplain). Street tree planting requirements will be reviewed by the Department of Public Works and Transportation.

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 will be subject to the current SWM regulations, which require that environmental site design be implemented to the maximum extent practicable. The Soil Conservation District have required the applicant incorporate redundant sediment control methods with the development proposal. Development of this site will be subject to the current woodland conservation ordinance requirements, including the tree canopy coverage requirement. Street tree planting requirements will be reviewed by the Department of Public Works and Transportation.

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.**

Information on how the proposed development addresses this climate change policy will be evaluated with future applications by the Urban Design Section.

Policy 7: Continue to expand active transportation opportunities to reduce automobile dependency and carbon emissions.

Strategies

- NE 7.1 Develop at least one electric vehicle charging station for every eight fuel pumps at existing and new gas stations. Provide at least one electric vehicle charging station for 100 parking spaces in commercial surface parking lots and one charging station for every 250 parking spaces in parking structures.**

Information regarding the proposal for electric vehicle charging stations will be evaluated with future applications by both the Transportation Planning Section and the Urban Design Section.

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* of the *Approved Prince George's County Resource Conservation Plan* (May 2017). The Regulated Area is mapped along the streams and REF, and the Evaluation Area is mapped on the remainder of the site due to the existing forest contiguous to the streams. The plans, as submitted, generally show the preservation of the Regulated Areas; however, more detailed information will be evaluated during the subsequent applications. The amended comprehensive design plan can be found in conformance with the *Green Infrastructure Plan*.

Environmental Review

Existing Conditions/Natural Resource Inventory

A valid NRI plan, NRI-098-05-04, was submitted with this application. The PPS and TCP1 reflect the environmental conditions. No further information is needed in regard to the NRI.

Woodland Conservation

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27, that came into effect on September 1, 2010, and February 1, 2012. The requested change in use will not result in a change to the Woodland Conservation Threshold, which is currently 15 percent for the E-I-A (R-S) and I-1 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 TCP approvals are not applicable to the new development proposal for the National Capital Business Park. This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual (ETM). 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 acres, 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 Department of Parks and Recreation. Woodland conservation cannot be shown on land to be dedicated to the Parks Department without prior written permission. The Parks Department provided a letter dated April 12, 2021 (Burke to Nickle), consenting to the placement of woodland conservation easements on lands to be dedicated to M-NCPPC, subject to considerations and conditions. Prior to signature approval of the CDP, the applicant shall include a copy of the Parks Department'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, as a method for monitoring the rare plant and fish species on and in the vicinity of the property. 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. On May 27, 2021, the 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 RTE 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.

Technical revisions to the TCP1 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.”

There are 224 specimen trees identified on the property. The proposed development shown on the TCP1 conceptually proposes the removal of specimen trees; however, no variance application was submitted with the CDP. Prior to certification of the CDP, revise the TCP1 to show all specimen trees on the plan and in the specimen tree table to remain. A variance request for the removal of specimen trees shall be submitted with the acceptance of the PPS.

Regulated Environmental Features

There is Primary Management Area (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 conceptually proposes impacts to the PMA; however, no statement of justification (SOJ) was submitted with the CDP. A letter of justification with exhibits shall be submitted for review prior to the acceptance of the PPS.

Stormwater Management

An approved SWM concept plan (Case 42013-2020-00, approved June 28, 2021) was submitted, which 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 County’s DPIE and 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 is proposed with later reviews.

Erosion and Sediment Control

The site is located within a Sediment Total Maximum Daily Load (TMDL), 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 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 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 *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 a 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. These provisions will be evaluated at the time of the review of the specific design plan. 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 ESA 2). In ESA2, 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 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 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 time of specific design plans 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 has been mitigated to eliminate potential slope failure areas.

Summary of Recommended Findings and Conditions

Recommended Findings:

1. 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. No impacts are granted with the CDP-0505-02.

2. No specimen tree variances are granted with the CDP-0505-02.

Recommended Conditions:

1. Prior to certification of the CDP, the TCP1 shall be revised as follows:
 - a. 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.
 - b. In the Environmental Planning Section approval block, revise the case number in the heading from “TCP1-004-2021-02” to “TCP1-004-2021.”
 - c. Add a note under the specimen tree table on Sheet 1 to account for the specimen trees that were approved for removal with SDP-1603-01.
 - d. Add the following to the General Notes: No additional impacts to Regulated Environmental Features were approved with CDP-0505-02.
 - e. Update the stream line type to the standard line type in the Environmental Technical Manual.
 - f. Add the Marlboro clay lines to the plan. Show as black, not grey.
 - g. Revise the proposed grading on the plan to be solid black, not grey lines. Add proposed contours and other proposed symbols to the legend.
 - h. Revise the specimen tree table headings to provide one column to list the specimen trees approved for removal with PPS 4-20032, and a separate column to list the specimen trees approved for removal with SDP-1603-01.
 - i. In the Standard TCP1 notes, remove Note 12.
 - j. Have the revised plan signed and dated by the qualified professional preparing the plan.
2. 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 M-NCPPC, to be part of the record for CDP-0505-02.

If you have any questions concerning this review, please contact me by e-mail at suzanne.nickle@ppd.mncppc.org, or call 301-952-3650.



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

March 10, 2022

Mr. Henry Zhang
Urban Design Section
The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: CDP-0505/02, National Capital Business Park

Dear Mr. Zhang:

The City has received a referral of the above-referenced Comprehensive Design Plan (CDP) revision for the National Capital Business Park (NCBP). The development is located on the north side of Leeland Road, approximately 3,178 feet west of US 301, almost a mile away from the City limits. The request is to increase the total gross floor area from the previously approved 3.5 million square feet to 5.5 million square feet. The types of uses proposed for the site will not change from the those approved in CDP-0505/01 and will include warehouse and distribution, office, light industrial/manufacturing, and/or institutional uses. The applicant predicts that most of the uses on the property will be warehouse uses.

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 NCBP 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.

Please be advised that 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. Thank you for the opportunity to review this proposal.

Sincerely,

Joseph M. Meinert, AICP
Director of Planning and
Community Development

cc: City Council
City Manager
Mr. Robert Antonetti, Esq.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

August 5, 2005

Merchantile Bank Real Estates
766 Old Hammonds Ferry Road
Linthicum Heights, MD 21090

Re: Notification of Planning Board Action on
Willowbrook A-9968

Dear Applicant:

This is to advise you that on **July 28, 2005** the above-referenced application was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

The Planning Board's recommendation in this case has been forwarded to the District Council for Prince George's County. All persons of record will be notified of future public hearings. Please direct questions regarding this matter to Ms. Redis C. Floyd, Clerk of the County Council, at the above address.

(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 301-883-5784.)

Very truly yours,
Faroll Hamer
Development Review Division

By: *Cather H Wallace*
Reviewer

cc: Zoning Hearing Examiner
Peoples Zoning Council
Zoning Enforcement
Director of Environmental Resources
Persons of Record

PGCPB No. 05-178



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 05-178

File No.A-9968

RESOLUTION

WHEREAS, the Prince George's County Planning Board has reviewed Zoning Map Amendment Application No. 9968, requesting a rezoning from the E-I-A and R-A Zones to the R-S (Residential Suburban, 1.6-2.6) Comprehensive Design Zone in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, the Technical Staff Report recommends denial of the R-S Zone; with the further recommendation of approval of the R-L (Residential Low Development, 1.0-1.5); and

WHEREAS, the applicant submitted a revised basic plan on July 21, 2005 in response to the staff recommendation; and

WHEREAS, after consideration of the evidence presented at the public hearing on July 28, 2005, the Prince George's County Planning Board finds:

- A. **Location and Field Inspection:** The subject property is a large, wooded and undeveloped tract of land, located on the north side of Leeland Road approximately 3,250 feet west of US 301. It is described as part of Parcel 30 Tax Map 77, and it measures 427 acres in size.
- B. **History:** The site was rezoned from the R-A to the E-I-A Zone during the 1991 Bowie-Collington Sectional Map Amendment. The rezoning was contained in ZMA Application A-9829.
- C. **Master Plan Recommendation:**
 - 2002 General Plan: This application is located in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable.
 - Master Plan: *The Approved Master Plan and Adopted Sectional Map Amendment (SMA) for Bowie-Collington-Mitchellville and Vicinity (Planning Areas 71A, 71B, 74A, and 74B (1991) recommends employment and institutional uses.*
- D. **Request:** The existing E-I-A Zone is a Comprehensive Design Zone, which permits a mix of industrial/employment, commercial and public uses, to which a residential component was added in 2002, pursuant to CB-133-2002. This request is to rezone 425 acres of E-I-A-zoned property and a two-acre tract of land in the R-A Zone to the R-S (Residential-Suburban) Comprehensive Design Zone at a dwelling unit density range of 1.6 to 2.6 dwellings per acre. The two-acre site is separated from the rest of Parcel 30 by the Popes Creek Railroad tracks.

An update of the Bowie-Collington Master Plan and Sectional Map Amendment has been initiated, and final adoption is expected by the end of 2005. The applicant is requesting that this rezoning take place as part of the new master plan and sectional map amendment process, pursuant to Section 27-226 of the Zoning Ordinance.

A 15-acre parcel owned by the applicant and contained within the original basic plan can be developed in either the E-I-A or I-1 Zones, and will be further addressed through the Sectional Map Amendment.

The basic plan submitted on June 24, 2005 reflects the following land use types and quantities:

Total area:	427± acres
Land in the 100-year floodplain:	77.7± acres
Adjusted Gross Area:	(427 less half the floodplain)=388± acres
Mixed Retirement:	27± Acres
Adjusted Gross Area less Mixed Retirement:	361± acres
Density Permitted under the R-S Zone:	1.6–2.6 du/ac
Permitted Dwelling Unit Range (excluding mixed retirement):	577–938 du

Proposed Land Use Types and Quantities:

Residential: 361 acres @ 1.5 du/ac	104 acres—460 single-family detached units 9 acres—85 townhouse units 545 total units
Mixed Retirement: 27+ Acres @ 5.74 du/ac	31 single-family detached units 54 townhouse units 70 multifamily units 155 total units
Private Active Open Space:	9 acres
Public Active Open Space:	22 acres
Passive Open Space	223 acres

A revised plan was submitted on July 21, 2005, after the release of the Technical Staff Report. The revised plan shows 600 dwelling units (an increase of 35 townhouses) and 216 Mixed Retirement units (an increase of 61 multifamily units) for a total of 816 units compared to 700 total dwelling units reviewed in the Technical Staff Report. This request reflects a density of 1.6 units per acre for the 361 residential acres and 8 dwellings per acre for the mixed-use retirement component.

E. **Neighborhood and Surrounding Uses:** The neighborhood boundaries for this case are:

North—Central Avenue (MD 214)
 East—Crain Highway (US 301)

South—Leeland Road
West—Church Road

There are several neighborhood density variations among the properties adjacent to or near Willowbrook. The area north of the property, which is east of Church Road and south of Central Avenue, includes the developed subdivisions of Collington and The Hamptons in the R-R (Rural Residential) Zone. To the northeast of the property is the Collington Center, a 920-acre site in the E-I-A (Employment and Institutional Area) Zone, which is developed with offices, research, laboratories, and specialty manufacturing. It should be noted that a stream valley, which is 100± feet wide at its most narrow point, provides a buffer between Willowbrook and the Collington Business Center. Beyond the Collington Business Center is the Karington development, which is located near the intersection of Central Avenue and US301. Karington consists of 362 acres in the E-I-A, with 650,000 square feet of office use, 343,000 square feet of retail use, and 1,239 dwelling units (including 490 multifamily apartments, 210 multifamily condominium units, 20 live-work units, 120 multifamily senior units, 245 townhouse units and 154 single-family detached units).

On the eastern edge of Willowbrook is a stream valley that buffers the subject property from the Safeway Distribution Center, which is southeast of Willowbrook. Willowbrook is further buffered from Safeway by a 15±-acre parcel that is also owned by the applicant. Further southeast of Willowbrook is the Beechtree development, which is located on the west side of Robert Crain Highway (US 301), and bounded on the north by Leeland Road. Beechtree is an R-S-zoned property with a density level of approximately 3.0 dwelling units per acre. Just south of Willowbrook is Locust Hill, a parcel in the R-E Zone.

The Popes Creek Railroad tracks are located on the western border of Willowbrook. Beyond these tracks, further west of Willowbrook, is Oak Grove Road and Church Road. Church Road runs in a north/south direction, perpendicular to Oak Grove Road. Northwest of the property is the Oak Creek residential development, an 890-acre development in the R-L Zone. Oak Creek is located in the northwest quadrant of the intersection of Oak Grove and Church Roads. Oak Creek's residential development consists of 1,148 dwelling units, with a density level of 1.3 dwelling units per acre.

F. **Zoning Requirements:** Section 27-195(b) provides that 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:

- (i) The specific recommendation of a General Plan map, Area Master Plan map, or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties; or

(ii) **The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential buildings, and the location of land uses.**

1. Although this application is being reviewed through the master plan process and will be decided through the adoption of a revised sectional map amendment, the policies of the pending master plan revision have not yet been approved. Nevertheless, in reviewing this application, the District Council may rely upon the planning studies and rationales that provide the basis for the recommendations of the proposed preliminary master plan.

2. **2002 GENERAL PLAN**

This application is located in the Developing Tier of the 2002 General Plan. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The plan designates employment uses in Centers and Corridors where the employment is most appropriate. The subject property is not located in such a Center or Corridor.

3. **THE CURRENT MASTER PLAN**

The Bowie-Collington-Mitchellville and Vicinity Master Plan (1991) recommends employment and institutional uses. This property is within "Employment Area 6" known as the Collington Expansion Area. The approved development is also known as the Willowbrook Business Park. The 1991 master plan provides recommendations for this property on pages 137-138. The following are some of the relevant recommendations for this property:

- "This employment expansion area is not expected to realize its development potential in the foreseeable future because of its location, the opportunities and commitments within other employment areas, and the dependence on substantial road improvements prior to major development. However, if development proceeds in the near future, it should occur only after market sector and absorption studies are done to show the viability of large-scale development. Such approvals should not be granted until studies show that proposed uses are supportable in the market and that adequate land and building intensity exists to establish an identifiable and functional development.
- "Depending on the timing of development in this area, employment absorption trends, market opportunities, and public facility constraints, this employment expansion area, in particular, should be reevaluated during the next Master Plan/Sectional Map Amendment revision cycle in terms of employment alternatives and implementation techniques."

4. **PLANNING ANALYSIS**

The 1991 master plan envisioned that the development of this property would occur after market studies were done to show viability. No market studies have been carried out, but the lack of development proposals for this site since 1991 suggest that employment uses for the site are far less viable now than when contemplated 14 years ago. Also, the development of this property was predicated on the development of certain public facilities including the construction of Arterial A-

44. A-44 is on the 1991 master plan, but County Council Resolution CR-19-2003, which initiated the restudy of the Bowie-Collington plan, stipulated that there would be no further analysis or evaluation of this roadway in future plans. In addition, the approval of the Karington development, located in the northern portion of Employment Area 6, for a mix of office/retail and dwelling units indicates that it is appropriate to consider residential development within this neighborhood.

Planning studies undertaken to develop recommendations for the proposed preliminary Bowie and Vicinity Master Plan found that most of this site is not suitable for employment use, as previously planned, given the property's substantial environmental constraints. There are streams, wetlands and 100-year floodplains and associated areas of steep slopes with highly erodible soils and areas of severe slopes on the property. These conditions severely restrict the potential for the development of employment-related uses due to the difficulty of assembling large enough buildable sites. By comparison, low-density residential development in the 1.0 to 1.5 dwelling units per acre range provides lot layout flexibility while protecting environmentally sensitive areas. It provides an appropriate pattern of single-family development that conforms to the 2002 General Plan goals and policies for the Developing Tier. It provides a compatible transition from 1.3 dwelling units per acre found on the Oak Creek development, west of this site. In addition, lower intensity land use would reduce the number of vehicle trips on nearby roads. Low-density residential development will have less adverse impact on available public facilities, including schools and public safety.

5. MIXED RETIREMENT DEVELOPMENT

The applicant proposes to build 155 to 216 dwelling units restricted to active adults. Mixed retirement development is defined by the Zoning Ordinance as "A residential community for retirement-aged persons developed under a uniform scheme of development, containing a mix of attached, detached, or multifamily dwelling units, nursing or care homes, or assisted living facilities. Each community shall be developed with not less than two (2) types of dwelling units." (Section 27-107.01(151)).

The preliminary master plan provides the following guidelines for senior housing:

- Development should be located within one-half mile of the edge of Bowie Regional Center or mixed-use activity centers to enhance its pedestrian orientation;
- Development should include pedestrian linkages to shopping and services in the adjacent Bowie Regional Center or mixed-use activity centers;
- Development should be of sufficient size to provide amenities, such as indoor parking or garages, gardens, plazas, swimming pools, or common eating areas;
- Development should have direct access to a collector road or greater to allow easy access for emergency medical services;
- Development should be served by public transit or shuttle buses to shopping and services in the Bowie Regional Center or mixed-use activity centers;

- Prior to approval of new development, a market analysis should be conducted that evaluates and satisfactorily demonstrates the need for senior housing.'

The applicant submitted a market analysis on July 21, 2005. The analysis was reviewed by the staff of the M-NCPPC Research Section, which agreed with the study conclusion that a market exists to support the requested number of units. The study also concludes that active seniors prefer to drive to destinations such as shopping and medical appointments. Additionally, the applicant proposes to provide a shuttle bus service, should the residents desire one, thereby satisfying the master plan intent to make the shopping and other facilities accessible to all residents.

- (B) The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan.

There are no retail commercial uses proposed for this site.

- (C) Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which 100 percent of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plan, or urban renewal plans.

In a rezoning application, a comparison is generally made between the trip generating potential of the subject property, based on the highest and best use of its current zoning category, versus the highest and best use permitted in the zoning category being sought. Section 27-515 of the County Code of Prince George's County lists a wide array of permitted uses within the E-I-A zone. However, the approved 1991 Bowie-Collington-Mitchellville and vicinity master plan assumed the subject property (A-9829) could potentially be developed with 3,900,000-5,000,000 square feet of light manufacturing and warehouse/distribution (including ancillary office and retail commercial), based on a F.A.R. of 0.30-0.38.

Estimated Trip Generation (Existing Zoning)		
Zoning/Use (existing)	Units/Square Feet	Daily Trips
E-I-A—Light Manufacturing	2,500,000 square feet	2,500 x 4.8*=12,000
E-I-A—Warehouse/Distribution	2,500,000 square feet	2,500 x 3.1*= 7,750
Total	5,000,000 square feet	19,750 trips

* Based of trip rates from the guidelines.

Estimated Trip Generation (Subject Application)		
Zoning/Use (proposed)	Units/Square Feet	Daily Trips
R-S: 1.6-2.6 (425 acres)	425 x 2.6=1,105	1105 x 9*=9,945
Total	1,105 dwelling units	9,945 trips

* Based of trip rates from the guidelines.

The subject application is seeking a rezoning to the R-S (1.6-2.6) Zone. On the basis of the information presented in the application and its supported documents, staff concludes that if this application were approved, the maximum number of trips that could be generated would be 9,945 daily trips. In contrast, based on its current E-I-A zoning, the property could potentially generate 19,750 daily trips, significantly higher than what is current being proposed.

Based on the above review, the trip generating potential of the proposed development will not lower the level of service anticipated by the land use and circulation systems shown on the approved Bowie-Collington-Mitchellville and Vicinity Master Plan.

Traffic Circulation/Capacity

Since the master plan analyses typically address capacity of roadway links and not intersections, it has not been determined at this time what the impact of this rezoning would have on individual intersections. To that end, the applicant will be required to provide a traffic study at the time of the filing of a comprehensive design plan as well as a preliminary plan of subdivision. The traffic shall address capacity issues at the following intersections:

- US 301/MD 725
- US 301/Village Drive
- US 301/Leeland Road
- US 301/Trade Zone Avenue
- Leeland Road/Safeway Access
- Oak Grove Road/Church Road
- Oak Grove Road/MD 193
- MD 202/MD 193

Master Plan

The subject property is located along the southern boundary of the area covered by the 1991 approved Bowie-Collington-Mitchellville and Vicinity Master Plan. The existing Bowie master plan was approved with a highway network which included A-44, a planned six-lane arterial that runs across the northern portion of the subject property, and I-2, a planned two-lane (north/south) industrial road that is east of the subject property, to connect A-44 with Leeland Road (MC-600) to the south. Since the Bowie plan was approved in 1991, the Collington South (parcel I-3) property (Safeway, Inc.) to the east of the subject site filed a preliminary plan of subdivision (4-97044). The Safeway property was subsequently approved (PGCPB 97-214), but without the required dedication for the I-2 master plan facility. Without the required dedication from Safeway, Inc., it now appears unlikely that the I-2 roadway can be built on the original master planned alignment.

The update to the existing (1991) Bowie-Collington-Mitchellville and Vicinity Master Plan has been underway for almost two years. One of the update recommendations in the preliminary Bowie and Vicinity Master Plan is the removal of the A-44 facility. While the proposed Bowie and Vicinity plan is still in the preliminary phase, it appears that A-44 will not be included in the updated master plan. With the impending removal of A-44, along with its interchange at US 301

(F-10), staff is now recommending an interchange to be built at the intersection of Leeland Road and US 301 (F-10). Should such an interchange be built, it would provide properties on the west side of US 301 with indirect access to the F-10 freeway. In order to complete this circulation on the west side of F-10, a new location for the I-2 roadway will need to be identified. The staff analysis considered an alignment through the 427 acres subject to this application. However, the alternative, to be partially located in the 15-acre parcel owned by the applicant and part of the current E-I-A basic plan, is the most logical and least disruptive solution.

- (D) Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries and fire stations) will be adequate for the uses proposed.**

Other public facilities are considered to be adequate for the uses proposed as indicated below:

Parks and Recreation

The *Bowie-Collington-Mitchellville* and *Vicinity* Master Plan designates a Collington Branch Stream as a public stream valley park. The Collington Branch Stream Valley Park, owned by M-NCPPC, adjoins the northern property line and continues on the south of Leeland Road in the Beechtree development. The stream valley within the Willowbrook property is one of two missing links in providing continuous public parkland along the Collington Branch between US 50 and the Buck Property in Upper Marlboro. The master plan also recommends a hiker/biker trail along the Collington Branch. The master planned trail along Collington Branch will be constructed in the Oak Creek Club, Beechtree, Buck Property, and Karrington developments.

The applicant's proposal indicates that 621 residential dwelling units will be constructed on 427 acres of property. Using current occupancy statistics for single-family dwelling units, one would predict that the proposed development would result in a population of 2,045 additional residents in the community.

The applicant proposes private recreation facilities on the site including a clubhouse with an outdoor pool and three small private park parcels. It is the opinion of DPR staff that these recreation facilities will not adequately serve the residents of this subdivision.

National and state standards for the provision of parkland call for 15 acres of local parkland for every thousand residents. These standards also recommend an additional 20 acres of regional parkland for every thousand residents. The existing level of service measurement for public parkland and outdoor recreational facilities for Planning Area 74A indicates a high need for both public parkland and recreational facilities. Application of standards for local parkland indicate that an additional nine acres of parkland per one thousand residents are currently needed in Planning Area 74A. By applying the same standards for projected population in a new community (2,045 residents), staff has determined that a minimum of 30 acres of additional public parkland suitable for active recreation would be required for a community of this size.

The demand for public parkland and recreation facilities will only grow with the extensive residential development, which is anticipated in this region of Prince George's County. Plans for the development of Oak Creek, Beechtree, the Buck Property, and Karrington subdivisions are already in the pipeline. While these developments committed to contribute parkland and/or a combination of public and private recreational facilities, Planning Area 74A is still in high need for public parkland and for public recreational facilities such as football, soccer and baseball fields.

The 1991 preliminary master plan and sectional map amendment for Bowie and Vicinity recommends a 20-acre community park in the project area. Section 24-134 of the Prince George's County Subdivision Regulations will require the mandatory dedication of 22 acres of parkland suitable for active and passive recreation at the time of subdivision.

In addressing the compliance with the requirements of the Comprehensive Design Zone, the applicant mentions that future development of the subject property will include amenities and provide public facilities as required by the state and the county. The Willowbrook proposal includes specific recreational amenities such as a clubhouse with outdoor pool, small private park parcels, and trails in the project area. The revised basic plan shows a public park and the applicant has agreed to dedicate approximately 22 acres of developable land for a community park, dedicate the stream valley along the Collington Branch, and construct the master planned hiker/biker trail along the stream (including the connector trails to the residential neighborhoods of the subject development) in accordance with the recommendations of the Parks Department.

The 22 acres of space usable for active recreational uses would have been required as part of mandatory dedication at the time of subdivision. In order to receive density increments for public benefit features at the comprehensive design plan phase of this process, the applicant will need to provide amenities above and beyond those normally required. The construction of the ten-foot-wide master plan hiker/biker trail in the Collington Branch stream valley and six-foot-wide feeder trails to the development pods are an example of a public benefit feature.

Private recreational facilities will also be required in accordance with the above-referenced guidelines. We note that three "community centers" are identified in the basic plan. The text references a clubhouse with an outdoor pool and three small private park parcels. Again, these are *not* considered public benefit features. In order to obtain full credit for public benefit features, the applicant must provide for the development of ball fields and other recreational facilities on the proposed park site as well as the recommended trails.

Other Community Facilities

Fire and Rescue

The existing fire engine service at Upper Marlboro Fire Station, Company 20, has a service travel time of 3.78 minutes, which is within the 5.25-minute travel time guideline. The facility also provides ambulance and paramedic service within response time standards.

The above findings are in conformance with the *Approved Public Safety Master Plan* (1990) and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.

The subject site is approximately one-half mile from a proposed Leeland Road fire station site (CIP No. LK 510423). The proposed \$3,320,000 fire station is scheduled for completion in 2010.

Police Facilities

The proposed development is within the service area for Police District II-Bowie. The Planning Board's current test for police adequacy is based on a standard complement of officers. As of 1/2/05, the county had 1,302 sworn officers and 43 student officers in the academy for a total of 1,345 personnel, which is within the standard of 1,278 officers. This police facility will adequately serve the population generated by the proposed suburban density residential complex.

Schools

Students in the subject area are assigned to attend Kingsford Elementary, Kettering Middle School, and Largo High School. County Council bill CB-31-2003 establishes a school facilities surcharge in the amount of \$7,161 per dwelling if a building is located between I-495 and the District of Columbia; \$7,161 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,276 per dwelling for all other buildings.

The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

The Historic Preservation and Public Facilities Planning Section staff finds that this project meets the adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003 and CB-31-2003 and CR-23-2003. An adequate public facility schools test will be conducted at the time of subdivision application.

- (E) **Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety and welfare of the present and future inhabitants of the Regional District.**

Natural Environment

1. The site has extensive areas of regulated environmental features including wetlands, streams and 100-year floodplain. Associated with these features are areas of steep and severe slopes. Collington Branch, one of the major north/south stream systems in the county, is located on the western portion of the site. The Countywide Green Infrastructure Plan shows this property as containing extensive areas of regulated features and shows the entire property to be within the evaluation areas of the plan. Within the evaluation areas, attention is to be paid to the layout and design of proposed development so as to minimize impacts to the regulated features and reduce overall forest fragmentation.

The Bowie and Vicinity Preliminary Master Plan designates Collington Branch as one of two primary corridors, the other being the Patuxent River. The text states: "Protect Primary Corridors (Patuxent River and Collington Branch) during the development review

process to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements.” As configured, the parcels have sufficient access onto Leeland Road so as to allow for the development of the parcels with no impacts to the regulated areas of the corridors. As such, the proposal should be conditioned so that it is developed without impacts to the regulated features.

The environmental information submitted is insufficient to fully evaluate the exact delineation of the regulated areas. The plan that contains the proposed delineation of regulated areas does not identify areas of steep and severe slopes and does not have labeled topography lines and a wetland study was not provided. The regulated areas, designated as Patuxent River Primary Management Areas (PMA) due to the property’s location within the Patuxent River watershed, have not been correctly shown on the plans because the areas of severe and steep slopes have not been properly included in the PMA delineations; however, it is possible to generally note that the property has contiguous areas of developable land throughout.

It should be noted that the forest stand delineation and other environmental information submitted were not reviewed in detail as part of this basic plan review application. When a conceptual development plan is submitted for review, all appropriate environmental information will be reviewed.

2. The site contains extensive areas of steep and severe slopes throughout the developable as well as the regulated areas. As such, this type of topography makes the construction of large pad sites for the development of industrial-style buildings difficult. The change of the zoning from the E-I-A Zone to a residential zone is appropriate given the topography and the other environmental constraints on the site.
3. Extensive areas of Marlboro clay exist on the site. The elevation of the Marlboro clay layer could influence the location of various proposed structures. Information regarding the location of the Marlboro clay layer is necessary early in the process in order to ensure that the development proposal approved is feasible to construct.
4. Areas of sensitive wildlife habitat exist on the site and rare, threatened and endangered species have been identified in the Collington Branch stream system. These resources have generally been confined to the wetland areas; however, surveys of the locations of rare, threatened and endangered plants are needed to ensure that the proposed development does not cause undue impacts.

Archeological Resources

The proposed development may also have some impacts on archeological resources. The M-NCPPC Planning Department’s staff archeologist recommends a Phase I archeological investigation for the property. Collington Branch and an unnamed branch of Collington run through portions of the subject property. Six prehistoric and historic archeological sites are located just to the south of the subject property. These are: 18PR564 (19th-20th-century farmstead), 18PR565 (prehistoric), 18PR566 (17th-18th-century domestic site with possible structure; prehistoric Late Archaic period), 18PR567 (18th-20th-century domestic site; prehistoric Late Archaic Period), 18PR568 (19th-century cemetery), and 18PR569 (18th-20th century domestic farmstead; prehistoric Late Archaic Period).

In addition, the residence of Daniel Clark (no longer standing) is shown on the 1861 Martenet map as appearing within the eastern part of the property. Therefore, a Phase I (identification) archeological study of the site is recommended, prior to the approval of a preliminary plan of subdivision.

Surrounding Development

1. The master plan recognizes Leeland Road as the most relevant boundary in establishing densities, with densities up to 3.0 per acre south of Leeland Road and densities of up to 1.5 dwelling units per acre to the northwest.
2. Additionally, the overall character of this portion of Leeland Road presents as rural-residential in character. For example, the property that has the most extensive frontage opposite the subject site on the south side of Leeland Road is in the R-A Zone with a dwelling unit density of one dwelling per every two acres. Although the Beechtree subdivision, also located south of Leeland Road, has a dwelling unit density of 3.0 du/acre, the small portion that fronts on Leeland Road opposite the subject site is approved for a small cluster of single-family detached houses. Higher density development in Beechtree is located interior to the site and at some distance from the subject property. A proposal for residential development on the subject property with a density of approximately 1.5 dwellings per acre could be compatible with this character. This is consistent with the upper end of the R-L Zone, rather than the R-S Zone.
3. It must be kept in mind that large areas of the site are not suitable for development. This means that the appearance of the development will reflect the net densities far more than the gross densities. The development of 700 residential units on the roughly 140 acres devoted to residential use would result in a net density of just over five dwelling units per acre. While certainly consistent with interior portions of Beechtree, this is not consistent with the character of the development along Leeland Road.
4. Because comprehensive design zones are intended to create a superior environment through the use of public benefit features, it is also important to note that the applicant will have few, if any, incentives to provide public benefit features if the development is approved at or below the base density of the R-S Zone. Approval near the upper end of the R-L Zone will allow the requested density, but only with the provision of the public benefit features for which these zones were created.
5. The applicant's revised basic plan date July 21, 2005 partially responds to the staff comment to move the proposed townhouse development closer to the interior of the site, by moving the community center and a recreation area to the area near the Leeland Road frontage. The location of the proposed senior housing near the entrance has not been addressed. The basic plan should show a buffer area between Leeland Road and the location of any townhouse or multifamily development sufficient to fully screen these units from views from the roadway to retain the current wooded character of the frontage.
6. The proposal includes a two-acre portion of land separated from the rest of the 245 acres of land by the railroad tracks. The inclusion of the property appears to be for the purpose

of maximizing the land on the other side of the tracks. The revised plan indicates that this parcel is a potential church site. The location of this proposed is unlikely to function as a resource for the future residents of the project due to its inaccessibility to pedestrian access due to the railroad tracks.

7. The extension of Prince George's Boulevard to Leeland Road will create a major intersection. The appearance of the development from the intersection will be analyzed at the time of the Comprehensive Design and Specific Design Plans.
8. The natural aesthetic qualities of the site should be accentuated by a design that is in part determined by the environmental constraints of the site. Streets should not be uniformly double loaded. Single loaded streets and/or breaks between lots should be strategically placed to provide visual relief and afford views into open space.
9. Recreational facilities should be dispersed throughout the subdivision so as to provide nearby recreational facilities for all residents. The type of recreational facilities shall be determined at the time of Comprehensive Design Plan. They should accommodate all age residents and should include such elements as a pool, tot lots, preteen lots, tennis courts and trails, and passive recreational facilities.
10. The proposed project is largely compatible with its surrounding area. Railroad tracks, which form part of the western border of the project, are distant from the residential portion of the Willowbrook Property. However, E-I-A zoning and industrial development, located north and east of the proposed project, within the Collington Center Industrial Park, are directly adjacent to proposed residential pods. It seems appropriate to incorporate a buffer in this area and the basic plan revised on July 21, 2005 appears to provide that buffer. The existing floodplain and woodland should be studied to determine its quality as an effective buffer. Existing woodland could be augmented by additional plantings so that the project is sufficiently protected from the adjacent area that is zoned E-I-A (other than parkland). The combination of R-S, R-A and R-R zoning, partially developed with rural residential single-family homes, to the south of the proposed project across Leeland Road, do not present land use conflicts with residential development in low-suburban density ranges.
11. It should be specified on the plan which of the residential use is to be multifamily. If active adult residential is the multifamily use proposed on the site, it should be identified as such.

Notwithstanding subparagraphs (C) and (D) above, where the application anticipates a construction schedule of more than six years (Section 27-179), public facilities (existing or scheduled for construction within the first six years) will be adequate to serve the development proposed to occur within the first six years. The Council shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship

of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.

Not applicable.

G. Conformance with the Purposes of the R-S and R-L Zones:

The purposes of the R-S and R-L Zones are found in Sections 27-511 and 27-514.08, respectively. The first six purposes of both zones are identical and are listed as follows:

- (1) **Establish (in the public interest) a plan implementation zone, in which (among other things):**
 - (A) **Permissible residential density is dependent upon providing public benefit features and related density increment factors; and**
 - (B) **The location of the zone must be in accordance with the adopted and approved General Plan, Master Plan, or public urban renewal plan;**
- (2) **Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, and public urban renewal plans) can serve as the criteria for judging individual development proposals;**
- (3) **Assure the compatibility of proposed land uses with existing and proposed surrounding land uses, and existing and proposed public facilities and services, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District;**
- (4) **Encourage amenities and public facilities to be provided in conjunction with residential development;**
- (5) **Encourage and stimulate balanced land development; and**
- (6) **Improve the overall quality and variety of residential environments in the Regional District.**

The development of the subject property in the R-L Zone will more nearly satisfy these purposes than developing the site in the R-S Zone. The provision of public benefit features is a major reason for the creation of these zones, and with the development of the site in the R-L Zone the applicant has far greater incentives to provide the public benefit features needed to create a superior development. The location of the R-L Zone conforms to the recommendations of the Community Planning Division, which concluded that the same environmental constraints that lessen the suitability of the site for employment uses, requires the flexibility and sensitivity to the environment of a lot layout provided by a lower density residential zone. Moreover, a dwelling unit density ranging from 1.0 to 1.5 dwellings per acre is more consistent with the character of the current and approved development and the zoning along this portion of Leeland Road.

The R-L Zone adds the following three additional purposes:

- (7) **Encourage low-density residential development, which provides for a variety of one-family dwelling types, including a large lot component, in a planned development;**
- (8) **Protect significant natural, cultural, historical, or environmental features and create substantial open space areas in concert with a unique living environment; and**
- (9) **Protect viewsheds and landscape/woodland buffers along the primary roadways and woodlands, open fields, and other natural amenities within the Zone.**

These additional purposes of the R-L Zone are appropriate to the subject site and suggest again the suitability of the R-L Zone at this location. The emphasis of the R-L Zone is on maintaining a rural, low-density character, yet it permits up to 20 percent of units to be townhouses and includes the possibility of mixed-retirement development, should the decision ultimately be made to include an active senior housing component at this site. The zone also specifies the importance of viewsheds and landscape/woodland buffers along primary roadways; an element we believe is missing from the proposed basic plan.

CONCLUSION

Based on the above analysis we conclude that the requested R-S Zone is not appropriate at this location, and, therefore, recommend DENIAL of the R-S Zone. We furthermore find that the R-L Zone can provide for a development that is both harmonious with the surrounding area and responsive to the applicant's goals for the development of this property. We, therefore, recommend APPROVAL of the R-L Zone with the following basic plan revisions and conditions of approval listed below.

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 recommends to the District Council for Prince George's County, Maryland that the above-noted application be DENIED; with the further recommendation of APPROVAL for the R-L Zone, subject to the following conditions:

The Basic Plan shall be revised to show the following revisions:

1. Land use types and quantities:

- Total area: 427 acres
- Land in the 100-year floodplain: 77.7 acres
- Adjusted Gross Area (427 less half the floodplain): 388± acres
- Land devoted to mixed retirement development: 27 acres
- Adjusted Gross Area (388 less 27 acres): 361± acres

Market Rate Development

- 361 acres @ 1.0 to 1.36 du/ac = 361 to 490 dwellings
- Approximately 84 percent single-family detached and 16 percent townhouse units

Mixed Retirement Development

- 27 acres @ 2.2 to 5.55 du/ac = 60 – 150 dwellings
- Approximately 20 percent single-family detached, 35 percent townhouse, and 45 percent multifamily units

Open Space

- Public Active Open Space: 20± acres, as shown on DPR Exhibit A
- Private Active Open Space: 10 – 12 ± acres
- Passive Open Space: 220± acres

2. The location of a ten-foot-wide master plan hiker/biker trail in the Collington Branch Stream Valley and the six-foot-wide feeder trails to the development pods.
3. A buffer area between Leeland Road and the location of any townhouse or multifamily development sufficient to fully screen these units from views from the roadway to retain the current wooded character of the frontage.
4. The addition of a small active recreation area centrally located to the proposed development as was shown on the basic plan submitted in May, 2005.
5. The amenities proposed for the mixed retirement development shall be listed on the face of the plan.

The following conditions and considerations of approval shall be printed on the face of the basic plan prior to signature approval:

CONDITIONS:

1. At the time of the submission of a Comprehensive Design Plan/Preliminary Plan of Subdivision, the applicant (or his heir, successors or assignees) 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. Leeland Road/Safeway Access
 - f. Oak Grove Road/Church Road
 - g. Oak Grove Road/MD 193
 - h. MD 202/MD 193
2. 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 DPW&T standards.

3. At the time of preliminary plan of subdivision, the applicant shall dedicate 100± acres of parkland to M-NCPPC including the Collington Branch stream valley and 20 acres of developable land for active recreation as shown on DPR Exhibit A.
4. The land to be conveyed to M-NCPPC shall be subject to the conditions of Exhibit B, attached to the June 21, 2005 memorandum from the Parks Department.
5. The applicant shall construct a ten-foot-wide master plan hiker/biker trail in the Collington Branch stream valley and 6-foot wide feeder trails to the development pods.
6. Prior to signature approval of the subject application, a revised plan showing parkland dedication and master planned trail shall be reviewed and approved by the DPR staff.
7. The applicant shall provide adequate private recreational facilities to meet the future subdivision requirements for the proposed development. The private recreational facilities shall be constructed in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*.
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 construction of park facilities shall be eligible for the award of density increments based upon the regulations of the R-L Zone.
9. The submission package of the comprehensive design plan shall contain a signed natural resources inventory (NRI). The NRI 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 CDP application package.
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 CDP 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 the approval of a preliminary plan of subdivision, a Phase I archeological investigation shall be conducted according to Maryland Historical Trust (MHT) guidelines, *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994); and a report shall be submitted according to the MHT guidelines and the American Antiquity or Society of Historical Archaeology style guide. Archeological excavations shall be spaced along a regular 20-meter or 50-foot grid and excavations should be clearly identified on a map to be submitted as part of the report.

COMPREHENSIVE DESIGN PLAN CONSIDERATIONS:

1. The proposal includes a two-acre portion of land separated from the rest of the 245 acres of land by the railroad tracks. The revised plan indicates that this parcel is a potential church site. The

location of this proposed is unlikely to function as a resource for the future residents of the project due to its inaccessibility to pedestrian access due to the railroad tracks.

2. The extension of Prince George's Boulevard to Leeland Road will create a major intersection. The appearance of the development from the intersection will be analyzed at the time of the Comprehensive Design and Specific Design Plans.
3. The natural aesthetic qualities of the site should be accentuated by a design that is in part determined by the environmental constraints of the site. Streets should not be uniformly double loaded. Single loaded streets and/or breaks between lots should be strategically placed to provide visual relief and afford views into open space.
4. Recreational facilities should be dispersed throughout the subdivision so as to provide nearby recreational facilities for all residents. The type of recreational facilities shall be determined at the time of Comprehensive Design Plan. They should accommodate all age residents and should include such elements as a pool, tot lots, preteen lots, tennis courts and trails, and passive recreational facilities.
5. A 200-foot buffer shall be maintained between the residential lots and adjacent land other than parkland that is in the E-I-A Zone. The existing woodland may be augmented by additional plantings so that the project is sufficiently protected from the impacts of the adjacent development.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Chairman Hewlett, with Commissioners Squire, Hewlett, Eley and Vaughns voting in favor of the motion, at its regular meeting held on Thursday, July 28, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of July, 2005.

Trudye Morgan Johnson
Executive Director

Frances J. Guertin

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:cw:gr

(Revised 8/9/01)

APPROVED AS TO LEGAL SUFFICIENCY.

Mac
M-NCPPC Legal Department

Date 8-3-05 DP-0505-02_Backup 39 of 134



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
May 29, 2019 (301) 952-3600

**RE: A-9968-01 Willowbrook (Amendment of Basic Plan and Conditions)
WBLH, LLC, 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. 5 - 2019 setting forth the action taken by the District Council in this case on May 13, 2019.

CERTIFICATE OF SERVICE

This is to certify that on May 29, 2019, this notice and attached Council order were mailed, postage prepaid, to all persons of record.

A handwritten signature in black ink that reads "Redis C. Floyd".

Redis C. Floyd
Clerk of the Council

**County Administration Building
14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772**

Case No.: A-9968-01
Willowbrook
(Amendment of Basic Plan
and Conditions)

Applicant: WBLH, LLC

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

ZONING ORDINANCE NO. 5-2019

AN ORDINANCE to amend the Basic Plan and Conditions previously approved by the District Council in Zoning Map Amendment A-9968.

WHEREAS, the subject property is located on the north side of Leeland Road, all but 2 acres of which are east of the Popes Creek Branch of the CSX Railroad right-of-way, and approximately 3,178 feet west of US 301 (Robert Crain Highway). Leeland Road is a master planned right-of-way, which abuts the subject property to the south and is a designated scenic road. The property is undeveloped, wooded, and contains numerous environmental features; and

WHEREAS, the 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment, was approved by Council Resolution (CR-11-2006) on February 7, 2006, which rezoned the subject property to the R-S Zone (CR-11-2006, Amendment 7, pages 18 and 31 through 34) subject to the 13 Conditions and three (3) Considerations; and

WHEREAS, on April 9, 2007, a Comprehensive Design Plan, CDP-0505, subject to 34 conditions, and Type I Tree Conservation Plan, TCPI-010-06 were approved by the District Council for a total of 818 residential dwelling units, of which 602 were market rate (97 townhouse 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). The CDP Conditions are not applicable to the review of this Application; and

WHEREAS, on March 15, 2007, Preliminary Plan of Subdivision, PPS-4-06066, and Type I Tree Conservation Plan, TCPI-010-06-01, were approved by the Prince George's County 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. Most recently on March 8, 2018 (PGCPB Resolution No. 07-43(A)) the Planning Board reconsidered 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. PPS conditions are not applicable to the review of the current Application, but the modification of the intersection is noted for informational purposes; and

WHEREAS, 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 (Phase I) of the 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. The SDP Conditions are not applicable to the review of the instant Application; and

WHEREAS, Zoning Map Amendment A-9968-01 is a request to amend the Basic Plan for Willowbrook 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 Basic Plan approval, pursuant to §27-197(c) of the Zoning Ordinance, on approximately 442.30 acres of land, in the R-S (Residential Suburban Development), the I-1 (Light Industrial) and the R-A (Residential Agricultural) Zones, 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), Upper Marlboro, Councilmanic District 6; and

WHEREAS, the application was advertised and the property was posted prior to public hearings, in accordance with all requirements of law; and

WHEREAS, the application to amend the Basic Plan and Conditions was reviewed by the Planning Department's Technical Staff; and

WHEREAS, Technical Staff recommended that the application be approved with conditions; and

WHEREAS, after consideration of the evidence presented at the public hearing held on September 20, 2018, the Planning Board recommended that the application be approved with conditions; and

WHEREAS, on November 7, 2018, an evidentiary hearing was held on the application to amend the Basic Plan and Conditions before the Zoning Hearing Examiner; and

WHEREAS, on April 2, 2019, the Zoning Hearing Examiner issued a notice of decision; and

WHEREAS, the Examiner recommended that the application to amend the Basic Plan and Conditions be approved with conditions; and

WHEREAS, as the basis for its final decision, the District Council adopts and incorporates by reference, as if fully stated herein, the Examiner's decision issued on April 2, 2019.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The request to amend the Basic Plan and Conditions for Willowbrook 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 Basic Plan approval, pursuant to §27-197(c) of the Zoning Ordinance, on approximately 442.30 acres of land, in the R-S (Residential Suburban Development), the I-1 (Light Industrial) and the

R-A (Residential Agricultural) Zones, 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), Upper Marlboro, Councilmanic District 6, is hereby conditionally APPROVED.

SECTION 2. Use of the subject property shall be subject to all requirements in the applicable zones and to the requirements in the conditions herein. Failure to comply with any stated condition shall constitute a zoning violation and shall constitute sufficient grounds for the District Council to annul the rezoning and 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.

Amendment of the Basic Plan and Conditions in A-9968-01, 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
Land devoted to mixed-retirement development:	28 acres
Adjusted gross area (380.27 less 28 acres):	352.27 acres

Market Rate Development

352.27 acres @ 1.6 to 2.6 DU/acre = 563 to 915 dwellings*

*Attached dwelling units shall not exceed 35% of total number of dwelling units (i.e., 624 to 1,139 dwelling units pursuant to Section 27-513(d)(3)).

Mixed-Retirement Development

28 acres @ 2.2 to 8.0 DU/acre = 61 to 224 dwellings*

*Mixed-retirement units may include single-family attached, single-family detached and multifamily units.

*The 35% limitation on attached dwelling units shall not include attached mixed-retirement units pursuant to Section 27-513(d)(3).

Open Space

Public active open space:	20± acres
Private active open space:	11± acres
Passive open space:	220± acres

2. In the event of a townhouse or multifamily, a buffer area shall be located between Leeland Road and any townhouse or multifamily development sufficient to appropriately screen these units with plantings, as determined by the Staff of the Development Review Division, from view from the roadway and to retain the current wooded character of the frontage, consistent with the buffering for Leeland Road as shown on SDP-1603.
3. A small activity recreation area shall be centrally located within the proposed development, as shown in the original 2006 approved Basic Plan.
4. The amenities proposed for the mixed retirement development shall be listed on the Comprehensive Design Plan.
5. 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. Leeland Road/Safeway Access
 - f. Oak Grove Road/Church Road
 - g. Oak Grove Road/MD 193
 - h. MD 202/MD 193

6. 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 Department of Public Works and Transportation standards.
7. At the time of Preliminary Plan of Subdivision, the Applicant shall dedicate 100± acres of parkland to M-NCPPC, including the Collington Branch stream valley and 20 acres of developable land for active recreation, as shown on Department of Parks and Recreation Exhibit A. (Bates Stamped 62 of 63, Exhibit 28, A-9968/01).
8. The land to be conveyed to M-NCPPC shall be subject to the conditions of Exhibit B, attached to the June 21, 2005, memorandum from the Department of Parks and Recreation. (Bates Stamped 63 of 63, Exhibit 28, A-9968/01).
9. The Applicant shall construct a ten (10)-foot-wide Master Plan hiker/biker trail located in Collington Branch Stream Valley and six-foot-wide feeder trails to the development pods. The ten (10)-foot width of the Master Plan trail may be modified at appropriate locations to respond to environmental constraints.
10. A revised Plan showing parkland dedication and Master Plan trail shall be reviewed and approved by the Department of Parks and Recreation staff at the time of Comprehensive Design Plan.
11. The Applicant shall provide adequate private recreational facilities to meet the future subdivision requirements for the proposed development. The private recreational facilities shall be constructed in accordance with the standards outlined in the Park and Recreation Facilities Guidelines.
12. 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 construction of park facilities shall be eligible for the award of density increments based upon the regulations of the R-S Zone.
13. The submission package of the Comprehensive Design Plan shall contain a signed Natural Resource Inventory 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.
14. 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.

15. 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.
16. Prior to the signature certification of the Preliminary Plan of Subdivision, a Phase I archeological investigation shall be conducted according to the Maryland Historical Trust (MHT) guidelines, Standards and Guidelines for Archeological Investigations in Maryland (Shaffer and Cole 1194); and a report shall be submitted in accordance to the MHT guidelines and the American Antiquity or Society of Historical Archaeology style guide. Archeological excavations shall be spaced along a regular 20-meter or 50-foot grid and excavations should be clearly identified on a map to be submitted as part of the report.
17. Public benefit features shown on the Basic Plan, and any future Comprehensive Design Plans, such as a swimming pool, community buildings, recreation facilities, and open space, shall either be constructed or provided as described on the Plan.
18. If a determination is made at the time of Comprehensive Design Plan, based on the proposed total density, that the proposed dedication of public parkland and public recreational facilities are insufficient, additional on and/or off dedication of public parkland and/or public recreational facilities shall be provided to satisfactorily meet the recreational needs of this community.
19. Prior to acceptance of the Preliminary Plan of Subdivision, a revised Natural Resources Inventory Plan shall be submitted and approved.
20. At the time of Comprehensive Design Plan, specific lot sizes for both single-family attached and detached dwelling units shall be specified to ensure the lot sizes are compatible with the surrounding Beechtree and Oak Creek development.
21. At the time of Comprehensive Design Plan, the Applicant shall demonstrate that public benefit features above those previously required will be provided to justify the density proposed with this Application.
22. 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 M-NCPPC.

23. 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 northeast corner of the property next to the Pennsylvania Railroad right-of-way to accommodate ball fields and a parking lot.

Comprehensive Design Plan Considerations:

1. The natural aesthetic qualities of the site should be accentuated by a design that is in part determined by the environmental constraints of the site. Streets should not be uniformly double loaded. Single loaded streets and/or breaks between lots should be strategically placed to provide visual relief and afford views into open space.
2. Recreational facilities should be dispersed throughout the subdivision so as to provide nearby recreational facilities for all residents. The type of recreational facilities shall be determined at the time of Comprehensive Design Plan. They should accommodate all age residents and should include such elements as a pool, tot lots, preteen lots, tennis courts and trails, and passive recreational facilities.
3. A 200-foot buffer should be maintained, if determined appropriate at the time of Comprehensive Design Plan, between the residential lots and adjacent land other than parkland that is in the E-I-A Zone. The existing woodland may be augmented by additional plantings so that the project is sufficiently protected from the impacts of the adjacent development.
4. Ensure that the relationship between dwellings preserves privacy and improves the streetscape to promote the best relationships from one dwelling to another and the open space.
5. Single-family dwelling units shall have a range of lot sizes and lot standards, to ensure a variety of housing types, which shall include carriage homes and townhouses for attached dwellings, and large and small lots for detached dwellings.

SECTION 3. The Ordinance shall become effective upon enactment.

ENACTED this 13th day of May, 2019, by the following vote:

In Favor: Council Members Anderson-Walker, Davis, Dernoga, Franklin, Glaros, Harrison, Hawkins, Ivey, Streeter, Taveras, and Turner.

Opposed:

Abstained:

Absent:

Vote: 11-0.

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: Todd M. Turner
Todd M. Turner, Chair

ATTEST:
Redis C. Floyd
Redis C. Floyd
Clerk of the Council

Case No.: A-9968-02-C
National Capitol Business Park
(Formerly “Willowbrook”)
(Basic Plan Amendment)

Applicant: National Capitol Business Park

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

ZONING ORDINANCE NO. 2 –2021

AN ORDINANCE to amend the existing Basic Plan (A-9968-01) for National Capitol Business Park, previously known as “Willowbrook” (Zoning Ordinance 5-2019), to delete all residential uses and to replace them with employment and industrial uses, and to revise conditions and considerations of Basic Plan approval, pursuant to Section 27-197(c) of the Zoning Ordinance, on approximately 442.30 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 the intersection of Leeland Road and US 301 (Robert Crain Highway), Upper Marlboro, Councilmanic District 4.

WHEREAS, the proposed amendment to the existing Basic Plan is being requested to integrate the new provisions for the R-S Zone that were adopted by the District Council in CB-22-2020; and

WHEREAS, provisions of CB-22-2020 allow certain employment and institutional uses permitted by right in the E-I-A (Employment and Institutional Area) Zone to be permitted in the R-S Zone under certain specified circumstances; and

WHEREAS, to integrate these new provisions, the amendment to the existing Basic Plan addresses: (1) a revised layout of the Basic Plan map; the new plan reflects a different development pattern which will accommodate a layout accommodating the newly-permitted employment and

institutional uses, (2) revised uses proposed to be included at the development, and (3) revisions to certain conditions of approval and consideration to reflect the new land uses and quantities, and the elimination of the formerly-proposed residential uses; and

WHEREAS, associated revisions will also be made to the Tree Conservation Plan to reflect a newly-applicable conservation threshold and new Tree Canopy Coverage requirements; and

WHEREAS, on November 12, 2020, the application was filed to amend the existing Basic Plan as approved in Zoning Ordinance 5-2019; and

WHEREAS, both Technical Staff and the Planning Board recommended approval of the application with conditions;

WHEREAS, the application was advertised and the property was duly posted prior to any public hearing; and

WHEREAS, on March 10, 2021, the Zoning Hearing Examiner held an evidentiary hearing without opposition on the application; and

WHEREAS, on March 23, 2021, the Examiner transmitted a written decision to the District Council recommending that the application should be approved subject to certain conditions and considerations; and

WHEREAS, on March 29, 2021, 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, 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-9968-01) for National Capitol Business Park, previously known as “Willowbrook” (Zoning Ordinance 5-2019), to delete all residential uses and to replace them with employment and industrial uses, and to revise conditions and considerations of Basic Plan approval, pursuant to Section 27-197(c) of the Zoning Ordinance, on approximately 442.30 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 the intersection of Leeland Road and US 301 (Robert Crain Highway), Upper Marlboro, Councilmanic District 4, is APPROVED.

SECTION 2. Use of the subject property shall be subject to all requirements in the applicable zones and to the requirements in the 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 3. Approval of Basic Plan Amendment A-9968-C-02, 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 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

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 SB/Wawa Crossover
 - f. US 301 NB/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 Stamped 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 Stamped 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.

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 4. The Ordinance shall become effective upon enactment.

ENACTED this 12th day of April, 2021, by the following vote:

In Favor: Council Members Anderson-Walker, Davis, Dernoga, Glaros, Harrison, Hawkins, Ivey, Streeter, Taveras, and Turner.

Opposed:

Abstained:

Absent: Council Member Franklin.

Vote: 10-0.

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 4, 2021

NCBP Property, LLC
C/O Manekin, LLC
5850 Waterloo Road, Suite 200
Columbia, MD 21045



Re: Notification of Planning Board Action on
Comprehensive Design Plan CDP-0505-01
National Capital Business Park

Dear Applicant:

This is to advise you that, on **April 29, 2021**, 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 5/3/2021
Reviewer

Attachment: PGCPB Resolution No. **2021-50**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on April 15, 2021, regarding Comprehensive Design Plan CDP-0505-01 for National Capital Business Park, the Planning Board finds:

1. **Request:** The subject comprehensive design plan (CDP) application is to amend the previously approved plan 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 Employment and Institutional Area (E-I-A) Zone, as authorized pursuant to Section 27-515(b), Footnote 38, of the Prince George’s County Zoning Ordinance.

2. **Development Data Summary:**

	PREVIOUSLY	APPROVED
Zone(s)	R-S	R-S
Use(s)	Residential	Employment and Institutional
Gross Acreage	426.52	426.52
Employment and Institutional Uses (Gross Floor Area)	0	3.5 million sq. ft.

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:** 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 (Residential Suburban Development) 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 Zone.

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 Bowie-Collington-Mitchellville and Vicinity Master Plan and SMA). 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 Prince George's County District Council for incorporation into the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* (Bowie and Vicinity Master Plan and SMA).

The Bowie and Vicinity Sectional Map Amendment 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 was approved by the Planning Board (PGCPB Resolution No. 06-273) and Type I Tree Conservation Plan (TCPI-010-06) was approved 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, 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 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. The District Council affirmed the ZHE's decision on April 12, 2021.

6. **Design Features:** This CDP amendment is to remove all residential components in the future development of the 426.52-acre property, known as National Capital Business Park (NCBP). The entire tract of land is in three different zones, including approximately 15 acres of land in the Light Industrial (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 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 will be on the I-1-zoned property in the southeast portion of the site, of which many are permitted by-right. Proposed open space 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 public park identified adjacent to the CSX railroad track in the west.

Vehicular access to the subject site will be provided via an extension of the 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 Queens Court extension intersects in a "T shape" with a proposed internal spine road in the middle of the subject site. The internal spine road 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 complimentary conceptual building and parking envelopes. In addition, a significant green area network, which substantially surrounds the proposed development, has been proposed that accounts for more than one third of the entire site. 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 stormwater facilities throughout the site. The project has been designed to be a compact development that will minimize impacts to sensitive environmental features and preserve priority woodland area along the stream valley corridor and other sensitive environmental areas.

The CDP phase of the three-phase Comprehensive Design Zone (CDZ) process requires the submission of a plan that establishes the general location, distribution, and sizes of buildings and roadways. The plan includes several drawings, the schedule for development of all or portions of the proposal, and standards for height, open space, public improvements, and other design features. The regulations for any of the CDZs 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 that are applicable to the proposed development. All development standards including the density (which is in total gross floor area (GFA) in this application) will be established through the approval of this CDP.

Comprehensive design guidelines (entitled *National Capital Business Park-Design Guidelines*, as included in Exhibit A, incorporated herein by reference) have been submitted with this CDP. The design guidelines are organized into nine sections, including structure, general architecture design, building design, views, vehicular access and parking, landscape concept, signage design guidelines, internal and external compatibility, and lighting guidelines. Those design guidelines will be the basis for future review and approval of SDPs for this development project. 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) Application 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 District Council's Resolution 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 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 Zoning Hearing Examiner on March 10, 2021, and they issued an approval with 17 conditions and 2 considerations that supersedes both A-9968 and A-9968-01. The ZHE's decision on A-9968-02 was affirmed by the District Council on April 12, 2021. Conditions and considerations attached to the approval of A-9968-02 that are relevant to the review of this CDP warrant discussion, 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± 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 3.5 million square feet *

Open Space

Public active open space: 20± acres

Passive open space: 220± 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 3.5 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. Oak Grove Road/Church Road**
- f. Oak Grove Road/MD 193**

A traffic impact analysis study has been submitted that includes all relevant/appropriate intersections as part of this application.

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 worked out at the time of preliminary plan of subdivision (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 application. 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. 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.**

A draft geotechnical report, in conformance with this condition, dated September 17, 2020 and prepared by Geo-Technology Associates, Inc. was included with this application and has been forwarded to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) for review. The approximate locations of the unmitigated 1.5 safety factor lines are shown on the TCP1. Additional information, as determined by DPIE in their review, may be required, prior to certification of the CDP. A finalized report is required with the PPS submission, as conditioned herein.

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.**

The subject site contains five identified species of rare, threatened, or endangered (RTE) plants and three state-listed threatened or endangered fish species with the Collington Branch and/or Black Branch watersheds. An RTE Species Habitat Protection and Management Program was conceptually approved with the prior PPS 4-06066, and the details of the program were approved with the prior SDP-1603. Original Habitat Protection and Management Program reports were prepared individually in 2007 for the subject site (then referred to as Willowbrook) and another development referred to as Locust Hill. In 2016, the two reports were combined because the two projects were under a single ownership and were anticipated to move along similar timeframes for construction. The Locust Hill project has been under development, in accordance with the 2016 report; however, the subject site is now proposed for a significantly different development pattern from what was last evaluated. The 2016 Management Program was resubmitted with this application and forwarded to the Maryland Department of Natural Resources (DNR), Wildlife and Heritage Service for review. An updated Habitat Protection and Management Program must be prepared for the current project.

The timeline presented by the applicant for the construction of the current project anticipates issuance of the first building permit in the fall of 2021. In accordance with the existing Habitat Protection and Management Program report, hydrologic monitoring for a minimum of one year prior to issuance of the first grading permit was required to establish a baseline of data. The updated report must include not only the data regarding the on-site monitoring required by the 2016 report, but must also meet all current requirements of DNR, Wildlife and Heritage Service regarding the presence and protection of RTE species including, but not limited to, timing of the analysis of RTE population counts and condition, habitat characterization and condition, and the details of the habitat management program for RTE fish species: water quality monitoring, pollution prevention measures, and corrective measures. This requirement has been conditioned herein.

- 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 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.**

The applicant and DPR staff have participated in public meetings with two area community homeowners' 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 on this plan will be reviewed with the future PPS and SDPs.

- 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.**

The submitted CDP includes a Circulation and Utility Plan that includes the conceptual locations of the shared-use path along Leeland Road, the Collington Branch Stream Valley Hiker/Biker trail, and the feeder trail connecting the employment use with the

Collington Branch Stream Valley Trail. 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 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 submitted CDP 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 were evaluated with this application and will be further reviewed with the PPS.

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 development proposed with CDP-0505-01 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 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.**

The submitted application neither follows complete streets principles, nor encourages multimodal transportation. The Planning Board disagrees with the assertion that facilities to encourage multimodal transportation are inappropriate for an employment use. Walking, bicycling, and transit use are important modes for residents and employees in the County, particularly for people who do not have ready access to a private automobile or may not be able to operate a motor vehicle. In these instances, safe access to these modes is often the determinant in whether someone can work or visit an area in the County, and the onus of owning and operating a vehicle should not prevent future employment within this subject area. A condition has been included in this resolution 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 3.5 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, which was 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 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.

- (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. This CDP does not request any density increments and is consistent with A-9968-02, in terms of the total GFA of the proposed development, which is up to 3.5 million square feet.
- c. **Development Standards:** A comprehensive set of development standards has been included in this CDP for the entire development, as discussed in above Finding 6. The proposed development standards are acceptable and will guide the future development of the NCBP if approved with this CDP.

The applicant indicates in the SOJ that green building and development techniques will be utilized in the development and gave a few examples of green techniques, such as using “Tilt Wall” design in future buildings and instituting the use of low impact development techniques and environmental site design in the handling of stormwater runoff, to the maximum extent practicable. However, no guidelines on green building or

sustainable site development have been included in the *National Capital Business Park-Design Guidelines*. Given the scale of the proposed development and its long-lasting impacts on the environment, The Planning Board believes that detailed green building and sustainable site development guidelines are warranted and requires that the applicant provide a separate guidelines section on the green building and sustainable site design techniques to specifically require those techniques be provided at the site, building, and equipment levels, as conditioned herein.

In addition, the CDP also includes design guidelines on landscaping that are not sufficient to guide all possible development scenarios. The Planning Board requires that the landscaping standards in the 2010 *Prince George's County Landscape Manual* (Landscape Manual) be utilized as reference when dealing with similar situations as encompassed in the manual. Specific text to this extent should be added under the Landscaping Section in the *National Capital Business Park-Design Guidelines*, as conditioned herein.

- 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 general conformance with A-9968-02, which was heard by the Zoning Hearing Examiner on March 10, 2021 and is pending final approval. The proposed development seeks approval of employment and institutional uses permitted in the E-I-A Zone, as authorized, pursuant to Section 27-515(b).

The E-I-A Zone is intended for a concentration of nonretail 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 Bowie-Collington-Mitchellville and Vicinity Master Plan and SMA, which 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 Master Plan and allowed for an FAR between 0.3 and 0.38 for a total of 3,900,000–5,000,000 square feet of "light manufacturing, warehouse/distribution, ancillary office and retail commercial" uses. This application includes up to 3.5 million square feet of GFA and meets this finding.

- (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 up to 3.5 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 contains comprehensive design guidelines consisting of nine sections that provide guidance to the design of all facilities, buildings, and amenities on the larger employment campus. The CDP proposes a land use pattern that will include all the necessary facilities to meet the needs of employees and guests of the NCBP project. Given the scale of the proposed development and its long-lasting impacts on the environment, the Planning Board also requires that additional guidelines on green building and sustainable site development techniques be added and those landscaping standards included in the Landscape Manual be referenced in the *National Capital Business Park-Design Guidelines* to provide sufficient design guidance to the proposed development.

- (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 NCBP 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. Since the NCBP will not be utilizing Leeland Road as an access point for any of its vehicular trips, the balance of the Leeland Road corridor will remain appropriate for low-density residential development.

- (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 the CDP will be guided by the proposed comprehensive design standards known as *National Capital Business Park-Design Guidelines* in Exhibit A. With the implementation of the comprehensive guidelines in each stage of the development, the land uses and facilities in this application will be compatible with each other in relation to the amount of building coverage, open space, building setbacks from streets, abutting land uses, and circulation access points. The proposed CDP amendment shows planned building and parking envelopes to support the creation of a maximum of 3.5 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 NCBP will be accessed by the extension of Queens Court from the adjacent Collington Center. The proposed internal street network, and the design guidelines set forth in Exhibit A, will allow for the forthcoming uses within the NCBP 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 NCBP is planned to include up to three phases ranging in size from approximately 500,000 square feet to approximately 1.5 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:	942,000 square feet
Phase 2:	1,607,000 square feet
Phase 3:	547,000 square feet

According to the SOJ provided by the applicant, it is estimated that these phases in totality will create at least 5,000 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. Moreover, the conversion of the predominant 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. The applicant will also be required to contribute financially to the improvements of the US 301/Queens Court intersection.

- (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 includes comprehensive design standards known as *National Capital Business Park-Design Guidelines* in Exhibit A that incorporates the applicable design guidelines set forth in Section 27-274. 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. The Planning Board finds 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-9968-02 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 detail information regarding the development of this site 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 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 NCBP is not a regional urban community.

- 9. Comprehensive Design Plan CDP-0505:** 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 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 this CDP 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*.

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 TCPs for the overall property. TCP1-004-2021 was submitted with the CDP application.

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 TCP1 and TCP2 on the overall development related to the prior residential subdivision, which are grandfathered under the 1991 Woodland Conservation Ordinance. The prior TCP approvals are not applicable to the new development proposal for the NCBP.

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 as submitted is 15 percent; however, staff's calculation of the threshold is 15.08 percent, or 52.40 acres. The threshold is calculated based on the acreage within each zone. The woodland conservation worksheet shows the removal of 267.24 acres of woodland on the net tract area, and 1.09 acres in the floodplain, which based on staff's calculations results in a woodland conservation requirement of 120.30 acres. This requirement is proposed to be met with 71.40 acres of on-site woodland preservation, 18.30 acres of reforestation, and 30.60 acres of off-site woodland conservation credits.

On October 26, 2020, the Office of the Attorney General issued an Opinion regarding forest mitigation banking under the Maryland Forest Conservation Act (FCA – 105 Md. Op. Attorney General. 66). Under the FCA, which is codified in Sections 5-1601 to 5-1613 of the Natural Resources Article of the Maryland Code, forest mitigation banking is defined as “the intentional restoration or creation of forests undertaken expressly for the purpose of providing credits for afforestation or reforestation requirements with enhanced environmental benefits from future activities.” The Opinion addressed whether an off-site existing forest that was not intentionally created or restored but was, nevertheless, encumbered with a protective easement could qualify as a forest mitigation bank. The Office of the Attorney General determined that it could not.

As a result of this Opinion and the lack of any valid credits at the time of this referral, off-site woodland conservation credits are not available for purchase at any established woodland conservation bank within the County. The woodland conservation banking program is a private market in the County and M-NCPPC does not guarantee that credits will be available for purchase. Prior to issuance of any permits for this project, the off-site woodland conservation

requirements shown on the TCP shall be met in accordance with the Conservation Method Priorities established in Section 25-122(c) of the Prince George's County Code.

Because of this site's prominent location on a designated primary and secondary corridor of the Bowie and Vicinity Master Plan, the use of 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 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 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master 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 DPR. Woodland conservation cannot be shown on land to be dedicated to DPR without prior written permission. The TCP1 must be revised to remove woodland conservation from land to be dedicated to DPR. Should DPR provide written permission during the review process, the TCP under review at that time should reflect the update.

The location of the RTE habitat sites for the plants is shown on the plans. In review of the Habitat Protection and Management Program for the RTE species that are located on the property, a revision to this report is required, prior to acceptance of the PPS. The current management program is for both the former Willowbrook and Locust Hill projects. The NCBP shall separate out its property into its own management program and update the information on timing and evaluation of the RTE habitat as conditioned herein.

11. 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. **Community Planning**—The Planning Board adopts a memorandum dated March 15, 2021 (McCray to Zhang), included herein by reference, which provided that pursuant to Section 27-521(a)(4), 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, under certain specified circumstances.
- b. **Historic Preservation**—The Planning Board adopts a memorandum dated January 15, 2021 (Stabler and Smith to Zhang), included herein by reference, which found that the subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources. All archeological investigations have been completed and no additional work was previously recommended.

- c. **Environmental Planning**—The Planning Board adopts a memorandum dated March 15, 2021 (Nickle to Zhang), included herein by reference, which provided a comprehensive review of this CDP application’s conformance with 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. Prior to certification of the CDP, revise the TCP1 to show all specimen trees on the plan and in the specimen tree table to remain. A variance request for the removal of specimen trees shall be submitted with the acceptance of the PPS or SDP, as appropriate.

Stormwater Management

An approved site development concept was submitted, which reflects the prior development proposal. An update to this site development concept will need to be submitted to DPIE to reflect the current development proposal. The updated stormwater concept plan shall be submitted for review with the acceptance of the PPS.

Scenic and Historic Roads

Leeland Road is designated as a scenic road in the 2009 *Approved Countywide Master Plan of Transportation* (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 Landscape Manual addresses the requirements regarding buffers on scenic and historic roads in Section 4.6. These provisions will be evaluated at the time of the review of the applicable SDP. Landscaping is a cost-effective treatment, which provides a significant visual enhancement to the appearance of an historic road. The scenic road buffer must be located outside of the right-of-way and public utility easements, 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 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 approximate location of the unmitigated 1.5 safety factor line, in accordance with a geotechnical report dated September 17, 2020 and prepared by Geo-Technology Associates, Inc. Additional information, as determined by DPIE in their review, may be required, prior to certification of the CDP and acceptance of the PPS.

- d. **Subdivision**—The Planning Board adopts a memorandum dated March 15, 2021 (Heath to Zhang), included herein by reference which noted that this proposed amendment to CDP-0505 will require a new PPS. All bearings and distances must be clearly shown on the CDP and must be consistent with the record plats or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.
- e. **Transportation Planning**—The Planning Board adopts a memorandum dated March 19, 2021 (Burton 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 (TIS) based on the predetermined scope that includes previously identified intersections, with the following summarized comments:

Analysis of Traffic Impacts

The subject property is currently unimproved and is located within Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's 2035 Approved General Plan*.

Based on the District Council's prior approvals, the maximum density allowed was a range of 625–1,139 dwelling units. That density had the potential of generating 741 AM peak-hour trips, and 889 PM peak-hour trips. The current application proposes a change in land use to approximately 3.5 million square feet of employment and institutional development, generating 1,400 trips during each peak hour. Pursuant to Section 27-195(b)(1)(C) of the Zoning Ordinance, the criteria for approval of a basic plan, as they relate to transportation, are as follows:

Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program (CIP), within the current State Consolidated Transportation Program, or will be provided by the applicant,

will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;

To meet the legal threshold cited above, the applicant provided an October 2020 TIS. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the Planning Board, consistent with the “2012 Transportation Review Guidelines, Part 1” (Guidelines). The table below shows the intersections deemed to be critical, as well as the levels of service, representing existing conditions. It is worth noting that one of the provisions of recent CB-22-2020 is that no traffic from this proposed development should be oriented to and from Leeland Road to the south of the subject property. As a result of this mandate by the council, the TIS did not consider any intersections along Leeland Road. The following represents the intersections deemed critical for the proposed development:

EXISTING CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 @ Trade Zone Avenue	A/895	B/1022
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	No delay	No delay
US 301 @ Median Crossover Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road	A/668	A/818
US 301 @ Beechtree Parkway-Swanson Road	B/1012	D/1351
US 301 @ Village Drive	A/766	B/1021
US 301 @ MD 725	A/961	D/1312
US 301 @ Chrysler Drive	A/823	D/1357
Prince George’s Boulevard @ Trade Zone Avenue *	<50 seconds	<50 seconds
Prince George’s Boulevard @ Commerce Drive *	<50 seconds	<50 seconds
Prince George’s Boulevard @ Queens Court *	<50 seconds	<50 seconds
*Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

The traffic study identified 13 background developments whose impact would affect some or all of the study intersections. In addition, a growth of one percent over six years was also applied to the traffic volumes. A second analysis depicting background traffic conditions was done, yielding the following results:

BACKGROUND CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 @ Trade Zone Avenue	C/1164	E/1511
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	No delay	No delay
US 301 @ Median Crossover Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road	A/891	D/1357
US 301 @ Beechtree Parkway-Swanson Road	C/1222	F/1677
US 301 @ Village Drive	A/965	D/1347
US 301 @ MD 725	C/1196	F/1658
US 301 @ Chrysler Drive	B/1020	F/1659
Prince George's Boulevard @ Trade Zone Avenue *	<50 seconds	<50 seconds
Prince George's Boulevard @ Commerce Drive *	<50 seconds	<50 seconds
Prince George's Boulevard @ Queens Court *	<50 seconds	<50 seconds
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

Using the trip rates from the Guidelines, the study indicated that the subject application represents the following trip generation:

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Warehouse (FAR 0.3, County rates)	3.5 million sq. ft.	1,120	280	1,400	280	1,120	1,400
Total new trips		1,120	280	1,400	280	1,120	1,400

The table above indicates that the proposed development will be adding 1,400 trips during both peak hours. The analysis under existing conditions assumes several unsignalized intersections. Under future conditions, the intersection of US 301 at Queens Court is assumed to be signalized. A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS <i>with CIP improvements</i>		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
US 301 @ Trade Zone Avenue	A/984	D/1308
US 301 @ Queens Court: Right-in, Right-Out (RIRO)	B/1132	C/1280
US 301 @ Median Crossover Minor street volume *	No delay <100 vehicles	No delay <100 vehicles
US 301 @ Leeland Road <i>With additional improvement</i>	C/1212 B/1145	E/1577 D/1427
US 301 @ Beechtree Parkway-Swanson Road	B/1070	D/1423
US 301 @ Village Drive	A/859	B/1069
US 301 @ MD 725	A/987	D/1359
US 301 @ Chrysler Drive	A/776	D/1331
Prince George's Boulevard @ Trade Zone Avenue *	<50 seconds	<50 seconds
Prince George's Boulevard @ Commerce Drive *	<50 seconds	<50 seconds
Prince George's Boulevard @ Queens Court * Tier 1: HCS Delay test Tier 2: Minor Street Volume Tier 3: CLV	>50 seconds >100 vehicles A/833	>50 seconds >100 vehicles A/755
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

The results under total traffic conditions show that the intersections will all operate adequately, with the exception of US 301 at Leeland Road. To that end, the applicant has agreed to provide an additional left turn lane (for a total of three lefts) on the eastbound approach, resulting in an acceptable level of service (LOS) for that intersection.

The TIS assumed improvements involving the upgrade to US 301 between MD 214 in the north and MD 4 to the south. Specifically, the improvements would involve a widening of US 301 from 4 to 6 through lanes. This improvement appears in the current (FY 2021-2026) County Capital Improvement Program (CIP) with full funding within six years. There is a provision in the CIP (4.66.0047) that the overall cost of \$32,000,000.00 (1989 dollars) will be borne by developer contribution. The TIS provides a tabular representation of the applicant's pro-rata share of the CIP-funded improvements. For each intersection, a determination is made of the overall excess capacity that is created by CIP improvements. The amount of that excess capacity that is needed to get to LOS D is then calculated and expressed as a percentage. The average percentage for both peak hours for all critical intersections along US 301 is then determined. The result of these analyses show that an average of 14.5 percent of the total capacity created by CIP improvements will be required by this development to meet the department's adequacy

threshold. The Planning Board supports this methodology and its conclusion. Because the projected price tag in the current CIP is set at \$32,000,000, the applicant's pro-rata share will be $32,000,000 \times 0.145 = \$4,640,000.00$. Based on a proposed development of 3.5 million square feet of GFA, the fee would be $\$4,640,000/3,500,000 = \1.33 per square foot of GFA. This amount does not include the cost of an additional improvement at the intersection of Leeland Road and US 301. The applicant will be required to provide a triple left turn lane on Leeland Road to achieve LOS D.

The Planning Board concurs with the TIS's findings and conclusions. In addition, the TIS was referred out to County and State agencies for review and comment; however, as of this resolution, no comments have been received from the County agencies. In a February 25, 2021 letter (Rigby to Lenhart) from the Maryland State Highway Administration (SHA), SHA concurred with the study findings. It is worth noting that the most recent basic plan approval for this development showed that the site could be generating 741 AM peak-hour trips, and 889 PM peak-hour trips. That proposal was predicated on the mostly residential development having two access points on Leeland Road. The pending application, if approved, would generate 1,400 trips in each peak hour, with only a single point of access. While this development would increase the trip generation by over 70 percent over both peak hours, the single point of access is projected to operate adequately. And while a second point of access would have been highly desirable to enhance the circulation on-site, the single-entry road (future Queens Court extended) will be dualized for its entire length. This will have some mitigating value in the event that the sole entry point is blocked in an emergency. These analyses were all predicated on the limited-movement intersection of Queens Court at US 301 be upgraded to a full-movement intersection (open median) and signalized. SHA, in its response letter, has agreed to signalization.

Master Plan

The subject property is located on the north side of Leeland Road, a master-planned road that functions as a dividing line between two planning areas: The Bowie and Vicinity Master Plan and SMA and the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*. The subject property is also governed by MPOT. All plans recommend Oak Grove Road-Leeland Road be upgraded to a major collector (MC-600) standard. The proposed application shows the planned facility in a location that is generally consistent with both plans. I-300 is a planned industrial road recommended in all three existing master plans. This future road is planned as Prince George's Boulevard extended south to Leeland Road. Approximately two-thirds of this future road lies within the southeast section of the site. At the time of PPS for the subject property, the applicant will be required to dedicated right-of-way for the portion that occupies the site. Dedication along Leeland Road will be required.

The Planning Board concludes that the development will not be an unreasonable burden on available public facilities, as required by Section 27-521, if the application is approved with three conditions that have been included in this resolution.

- f. **Pedestrian and Bicycle Facilities**—The Planning Board adopts a memorandum dated March 16, 2021 (Jackson to Zhang), included herein by reference, the which provided a review of this CDP’s conformance with prior approvals, requirements of Zoning Ordinance, and the MPOT. Relevant comments have been included in the findings of the report with additional summary, as follows:

The proposed CDP amendment includes a master plan trail connection to a potential public park site, as well as a pedestrian and bicycle connection from the proposed shared-use path along Leeland Road to proposed Road “A” and the employment use. The interior of the subject site includes three proposed roadways: Road “A,” Road “B,” and an extension of Queen’s Court, which will connect to the rest of the Collington Center.

The submitted application includes a proposed design guidelines document that will dictate the details of the future development applications within the subject property. While there is no specific section dedicated to pedestrian, bicycle, or transit transportation, page 6 of the document introduces vehicular access and parking. The architectural section includes mention of “pedestrian friendly buffers with sidewalk planting strips.” However, the document includes a cross section for the Queens’s Court extension with a 5-foot-wide sidewalk along the north side of the roadway, and a proposed cross section for the internal roadways without any sidewalks.

The Planning Board requires that all streets within the subject site include minimum 5-foot-wide sidewalks on both sides and that the design guidelines be revised to incorporate sidewalks both sides of all streets.

The proposed design guidelines also include landscaping guidance for parking lots, which recommends the use of bermed islands to discourage pedestrian traffic. However, there is no discussion of pedestrian facilities to access proposed buildings. The Planning Board requires that a clearly marked and separate pedestrian route from the public roadway to the building entrance of all proposed buildings be provided, and that the guidelines be revised to include this pedestrian connection.

The submitted guidelines do not provide any direction for roadway crossings within the subject site. The Planning Board requires that crosswalks be provided to cross all legs of the intersections of Queen’s Court and Road “A,” and Queen’s Court and Road “B.” In addition, the Planning Board requires perpendicular and parallel ADA-accessible ramps be provided throughout the subject site.

The submitted guidelines also do not provide any direction for accommodating transit within the subject site. The neighboring Collington Center is currently served by Washington Metropolitan Area Transit Authority Metrobus and the County’s “Call-A-Bus” service. The Planning Board requires that sufficient right-of-way be provided at both intersections within the subject site and at both culs-de-sac ends of Road “A” to provide for a bus shelter pad for a potential bus stop.

Lastly, the submitted guidelines do not provide direction for bicycle facilities. The Planning Board requires that bicycle facilities along Roads “A” and “B” and the extension of Queen’s Court be provided. Moreover, a seamless and direct connection from the proposed feeder trail to Road “A” should be provided. In addition, both short- and long-term bicycle parking be provided at all proposed buildings of the subject site. Short-term bicycle parking is characterized by outdoor and uncovered bicycle parking racks that provide two points of contact to support and secure a parked bicycle. Long-term bicycle parking is characterized by indoor or covered bicycle parking to protect bicycles from theft, vandalism, or weather and should include a changing room, a shower, and a fix-it station for minor repairs, etc. These facilities play an important role in supporting bicycle transportation to work sites. Showers and changing facilities provide bicycle commuters confidence that they can wash odor from their bodies and change from bicycling clothes to attire more appropriate for work. As part of this application, a portion of the Collington Branch Stream Valley trail will be built, which when complete will provide a valuable connection between MD 214 and MD 725 that links together several neighborhoods and other commercial areas.

The Planning Board finds that the submitted application, along with the facilities above, will meet the necessary findings for a CDP. Providing comprehensive pedestrian and bicycle facilities that connect the proposed building of the site, the roads throughout the site, and the greater pedestrian and bicycle facilities in the area via Leeland Road and the Collington Branch Stream Valley Trail will support complete streets and multimodal transportation. In addition, it will provide development that will accommodate the future needs of employees, connect to the surrounding area, meet design guidelines, and create a better environment than what would be achieved through other regulations.

The Planning Board concludes that this CDP meets the necessary requirements for approval, per Section 27-521 from the standpoint of pedestrian and bicycle transportation, and includes one condition requiring the *National Capital Business Park-Design Guidelines* be amended to include standards related to pedestrian and bicycle facilities. This condition has been included in this resolution.

- g. **Department of Parks and Recreation (DPR)**—In a memorandum dated March 19, 2021 (Burke to Zhang), included herein by reference, DPR reviewed this CDP application for conformance with the governing prior approval that has been incorporated into the findings of this report. 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-0505-01.

- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this resolution, comments regarding the subject project have not been received from DPIE.
- i. **Prince George’s County Police Department**—At the time of this resolution, comments regarding the subject project have not been received from the Police Department.
- j. **Prince George’s County Health Department**—In a memorandum dated March 19, 2021 (Adepoju to Zhang), included herein by reference, the Health Department provided two comments, as follows:
 - During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the County Code.
 - During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

The applicant is fully aware of the two general requirements. At the time of SDP review, the applicant shall include the two requirements into site plan notes.

- k. **Maryland State Highway Administration (SHA)**—At the time of this resolution, comments regarding the subject project have not been received from SHA.
- l. **The City of Bowie**—In an email dated March 17, 2021 (Meinert to Zhang), the City of Bowie indicated that they have no comments on this application, as it is neither within nor proximate to their municipal boundary.

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, and further APPROVED Comprehensive Design Plan CDP-0505-01 for the above described land, subject to the following conditions:

1. Prior to certification of this comprehensive design plan (CDP), the applicant shall:
 - a. Provide a separate section in the *National Capital Business Park-Design Guidelines*, specifically on guidelines for green building and sustainable site development techniques to be implemented at the site, building, and equipment levels, to be reviewed by the Urban Design Section, as designee of the Planning Board.

- b. Add text under the Landscaping Standards Section in the *National Capital Business Park-Design Guidelines* to reference the requirements in the 2010 *Prince George's County Landscape Manual* as additional landscape design standards to guide the proposed development.
- c. Provide additional development standards governing pedestrian and bicycle facilities under Vehicular Access and Parking Section in the *National Capital Business Park-Design Guidelines*, as follows:
 - (1) A minimum 5-foot-wide sidewalk along both sides of all internal roadways.
 - (2) Perpendicular or parallel ADA-accessible curb ramps at all intersections.
 - (3) A separate and clearly marked pedestrian route from the public roadway to the entrance of each building.
 - (4) Crosswalks crossing all legs of intersections.
 - (5) Adequate right-of-way space to accommodate a bus shelter and bus shelter pads at all intersections, and both cul-de-sac ends of Road "A."
 - (6) Shared-lane markings (sharrows), bikeway guide signs D-11/Bike Route and D1-1, D1-2, and D1-3/destination signs and R-411/Bicycles May Use Full Lane signs be provided within all internal roadways that direct people bicycling to the proposed developments and the Colington Branch Trail as well as highlight to motorists the potential presence of people bicycling along internal roads, unless modified by the Department of Permitting, Inspections, and Enforcement with written correspondence at the time of Specific Design Plan.
 - (7) Short-term bicycle parking near the entrance of all buildings.
 - (8) Long-term bicycle parking including a changing room, shower, bicycle repair station, or other facilities, shall be considered at time of SDP.
 - (9) A direct connection between the proposed feeder trail and bicycle facilities on Road A.
- d. Revise the Type 1 tree conservation plan (TCP1), as follows:
 - (1) Revise the plan to graphically show the master-planned rights-of-way as "Woodland Retained – Assumed Cleared" for I-300 and MC-600, and account for the clearing in the worksheet.
 - (2) Add the TCP1-004-2021 case number to the worksheet and the EPS Approval Block.

- (3) Show all specimen trees on the plan and in the specimen tree table to remain. Variance requests for removal of specimen trees shall accompany the preliminary plan application.
- (4) Relabel the limits of disturbance (LOD) in the legend as a conceptual LOD.
- (5) Revise the TCP1 notes, as follows:
 - (a) Revise General Note 9 to reflect that the property is adjacent to Leeland Road, which is classified as a major collector roadway. Remove the rest of Note 9.
 - (b) Revise General Note 10 to reflect that the plan is not grandfathered by Prince George's County Council Bill CB-27-2010, Section 25-119(G) of the Prince George's County Code. Remove the rest of Note 10.
 - (c) Renumber the last two notes of General Notes from 9 and 10 to 11 and 12.
 - (d) Add the following note: "No impacts to Regulated Environmental Features were approved with CDP-0505-01."
- (6) Revise the plan and the worksheet to remove woodland conservation from land to be dedicated to the Prince George's County Department of Parks and Recreation, unless written confirmation is provided by the Parks Department.
- (7) Correct the worksheet to reflect a woodland conservation threshold of 15.08 percent.
- (8) Have the revised plan signed and dated by the qualified professional preparing the plan.

2. At time of preliminary plan of subdivision submission, the applicant shall:

- a. Submit a revision to the Habitat Management Program to the Development Review Division that reflects the current development proposal, existing hydrologic monitoring, timing of the analysis of Rare, Threatened and Endangered (RTE) species population counts and condition, habitat characterization and condition, and the details of the habitat management program for RTE fish species: water quality monitoring, pollution prevention measures, and corrective measures, shall be updated. The monitoring program shall meet all current requirements of the Maryland Department of Natural Resources, Wildlife and Heritage Service.
- b. Submit a geotechnical report that reflects the current development proposal.

- c. Show dedication for all rights-of-way for MC-600 (Leeland Road) and I-300, as identified by the Prince George's County Planning Department.
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.
4. 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 \$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.
5. Unless modified at the time of preliminary plan, prior to approval of any building permit within the subject property, the following road 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 at Leeland Road
 - (1) Provide three left turn lanes on the eastbound approach.
 - (2) Provide two left turn lanes on the northbound approach.
 - b. Prince George's Boulevard at Queens Court-Site Access
 - (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 and a shared through and right lane on the northbound approach.


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 Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, April 15, 2021, in Upper Marlboro, Maryland.

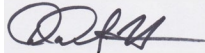
Adopted by the Prince George's County Planning Board this 29th day of April 2021.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:nz

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: April 23, 2021

CASE NO: CDP-0505-01
CASE NAME: NATIONAL CAPITAL BUSINESS
PARK
PARTY OF RECORD: 16
PB DATE: 04-29-2021



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DAVID ODELL
BOHLER ENGINEERING
16701 MELFORD BLVD. SUITE 310
BOWIE MD 20715
(CASE NUMBER: CDP-0505-01)

KATHLEEN LITCHFIELD
PETRO DESIGN BUILD
16401 OLD CENTRAL AVENUE
UPPER MARLBORO MD 20774
(CASE NUMBER: CDP-0505-01)

CHRISTOPHER RIZZI
BOHLER ENGINEERING
16701 MELFORD BOULEVARD SUITE 310
BOWIE MD 20715
(CASE NUMBER: CDP-0505-01)

MIKE KLEBASKO
WETLAND STUDIES AND SOLUTIONS, INC.
1131 BENFIELD BOULEVARD SUITE L
MILLERSVILLE MD 21108
(CASE NUMBER: CDP-0505-01)

JOE DIMARCO
BOHLER ENGINEERING
16701 MELFORD BOULEVARD SUITE 310
BOWIE MD 20715
(CASE NUMBER: CDP-0505-01)

MICHAEL LENHART
LENHART TRAFFIC CONSULTING, INC.
645 B&A BOULEVARD SUITE 214
SEVERNA PARK MD 21146
(CASE NUMBER: CDP-0505-01)

BOHLER ENGINEERING
16701 MELFORD BOULEVARD SUITE 310
BOWIE MD 20715
(CASE NUMBER: CDP-0505-01)

MIKE LENHART
LENHART TRAFFIC CONSULTING, INC.
331 REDWOOD GROVE COURT/S
MILLERSVILLE MD 21108
(CASE NUMBER: CDP-0505-01)

BRENDA REIBER
SENTRY MANAGEMENT, INC.
2200 DEFENSE HIGHWAY SUITE 405
CROFTON MD 21114
(CASE NUMBER: CDP-0505-01)

JOHN FERRANTE
SHIPLEY & HORNE, P.A.
1101 MERCANTILE LANE SUITE 240
LARGO MD 20774
(CASE NUMBER: CDP-0505-01)

ROBERT ANTONETTI
SHIPLEY & HORNE, P.A.
1101 MERCANTILE LANE SUITE 240
LARGO MD 20774
(CASE NUMBER: CDP-0505-01)

ARTHUR HORNE
SHIPLEY & HORNE, P.A.
1101 MERCANTILE LANE SUITE 240
LARGO MD 20774
(CASE NUMBER: CDP-0505-01)

COLE SCHNORF
MANEKIN, LLC
5850 WATERLOO ROAD SUITE 210
COLUMBIA MD 21045
(CASE NUMBER: CDP-0505-01)

JOHN GRAHAM
MANEKIN, LLC
5850 WATERLOO ROAD SUITE 210
COLUMBIA MD 21045
(CASE NUMBER: CDP-0505-01)

RICHARD ALTER
MANEKIN, LLC
5850 WATERLOO ROAD SUITE 210
COLUMBIA MD 21045
(CASE NUMBER: CDP-0505-01)

MANEKIN
5850 WATERLOO ROAD SUITE 210
COLUMBIA MD 21045
(CASE NUMBER: CDP-0505-01)

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).**

Sec. 27-511. Purposes.

(a) The purposes of the R-S Zone are to:

(1) Establish (in the public interest) a plan implementation zone, in which (among other things):

(A) Permissible residential density is dependent upon providing public benefit features and related density increment factors; [and]

(B) The location of the zone must be in accordance with the adopted and approved General Plan, Master Plan, Sector Plan, public urban renewal plan, or Sectional Map Amendment Zoning Change; and

(C) Applicable regulations are satisfied for uses authorized pursuant to Section 27-515(b) of this Code.

(2) Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, Sector Plans, public urban renewal plans, or Section Map Amendment Zoning Changes) can serve as the criteria for judging individual development proposals;

(3) Assure the compatibility of proposed land uses with existing and proposed surrounding land uses, and existing and proposed public facilities and services, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District;

(4) Encourage amenities and public facilities to be provided in conjunction with residential development;

(5) Encourage and stimulate balanced land development; [and]

(6) Improve the overall quality and variety of residential environments in the Regional District [.] ; and

(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.

Sec. 27-512. Uses.

(a) The general principle for land uses in this zone is that uses shall 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. The land uses in the zone may also consist of any uses authorized pursuant 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.

LAW OFFICES
SHIPLEY & HORNE, P.A.

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Russell W. Shipley
Arthur J. Horne, Jr.*
Dennis Whitley, III *
Robert J. Antonetti, Jr.

Bradley S. Farrar
L. Paul Jackson

*Also admitted in the District of Columbia

November 17, 2021

VIA HAND DELIVERY

Ms. Jill Kosack, Supervisor
Urban Design Section
Prince George's County Planning Department
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**RE: NATIONAL CAPITAL BUSINESS PARK
Comprehensive Design Plan Amendment (CDP-0505/02)
Statement of Justification**

Dear Ms. Kosack:

On behalf of our client, NCBP Property LLC (the "Applicant"), Robert J. Antonetti, Jr., and Shipley and Horne, P.A. submits this statement of justification in support of Comprehensive Design Plan Amendment 0505/02 (CDP-0505/02). The National Capital Business Park (the "NCBP") project is a tract of land located on the north side of Leeland Road and contains approximately 442+ acres in the R-S, I-1 and R-A Zones. Approximately 426+ acres of the property are zoned R-S (the "Property") and is the only land subject to this comprehensive design plan. The Property is located within Planning Area 74A and Council District 4.

This statement of justification presents the supporting rationale necessary for the review and evaluation of CDP-0505/02. The primary purpose of this application is to amend the maximum employment and institutional uses approved in CDP-0505/01 from 3.5 million square feet to 5.5 million square feet (a net increase of a maximum of 2 million square feet). The types of uses proposed for the site will not change from the those approved in CDP-0505/01, and will include warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. It is anticipated that a majority of the uses on the Property will be warehouse uses. The Applicant is concurrently processing an amendment to the basic plan for the property (A-9968-03) which, upon approval, will increase the maximum amount of allowable employment and institutional uses (which will include warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses) up to 5.5 million square feet. The Applicant also seeks a minor amendment to Condition 4 in CDP-0505/01. (See Section E below).

Except for the revisions noted herein, this CDP amendment will remain fully compliant with the previously approved conditions and Design Guidelines approved in CDP-0505/01 to be utilized for future development within the NCBP. Despite the potential building square footage increase, this comprehensive design plan amendment does not propose any increase in the developable land area previously approved in CDP-0505/01. This proposed CDP amendment is being filed in accordance with the applicable provisions of Prince George's County Zoning Ordinance (the "Zoning Ordinance").

A. Neighboring Properties Use and Zoning:

The NCBP is a 442± acre site 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, and is zoned R-S (Residential Suburban). 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 former Safeway 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 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 CSX Railroad tracks. The Oak Creek residential development is northwest of the intersection of Oak Grove Road and Church Road. East of the site, there is a stream valley, as well as an additional parcel that buffers the NCBP development from the former 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 zoned R-L (Residential Low).

B. Previous Approvals

The past 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

November 17, 2021

CDP-0505/02

Page 3

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

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

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

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

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

November 17, 2021

CDP-0505/02

Page 4

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

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 3M-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 and is currently pending

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

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

August 3, 2021 - Rough Grading Permit No. 29083-2021-G is submitted to M-NCPPC and is currently pending

August 12, 2021 - Type 2 Tree Conservation Plan TCP2-026-2021 is submitted to the Environmental Planning Section and is currently pending

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

Present - *Basic Plan Amendment A-9968-03 is pending approval.*

C. Purposes of Request

The main purposes of this amendment to prior approved CDP-0505/02 are as follows:

- i.) Revise the CDP plan and associated Design Guidelines to reflect the development of a maximum of 5.5 million square feet (from 3.5 million square feet) of employment and warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses
- ii.) Include an additional note on the CDP plan to allow for modifications to the conceptual roadway alignments at time of preliminary plan
- iii.) Amendment of approved Condition 4 of CDP-0505/01

D. Proposed Development Concept

The NCBP project continues to represent a well thought out employment and institutional development that is organized into distinct development pockets. Upon approval of this application, the land use quantities will allow a maximum of up to 5.5 million square feet of warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses. 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 NCBP are identical to those approved in CDP-0505/01 and include interconnecting and continuous streets and complimentary employment and institutional building types. Notwithstanding, the Applicant reserves the ability to request modifications to the conceptual roadway alignments shown on the amended CDP to accommodate the potential for additional square footage (subject to approval as part of a future entitlement application(s)). This CDP amendment will maintain the same significant green network approved in A-9968-02-C. This includes utilization of the adjacent stream valley to define the edges of the proposed/unchanged 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 CDP amendment is organized in a manner that allows for buildings to be developed on appropriate portions of the property while minimizing impacts to sensitive environmental features on the overall site. Specifically, the project is identified to be developed with warehouse/distribution, office, light industrial/manufacturing, and/or institutional type uses similar to the abutting Collington Center. The CDP also continues to show a 20-acre public park along the west side of the stream valley and north side of Leeland Road that will have direct vehicular access to Leeland Road. The exact configurations of the parcels will be determined as part of a future preliminary plan of subdivision.

Vehicular access to the National Capital Business Park will be provided via an extension of existing Queens Court within Collington Center. The Applicant has worked closely with Department of Permitting, Inspections and Enforcement (DPIE) and the County's Office of Central Services (OCS) to obtain the needed access easement through the abutting county-owned property to the east that will accommodate the extension of Queen's Court. On January 20, 2021, Waiver Letter, WMR-57-2020, was 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. The Applicant is also pursuing approval from the State Highway Administration (SHA) for a median break and a new traffic signal at the intersection US Route 301 and Queens Court. The signalization of this intersection is included in the County's 6-year Capital Improvement Project window and will allow the trips from this project to be safely and efficiently distributed through Collington Center and out to US Route 301 through both Queens Court and (to a lesser extent) Trade Zone Avenue. The amended CDP continues to show the potential for an additional access to Pope's Creek Drive within the existing Collington Center. This secondary access had all relevant environmental and/or transportation facility impacts reviewed at time of preliminary plan 4-20032.

E. Proposed Amendment to Condition 4 (CDP-0505)

I. Revision to Condition 4

The Applicant proposes the following revisions to Condition 4 as stated in CDP-0501/01 (~~Strikethrough~~ represents deleted language and underline represents added language):

4. Unless modified at time of preliminary plan, Pprior 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 \$1.03 ~~\$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.

COMMENT: As mentioned above, this CDP amendment proposes to modify the approved land use quantities for the NCBP to increase the maximum amount of square footage from 3.5 million square feet to 5.5 million square feet. Any potential increase in square footage (over and above the currently approved 3.5 million square feet) will require an additional preliminary plan of subdivision. This additional preliminary plan will test for adequate public facilities including, but not limited to, the Applicant's contribution to the US 301 CIP fund. The contribution to the US 301 CIP fund is based, in part, on the amount of vehicle trips being generated by the proposed square footage for the project. It should be noted that preliminary plan 4-20032, condition #10 (approved after CDP-0505/01), modified the per square foot amount for the NCBP's US 301 CIP contribution to \$1.03. This revised amount in the approved preliminary plan was predicated, in part, upon the revised/current 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 NCBP's currently calculated contribution per square foot for the US 301 CIP project (i.e., \$1.03 per square foot). Said amount can also be modified further (if necessary) at time of preliminary plan to capture any increase in proposed square footage for the NCBP.

F. Revisions to the Approved CDP Plan and Design Guidelines

The primary purpose of this CDP amendment is to amend the maximum employment and institutional uses approved in CDP-0505/01 from 3.5 million square feet to 5.5 million square feet (a net increase of a maximum of 2 million square feet). To that end, the Applicant is requesting that the land use quantities reflected on the current CDP plan to be revised to allow for a maximum of 5.5 million square feet. Further, the Applicant requests the approved Design Guidelines (p. 4, Building Intensities) be revised to reflect the potential of 5.5 million square feet of development within the NCBP. Attached to this statement of justification is a revised Design Guideline booklet reflecting this change. (See Attached **EXHIBIT A**).

Additionally, the Applicant has included an additional note on the proposed CDP plan to allow for modifications to the conceptual roadway alignments at time of preliminary plan. To accommodate an increase in square footage for the NCBP, certain internal roadways proposed for the project may need to be modified. A new preliminary plan of subdivision will be submitted in the future to capture any increase in the warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses (over and above 3.5 million square feet) proposed within the subject CDP amendment. Said future preliminary plan will demonstrate conformance with all adequate public facilities requirements (including proposed roadway alignments) contained in Subtitle 24 of the Prince George's County Code.

G. Compliance with The Prince George's County Zoning Ordinance

Sec. 27-524: Amendment of Approved Comprehensive Design Plan

(a) All amendments of approved Comprehensive Design Plans shall be made in accordance with the provisions of this Division for initial approval, except as set forth below.

COMMENT: The proposed Amendment to the approved comprehensive design plan includes changes to approved CDP-0505/01 as outlined in Sections E & F above. As such, this application must be evaluated against the criteria of approval set forth in Section 27-521. (See below).

Section 27-521: Required Findings for Approval

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

(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;

COMMENT: The proposed CDP amendment is in conformance with Basic Plan A-9968-03 which has been submitted for the NCBP and is pending approval. The proposed development in this CDP amendment seeks approval of up to 5.5 million square feet of employment and institutional uses that are permitted in the R-S Zone pursuant to CB-22-2020. The property was placed in the R-S Zone as part of the *2006 Approved 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 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 Approved 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 a total of 3,900,000- 5,000,000 square feet of “light manufacturing, warehouse/distribution, ancillary office and retail commercial” uses. As mentioned herein, the development of the site with the requested employment uses will be done in a way to integrate with the adjacent

Collington Center. Since the NCBP will not be utilizing Leeland Road as a direct access point for any of its vehicular trips, the balance of the Leeland Road corridor will remain highly appropriate for residential development.

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

COMMENT: The proposed CDP amendment will facilitate the development of an employment area that will integrate with the Collington Center immediately to the north of the property. Just like the currently approved CDP-0505/01 reflects, the intent of the instant proposal is to maximize the flexibility of the comprehensive design zone to develop an employment park that provides uses in a manner which will retain the dominant employment and institutional character of the area, and to improve the overall quality of employment and institutional centers in Prince George's County in accordance with the purposes of the E-I-A Zone.

The project will provide a significant tax base and employment opportunities (including the addition of over 6,000 jobs) for the County and will promote the health, safety, and welfare of present and future inhabitants of the regional district. Further, the proposed development will improve the quality of residential environments in nearby communities such as Beechtree and Oak Creek by not placing additional burdens on certain public facilities. Specifically, the uses contemplated by the NCBP will not create vehicle trips that would directly access Leeland Road, (as opposed to the previously approved Willowbrook project which would send 100% of its vehicular trips to Leeland Road), nor will the NCBP generate any new students to be added the County's public school system. Additionally, the NCBP will be designed to utilize the significant green areas on its perimeter to essentially screen the employment and institutional uses from surrounding communities such as Oak Creek and Beechtree. Finally, the NCBP will provide a 20-acre community park that existing residential communities can conveniently utilize. In sum, all the above items will enhance the environment for existing and planned uses in the immediate area.

- (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;*

COMMENT: The approval of the instant CDP amendment is warranted as the proposed program of development includes well-conceived design guidelines (See attached EXHIBIT A) and will result in a land use pattern that will include all the necessary facilities to meet the needs of employees and guests of the NCBP.

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

COMMENT: Based on the findings in the originally approved CDP-0505/01, the proposed development is compatible with existing land uses, zoning, and facilities in the immediate surroundings. The proposed development seeks approval of an increase in the employment and institutional uses approved in CDP-0505/01 and that are permitted in the R-S Zone pursuant to CB-22-2020. As mentioned herein, the development of the site with such uses will be done in a way to integrate with adjacent Collington Center. Since the NCBP will not be utilizing Leeland Road as a direct access point for any of its vehicular trips, the balance of the Leeland Road corridor will remain highly appropriate for low-density residential development.

- (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;*

COMMENT: The land uses and facilities covered by this CDP amendment will be compatible with each other in relation to the amount of building coverage, open space, building setbacks from streets, abutting land uses and circulation access points. 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 multi-story warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses, and will be a natural extension of the existing Collington Center immediately to the north. The NCBP will be accessed by the extension of Queens Court leading directly into adjacent Collington Center. The proposed internal street network, and the Design Guidelines set forth in EXHIBIT A will allow for the forthcoming uses within the NCBP to be completely 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;*

COMMENT: The currently approved CDP contains a phasing plan for this very large and significant project. The conceptual phasing plan can be found on Sheet 11 of CDP-0505/02.

The actual phasing will be determined by market demand. Each phase will potentially include the following amount of employment uses:

- Phase 1:** 3.5-4.0 million sf
- Phase 2:** 400,000 – 800,000 sf
- Phase 3:** 500,000-700,000 sf

It is estimated that these phases in totality will create at least 6,000 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.

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

COMMENT: Based in part on the findings in the originally approved CDP-0505/01, the requested amendments in this application to the approved CDP 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), as well as a significant reduction of vehicular trips using Leeland Road. Moreover, the development of employment and institutional uses at the NCBP will not create any impacts to the public-school system while at the same time significantly increasing the County's commercial tax base.

- (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;*

COMMENT: 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 except as provided in Section 27-521(a)(11), 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);*

COMMENT: This application incorporates the applicable design guidelines set forth in Section 27-274. A more detailed discussion is provided below (immediately following discussion of Section 27-521 conformance).

- (10) *The Plan is in conformance with an approved Type 1 Tree Conservation Plan;*

COMMENT: The instant revision to the CDP requested by the Applicant will be in conformance with the approved tree conservation plan for the project.

- (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).*

COMMENT: With the approval of the requested amendment, the CDP for the NCBP will continue to preserve and/or restore regulated environmental features to the fullest extent possible in accordance with Subtitle 24-130(b)(5).

- (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*

COMMENT: This section is not applicable to the NCBP.

- (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.*

COMMENT: This section is not applicable to the NCBP.

Section 27-274. - Design guidelines

- (a) *The Conceptual Site Plan shall be designed in accordance with the following guidelines:*

- (1) *General.*

- (A) *The Plan should promote the purposes of the Conceptual Site*

Plan.

COMMENT: The amended CDP will promote all the relevant purposes in Sections 27-272 (i.e. purposes of conceptual site plans) as the submitted plan provides for the orderly, planned and efficient development of the property. The instant proposal is consistent with the provisions of CB-22-2020 and the regulations of the E-I-A Zone. As such, the proposed intensity of uses in this CDP amendment to include a maximum of 5.5. million conforms to all applicable regulation sin the Zoning Ordinance. The submitted plan also fulfills the applicable purposes of the R-L and E-I-A Zones.

The submitted plan demonstrates compatibility with surrounding properties and nearby subdivisions and provides ample green space, woodland conservation areas, and the preservation of sensitive environmental features. The plan is in harmony with the site design guidelines established in Section 27-274 and further illustrates general grading, planting, sediment control and stormwater concepts to be employed in the final design of the site, as well the approximate locations of buildings, parking lots, streets, green areas and other physical features.

- (B) *The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for noncompliance with any of the design guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.*

COMMENT: The Applicant is not proposing the development of townhouse or three-family dwellings. Thus, this section is not applicable to CDP-0505/01.

- (2) *Parking, loading, and circulation.*

- (A) *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. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:*

- (i) *Parking lots should generally be provided to the rear or sides of structures;*
- (ii) *Parking spaces should be located as near as possible to the uses they serve;*
- (iii) *Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;*

- (iv) *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, particularly in parking areas serving townhouses; and*
- (v) *Special areas for van pool, carpool, and visitor parking should be located with convenient pedestrian access to buildings.*

COMMENT: All surface parking, parking space sizes and driveway aisles have been designed generally in accordance with the requirements of Part 11 of the Zoning Ordinance. Specific details pertaining to parking spaces, loading spaces, and landscaping principles to be implemented at the NCBP are reflected in the design guidelines attached as EXHIBIT A.

- (B) *Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:*
 - (i) *Loading docks should be oriented toward service roads and away from major streets or public view; and*
 - (ii) *Loading areas should be clearly marked and should be separated from parking areas to the extent possible.*

COMMENT: Loading spaces associated with any future development within the NCBP will be designed in accordance with the design guidelines set forth in Part 11 of the Zoning Ordinance and EXHIBIT A. Said guidelines incorporate the provisions of this section.

- (C) *Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:*
 - (i) *The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;*
 - (ii) *Entrance drives should provide adequate space for queuing;*
 - (iii) *Circulation patterns should be designed so that*

vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;

- (iv) Parking areas should be designed to discourage their use as through-access drives;*
- (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;*
- (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;*
- (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;*
- (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;*
- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;*
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and*
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.*

COMMENT: The Applicant has included a traffic impact study (see **EXHIBIT B**) as part of this statement of justification. This traffic impact study clearly demonstrates that all transportation facilities, either existing and/or proposed to be constructed by the Applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed 5.5 square feet of employment uses. 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.

(3) *Lighting.*

(A) *For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character. To fulfill this goal, the following guidelines should be observed:*

- (i) *If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;*
- (ii) *Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;*
- (iii) *The pattern of light pooling should be directed on-site;*
- (iv) *Light fixtures fulfilling similar functions should provide a consistent quality of light;*
- (v) *Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and*
- (vi) *If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.*

COMMENT: The lighting within the NCBP will be reviewed in detail at the time of specific design plan and will be designed in accordance with the above guidelines. The use of full cut-off optic lighting systems will be implemented and will be directed downward to limit light spill-over.

(4) *Views.*

(A) *Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.*

COMMENT: The NCBP has been carefully designed to work with the natural contours of the property and preserve the natural features of the site to the fullest extent practicable. A total of approximately 215 ± acres of open space is proposed on the submitted plan, a majority of which is located along the edges of the property. Nearly all

development areas proposed within the NCBP will be located substantially within the interior of this open space envelope, thus providing an appropriate natural boundary of this project from surrounding developments.

(5) *Green area.*

(A) *On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:*

- (i) *Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;*
- (ii) *Green area should link major site destinations such as buildings and parking areas;*
- (iii) *Green area should be well-defined and appropriately scaled to meet its intended use;*
- (iv) *Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;*
- (v) *Green area should be designed to define space, provide screening and privacy, and serve as a focal point;*
- (vi) *Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and*
- (vii) *Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.*

COMMENT: The NCBP will have approximately 215 ± acres of open space area (not inclusive of the 20-acre public park), a majority of which is located along the edges of the property. These open space green areas incorporate significant on-site natural features and woodland conservation requirements that will enhance the physical and visual character of the site. Nearly all development areas proposed within the NCBP will be located substantially within the interior of this open space envelope, thus providing an appropriate natural boundary of this project from surrounding developments.

- (B) *The application shall demonstrate 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).*

COMMENT: The proposed development envelopes in the NCBP works with the natural contours of the property and preserves the natural features of the site to the fullest extent practicable. The approximately 215 ± acres of open space area that is proposed in the NCBP will primarily be located along the edges of the property. The majority of development areas proposed within the NCBP will be located substantially within the interior of this open space envelope, thus providing an appropriate natural boundary of this project from surrounding developments. The submitted plan also includes a 100-foot protection buffer for rare, threatened and endangered species with respect to all streams and wetlands on the site.

(6) *Site and streetscape amenities.*

- (A) *Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:*
- (i) *The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;*
 - (ii) *The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;*
 - (iii) *Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;*
 - (iv) *Amenities should be functional and should be constructed of durable, low maintenance materials;*
 - (v) *Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;*
 - (vi) *Amenities such as kiosks, planters, fountains, and*

public art should be used as focal points on a site; and

- (vii) *Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.*

COMMENT: The proposed development with the NCBP will reflect a modern logistics/employment area. The uses proposed include warehouse/distribution, office, light-industrial/manufacturing, and /or institutional uses. The project will design any appropriate streetscape amenities in a manner consistent with these guidelines. Such amenities will be determined at time of specific design plan.

(7) *Grading.*

- (A) *Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:*
 - (i) *Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;*
 - (ii) *Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;*
 - (iii) *Grading and other methods should be considered to buffer incompatible land uses from each other;*
 - (iv) *Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and*
 - (v) *Drainage devices should be located and designed so as to minimize the view from public areas.*

COMMENT: The above methods have been incorporated in the overall design and layout of the NCBP. The grading has been designed to work with the natural contours of the site and to preserve the natural features of the site to the fullest extent practicable. All drainage devices have been located and designed so as to minimize the view from public areas.

(8) *Service areas.*

- (A) *Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:*
- (i) *Service areas should be located away from primary roads, when possible;*
 - (ii) *Service areas should be located conveniently to all buildings served;*
 - (iii) *Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and*
 - (iv) *Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.*

COMMENT: The Applicant concurs with the above design guidelines, and if applicable, will address these requirements at the time of specific design plan.

(9) *Public spaces.*

- (A) *A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:*
- (i) *Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;*
 - (ii) *The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;*
 - (iii) *Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;*
 - (iv) *Public spaces should be readily accessible to potential users; and*
 - (v) *Pedestrian pathways should be provided to connect*

major uses and public spaces within the development and should be scaled for anticipated circulation.

COMMENT: The applicant is not proposing a large-scale commercial (retail), mixed-use, or multifamily development. Therefore, the above criteria is not applicable to the subject application.

(10) *Architecture.*

- (A) *When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.*
- (B) *The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.*
- (C) *These guidelines may be modified in accordance with Section 27-277.*

COMMENT: The design guidelines for the NCBP sets forth certain standards for future building architecture. The specific architectural details of buildings will be reflected in future SDPs.

(11) *Townhouses and three-family dwellings.*

- (A) *Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.*
- (B) *Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.*

- (C) *Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.*
- (D) *To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.*
- (E) *To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.*
- (F) *Attention should be given to the aesthetic appearance of the offsets of buildings.*

COMMENT: These provisions are not applicable to CDP-0505/02 as no townhouse or three-family dwellings are proposed.

November 17, 2021

CDP-0505/02

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H. CONCLUSION

This Comprehensive Design Plan Amendment application meets all applicable requirements for approval as discussed herein. As such, the Applicant respectfully requests that CDP-0505/02 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.

Enclosures

PLANNING AND DEVELOPMENT TEAM CONSENT AND ACKNOWLEDGEMENT

Pursuant to Section 27-518(a) of the County Zoning Ordinance, the following individuals consent and agree with the attached Statement of Justification and all supporting documents related to CDP-0505/02:

APPLICANT:



NCBP Property LLC
5850 Waterloo Road, Suite 210
Columbia, Maryland 21045
Contact: R. Colfax "Cole" Schnorf, Jr.
CSchnorf@Manekin.com
410-290-1461

ATTORNEY:



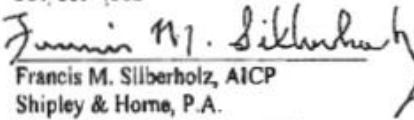
Robert J. Antonetti, Jr., Esq.
Arthur J. Horne, Jr., Esq.
Shiple & Horne, P.A.
1101 Mercantile Lane, Suite 240
Largo, MD 20774
301-925-1800 Phone
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CIVIL ENGINEER:



Bohler Engineering
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Bowie, Maryland 20715
Contact: Christopher M. Rizzi, PLA
crizzi@bohlereng.com
Contact: Joe DiMarco, P.E.
jdimarco@bohlereng.com
301-809-4500

LAND PLANNER:



Francis M. Silberholz, AICP
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1101 Mercantile Lane, Ste. 240
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301-925-1803 Facsimile

TRAFFIC CONSULTANT:



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Lenhart Traffic Consulting, Inc.
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Severna Park, Maryland 21146
mlehart@lenharttraffic.com
410-216-3333



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: April 6, 2022

TO: Henry Zhang, Master Planner
Urban Design Section
Development Review Division
Planning Department

VIA: Sonja Ewing, Assistant Division Chief *SME*
Park Planning and Development Division
Department of Parks and Recreation

FROM: Dominic Quattrocchi, Supervisor *DQ*
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **CDP-0505-02 National Capital Business Park**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this application as it pertains to public parks and recreational facilities.

RECOMMENDATION:

The Park Planning & Development Division of DPR recommends approval of the National Capital Business Park Comprehensive Design Plan amendment, CDP-0505-02.

PROPOSAL

This application is a petition to amend the comprehensive design plan (CDP) for the project previously known as Willowbrook. The project is now known as National Capital Business Park and proposes the development of a modern logistics/employment park adjacent to the existing Collington Business Center. This CDP amendment seeks approval for the development of up to 5.5 million square feet of employment and institutional uses.

BACKGROUND:

The subject property is 442.30-acres within the Residential Suburban Development (R-S) Zone, a designated comprehensive design zone, and is located on the north side of Leeland Road in Upper Marlboro, approximately 3,178 feet west of its intersection with US 301. The proposed amendment is being filed in accordance with the provisions of the Prince George's County Zoning Ordinance purposes of allowing uses permitting in the Employment and Institutional Area (E-I-A) Zone on land in the R-S Zone pursuant to Section 27-515(b).

The site is subject to the *2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Area 71A, 71B, & 74B*, December 2013, the *2017 Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. This property is currently unimproved and fully wooded.

REVIEW OF PREVIOUS CONDITIONS OF APPROVAL

Sectional Map Amendment A-9968-02 was endorsed by the Prince George's County Planning Board on March 4, 2021 with 16 recommendation and two considerations. The Zoning Hearing Examiner held a public hearing for this application on March 10, 2021. The following conditions relate to DPR:

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).**

The statement of justification provides that the applicant is committed to dedicating the 20 acres for active recreation 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 ten-foot-wide master plan hiker/biker trail located along the Collington Branch Stream Valley and a minimum ten-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.**

The conceptual locations for the ten-foot-wide master plan hiker/biker trail along the Collington Branch Steam Valley, and the ten-foot-wide feeder trail to the employment uses are properly reflected on the CDP. DPR staff met with the applicant in the field and are in the process of determining a final alignment.

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 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 on the western side of the property, east of the Pennsylvania Railroad right-of-way to accommodate public recreational facilities and a parking lot.**

The applicant and DPR staff have participated in public meetings with two area community homeowners 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.

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.**

The conceptual locations of these trails are provided on the CDP.

DISCUSSION:

The applicant has submitted a request to amend CDP-0505-01. In accordance with Section 27-515(b), any use allowed in the E-I-A Zone, excluding those permitted by Special Exception, shall be permitted in the R-S Zone, subject to the conditions in Footnote 38, including the establishment of a public park of at least 20 acres. The details of the parkland dedication, the master plan trail, and the feeder trail will be reviewed in detail at the time of preliminary plan of subdivision and specific design plan.

cc: Bridget Stesney
Christian Gabriel



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
Transportation Planning Section


301-952-3680


April 8, 2022

MEMORANDUM

TO: Henry Zhang, Urban Design Review Section, Development Review Division

FROM: Jim Yang, Transportation Planning Section, Countywide Planning Division

VIA:  for William Capers III., PTP, Transportation Planning Section, Countywide Planning Division

 Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: CDP-0505-02: National Capital Business Park

Proposal:

The applicant is proposing 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. The existing site is vacant and is primarily wooded.

Prior Conditions of Approval:

The site is approved previously for 3.5 MSF warehouse as part of Preliminary Plan 4-20032 with a trip cap of 1,400 during the AM peak hour and 1,400 during the PM peak hour.

Master Plan Compliance

Master Plan Right of Way

The site is governed by the *Approved Countywide Master Plan of Transportation (MPOT)* and *Bowie-Mitchellville and Vicinity Master Plan*. The site is adjacent to Leeland Road (a major collector) right of way identified in the MPOT. A proposed industrial road is in the southeast corner of the property identified in the MPOT. Dedication of 1.48 acres right-of-way along Leeland Road is required and adequately shown on this plan.

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 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 applicant should revise *National Capital Business Park-Design Guidelines* (see Exhibit A) according to the comments below.

In the applicant's Statement of Justification, in response to zoning code Section 27-274 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-Design Guidelines (a)(2)(A) states "*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) says "*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 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 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 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 (TSA) 2, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

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

Unsignalized Intersections: The 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 CLV 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 CLV is computed.

The application is a comprehensive design plan (DSP) that includes industrial use. The trip generation is estimated using Prince George's County 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* (Institute of Transportation Engineers).

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:

- SB US 301 at Wawa Crossover (signalized in future)
- 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 & PM)		Level of Service (LOS, AM & PM)	
	AM	PM	AM	PM
SB US 301 at Wawa Crossover	990	1248	A	C
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 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% annual growth rate for a period of six years has been assumed.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
SB US 301 at Wawa Crossover	1083	1253	B	C
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 Pkeway / 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 Capital Improvement Program 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 & PM)		Level of Service (LOS, AM & 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 Parkway / 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 study report has been forwarded to the operating agencies. The State Highway Administration has not provided feedback at the time that this referral was drafted.

The Transportation Planning Section concludes that the development will not be an unreasonable burden on available public facilities, as required by Section 27-521, if the application is approved with three conditions:

- 1 The following road improvements shall be phased at the time of preliminary plan of subdivision, and 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
 - (2) Provide two left turn lanes on the northbound approach
 - b. Prince George's Boulevard and Queens Court-Site Access

- (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 and a shared through and right lane on the northbound approach.
2. At the time of preliminary plan of subdivision, the applicant shall demonstrate adequate right-of-way dedication in accordance with the Approved Countywide Master Plan of Transportation.
3. 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 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.



Countywide Planning Division
Special Projects Section

April 4, 2022

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section, Development Review Division

VIA: BR Bobby Ray, AICP, Planning Supervisor, Special Projects Section, Countywide Planning Division

FROM: ~~IR~~ Ivy R. Thompson, Senior Planner, Special Projects Section, Countywide Planning Division

SUBJECT: CDP-0505-02 National Capital Business Park

Project Summary: Proposal to increase the total gross floor area to 5.5 million square feet for warehouse, office, institutional, and industrial uses.

This comprehensive design plan (CDP) amendment was accepted for processing by the Planning Department on February 25, 2022.

Section 27-521(a)(7) of the Prince George's County Code of Ordinances requires a finding prior to approval that **"the staging of development will not be an unreasonable burden on available public facilities."**

Subtitle 24 of the County Code provides the methodology for testing adequate public facilities as set forth below. The proposal will be reviewed for adequate public facilities during the Subdivision review of the preliminary plan. The following is provided for informational purposes only:

Water and Sewer:

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

Capital Improvement Program (CIP):

The subject project is in Planning Area 74A Mitchellville Vicinity. The *Prince George's County* FY 2022-2027 *Approved CIP* identifies the following projects in Planning Area 74A:

- a. Office of Central Services- Collington Athletic Complex
- b. DPW&T – Church Road Improvements, US 301 Improvements

NON-RESIDENTIAL

Police:

This project is served by Police District II, Bowie, located at 601 Crain Highway SW in Bowie. Per Section 24-122.01(c)(1)(A) of the Subdivision Regulations, the Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the population. The proposed development will not impact the need for additional police facilities and, therefore, the Section finds existing police facilities are adequate for the uses proposed. This will be further evaluated at the time of preliminary plan of subdivision review.

Fire & Rescue:

This project is served by the Pointer Ridge Volunteer Fire/EMS Co. 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 5-minute *total response time* is recognized as the national standard for Fire/EMS response times. Per the National Fire Protection Association (NFPA) 1710, Chapter 4, 240 seconds (4 minutes) or less *travel time* is the national performance objective.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of March 16, 2022, the subject project does not pass the 4-minute travel test from the closest Prince George's County Fire/EMS Station, Pointer Ridge Volunteer Fire/EMS Co. 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 (AEDs) in accordance with the Code of Maryland Regulations (COMAR); and install and maintain hemorrhage kits next to fire extinguishers. This will be further evaluated at the time of Preliminary Plan of Subdivision review.

School Facilities

Per Section 24-122.02 of the Prince George's County Code of Ordinances, Subdivision Regulations, Council Resolutions, CR-23-2001, and CR-38-2002, *Adequate Public Schools Facility Regulations for Schools*, this subdivision is exempt from a review for schools because it is a non-residential use.

CONCLUSION

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 should:

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.

Additional Back-up

For

CDP-0505-02

National Capital Business Park

National Capital Business Park (CDP-0505-02)

Planning Board Hearing
May 5, 2022

Revised Finding

(Finding 11 (d), page 29)

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 (Prince George's Boulevard) not be shown for dedication at the time of preliminary plan of subdivision based on the requirements of the Prince George's County Department of Permitting, Inspections and Enforcement (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 time of preliminary plan.

Revised 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-
 - c. Revise the Type 1 tree conservation plan (TCP1), as follows:
 - (4) Add the following to the ~~General~~Notes: No additional impacts to regulated environmental features were approved with CDP-0505-02.
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 ~~\$.92~~ \$1.03 (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 ~~phased~~ included as part of a phasing plan at the time of the first specific design plan for a building ~~preliminary plan of subdivision,~~ 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
 - (2) ~~Provide two left turn lanes on the northbound 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 ~~northbound~~ approach.
7. Prior to issuance of each ~~any~~ 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.

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.



Prince George's County, Maryland
Inter-Office Memorandum
Office of Law

LEGISLATIVE COMMENT

DATE: June 2, 2020

TO: Robert J. Williams, Jr., Council Administrator

THRU: Jackie Brown, Committee Directors
PHED Committee

THRU: Rhonda L. Weaver, County Attorney

THRU: Joseph C. Ruddy, Deputy County Attorney

FROM: **Sakinda L. Skinner**, Associate County Attorney

RE: CB-22-2020

The Office of Law reviewed Draft 2 of the above referenced **bill** and finds it to be in proper legislative form.

The Office of Law believes potential legal impediments exist within this bill as currently drafted. We share the same concerns outlined in the Planning Board's Memo and Maryland-National Capital Park and Planning Commission's Memo. Additionally, we believe this proposed bill can be perceived to violate the uniformity requirement. *See*, Md. Land Use Code Ann. Section 4-201(2)(i), which states: "Zoning regulations shall be uniform for each class or kind of development throughout each district or zone." The proposed bill (specifically footnote 38 to Section 27-515(b)) appears to be drafted for a specific parcel contained within a R-S zone. As currently drafted this bill allows E-I-A uses (other than special exceptions) to occur in the R-S Zone and exempts such development from the R-S regulations.

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."

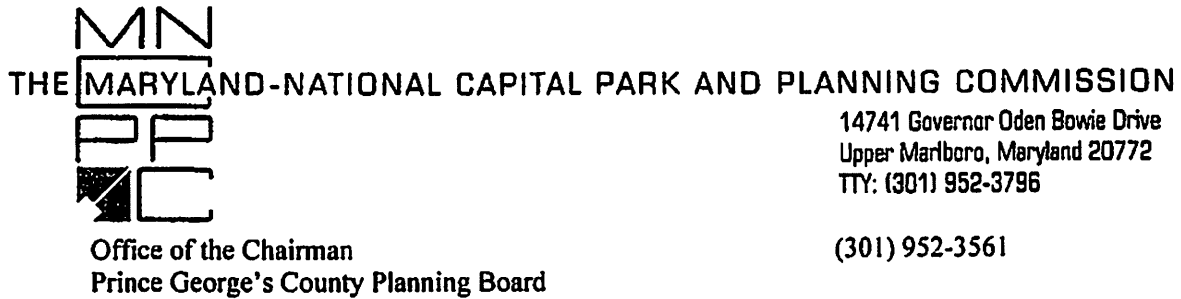
New Zoning Ordinance:

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.



May 28, 2020

The Honorable Todd M. Turner
Chair
Prince George's County Council
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Dear Chairman *Todd* Turner:

Re: CB-20-2020 and CB-22-2020

Thank you for providing the Planning Board an opportunity to review and comment on proposed District Council legislation. During the May 28, 2020 Planning Board meeting, the following positions were adopted in accordance with the planning staff's recommendations on the proposed legislation. **A Planning Board Analysis of each bill is attached for your consideration and a brief excerpt from each report is provided below:**

***CB-20-2020** amends the Subdivision Regulations to clarify the authority for approval of Public Safety Surcharge fee waivers in Prince George's County.*

Planning Board Recommendation: Oppose as drafted with explanation.
(See Attachment 1 for full analysis)

The Planning Board is not clear on whether the intent of the bill is to waive the Public Safety Surcharge fee or the Adequate Public Safety Facilities Mitigation Guidelines. The purpose of the Public Safety Surcharge fee is to collect revenue for police, fire, emergency medical services, construction or rehabilitation of buildings or the purchase of equipment or communication devices used in connection with public safety services. In addition, CB-56-2005 presents the test for adequacy during the time of Preliminary Plan of Subdivision review which is a test of the response times for police, fire, and emergency services. If the response times are not adequate the applicant is required to pay a fee or build infrastructure to ensure adequacy in accordance with the Adequate Public Safety Facilities Mitigation Guidelines.

It should be noted that waiving the Public Safety Surcharge fee or the mitigation fee for specific projects reduces collected revenue for police, fire, emergency medical services or the ability to address public safety infrastructure adequacies throughout the County.

The bill should be clarified to determine what fee the County Council intends to waive. If the intent is to waive the Public Safety Surcharge fee, then revisions to the bill should be made to Section 10-192.11 (Public Safety Surcharge.) not within Section 24-122.01 (Adequacy of public facilities.).

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.

Planning Board Recommendation: Oppose with explanation.
(See Attachment 1 for full analysis)

As discussed below, the Planning Board believes that only one property in the County would qualify. 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).

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.

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.

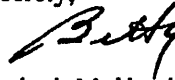
Under (c) the bill states the R-S Zone regulations shall not apply. Replacement development regulations are needed. Not adding development regulations defeats the entire purpose of zoning and denies the District Council and the Planning Board the ability to apply any objective standards to the development.

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."

As always, Planning Department staff members are available to work with the Council and your legislative staff on any pertinent legislative matters. Please let us know if we may be of further assistance.

Should you have questions, please do not hesitate to contact the Office of the Planning Director at 301-952-3595. Thank you, again, for your consideration.

Sincerely,



Elizabeth M. Hewlett
Chairman

Attachments

05-05-2022 Item #5 - CDP-0505-02 NATIONAL CAPITAL BUSINESS PARK

- 1) [PGCC Meeting of 05-18-2020](#)
- 2) [PGCC Meeting of 06-02-2020](#)
- 3) [PGCC Meeting of 06-09-2020](#)
- 4) [PGCC Meeting of 07-14-2020](#)

Parsons, James

From: nurbiz@verizon.net
Sent: Tuesday, May 3, 2022 4:20 AM
To: PPD-PGCPB
Subject: Nuriddin on PG County Planning Board Case No. CDP-0505-02, National Capital Business Park

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Date: May 3, 2022

To: [The Prince George's County Planning Board](#)
From: Mrs. Terry M. Nuriddin – 15201 Johnstone Lane, Bowie, MD 20721
Subject: Nuriddin Family Comments on [The Prince George's County Planning Board](#)
Case No. CDP-0505-02, National Capital Business Park (formerly Willowbrook)
cc: Public Files

1. Enough is enough. We oppose the latest reiteration of this development proposal because it violates every principle of good stewardship for the County residents. More importantly, it unnecessarily jeopardizes the life and well-being of residents.

2. My family will focus our comments on the current climate conditions as living, not legislated realities. Earlier developer commitments acknowledged the “Wetlands, wetland buffers, Patuxent Management Area, floodplain and an existing intermittent stream make the land environmentally and visually interesting...” but created a developmental challenge. There was a proposed response, which now as been vacated and certainly “sensitive land” will not be left undeveloped.

3. As humans, our intelligence enables us to discover better ways to save energy; keep each other safe; and protect all biomes, all creatures...as public officials it is your duty to do so.

4. Prince George's County's Draft Climate Action Plan (CAP), as revised Nov. 10, 2021 and its accompanying appendices, well prepared documents compiled by many caring people, many concerned residents that implore, encourage the public officials to initiate a realistic intersection of land use and the existing climate crisis. The County has the capacity to do this now... for the sake of its people. Nothing should be more important.

5. It is globally recognized that, “The world is currently undergoing unprecedented changes in global climates across all biomes...” Locally, our asthmatics, allergy sufferers, outdoor workers, the elderly, feel the consequences of a rapidly changing climate. Recently, some County neighbors have suffered the consequences of a flooded home or worse yet, the fright of being caught in a flash flood. And, all of us may soon be forced to deal with food insecurity or other negative impacts on our bioeconomy.

6. Questions:

- a) What does the geotechnical study state about the Marlboro clay layer throughout the site?
- b) Why is the County cutting down the trees, including specimen trees, when as part of the “Emissions Reducing Action” goal, we want to maintain and increase County tree canopy for carbon sequestration?
- c) What protocols are in place for “surveying the locations of all rare, threatened, and endangered species within the subject property?”
- d) While the legalities of the development procedures may be perceived to offer flexibility in maintaining safe and healthy environments, how will the County address the unchanging reality caused by the land excavations and grading and the disruption of the natural and man-made barriers?
- e) What were the findings of the “archeological investigations?”

7. “This sprawling development pattern poses some significant challenges in the context of climate mitigation and resilience.”

There is no County wealth without County Health.

Reference is National Science Foundation Program Solicitation NSF 22-513.



PRINCE GEORGE'S COUNTY, MARYLAND

To: Prince George's County Planning Board
Re: CDP-0505-02 National Capital Business Park

May 3, 2022

The Prince George's Sierra Club writes to express concerns about the expansion of the gross floor area of the planned National Capital Business Park by 45.9 acres (2 million square feet) and the protection of the Collington Branch Stream Valley and surrounding open space.

It is hard to envision how such a large expansion of industrial and office space would not increase the cumulative effects of ongoing activity on the surrounding area -- both sensitive natural areas that become increasingly important for mitigating the effects of climate change, and the traffic on nearby roadways.

We urge the planning board to take into account the cumulative effects of the South Lake development and the National Capital Business Park. We appreciate the plan for a park and we hope that the planned trails will enable more active transportation. We urge you to increase the requirements for parkland, especially woodland conservation and ensure that protections to woodlands and waterways are enforced. Please deny permits for any future artificial turf fields.

I recently stopped to take a few pictures as I drove along scenic Leeland Road. The forest is not "old growth," but it is a diverse woodland with trees of varying sizes and species, diverse plants in the understory, and multiple species of birds audible in the canopy. The contrast between the woods and the clearcut area was striking. We hope that you will have the wisdom to place appropriate value on the natural habitats because they protect people from the worst effects of extreme precipitation and excess heat as the climate changes.

Please do all you can minimize the impacts of this development on the natural areas that sustain us all. Please **do not approve** an additional 45.9 acres of floor space.

Sincerely,

Janet Gingold, Chair
Prince George's Sierra Club
13107 Whiteholm Drive
Upper Marlboro, MD 20774
301-814-1223
janet.gingold@mdsierra.org



A view of the forest along Leeland Road May 1, 2022

Janet Gingold

Prince George's County Sierra Club



















NATIONAL CAPITAL
BUSINESS PARK

BUILD-TO-SUIT
TO OWN OR LEASE



(301) 459-4400

Jeffrey D. Ludwig | Sally Ludwig | Jeffrey D.K. Ludwig

NAIMichael MANEKIN

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CONSTRUCTION

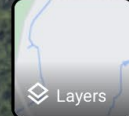
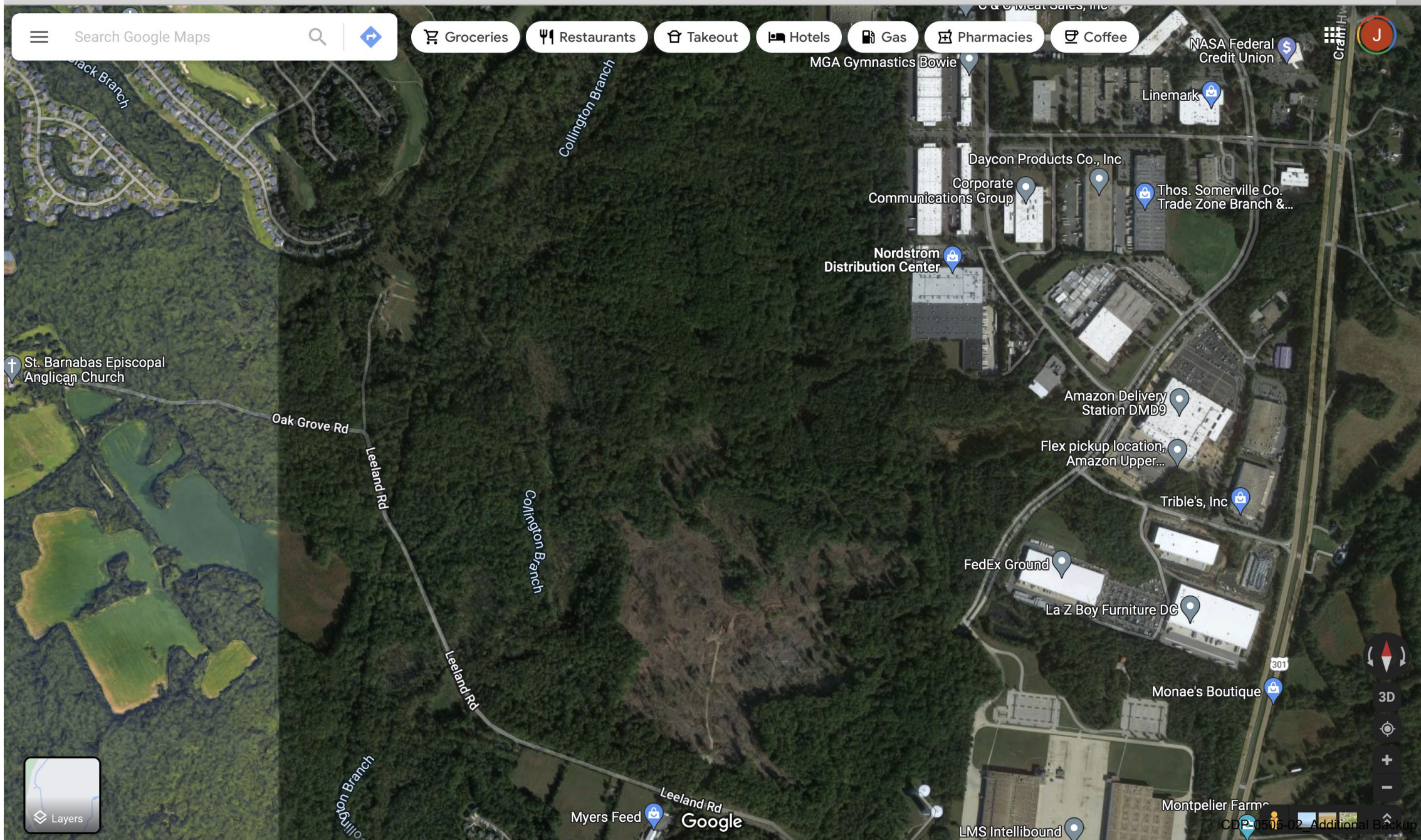
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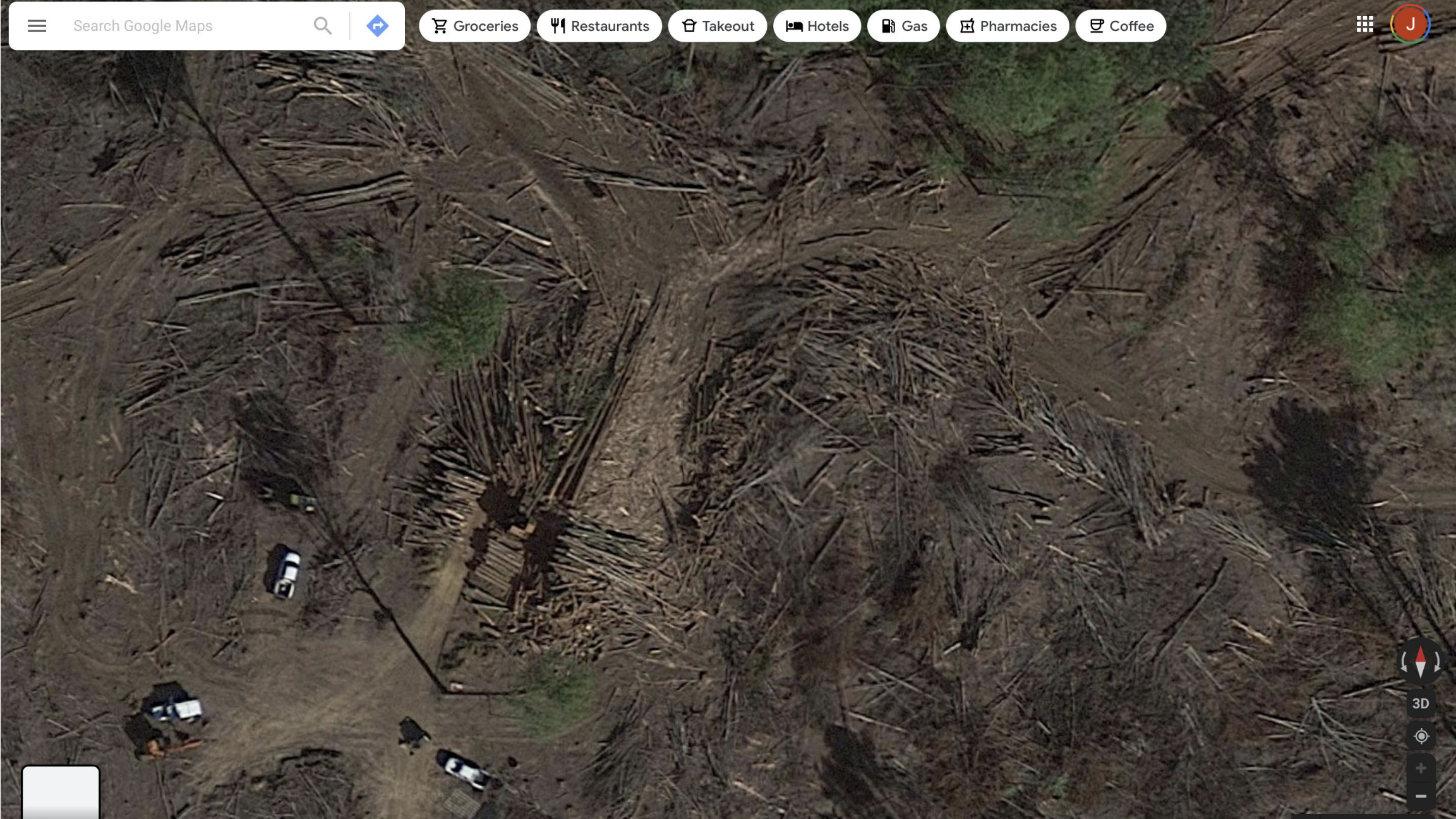
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- Pharmacies
- Coffee



Google

May 5, 2022, Maryland-National Capital Park and Planning Commission Planning Board

Comments in Opposition to CDP-0505-02 NATIONAL CAPITAL BUSINESS PARK

I am Dr. Henry S. Cole, and served as a member of the Prince George's County Climate Action Commission that developed the County's Climate Action Plan. I speak for myself and Clean Air Prince George's to urge the Planning Commission to deny the application for the National Capital Business Park. At a minimal I ask the Board to postpone its final decision and to order the planning staff to complete a more comprehensive analysis sufficient to provide an accurate account of this project's cumulative impacts including, increased traffic congestion and flooding.

I ask to become a party of record for two reasons: First I commute frequently between Upper Marlboro and along Highway 301 to exercise at an athletic facility and to receive physical therapy. I am familiar with the Leeland Road location and with current traffic levels along 301 (Crane Highway) in the area. Secondly, I am an atmospheric and environmental scientist and well acquainted with the science of climate change.

In my opinion the current staff analysis (refer to specific) grossly underestimates the full extent of impacts, risks and damages associated with (a) the projects cumulative impacts: (a) the risks and damages associated with the project's co-location with a substantial floodplain location and (b) congestion that construction and use of the facility will cause in conjunction with existing heavy traffic along Highway 301 in the Leeland Road, a growing number of warehouse facilities and a very large adjacent development under construction west of 301 across from the WAWA south of Central Avenue.

One of the principal problems with the current analysis of this development is that its approach is piecemeal. Additional work is needed to examine the cumulative impacts which consider the effects of the worsening climate crisis in combination with development in areas that reduce carbon emissions (woodlands) and that absorb runoff. This principle should apply to all future analyses of applications especially those which require up-zoning.

Specific concerns

Flood and erosion potential: "CDP-0505-02 proposes to change the approved maximum 3.5 million square feet of employment/institutional uses to 5.5 million square feet of employment/institutional uses." ¹5.5 million square feet amounts to 126 acres. To put this in perspective 126 acres is equivalent to about 122 football fields. A lot of turf will be developed. Does the document estimate the area covered by paved surface? The substantial increase in impermeable surfaces adds to increased damages associated with flooding as discussed below.

According to the Planning Board analysis 36 percent of the gross tract will remain in woodland (both in and outside of the floodplain), meaning that 64 percent of the site, nearly 81 acres are subject to development.

¹ MEMORANDUM, TO: Henry Zhang, Planner IV, Urban Design Section, DRD, FROM: Suzanne Nickle, Planner IV, Environmental Planning Section, CWPD SN, SUBJECT: National Capital Business Park, CDP-0505-02 and TCP1-004-2021-02. April 4, 2022.

“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.” What are the consequences of greatly increased impermeable surfaces for the next fifty years at the very time when the latest United Nations scientific reports² forecast that the frequency and intensity of severe rainfall events will increase as the climate crisis worsens. The development is also contradicts recommendations of the Prince George’s County Climate Action Plan (CAP). “Preserve the flood retention capacity of existing floodplains. Preserve and increase, if possible, the capacity of natural areas to manage additional flooding per future climate projections.”³

Although the April 4 analysis mentions runoff controls, it fails to determine whether such controls will be adequate to accommodate the greater runoff that can be expected due to climate change and the project’s reduction of surfaces which allow runoff to infiltrate to groundwater.

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 major pollutant in this stream is non-point sediment from the communities in the streams watershed. What are the impacts of increased erosion on water quality and sedimentation of the Collington Branch and Patuxent River? The major source of the sediment is erosion carried off by storm water runoff.⁴ The Planning Board needs to have a thorough evaluation of the potential problems associated with erosion due to increases in impermeable surfaces and increased flooding due to climate change.

Traffic congestion. Although the Planning Board Analysis, mentions items like bus shelters for transit riders, the Board’s analysis fails to provide evidence for the availability of public transit opportunities which are at best minimal along the 301 corridor between Upper Marlboro and Bowie. The project is inconsistent with the Prince George’s Co. Climate Action Plan.⁵

The County’s Climate Action Plan stresses the importance of “smart growth” that is concentrating growth along public transit corridors. The Plan also states the County has made little progress in achieving the goals of successive management plans. In fact the County continues to facilitate numerous and large developments in areas without public transit.

Conclusion: Although there are upcoming deadlines, the issues that I raise cast serious doubts regarding the compatibility of the National Capital Business Park with the goals of preventing and adapting to the impacts of worsening climate change. This development has the potential to cause significant risks, damages and costs related to property, infrastructure, and public health and wellbeing. Thank you for your consideration.

² IPCC: Climate Change 2022: Sixth Assessment, Impacts, Adaptation and Vulnerability: <https://www.ipcc.ch/report/ar6/wg2/>

³ <https://www.princegeorgescountymd.gov/DocumentCenter/View/38220/PGC-draft-Climate-Action-Plan--2021>

⁴ https://en.wikipedia.org/wiki/Collington_Branch#cite_ref-BowieEnv34_3-1

⁵ <https://www.princegeorgescountymd.gov/DocumentCenter/View/38220/PGC-draft-Climate-Action-Plan--2021>

MEMORANDUM

April 27, 2022

TO: Henry Zhang, Urban Design Section
Development Review Division, M-NCPPC

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

Re: National Capital Business Park
Comprehensive Design Plan, CDP-0505-02

CR: Leeland Road
CR: Oak Grove Road
CR: Popes Creek Drive
CR: Prince Georges Boulevard

In response to Comprehensive Design Plan, CDP-0505-02, 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 Bowie, MD, located east of the intersection of Leeland Road and Oak Grove Road, immediately west of Collington Center Industrial Subdivision.
- **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 and/or frontage improvements as required in accordance with the modified version of the Department of Public Works and Transportation (DPW&T) Urban Major Collector Road standard (Std. 100.02). The roadway will be improved to provide 12 12-ft travel lanes, 6-ft shoulders, green space of variable width, and a 10-ft shared use (asphalt) path on the north side of the road, with a 1-ft buffer to the right-of-way. This work shall be permitted prior to or concurrent with issuance of a fine grading permit.
- The Oak Grove Road /Leeland Road Shared-Use Side Path is a Master Plan Trail running along 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.

- **Prince George's Boulevard** is an existing County-maintained Urban Arterial roadway with a 70' right-of-way width, requiring extension as per the Master Plan (Master Plan Road I-300). However, DPIE has supported the proposition to remove this right-of-way from the Master Plan of Transportation 2035 update. The applicant is not required to construct this roadway.
- **Popes Creek Drive** is an existing unimproved "paper" street with an 80' right-of-way width. The applicant shall provide right-of-way dedications. If MNCP&PC plans reflect construction of the Popes Creek Drive extension, then the applicant shall construct this roadway in accordance with the DPW&T. Otherwise, the applicant shall construct the extension of Queens Court through Collington Center and into the project site.
- Traffic Comments provided in our August 5th Memorandum apply to this revised study.
- The Department will require a revised operational analysis within the development.
- Applicant needs to clarify why there are two traffic studies with different dates (February 2022 and September 2021). The older version of the study was not reviewed.
- The applicant should explain the trip generation associated with the use provided data.
- The traffic impact study recommends a third eastbound left turn lane at the intersection of US 301 and Leeland Road. The applicant should provide the design the left turn lane long enough to store 95th percentile queue.
- 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.
- Private roads to be at least 22' wide, bonded and permitted in accordance with applicable County codes, standards and specifications.

- 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).
- Comprehensive Design Plan No. CDP-0505-02 is consistent with the Site Development Concept Plan 42013-2020-0 approved by DPIE on June 28, 2021.
- 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 the 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.

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
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Bohler Engineering, 16701 Melford Boulevard, Suite 310, Bowie, MD 20715

**DISTRICT COUNCIL FOR PRINCE GEORGE'S COUNTY, MARYLAND
OFFICE OF THE ZONING HEARING EXAMINER**

**AMENDMENT OF BASIC PLAN
A-9968/03-C**

DECISION

Application:	Amendment of Basic Plan & Conditions
Applicant:	National Capitol Business Park
Opposition:	N/A
Hearing Date:	February 23, 2022
Hearing Examiner:	Joyce B. Nichols
Recommendation:	Approval with Conditions

NATURE OF REQUEST

- (1) A-9968/03-C is a request to amend the Basic Plan 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 §27-197(c) of the Zoning Ordinance, on approximately 441.3 acres of land, in the R-S (Residential Suburban Development) Zone¹, 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, Maryland.
- (2) Both the Technical Staff (Exhibit 32) and the Planning Board (Exhibit 30) recommended approval with conditions.
- (3) No one appeared in opposition to the instant Amendment request.
- (4) Due to technical difficulties, the record was closed on March 29, 2022.²

¹ The 2022 Countywide Map Amendment placed the subject property in the LCD (Legacy Comprehensive Design) concurrently with the R-S Zone.

² Zoning 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.)

FINDINGS OF FACT

Subject Property

(1) The subject property is located on the north side of Leeland Road, all but 2 acres of which are east of the Popes Creek Branch of the CSX Railroad right-of-way, and approximately 3,178 feet west of US 301 (Robert Crain Highway). Leeland Road is a master planned right-of-way, which abuts the subject property to the south and is a designated scenic road. The property is undeveloped, wooded, and contains numerous environmental features.

(2) The subject property has frontage on, and access from, Leeland Road. A-9968/02 approved a new access from Prince George's Boulevard via a proposed Queens Court; there will be no access via Leeland Road.

Neighborhood and Surrounding Uses

(3) The neighborhood is as accepted in the original Basic Plan approval (A-9968) in 2006.

(4) To the west of the subject property, across Collington Branch, are a number of tracts of unsubdivided acreage in the R-A (Rural Agriculture) (west of the Pope's Creek Branch railroad) and O-S (Open Space) (east of the Pope's Creek Branch railroad) Zones, with the Oak Creek Club planned development beyond them in the R-L (Residential Low Development) (1.0-1.5) Zone. The Locust Hill property in the R-L (1.0-1.5) Zone abuts the subject property to the west, on both sides of Leeland Road. (A-9975/01)

To the south of the subject property are single-family dwellings and an agricultural supply company on unsubdivided acreage in the R-A Zone. An undeveloped and wooded triangular portion of Parcel 36, the tract occupied by the agricultural supply company, projects into the southern edge of the subject property on the north side of Leeland Road; this triangular area is listed by the PG Atlas site as being in the E-I-A (Employment Institutional Area) Zone, although the 2006 Bowie and Vicinity Sectional Map Amendment had rezoned it from R-R (Rural Residential) to the R-S³ Zone. Also, to the south of the subject property is the Beechtree planned development in the R-S (1.6-2.6) Zone. Beechtree contains a mix of single-family detached dwellings along Lake Forest Drive, but these are separated from Leeland Road by dense woods.

To the east of the subject property is the Collington Center planned industrial area in the E-I-A Zone. The uses which are most proximate to the subject property are the Nordstrom warehouse and distribution center, the office of the Washington Research Library Consortium, a FedEx Ground shipping distribution center, and the vacant Safeway distribution center. Also, to the east of the subject property are several single-family dwellings on odd lots and parcels in the R-R (Residential Rural) Zone.

³ M-NCPPC, Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A and 74B (February, 2006), p. 128.

To the north of the subject property is a portion of the Collington Branch Stream Valley Park in the O-S Zone.

Zoning History

(5) The site was rezoned from the R-A to the E-I-A Zone during the 1991 Approved Bowie-Collington-Mitchellville and Vicinity Master Plan and Sectional Map Amendment. In 2005, Zoning Map Amendment A-9968 was filed to request a rezoning of the Willowbrook property from the E-I-A Zone to R-S Zone. At that time, the approval of a new Bowie and Vicinity Master Plan and Sectional Map Amendment was underway. Basic Plan 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 2006 Bowie and Vicinity Sectional Map Amendment.

The 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment was approved by Council Resolution (CR-11-2006) on February 7, 2006, which rezoned the subject property to the R-S Zone (CR-11-2006, Amendment 7, pages 18 and 31 through 34) subject to the 13 Conditions and three (3) Considerations.

(6) On April 9, 2007, a Comprehensive Design Plan, CDP-0505, subject to 34 conditions, and Type I Tree Conservation Plan, TCPI-010-06, were approved by the District Council for a total of 818 residential dwelling units, of which 602 were market rate (97 townhouse 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). The CDP Conditions are not applicable to the review of this Application.

(7) On March 15, 2007, Preliminary Plan of Subdivision, PPS-4-06066, and Type I Tree Conservation Plan, TCPI-010-06-01, were approved by the Prince George's County 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. On March 8, 2018 (PGCPB Resolution No. 07-43(A)) the Planning Board reconsidered 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.

(8) 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 (Phase I) of the 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. The SDP Conditions are not applicable to the review of the instant Application.

(9) On May 13, 2018, A-9968-01 (Amendment of Basic Plan and Conditions) was approved by the District Council 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 Basic Plan approval.

Master Plan and Sectional Map Amendment

(10) The subject property is located in Planning Area 74A. The applicable Master Plan is the Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A and 74B, approved on February 7, 2006.

The Bowie and Vicinity Master Plan designated the subject property for “Residential Low” future land use, defined by the Bowie and Vicinity Master Plan as, “areas intended for suburban neighborhoods with single-family houses on lots ranging from 6,500 square feet to one acre in size and retirement or planned residential development”. This could yield development densities of up to 6.70 dwelling units per acre.

The February, 2006 Sectional Map Amendment rezoned the subject property from the E-I-A Zone to the R-S Zone.

The October, 2002 General Plan placed the subject property within the Developing Tier.

The Growth Policy Map in the May, 2014 General Plan (Plan 2035) placed the property in the Established Communities category, and the Generalized Future Land Use Map designated it for “Residential Low” land use.

The subject property is not within a Priority Preservation Area.

Adjoining land to the west and south is also designated by the Master Plan for “Residential Low” land use⁴, adjoining land to the north is designated for “Parkland/Open Space” land use, and adjoining land to the east is designated for “Industrial” land use.

Neighboring Properties

(11) The subject property is located along the north side of Leeland Road, and all but two acres of it lies east of the Pope’s Creek Branch Railroad. The property is undeveloped and wooded.

To the west of the subject property, across Collington Branch, are a number of tracts of unsubdivided acreage in the R-A (west of the Pope’s Creek Branch Railroad) and O-S (east of the Pope’s Creek Branch Railroad) Zones, with the Oak Creek Club planned development beyond

⁴ Land to the south across Leeland Road is subject to the Subregion 6 Master Plan; the land use recommendation of that Plan is also “Residential Low,” though that land use classification is defined differently by the Subregion 6 Master Plan, intending it for densities of up to 3.5 dwelling units per acre.

them in the R-L (1.0-1.5) Zone. The Locust Hill property in the R-L (1.0-1.5) Zone also abuts the subject property to the west, on both sides of Leeland Road.

To the south of the subject property are single-family dwellings and an agricultural supply company on unsubdivided acreage in the R-A Zone. An undeveloped and wooded triangular portion of Parcel 36, the tract occupied by the agricultural supply company, projects into the southern edge of the subject property on the north side of Leeland Road; this triangular area is listed by the PGAtlas site as being in the E-I-A Zone, though the 2006 Sectional Map Amendment had rezoned it from R-R to the R-S3 Zone as a part of the Willowbrook rezoning. Also to the south of the subject property is the Beech Tree planned development in the R-S (1.6-2.6) Zone. Beech Tree contains a mix of single-family detached dwellings and townhouses; the units most proximate to the subject property are single-family detached dwellings along Lake Forest Drive, but these are separated from Leeland Road by dense woods.

To the east of the subject property is the Collington Center planned employment park in the E-I-A Zone. The uses which are most proximate to the subject property are the Nordstrom warehouse and distribution center, the office of the Washington Research Library Consortium, a FedEx Ground shipping distribution center, and the now-disused Safeway distribution center. Also, to the east of the subject property are several single-family dwellings on odd lots and parcels in the R-R Zone.

To the north of the subject property is a portion of the Collington Branch Stream Valley Park in the O-S Zone.

Applicant's Request

(12) The proposed Basic Plan Amendment is being requested to increase the maximum allowable development from 3.5 million square feet of employment and institutional land use to 5.5 million square feet. 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.

LAW APPLICABLE

(1) Section 27-197(c) of the Zoning Ordinance sets forth the procedures by which requests to amend an approved Basic Plan which does not involve a change in land area or an increase in land use density or intensity may be approved.

(2) Section 27-195(b) of the Zoning Ordinance sets forth the criteria which must be met prior to the approval of a request to amend an approved Basic Plan as follows:

(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:
 - (i) The specific recommendation of a General Map plan, Area Master Plan map, or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties;
 - (ii) The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential buildings, and the location of land uses; or
 - (iii) The 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) of this Code.
 - (B) The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan;
 - (C) Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;
 - (D) Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries, and fire stations) will be adequate for the uses proposed;
 - (E) Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.
- (2) Notwithstanding subparagraphs (C) and (D), above, where the application anticipates a construction schedule of more than six (6) years (Section 27-179), public facilities (existing or scheduled for construction within the first six (6) years) will be adequate to serve the development proposed to occur within the first six (6) years. The Council

shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.

* * * * *

(3) The Application must also be found to satisfy the general purposes of the Zoning Ordinance, §27-102(a), and the specific purposes of the R-S Zone, §27-511(a).

CONCLUSIONS OF LAW

(1) The instant Application satisfies the general Purposes of the Zoning Ordinance, §27-102(a), as follows:

(1) To protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County;

The approval of the requested Amendment to the Basic Plan for the National Capital Business Park will allow for the planning and construction of an extension to the Collington Center planned employment park which can respond to the environmental constraints of the subject property and protect the surrounding residential neighborhoods. The approval will protect and promote the health and safety of the present and future inhabitants of the County by providing sufficient buffers from environmental hazards such as floodplain, and by protecting the surrounding residents from visual and traffic impacts from the planned employment and institutional development.

Furthermore, the review process inherent in Comprehensive Design Zones provides for a higher level of both planning flexibility and public oversight to promote and protect the public health, safety and welfare.

Finally, the proposed employment and institutional uses will provide a significant contribution to the County's tax base, both through the land value and through the jobs created by the future occupants of the National Capital Business Park. This economic impact will be a significant promotion of the welfare of the present and future inhabitants of the County.

(2) To implement the General Plan, Area Master Plans, and Functional Master Plans;

This Purpose is addressed in the Zoning Ordinance by the criterion for approval of Comprehensive Design Zones found in §27-195(b)(1)(A), which section specifically provides for

the ability to develop uses permitted in the E-I-A Zone at the subject property. The Bowie and Vicinity's property specific recommendations are being implemented for use of "zoning techniques that provide for flexibility in lot layout, while protecting open space and environmentally sensitive areas"⁵ and for the dedication of the right-of-way for the future extension of Prince George's Boulevard through the subject property to an ultimate intersection with Leeland Road to the east of the subject property's limits. The potential future planning context with respect to the pending new Bowie and Vicinity Master Plan has been discussed.

It is also worth discussing the past planning and zoning history of the subject property for further context: the most recent (February, 2006) Sectional Map Amendment actually rezoned the subject property from the E-I-A (Employment and Institutional Area) Zone to the R-S Zone. The property had previously been placed in the E-I-A Zone as part of the 1991 Bowie, Collington, Mitchellville & Vicinity Master Plan and Sectional Map Amendment; the Basic Plan for this center (A-9829), approved as part of the 1991 Master Plan, allowed for an FAR between .3 and .38 for a total of 3,900,000- 5,000,000 square feet of "light manufacturing, warehouse/distribution and ancillary office and retail commercial." The development cap for the proposed Amendments, however, is only 3,500,000 square feet (of which up to 100,000 square feet could be located outside of the R-S Zone limits). Thus, the effect of CB-22-2020 can be seen as the District Council reinstating much of the planning intent of the 1991 Master Plan for the Willowbrook site, which in turn had been carrying forward planning ideas from the early 1970s.

(3) *To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;*

As with the purpose of implementing the General and Master Plans, this Purpose is largely replicated by the criteria for approval of Comprehensive Design Zones found in §27-195(b)(1)(C) and (D) addressing transportation facilities, police, fire, schools and water and sewerage; the harmony of the request for approval of Amendments to the Basic Plan with this Purpose of the Zoning Ordinance was discussed at length in the testimony of the transportation planning expert, Mr. Michael Lenhart, and has been discussed by Technical Staff in the Countywide Planning referral.

(4) *To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;*

As noted in the discussion of the Purpose of protecting and promoting the public health and safety, above, the multi-stage public review process inherent in the Comprehensive Design Zones' regulations affords a higher level of guidance for the development at the property (and therefore for its contribution to the growth and development of the County as a whole). These principles are reflected in the approved Basic Plan, and the requested Amendments will not affect the review process going forward.

⁵ Master Plan, p. 17

The development of the County and the needs of industry and business will be recognized by the approval of the requested Amendments, particularly in a significant contribution to the County's tax base, through the land value and through the jobs created by the future occupants of the National Capital Business Park. Master Plan, p. 17

For these reasons, the approval of the requested Amendments to the Basic Plan at this property will continue to be in particularly close harmony with this Purpose of the Ordinance.

(5) *To provide adequate light, air, and privacy;*

The lot standards which will be established in the Comprehensive Design Plan will ensure the provision of adequate light, air and privacy for the proposed development, and the existence of substantive wooded natural buffers will ensure the provision of adequate light, air and privacy for its neighbors. The additional standards and design guidelines for the approval of a Comprehensive Design Plan and Specific Design Plans which are required by the regulations for Comprehensive Design Zones afford additional opportunities to ensure the provision of adequate light, air and privacy. These principles are reflected in the approved Basic Plan, and the requested Amendments will not affect the adequacy of light, air or privacy; as such, approval of the requested Amendments will be in harmony with this Purpose as well.

(6) *To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;*

The requested Amendments to the Basic Plan will preserve the buffers to regulated environmental features and between the subject property and the adjacent development, and will protect viewshed from Leeland Road. As such, approval of the requested Amendments will be in harmony with this Purpose of the Zoning Ordinance.

(7) *To protect the County from fire, flood, panic, and other dangers;*

The approval of the requested Amendments will not affect the original approval of the R-S Zone at the subject property and its harmony with this Purpose of the Zoning Ordinance, as they will not affect the requirements for the proposed development to conform with regulations established in the body of the Zoning Ordinance, as well as other County Ordinances, which are intended to protect from fire, flood, panic and other dangers, namely: the Floodplain Regulations, Stormwater Management Regulations, the Fire Prevention Code, the Building Code, and the Tables of Permitted Uses for the various zones.

(8) *To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;*

Because the subject Amendment proposes employment and institutional uses which are authorized by §27-515(b), this Purpose is not applicable to the subject Amendment.

(9) *To encourage economic development activities that provide desirable employment and a broad, protected tax base;*

Because the subject Amendment proposes employment and institutional uses which are authorized by §27-515(b), the subject Amendments are in harmony with this Purpose.

(10) *To prevent the overcrowding of land;*

The approval of the requested Amendments would be in harmony with this Purpose because the amended Plan will still require the property to be developed in conformance with regulations that are approved through a Comprehensive Design Plan to ensure the prevention of overcrowding, including height limits, setbacks, and minimum green area.

(11) *To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;*

The approval of the requested Amendments would be in harmony with this Purpose because of several factors.

First, as noted *supra*, the criterion of §27-195(b)(1)(C) assures the adequacy of local public transportation facilities as a prerequisite to the approval of the Zone.

And second, the approval of the proposed Amendments would not affect the requirements for the property to be developed in accordance with the regulations established in the body of the Zoning Ordinance (and other County ordinances) which are intended to lessen the danger and congestion of traffic on roads, including the requirement for the improvement of an upgraded Leeland Road.

(12) *To insure the social and economic stability of all parts of the County;*

As the Zoning Ordinance is the principal tool for the implementation of the planning process by enacting legal requirements which implement the planning goals that strive to maintain the social and economic stability of the County, conformance with the requirements and regulations of the Zoning Ordinance will be prima facie evidence of the Application's harmony with this Purpose.

Beyond that, however, the approval of the requested Amendments would promote the economic and social stability of the County by allowing for an extension of the employment and

institutional uses encouraged in the Collington Center planned employment park, which will in turn contribute to the tax base, and provide opportunities for new jobs in the County.

- (13) *To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;*

The approval of the requested Amendments will have minimal impact to the protections to the County's natural features which were inherent in the original approval of the R-S Zone.

- (14) *To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space;*

The approval of the requested Amendments will have minimal impact to the open space network which was proposed in the original approval of the R-S Zone; the bulk of the open space, including the buffers to regulated environmental features and the proposed public park will retain the same configuration.

The final purpose,

- (15) *To protect and conserve the agricultural industry and natural resources*

is not directly applicable to the subject property which is located in (what was formerly known as) the Developing Tier.

- (2) The instant Application satisfies the specific Purposes of the R-S Zone, §27-511(a), as follows;

- (1) *Establish (in the public interest) a plan implementation Zone, in which (among other things):*
- (A) *Permissible residential density is dependent upon providing public benefit features and related density increment factors; and*
 - (B) *The location of the Zone must be in accordance with the adopted and approved General Plan, Master Plan, Sector Plan, public urban renewal plan, or Sectional Map Amendment Zoning Change;*
 - (C) *Applicable regulations are satisfied for uses authorized pursuant to Section 27-515(b) of this Code.*

This Purpose addresses the establishment of the R-S Zone as a zone in which achievable residential density of a proposed development is related to the provision of public benefit features; second, that the R-S Zone, like all Comprehensive Design Zones, is a Plan implementation zone, such that the Application of the zone to a tract of land must be in accordance with the adopted and

approved General Plan, Master Plan, special purpose Plans or a Sectional Map Amendment; and third, to provide for employment and institutional uses if certain locational criteria and other regulations are met.

Because the subject property was placed into the R-S Zone by a Sectional Map Amendment and because the amended Basic Plan is proposing employment and institutional uses in conformance to the authorization of §27-515(b), the subject Amendment is in harmony with this Purpose of the R-S Zone.

- (2) ***Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, Sector Plans, public urban renewal plans, or Sectional Map Amendment Zoning Changes) can serve as the criteria for judging individual development proposals;***

This Purpose addresses the reason for the establishment of Comprehensive Design Zones, and their function to enable the use of the Sectional Map Amendment as criteria for judgment of individual development proposals. The rezoning of the subject property to the R-S Zone by the Bowie and Vicinity Sectional Map Amendment, demonstrates that the subject Application is in harmony with this Purpose for the R-S Zone. The District Council is currently considering the approval of the adopted 2021 Master Plan for Bowie and Vicinity and, if approved, the instant Application is in harmony with this Purpose. *Infra*

- (3) ***Assure the compatibility of proposed land uses with existing and proposed surrounding land uses, and existing and proposed public facilities and services, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District;***

This Purpose of the R-S Zone is to assure compatibility between the proposed land uses and the surrounding land uses, and the adequacy of public facilities so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District. The discussion of the compatibility of the proposed general land use types and the surrounding land uses demonstrates that the Application is in conformance with this Purpose for the R-S zone.

- (4) ***Encourage amenities and public facilities to be provided in conjunction with residential development;***

This Purpose encourages the provision of amenities and public facilities in conjunction with the residential development. Because the subject Amendment proposes employment and institutional uses which are authorized by §27-515(b), this Purpose is not applicable to the subject Amendment.

(5) *Encourage and stimulate balanced land development;*

This Purpose of the R-S Zone requires the regulations of the zone to encourage and stimulate “balanced land development”. The development proposed by the subject Application will be balanced in its relationship to the surrounding development by acting as an extension of the Collington Center planned employment park with its uses and planned road network, and by the substantive wooded buffers which will both preserve regulated environmental features and provide for ample buffers between the employment and institutional uses and the adjacent residential development on the west side of Pope’s Creek Branch Railroad.

(6) *Improve the overall quality and of residential environments in the Regional District.*

Because the subject Amendment proposes employment and institutional uses which are authorized by §27-515(b), this Purpose is not applicable to the subject Amendment, except that the substantive wooded buffers will be in harmony with this Purpose by providing for ample buffers between the proposed employment and institutional uses and the adjacent residential environment.

(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.*

Because the subject Amendment specifically proposes employment and institutional uses which are authorized by §27-515(b), the proposed Amendment is in harmony with this Purpose of the R-S Zone.

In conclusion, the subject Application, A-9968/03, is in conformance with the requirements for approval as laid out in §27-515(b) of the Zoning Ordinance and with the purposes of the relevant Zone.

(3) The subject property is in conformance with the disjunctive criterion of §27-195(b)(1)(A)(iii) of the Zoning Ordinance, as it is subject to the regulations applicable to land zoned R-S and will be developed with uses permitted in the E-I-A Zone as authorized, pursuant to §27-515(b) and CB-22-2020 (DR-2).

It is to be noted, however, that the District Council is currently considering the approval of a new Master Plan for Bowie and Vicinity, which was adopted by the Planning Board on December 16, 2021. The adopted Master Plan places the property in its Collington Local Employment Area Focus Area, and recommends Industrial/Employment land use for the subject property.⁶ As such, if the District Council approves the relevant parts of Planning Board’s adopted plan, the Basic Plan will conform to the specific recommendation of an Area Master Plan Map, meeting disjunctive criterion (A)(i).

⁶ M-NCP&PC, 2021 Preliminary Bowie-Mitchellville and Vicinity Master Plan (July, 2021), p. 50, as amended by PCCPB Resolution 2021-146.

The text of the Adopted 2021 Bowie Master Plan also recommends the transformation of the “Collington Local Employment Area into a regional transportation, logistics, and warehousing hub,”⁷ which are the uses proposed by the instant Application. As such, if the District Council approves the relevant parts of Planning Board’s adopted plan, the Basic Plan will also conform to the principles and guidelines described in the Plan (including the text) with respect to land use, meeting disjunctive criterion (A)(ii).

The 2021 adopted Bowie Master Plan does not include a Sectional Map Amendment; it does, however, include recommendations in its Land Use Element⁸ and its Comprehensive Zoning Element⁹ to ultimately rezone the subject property to the IH (Industrial, Heavy) Zone through a future Sectional Map Amendment. The recently-approved Countywide Map Amendment placed the subject property in the LCD (Legacy Comprehensive Design) Zone.

(4) The provisions of §195(b)(1)(A)(iii), are met as follows: §27-515(b) is the Table of Uses for Comprehensive Design Zones. The Table provides that, “where not otherwise specifically permitted, any use allowed in the E-I-A Zone (excluding those permitted by Special Exception)” is permitted in the R-S Zone if the provisions of Footnote 38 are met. That footnote in turn provides that:

³⁸Notwithstanding 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 the 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.**

The subsections of §27-515(b), Footnote 38 are discussed as follows:

⁷ Ibid., p. 68

⁸ Ibid., as amended by Resolution 2021-146, Amendment 11

⁹ Ibid., p. 83, as amended by Resolution 2021-146, Amendments 11 and 30

- (a) *The use is located on a parcel, a portion of a parcel, or an assemblage of adjacent land that:*
- (i) *was rezoned from 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;*

As discussed *supra*, the subject property is a portion of a parcel that was rezoned from the E-I-A and R-A Zones to the I-1 and R-S Zones by the approval of Change Number 7 in the Bowie and Vicinity Sectional Map Amendment, which was approved on February 7, 2006.

- (ii) *contains at least 400 acres and adjoins a railroad right-of-way;*

As discussed *supra*, the subject property contains 441.302 acres (of which 426± acres is zoned R-S), and adjoins the right-of-way of the Pope's Creek Branch railroad.

- and (iii) is adjacent to an existing employment park developed pursuant to the E-I-A Zone requirements.*

As discussed *supra*, the subject property is adjacent to the Collington Center employment park which was 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.*

Conformance with this provision of Footnote 38 will necessarily be evaluated on a lot-by-lot basis at the time of the Specific Design Plans for each lot. It is to be noted, however, that the amended Basic Plan does depict green area outside of the development pods amounting to more than one-third of the net tract area of the R-S-zoned area.

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

This requirement is noted.

- (d) *Additional requirements for uses developed pursuant to this footnote shall include the following:*
 - (i) *Street connectivity shall be through an adjacent employment park;*

The proposed amended Basic Plan illustrates the street connectivity for the proposed development to be an extension of a new street off of Prince George's Boulevard (to be called Queens Court) in the adjacent Collington Center employment park. Alternative access is also noted on the Basic Plan as being available from Popes Creek Drive and/or Prince George's Boulevard.

The proposed amended Basic Plan shows no direct access from Leeland Road, though the proposed amended Basic Plan does show the extension of Prince George's Boulevard, a Master-planned industrial roadway, through the subject property to allow for its planned connection to Leeland Road east of the subject property as illustrated on the 2006 Bowie Master Plan as part of roadway I-300. This portion of Prince George's Boulevard will be dedicated only and is proposed not to be constructed, in accordance with a waiver which has been granted by DPIE. To this end, the adopted 2021 Bowie-Mitchellville and Vicinity Master Plan eliminates the I-300, and replaces it with a new major collector MC-302, which is instead proposed to terminate at a cul-de-sac within the subject property.

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

The proposed amended Basic Plan continues to propose the 20-acre public park in the western part of the site which had been shown on the currently-approved Basic Plan.

In summary, the requested amendments will conform to the regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to §27-515(b) of the Zoning Ordinance.

(5) The instant Application does not propose retail or commercial uses §27-195(b)(1)(B).

(6) The Transportation Planning Section referral dated January 28, 2021 (Burton to Sievers), found that the uses currently proposed will result in more trips in each peak hour than the currently approved residential uses. Based on the change in land use type and traffic intensity of development from the original Basic Plan, the development will generate more traffic than was projected with the approval of the original Basic Plan, A-9968. Staff finds that existing transportation facilities, when improvements are provided in the County's Capital Improvement Program (CIP), along with some additional improvements provided by the Applicant, and signalization at some key intersections, will be adequate to carry the anticipated traffic generated by 3.5 million square feet of warehousing development. Furthermore, the uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved area master plan, in accordance with §27-195(b)(1)(c) of the Zoning Ordinance.

Staff recommends that all of the intersections evaluated with this Application be subject to further analyses at the time of the CDP phase of the subject development. Alternative or additional access point(s) to the adjacent Collington Center via Popes Creek Drive and/or Prince George's Boulevard, shall be evaluated for transportation and environmental impacts at the time of CDP and/or PPS. A condition to this effect has been included. §27-195(b)(1)(C)

(7) Subtitle 24 of the County Code provides the only methodology for testing adequate public facilities to ensure that the development will be adequately served. Per Subtitle 24 of the County Code, the methodology for adequate public facilities (Police, fire and rescue public facilities) occurs at the time of PPS review. The employment and institutional uses proposed will not impact

school capacity. The Technical Staff found that the water and sewer category is sufficient evidence of the availability of planned water and sewerage systems.¹⁰

The public facilities which are either existing, under construction, or fully funded within the County's CIP, will be adequate for the warehouse/distribution, office, light industrial/manufacturing, and/or institutional uses proposed in this Application. It should be noted that the County's CIP provides full funding (within its six-year funding window) for intersections along US 301 (including the signalization of the Queens Court intersection), and a new Beechtree Fire/EMS station located along Leeland Road near its intersection with US-301. The proposed development is within the service area for Police District II – Bowie. This police facility will adequately serve the uses proposed in this Application and will be further evaluated at the time of PPS review. §27-195(b)(1)(D)

The requested Amendments will thus continue or improve the existing Basic Plan's conformance with the land use recommendations and development guidelines of the Bowie Master Plan. §27-195(b)(1)(A)

(8) The site of the National Capital Business Park is located in close proximity to existing or approved single-family planned development in the R-L and R-S Zones. A substantive stream valley and the Pope's Creek Branch Railroad, however, separate the proposed development envelope from the adjoining development to the west, and the proposed amended Basic Plan provides for substantive buffers along the Leeland Road frontage. Compliance with the provisions of subsection (d)(i) of §27-515(b), Footnote 38 provides that the roads to serve the proposed employment and institutional uses will connect to the existing road network in Collington Center rather than directly to Leeland Road, which provides a materially greater degree of separation between the uses on the subject property and the surrounding residential development.

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012. The requested change in use will not result in a change to the Woodland Conservation threshold, which is currently 15 percent for the E-I-A, R-S, and I-1 zoned portions of the site, and 50 percent for the R-A Zone. There is an approved TCP1 and Type 2 Tree Conservation Plan on the overall development. All future Applications will require tree conservation plans in accordance with the current regulations.

Leeland Road, which borders the site on the south, is a designated scenic road. No direct vehicular access is proposed from the National Capital Business Park to Leeland Road. The Applicant states that upon completion of the development, the Oak Grove Road/Leeland Road corridor will retain its character as a prominent scenic roadway in the County. The Applicant proposes to delete Condition 2 of A-9968-01. Staff is in support of the removal of this condition, as buffering for special roadways should be determined on future development Applications. §27195(b)(1)(E)

¹⁰ Memorandum, Ivy Thompson to Tom Sievers, January 11, 2021, pp. 82-95 in backup to Technical Staff Report

In summary, the requested amendments will provide for sufficient physical and traffic separation to ensure compatibility between the proposed land use types and the surrounding land use.

(9) The anticipated construction schedule for the National Capitol Business Park does not exceed 6 years. §27-195(b)(2)

(10) The instant Application does not include the V-M (Village-Medium), V-L (Village-Low) or L-A-C Zone. §27-195(b)(3) and (4)

RECOMMENDATION

Approval of A-9968-C-03 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.