AGENDA ITEM: 5 AGENDA DATE: 7/23/2020



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

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

Specific Design Plan Amazon.com Services

SDP-0007-03

REQUEST	STAFF RECOMMENDATION	
Warehouse and distribution facility and increase in land area covered by pavement for parking, loading, and circulation.	APPROVAL with conditions	

Location: Approximately 600 feet to the west of the intersection of US 301 (Crain Highway) and Queens Court.

and Queens Court.	
Gross Acreage:	28.01
Zone:	E-I-A
Dwelling Units:	N/A
Gross Floor Area:	290,225 sq. ft.
Planning Area:	74A
Council District:	04
Election District:	07
Municipality:	N/A

202SE14

Amazon.com Services, LLC.
410 Terry Avenue North
Seattle, WA 98109
Staff Reviewer: Thomas Burke
Staff Reviewer: Thomas Burke Phone Number: 301-952-4554

200-Scale Base Map:

Applicant/Address:

Conti	ROBERT CRAIN HWY
Continue	ROBER
Salve Groene	QUEENS
No.	

Planning Board Date:	07/23/2020
Planning Board Action Limit:	09/10/2020
Staff Report Date:	07/09/2020
Date Accepted:	06/01/2020
Informational Mailing:	03/04/2020
Acceptance Mailing:	05/26/2020
Sign Posting Deadline:	06/23/2020

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Specific Design Plan SDP-0007-03

Type II Tree Conservation Plan TCPII-067-96-07

Amazon.com Services

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

EVALUATION CRITERIA

This amendment to a specific design plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of Zoning Map Amendments (Basic Plans) A-6965-C, A-9284, and A-9397-C;
- b. The requirements of the Prince George's County Zoning Ordinance in the Employment and Institutional Area (E-I-A) Zone;
- c. The requirements of Comprehensive Design Plan CDP-9006, as amended;
- d. The requirements of Preliminary Plan of Subdivision, 4-88074;
- e. The requirements of Specific Design Plan SDP-0007, as amended;
- f. The requirements of the 2010 *Prince George's County Landscape Manual;*
- g. The requirements of the 1993 Prince George's County Woodland Conservation and Tree Preservation Ordinance;
- h. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- i. Referral comments.

FINDINGS

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

1. Request: The subject application is for approval of an amendment to a specific design plan (SDP) to increase the land area covered by pavement for parking, loading, and circulation for a warehouse and distribution facility.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	E-I-A	E-I-A
Use	Warehousing/Distribution	Warehousing/Distribution
Total Acreage	28.01	28.01
Lots	1	1
Gross Floor Area (square feet)	290,225	290,225
Green Space (20 percent required per the CDP Text)	52 percent (14.57 acres)	29 percent (8.13 acres)

Parking and Loading

Use	Number of Spaces Required	Number of Spaces Provided
Warehouse/Distribution (157,040 sq. ft.)	81	759
Office (47,880 sq. ft.)	123	123
Total	204	882
Handicapped-Accessible	7	7 (all van)
Standard Spaces	197	223
Oversized Van Spaces (11 ft. x 27 ft.)	N/A	652
Total Loading Spaces	6	9

- 3. Location: The subject site is located in Collington Center, a 708-acre employment park in the Employment and Institutional Area (E-I-A) Zone, which is part of a larger 1,289-acre employment park comprising Collington Corporate Center, Collington Center, and Collington South. More specifically, this property is located in the northeastern quadrant of the intersection of Queens Court and Prince George's Boulevard, in Planning Area 74A and Council District 4.
- **4. Surrounding Uses:** The site is bounded to the north by Branch Court, with commercial uses beyond, to the east by commercial warehouse uses, to the south by Queens Court, with commercial warehouse uses beyond, and to the west by Prince George's Boulevard, with commercial uses beyond, all within the E-I-A Zone and Collington Center.

5. Previous Approvals: Collington Center was originally comprised of 1,289 acres, first known as the Prince George's County Employment Park, and placed in the E-I-A Zone, through the 1975 Sectional Map Amendment for Bowie-Collington and Vicinity, via Zoning Map Amendment A-6965. On March 28, 1989, this basic plan, as well as A-9284 and A-9397, were amended via Zoning Ordinance No. 25-1989, into two basic plans. Collington Corporate Center was established through A-9284-C for the northern 414 acres, which was amended again via Zoning Ordinance No. 38-1997, and the remaining 875 acres were established through A-6965-C and A-9397-C. On May 21, 1990, A-6965-C and A-9397-C were amended for the southern 167 acres, which was amended again via Zoning Ordinance No. 22-1997, and referred to as Collington South. Of the total 1,289-acre site, 708 acres, including this application, remain in the original Collington Center.

The Prince George's County Planning Board approved Comprehensive Design Plan CDP-8712 (PGCPB Resolution No. 88-224) on May 19, 1988, for Collington Center. On November 8, 1990, the Planning Board approved CDP-9006 (PGCPB Resolution No. 90-455), which revised CDP-8712, subject to 16 conditions. On May 17, 2001, the Planning Board approved CDP-9006-01 (PGCPB Resolution No. 01-95), to eliminate the requirements for the provision of recreational facilities in CDP-9006. On March 31, 2005, the Planning Board approved CDP-9006-02 (PGCPB Resolution No. 05-83(C)), to add residual acreage from the vacation of Willowbrook Parkway to the CDP.

On October 28, 1999, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-88074 (PGCPB Resolution No. 88-287) with 11 conditions and 9 findings.

SDP-0007 and the associated Type II Tree Conservation Plan, TCPII-067-96, was approved by the Planning Board on July 13, 2000 (PGCPB Resolution No. 00-136), for a 290,225-square-foot warehouse building, with two conditions.

An amendment to the SDP received Planning Director level approval on September 9, 2001, for SDP-0007-01, to reduce the number of parking spaces, and to add a retaining wall. SDP-0007-02 was filed with the Maryland-National Capital Park and Planning Commission; however, this amendment was not processed to completion.

6. **Design Features:** This application is for the expansion of the pavement area, by a total of approximately 6.8 acres, for parking and circulation to the north, east and west of the existing building. The expansion involves a reduction in the standard parking spaces from 262 to 223, a reduction in the loading spaces from 34 to 9, a reduction in the handicap spaces from 9 to 7, and the addition of 652 van-sized (11 feet by 27 feet) parking spaces, with 152 of those spaces inside the building. The parking table provided in the general notes of the SDP demonstrates conformance with the parking requirements, however; a condition to correct a discrepancy between the spaces represented on the plan and in the general notes is included in the Recommendation section.

The applicant, Amazon Logistics, specializes in last mile delivery of customer orders. This facility will receive products from other Amazon facilities from line haul trucks, sort them in the facility by delivery route, and load vans to deliver the items to customers. The property has frontage on Prince George's Boulevard, Queen's Court, and Branch Court, with the existing access points from Queen's Court and Branch Court proposed to remain.

The existing 290,225-square-foot building will remain, with minor changes to add the interior parking and circulation, an exterior canopy on the east façade, a new storefront entrance on the north elevation, and a total of eight fabric roll-up doors on the east and west elevations. In addition, the building will be painted two shades of grey, with horizontal blue pinstripes to match a pattern already established on the existing southern façade. A condition has been included in the Recommendation section to identify the new canopy on the site plan and elevations.

Signage

This application does not include any proposed signage. There is one freestanding sign on the property at the intersection of Branch Court and Prince George's Boulevard that will be refaced with the new tenant name. Any future proposed signage on this site will require an amendment to this SDP. A condition has been included in the Recommendation section to provide a detail on the refacing of the existing sign.

Lighting

The applicant will provide pole-mounted lighting throughout the surface parking lots, as well as building-mounted lighting. The submitted photometric plan shows that there is adequate lighting on-site near the building and in the parking lot, and through the use of full cut off optics, will not have a negative impact on adjacent uses.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. Zoning Map Amendments (Basic Plans) A-6965-C, A-9284-C, and A-9397-C: The Collington Center site was originally comprised of 1,289 acres (first known as the Prince George's County Employment Park) in the E-I-A Zone and included Zoning Map Amendment Nos. A-6965, A-9284 and A-9397. The District Council approved two Amended Basic Plans, Collington Corporate Center (via Zoning Ordinance No. 25-1989), for the northern 414 acres, and Collington South (via Zoning Ordinance No. 36-1990), for the southern 167 acres. Of the total 1,289-acre site, 708 acres, including the subject property, remain in the original Collington Center. The Basic Plans designate the subject lot for manufacturing/warehouse uses. Warehouse establishments are also listed as permitted uses in the memorandum dated April 27, 1992, from John Rhoads, Chairman, to the Prince George's County Planning Board based on CDZ Amendment 4, County Employment Park, from Prince George's County Council Resolution CR-108-1975.
- **8. Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the Zoning Ordinance in the E-I-A Zone, as follows:
 - a. This SDP is in general conformance with the requirements of Section 27-515 of the Zoning Ordinance, which governs uses in comprehensive design zones (CDZ). The existing warehouse and distribution facility, for which the proposed parking and circulation is in support of, is a permitted use in the E-I-A Zone, in accordance with Section 27-515(b).
 - b. The SDP is consistent with the regulations in the E-I-A Zone, including Section 27-499 of the Zoning Ordinance, regarding purposes; Section 27-500, regarding uses; and Section 27-501, regarding regulations.

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

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

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

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

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

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

This SDP was reviewed for adequacy of police services, in accordance with Section 24 122.01(c) of the Subdivision Regulations. The subject property is in Police District II, Bowie, in Upper Marlboro. The response time standards established by Section 24 122.01(e) are 10-minutes for emergency calls and 25-minutes for non-emergency calls. Based on the most recent available information provided by the Police Department as of May 8, 2020, the police response time standards of 10-minutes for emergency calls and 25-minutes for non-emergency calls are met. The Police Department has reported that

there is adequate equipment to meet the standards stated in Prince George's County Council Bill CB-56-2005.

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

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of June 17, 2020, the subject project fails the four-minute travel test from the closest Prince George's County fire/EMS station when applying the national standard, an associated total response time under five-minutes from the closest fire/EMS station, Bowie-Pointer Ridge Fire/EMS Co. 843. It is recommended that prior to construction, the applicant shall contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility; install and maintain automated external defibrillators, in accordance with Code of Maryland Regulations (COMAR), and install and maintain hemorrhage kits next to fire extinguishers. In accordance with Section 24-122.01(e)(1)(C), the Fire/EMS Department provided a statement that adequate equipment exists. Therefore, the subject development will be adequately served within a reasonable period of time, with the conditions included herein.

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

The application included an approved Stormwater Management (SWM) Concept Plan, 827-2020-00, with which this SDP is in conformance. Adequate provision has therefore been made for draining surface water and ensuring that there are no adverse effects on the subject property or adjacent properties.

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

TCPII-067-96-07 was reviewed with this SDP and approval is recommended, subject to conditions.

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

The amended SDP and TCPII show new impacts to a platted 100-year floodplain easement. A previous determination was made by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), that there is no 100-year floodplain on the property, and therefore, no impacts to regulated environmental features. A finding that the regulated environmental features on the site are preserved to the fullest extent possible can therefore be made by the Planning Board. Conditions are included in the Recommendation section to process a partial release and abandonment of the floodplain easement, and to remove the delineation from the plans, prior to certification.

- 9. Comprehensive Design Plan CDP-9006, as amended: On November 8, 1990, CDP-9006 (PGCPB Resolution No. 90-455), which revised CDP-8712, was approved, subject to 16 conditions. On May 17, 2001, CDP-9006-01 (PGCPB Resolution No. 01-95) was approved to eliminate the requirements for the provision of required recreational facilities. On March 31, 2005, CDP-9006-02 (PGCPB Resolution No. 05-83(C)) was approved to add residual acreage from the vacation of Willowbrook Parkway. The following requirements of CDP-9006 apply to this application:
 - 1. No parking lot or building setbacks shall be reduced from the design standards established in the original CDP text except that the parking lot setbacks along Queen's Court and Branch Court may be reduced from 50 to 25 feet.

The parking area is set back a minimum of 46 feet from Queen's Court, 28 feet from Branch Court, and 50 feet from Prince George's Boulevard. The building complies with the building setbacks defined within the CDP design standards.

- 3. Amend Section 4 of the Comprehensive Design Plan text, design standards for signage as follows:
 - a. Delete (or amend) number 3, page 4-1 only allowing ground mounted signs.
 - b. Delete (or amend) number 8, page 4-2 requiring graphics relating to buildings to be oriented toward roadways on ground position signs.
 - c. Amend number 2 under "Signs," page 4-7 to read:
 - "2. Ground-mounted signs identifying industrial businesses will be oriented toward roadways and will not exceed a height of ten feet. Plant materials and earth-mounding will be used to enhance their appearance See landscaping, guidelines."

- d. Amend number 3 under "Signs", page 4-7 to include:
 - "3. Wall-mounted signs shall be allowed only on multiple-tenant buildings, except those located on Lots 3, 4, 5, 13 and 24 in Block B of Collington Center. No signage shall be permitted at any location other than where specifically shown on the drawings approved by the Architecture Review Committee.
 - a. Signage shall be limited to one sign per tenant per building. No signage will be allowed on the upper portions of the buildings.
 - b. Company or trade names only will be permitted. No logo, slogan, mottos or catch phrases shall be allowed.
 - c. All exterior signage shall be composed of custom fabricated aluminum letters individually-mounted or shop-mounded on painted metal "back mounting bars" (painted to match the surface on which they are mounted) on exterior walls. All visible surfaces of all letters shall have a satin black baked enamel finish.
 - d. All letters shall be "modula Bold" upper case type-face and shape be eight (8) inches high, and one-half (1/2) inch deep (plus or minus one-eighth (1/8) inch.
 - e. Only one single row of lettering shall be permitted.
 - f. Signage shall not be lighted."

This application does not include any proposed signage.

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

The submitted SDP demonstrates conformance with this requirement by providing 29 percent green space.

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

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

10. Preliminary Plan of Subdivision 4-88074: On June 16, 1988, PPS 4-88074 was approved by the Planning Board (PGCPB Resolution No. 88-287), subject to 11 conditions, all of which have been previously addressed.

- 11. Specific Design Plan SDP-0007, as amended: On July 13, 2000, SDP-0007 was approved by the Planning Board (PGCPB Resolution No. 00-136), subject to two conditions, neither of which are applicable to this SDP amendment. SDP-0007-01 was submitted to reduce the number of parking spaces and add a retaining wall, and was approved by the Planning Director on September 9, 2001. A second amendment was filed but was never processed to completion.
- **12. 2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The landscape and lighting plan provided with this SDP contains errors and deficiencies, which have been addressed as conditions in the Recommendation section.
- 13. 1993 Prince George's County Woodland Conservation and Tree Preservation Ordinance (WCO): This application is not subject to the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site has a Type I and Type II tree conservation plan approved prior to September 1, 2010; however, this site is subject to the provisions of the 1993 Woodland Conservation and Tree Preservation Ordinance because conformance with the woodland conservation requirements were established with TCPI-059-95 and TCPII-067-96-06.

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

The current application was evaluated for conformance with the woodland conservation requirement established for this lot by TCPII-067-96 and subsequent revisions. Lot 19, Block C was determined to have no on-site woodland conservation requirement with the review and approval of SDP-0007.

A revised TCPII plan, the -07 revision, was submitted with this application based on the previous -06 revision. Unfortunately, the overall plan submitted did not show the correct delineation of the subject property, identify the correct development site, or correctly label the site as Lot 19, Block C. Other minor technical revisions are also required to be in conformance with the WCO and the Environmental Technical Manual and are included in the Recommendation section.

14. Prince George's County Tree Canopy Coverage Ordinance (TCC): Section 25-128 of the Prince George's County Code requires a minimum percentage of tree canopy coverage (TCC) on projects, such as this SDP, that propose more than 5,000 square feet of disturbance. The site measures 28.01 acres and the required TCC amounts to approximately 2.8 acres, or 121,928 square feet. This TCC table demonstrates conformance to this requirement with a schedule showing a total of 151,090 square feet of TCC.

- **15. 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 June 15, 2020 (D'Ambrosi to Burke), incorporated herein by reference, the Community Planning Division noted that this SDP is located within the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B; however, master plan conformance is not required for this application.*
 - b. **Historic Preservation**—In a memorandum dated June 8, 2020 (Stabler to Burke), incorporated herein by reference, the Historic Preservation Section provided that this property does not contain, and is not adjacent to, any designated Prince George's County historic sites, or resources. A Phase I archeology survey is not recommended.
 - c. **Transportation Planning**—In a memorandum dated June 19, 2020 (Burton to Burke), incorporated herein by reference, the Transportation Planning Section offered a discussion of relative conditions of previous approvals, as well as the following summarized comments:
 - Applying a floor area ratio of 0.4, which is typical for that E-I-A Zone, the site could potentially be developed with a gross floor area of approximately 488,170 square feet. While no explicit trip cap was ever established for the subject property, based on trip generation rates from the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers), 488,170 square-feet of warehousing will generate 84 AM trips and 86 PM trips during the peak hours. Staff is in receipt of documentation from the applicant that outlines the 24-hour site operation. The documentation shows that during the traditional peak hours of the adjacent street traffic, 6:30-7:30 AM and 4:00-5:00 PM, the proposed development will generate two trips in the AM peak hour and 85 trips in the PM peak hour. Staff concludes that the original implied trip cap will not be exceeded.
 - d. **Trails**—In a memorandum dated June 23, 2020 (Ryan to Burke), incorporated herein by reference, the Transportation Planning Section reviewed the previous approvals, master plan compliance, and bicycle and sidewalk infrastructure. Staff found that the proposal for bicycle and pedestrian access adequately provides internal sidewalks and crosswalks, as well as bicycle racks.
 - e. **Permit Review**—In a memorandum dated June 24, 2020 (Bartlett to Burke), incorporated herein by reference, the Permit Review Section offered comments that have been included as conditions in the Recommendation section.
 - f. **Environmental Planning**—In a memorandum dated June 26, 2020 (Finch to Burke), incorporated herein by reference, the Environmental Planning Section recommended conditions relating to technical issues on the TCPII, which can be found in the Recommendation section of this report. Additional summarized comments were provided, as follows:

Natural Resources Inventory/Existing Conditions

An approved Natural Resources Inventory-Equivalency Letter, NRI-018-09-01, was submitted with the current application, which was issued because the site has an approved and implemented TCPII. With the vacation of the 100-year floodplain easement, staff confirms that no additional on-site regulated environmental features will be impacted for the implementation of the amended SDP.

Marlboro Clay

Collington Center is located in an area with extensive amounts of Marlboro clay that is known as an unstable, problematic geologic formation when associated with steep and severe slopes. The presence of this formation raises concerns about slope stability and the potential for the placement of structures on unsafe land. The southwest quadrant of the subject property is shown to be in an Evaluation Zone. Based on available information, this may have been addressed during the prior development of the site. A geotechnical report may be required for development of the subject property by the County prior to permitting.

Stormwater Management

A SWM Concept Approval Letter 827-2020-00 was submitted with the application, which was approved on May 29, 2020, with an expiration date of May 29, 2023. Payment of a SWM fee-in-lieu of \$51,520.00 in lieu of providing on-site attenuation/quality control measures is required in addition to the microbioretention facilities proposed on-site.

- g. **Special Projects Section**—In a memorandum dated July 8, 2020 (Thompson to Burke), incorporated herein by reference, the Special Projects Section offered an analysis of the required adequacy findings relative to police facilities, fire and rescue, schools, and water and sewer.
- h. **City of Bowie**—In a memorandum dated June 19, 2020 (Meinert to Burke), the City of Bowie provided no comments on this application.
- i. **Prince George's County Fire/EMS Department**—In an email dated June 17, 2020 (Reilly to Thompson), incorporated herein by reference, the Fire/EMS department indicated that this property fails the four-minute travel time test from the closest, or 'first due' station, Bowie-Pointer Ridge Fire/EMS Co. 843. Conditions for mitigation procedures have been incorporated into the Recommendation section.
- j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 8, 2020 (Giles to Burke), incorporated herein by reference, DPIE provided an assessment of the roadways, utilities, and SWM facilities, and provided comments to be addressed at the time of permits. DPIE finds the proposed amendment to the SDP is consistent with the approved Site Development Concept Plan No. 827-2020-0.
- k. **Prince George's County Health Department**—At the time of the writing of this report, a memorandum had not been provided by the Health Department.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that The Planning Board adopt the findings of this report and APPROVE Specific Design Plan SDP-0007-03 and Type II Tree Conservation Plan TCPII-067-96-07 for Amazon.com Services, subject to following conditions:

- 1. Prior to certification of the specific design plan (SDP), the applicant shall:
 - a. A partial release and abandonment of the 100-year floodplain easement shown on the record plat for Lot 19, Block C shall be reviewed by the Prince George's County Department of Permitting, Inspection, and Enforcement and recorded in the Land Records of Prince George's County, Maryland.
 - b. Delineation of the vacated 100-year floodplain easement shall be removed from the SDP and landscape plans.
 - c. Correct the tabulations for interior parking to match the plan and verify the number of standard and van spaces.
 - d. Label the proposed canopy on the east façade as an addition on the SDP and elevations.
 - e. Provide a detail for the fabric, high-speed, roll-up doors.
 - f. Cloud the area(s) of revision on the plan with a revision number designator and include the numbered revision in the revision blocks of all applicable sheets.
 - g. Provide a detail on the plan for the existing monument sign and the proposed refacing.
 - h. Provide the following General Notes on the SDP:
 - (1) The applicant shall install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations requirements (COMAR 30.06.01-01). The recommendation includes a requirement for a sufficient number of AEDs to be installed so that any employee is no more than 500 feet from an AED.
 - (2) The applicant shall install and maintain hemorrhage control kits that shall be installed next to a fire extinguisher. The Fire Protection Code requires fire extinguishers be no more than 75 feet from any employee.
 - i. Revise the landscape plan, as follows:
 - (1) Correct Schedule 4.3-2 for Parking Lot Area B calculation errors in lines 2 and 4, which should show 9,794 square feet and 34 shade trees, respectively.

- (2) Provide a minimum of 7,675 square feet of interior landscaped area, with a minimum of 26 trees for Parking Lot Area C and revise the appropriate Schedule 4.3-2 to reflect these changes.
- (3) Correct the minimum number of shade trees required on line 4 of Schedule 4.3-2 for Parking Lot Area E to 12 trees and provide the additional tree on the plan.
- (4) Correct the Section 4.9-1 schedule to reflect the above corrections.
- 2. Prior to certification of the specific design plan, the Type II tree conservation plan (TCPII) shall be revised, as follows:
 - a. The delineation of Lot 19, Block shall be accurately depicted and labeled.
 - b. The most current version of the TCPII approval block shall be provided on the plan sheet. All information about prior approvals and revisions shall be completed in typeface.
 - c. Provide an Owner's Awareness Certificate to the cover sheet for signature by the appropriate party.
- 3. Prior to final certificate of occupancy, the applicant shall provide a pre-incident emergency plan for their facility conducted by the closest station to the site, Bowie-Pointer Ridge Fire/EMS Co. 843. The pre-incident emergency plan will involve establishing points of contact and timely response options, facilitating emergency vehicle access throughout the site, creating a consistent marking protocol for the identification of system components that require special attention during an emergency, and developing appropriate standard operating procedures, or standard operating guidelines for addressing on-site emergencies.

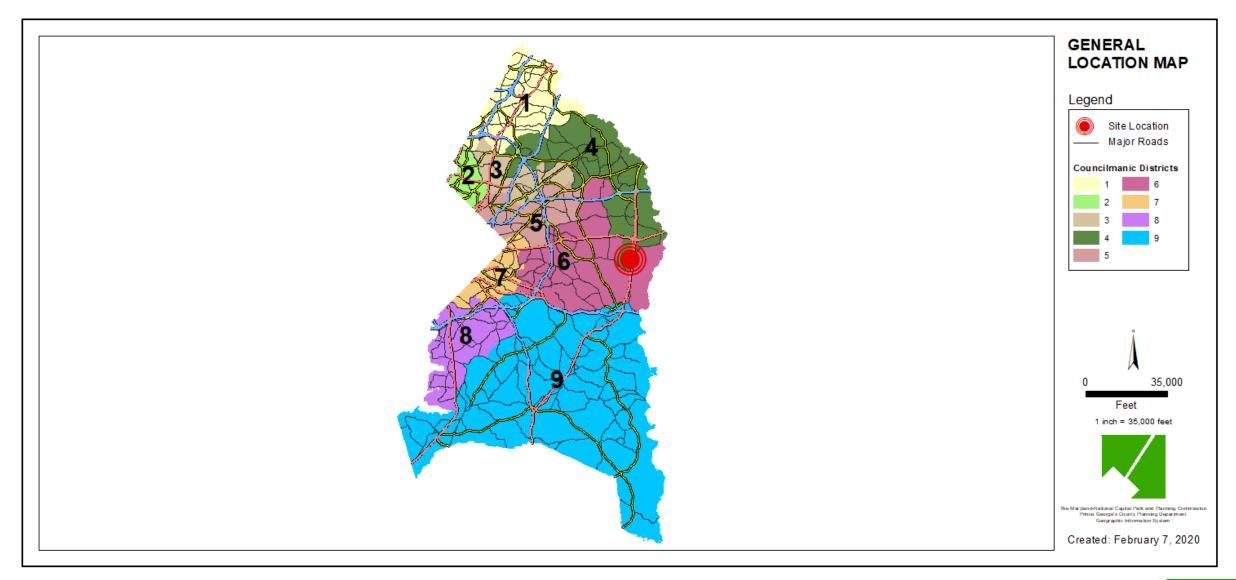
ITEM: 5

CASE: SDP-0007-03

AMAZON.COM SERVICES COLLINGTON CENTER

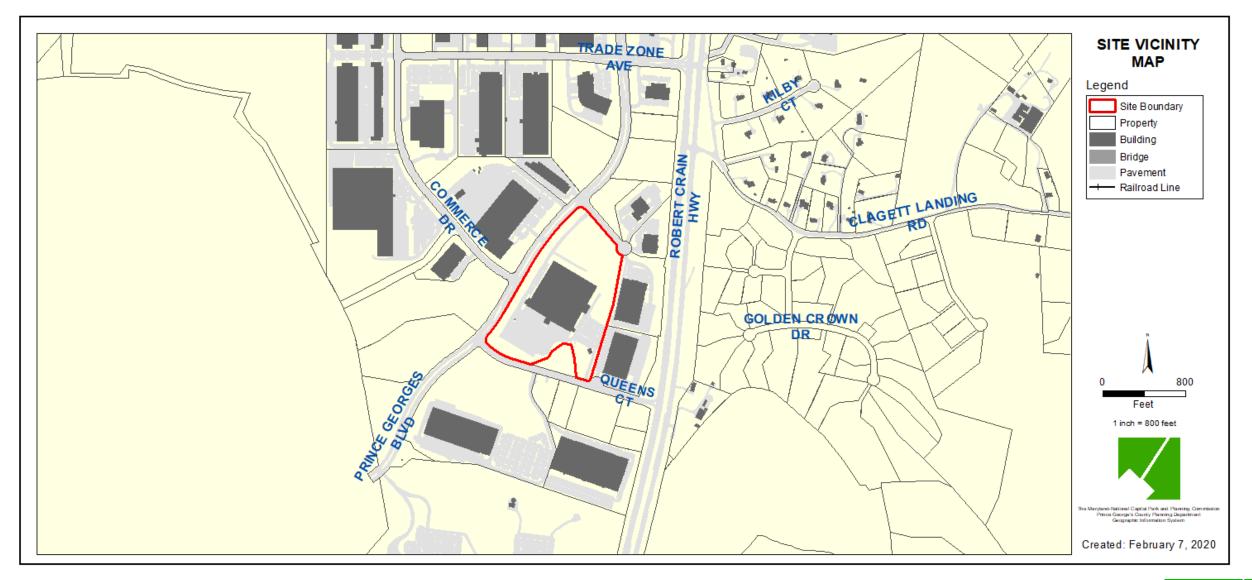


GENERAL LOCATION MAP





SITE VICINITY





ZONING MAP



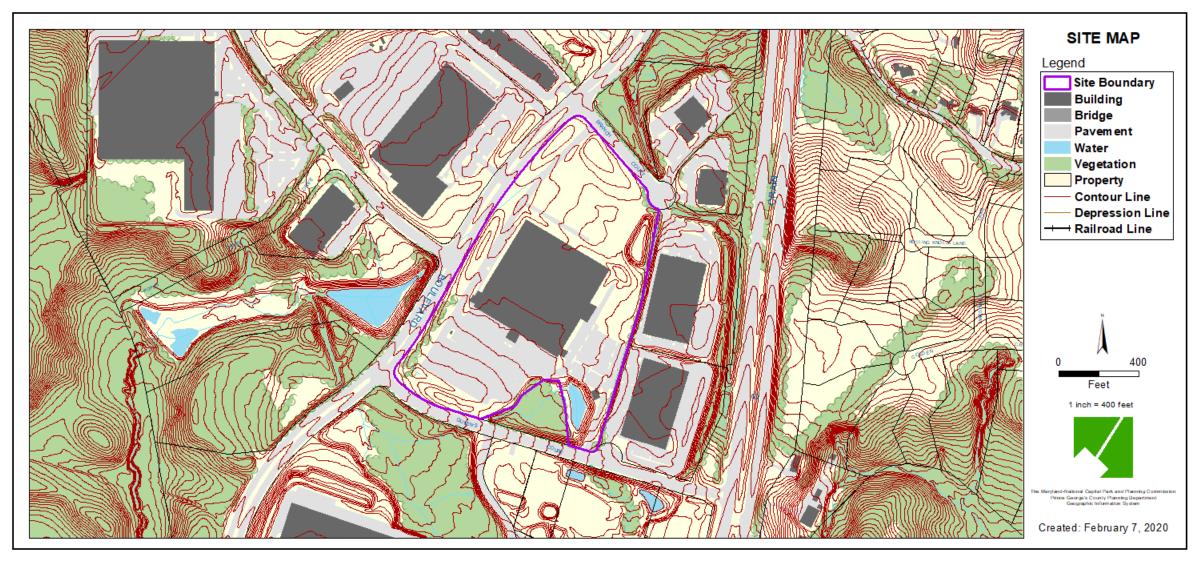


AERIAL MAP



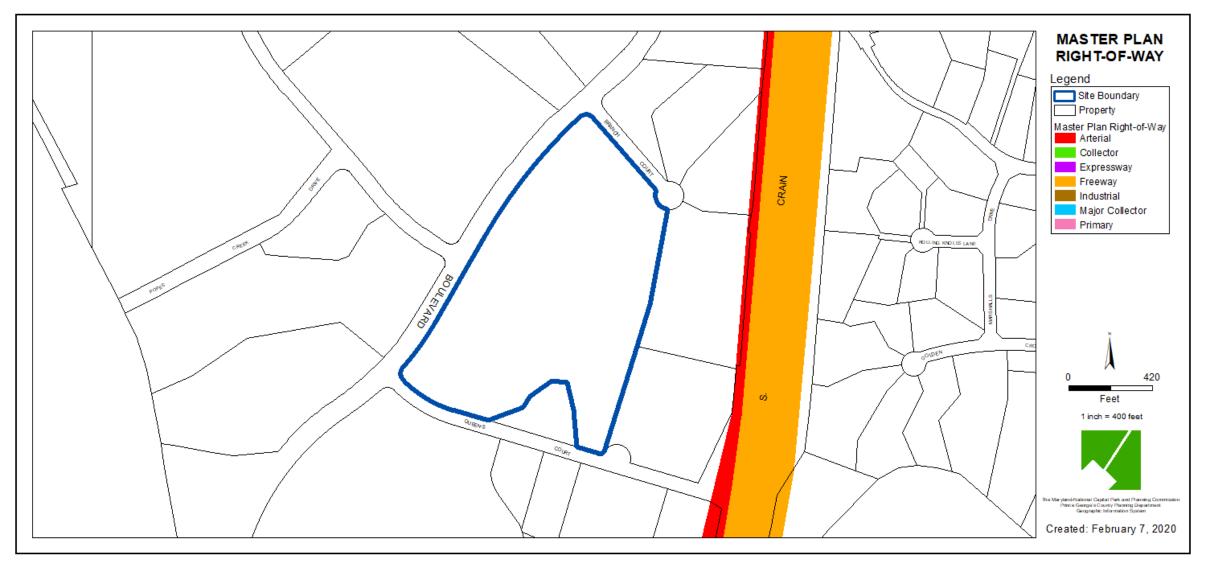


SITE MAP





MASTER PLAN RIGHT-OF-WAY MAP



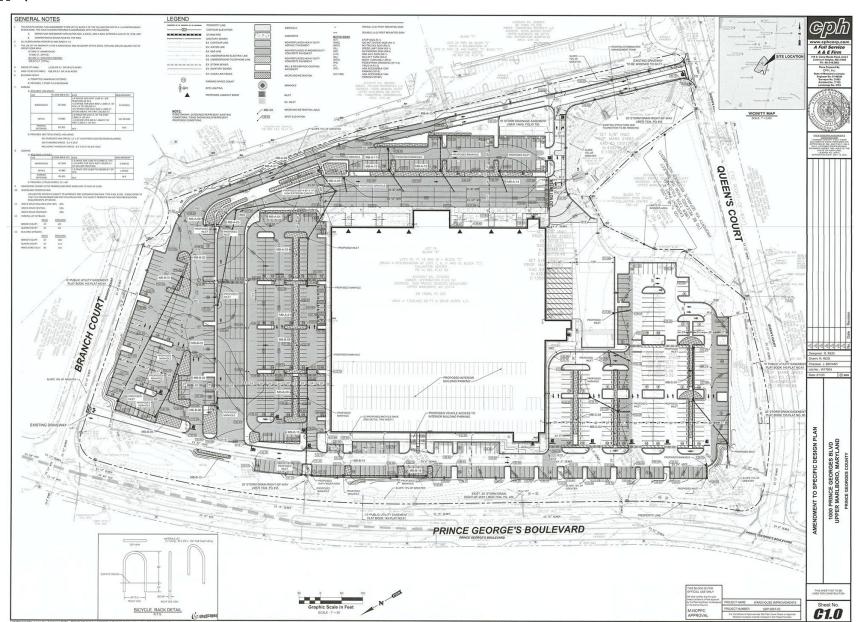


BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



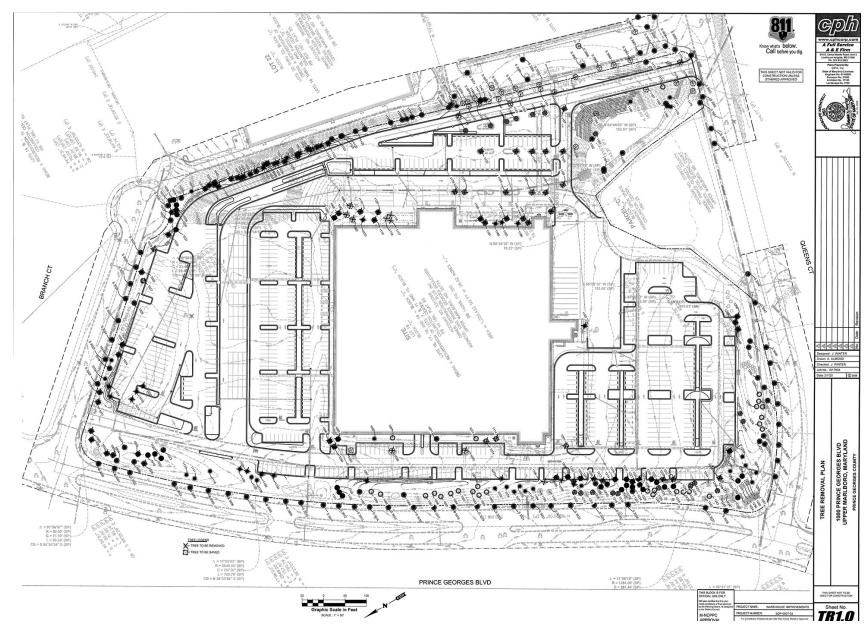


SITE PLAN



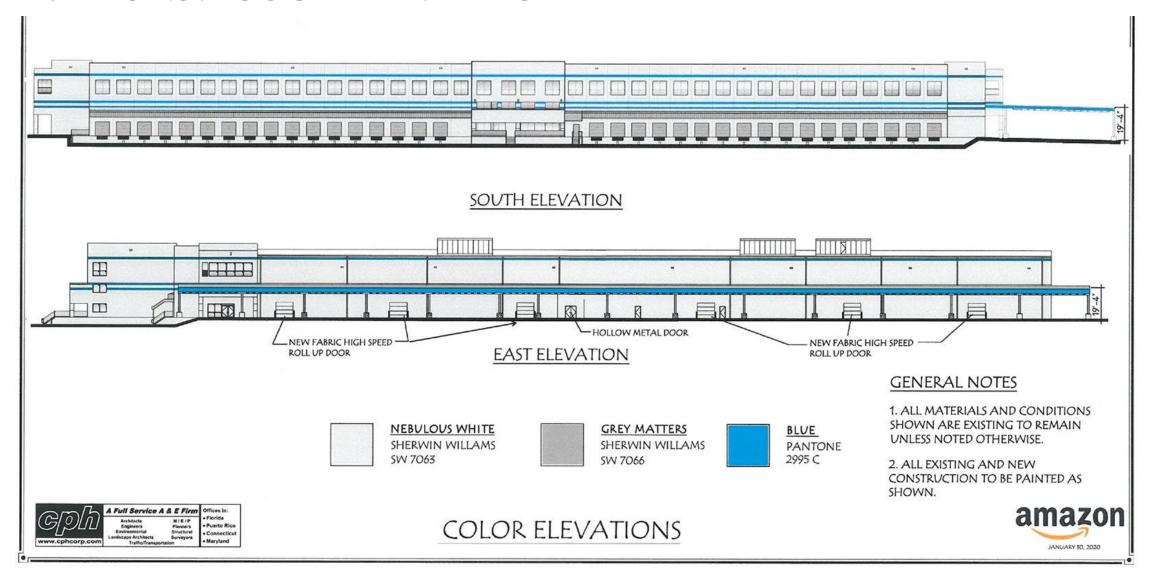


LANDSCAPE/TREE REMOVAL PLAN



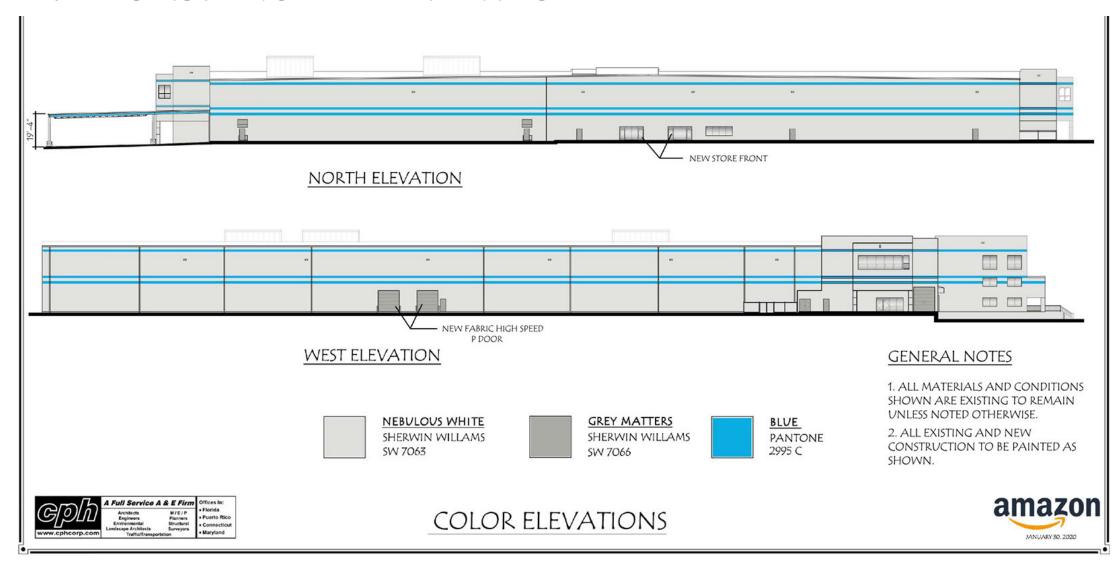


ELEVATIONS: SOUTH AND EAST



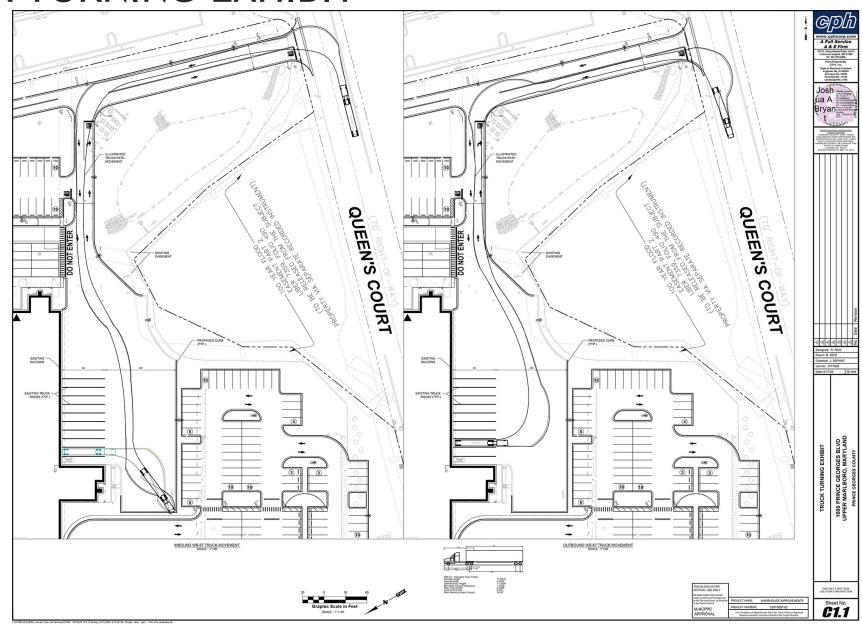


ELEVATIONS: NORTH AND WEST



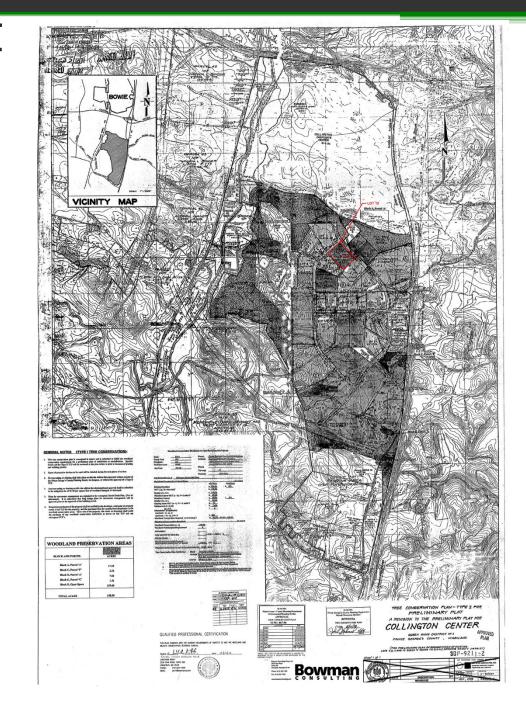


TRUCK TURNING EXHIBIT





OVERALL TYPE II TREE CONSERVATION PLAN



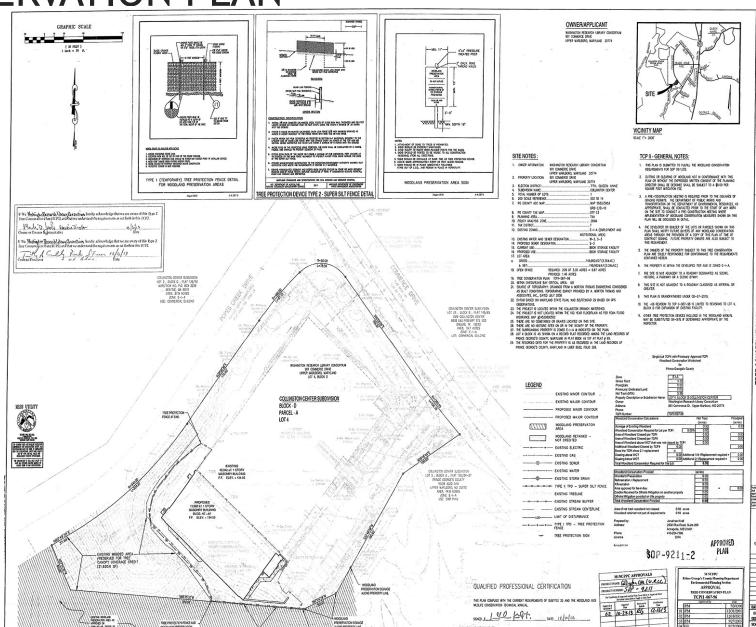


Bowman

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TYPE II TREE CONSERVATION PLAN



Slide 15 of 15

7/23/2020

AGENDA ITEM: 5 AGENDA DATE: 7/23/2020



March 26, 2020

Heather Dlhopolsky 301.961.5270 hdlhopolsky@linowes-law.com Matt Gordon 301.961.5233 mgordon@linowes-law.com

VIA HAND DELIVERY

Ms. Jill Kosack, Supervisor M-NCPPC – Urban Design Review 14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772

Re: Amazon.com Services LLC Warehouse and Distribution Facility – Specific Design Plan Amendment No. 0007-03 (SDP-0007-03)

Dear Ms. Kosack:

On behalf of our client, Amazon.com Services LLC (the "Applicant"), we hereby submit this Specific Design Plan Amendment No. SDP-0007-03 (the "Application") pursuant to Section 27-530(a) of the Prince George's County Zoning Ordinance (the "Zoning Ordinance"). The property that is the subject of the Application is located at 1000 Prince George's Boulevard in Upper Marlboro, situated to the west of Robert Crain Highway (US 301), and immediately to the south of Branch Court and to the north of Queen's Court (the "Property").

The Property is zoned Employment and Institutional Area ("E-I-A") and subject to the 2006 Approved Master Plan for Bowie and Vicinity (the "Master Plan"). It consists of one (1) lot more particularly described as Lot 19 (approximately 28.02 acres), shown on a plat entitled "Lots 16, 17, 18, and 19 – Block C – Collington Center" and recorded among the Land Records of Prince George's County, Maryland (the "Land Records") at Plat Book 189, Plat 86. The Property is located in Collington Center, a 708-acre employment park in the E-I-A Zone which is part of a larger 1,289-acre employment park comprised of Collington Corporate Center and Collington South. Collington Center, including the Property, is subject to Comprehensive Design Plan No. 9006, as amended (the "CDP").

Subsequent to approval of the CDP, the Maryland-National Capital Park and Planning Commission ("M-NCPPC") Prince George's County Planning Board (the "Planning Board")

¹ The CDP was originally approved on November 8, 1990 with a total of 16 conditions by PGCPB Resolution No. 90-455. Most recently, the CDP was revised as CDP-9006-02 through PGCPB Resolution No. 05-83(c) on March 31, 2005.

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approved Specific Design Plan No. 0007 by Resolution (PGCPB No. 00-136) on September 21, 2000 (the "Prior SDP"). The Prior SDP allowed for construction of a single-story, 290,225 square-foot warehouse building for storage and distribution, ancillary surface parking, loading, and a truck and trailer storage area at the Property. All of the improvements were proposed in the central (the building) and southern (the parking) portions of the Property, and the northern end of the site was proposed to be left vacant for the time being. The Prior SDP specifically noted, however, that a future addition is proposed on the north side of the proposed building, and that a separate Specific Design Plan would be submitted at such future time for the addition.

Following approval of the Prior SDP, M-NCPPC approved Specific Design Plan Amendment No. 0007-01 on September 9, 2001 (the "Prior SDP Amendment") to allow for reduction of the total number of parking spaces from 315 to 192 and the addition of a retaining wall in the western corner of the Property. Pursuant to these approvals, the Property is currently improved with a warehouse totaling approximately 290,225 square feet of gross floor area and ancillary surface parking spaces. Though not necessarily subject to either the CDP or the Prior SDP, but for context and to understand the overall vicinity of the Property, several of the adjacent properties to the east along US 301, to the west along Branch Court, and to the north along Branch Court are similarly improved with industrial buildings and ancillary surface parking.

The Proposed Project and Specific Design Plan Amendment

The Application proposes to construct additional pavement for surface parking, loading, and circulation areas in the northern area of the site, as well as an exterior canopy along the eastern portion of the existing warehouse building on the Property (the "Project"). No additional gross floor area is proposed as a part of the Project. The existing Property includes approximately 6.8 acres of pavement area, which is proposed to increase to cover approximately 13.6 acres of pavement area as part of the Project. Additionally, the Property is currently improved with 262 standard size parking spaces, 9 ADA parking spaces, 63 semi-trailer sized parking spaces, and 33 loading areas. As a result of the Project, the Property will have in total 653 van-sized parking spaces (153 of these van-sized spaces will be located inside the existing building), 230 standard size parking spaces, 7 ADA parking spaces, and 9 loading area spaces. The proposed building interior will be remodeled to accommodate additional and reconfigured office area as well as the above-mentioned interior parking. The proposed gross floor area breakdown is as follows: 157,040 square feet of warehouse area, 47,880 square feet of office area, and 85,305 square feet of parking area.

² A subsequent amendment (SDP-0007-02) was also filed with M-NCPPC. However, this amendment was not processed to completion.

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Following is a general description of operations for the Applicant's "delivery stations," of which this Project is one:

Amazon Logistics ("AMZL"), a division of the Applicant, specializes in the "last mile" delivery of customer orders. AMZL delivery stations receive packages from other Amazon facilities and deliver the packages to the customers. Packages arrive from line haul trucks, are sorted by delivery routes and then loaded into delivery vans operated by delivery service providers ("DSP") or personal vehicles operated by individuals ("Amazon FLEX"). Delivery stations operate 24/7, with the majority of the sortation activity done early in the morning when the line haul trucks arrive with customer packages. Packages are typically in the delivery station for under 12 hours prior to being loaded onto the DSP vans and Amazon FLEX cars for delivery.

The first "wave" of DSP drivers arrive at a delivery station first thing in the morning. Depending on the design and layout of the delivery station, DSP drivers either park their personal vehicles onsite and pick up their delivery vans or park their personal vehicles offsite, pick up their delivery vans and drive to the delivery station. Once at the delivery station with their delivery van, DSP drivers load their delivery van and depart to deliver packages directly to customers. Each delivery wave takes about 30 minutes to load and depart. As a wave of DSP drivers prepare to depart, a new wave of DSP drivers queue and prepare to load their delivery van. The last wave of DSP drivers depart the delivery station in the early afternoon.

After DSP drivers complete their routes, they return to the delivery station with any packages that may have been non-deliverable. After proper checkout and release, the DSP drivers park the delivery van either onsite or at the offsite location and leave using a personal vehicle or public transport.

AMZL also uses Amazon FLEX to deliver packages. Amazon FLEX is a new innovation from Amazon that allows individuals to be use their own vehicles to deliver packages to customers. FLEX loading waves similarly take 30 minutes to complete. FLEX drivers only return to the station at the end of the route if any packages were undeliverable.

After departure of the last wave of delivery vehicles, delivery station associates prepare the delivery station for the next day's delivery of packages from the line haul trucks.

All of the currently existing improvements on the Property were approved and constructed under the E-I-A Zone, permitted as the result of the Prior SDP Amendment. While this Application proposes no additional gross floor area, the Project includes an increase of more than ten percent (10%) in the land area covered by a structure other than a building (i.e., pavement). As a result,



this Application must be processed in accordance with the Zoning Ordinance provisions for initial approval of a Specific Design Plan application, which requires a public hearing before the Planning Board.

The Application is intended to accommodate the Applicant's use and operations of the existing warehouse and distribution facility on the Property. The redesigned circulation, parking, and loading areas are necessary to allow for more efficient truck turning movements in and out of the Property. Other than a revision to circulation, parking, and loading areas and the addition of an exterior canopy along the eastern portion of the warehouse building, all other changes involve interior renovations to the previously approved and constructed warehouse building.

Section 27-528(a) states that "prior to approving a Specific Design Plan, the Planning Board shall ..." make six requisite findings, identified in greater detail below. The proposed Application satisfies these findings as follows:

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

The Application conforms to the approved CDP covering the Property and Collington Center. While there were 16 conditions contained in the original CDP approval, CDP-9006-01 eliminated Condition Nos. 10, 11, 12, 13, and 14.³ This Application satisfies the following applicable conditions of approval in the CDP (Nos. 1-9, and 15-16):

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

At the time of approval of the Prior SDP, it was found that the Property complied with the Design Guidelines established by the Comprehensive Design Plan previously in effect (CDP-

³ There was also a second amendment to the original CDP approval, CDP-9006-02, approved by the Planning Board on April 21, 2005, which addressed vacation of A-44 (Willow Brook Parkway), and has no relation to this Property.

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8712) and revised by the CDP. Specifically, the applicable Design Guidelines and the manner in which they were found to be satisfied is as follows:

Buildings constructed within Collington Center will be one of the three basic types: single buildings on individual parcels, two or more buildings arranged to create external open space, two or more buildings arranged to create internal courtyards:

The proposed building is a single building on an individual parcel.

The proposed buildings will follow the following guidelines to create a harmonious appearance: Materials will be harmonious with the surroundings, graphics identifying the company will be coordinated with the building design, lighting will enhance the design of the building and not cause excessive glare, planting will be provided along the foundations to enhance the visual quality of the building, views will be preserved where physically possible, buildings will be oriented in such a way as to create internal open space and landscaping, combining of plant materials and earth mounding will embellish the overall appearance of the site:

The proposed building will have metal panels, metal canopies and glazed windows and doors. The metal canopies and concrete panels are proposed to enhance the appearance of the building. The proposed architecture will be compatible with the industrial/office type architecture of the surrounding areas. The siting, height and orientation of the building facilitate the creation of adequate landscape buffers around the building. Lighting for the parking lot will be provided by 30-foot-high light posts. The proposed architecture has been approved by the Collington Center Architectural Review Committee.

A minimum building setback of 80 feet is required along the 102-foot right-of-way for Prince George's Boulevard. A minimum building setback of 50 feet is required along the 70-foot right-of-way along the other major streets. A minimum setback of 25 feet is required along Branch Court and Queen's Court:

The proposed building setback along Branch Court is more than 300 feet, along Prince George's Boulevard is more than 80 feet and along Queen's Court is more than 300 feet.



The building will not be more than three stories high for office-industrial uses and a maximum height limit of 10 stories is allowed for office uses:

The maximum height of the proposed building is approximately 36 feet which is approximately three stories high.

Ground-mounted signs identifying industries will be oriented towards roadways and will not exceed a height of ten feet. Plant materials and earth mounting will be used to enhance the appearance:

The applicant has not provided any information on the proposed signage. A condition has been added to require the applicant to provide information on any proposed signage.

The site and parking lot design must comply with the requirements of the Landscape Manual. The proposal must include a minimum of 20% of green space:

The proposal is subject to the requirements of Section 4.2 (Commercial and Industrial Landscape Strip), Section 4.4 (Screening Requirements) and Section 4.3 (Parking Lot Requirements) of the Landscape Manual. The proposed landscaping complies with the requirements of the Landscape Manual. The applicant has provided 48% of green space.

Loading areas visible from public streets will be screened with evergreen planting materials:

The proposed loading spaces will not be visible from Queen's Court because they will be screened from the adjacent properties and Queen's Court by extensive landscaping.

Prince George's Boulevard (102 feet RW) will have street trees planted in the median in a natural setting with trees and shrubs in attractive groupings. Light fixtures will be on the sides at established intervals. Low growing shrubs and flowering material will be placed in islands where acceleration/deceleration lanes are provided.

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



The applicant has not shown any trees in the median along Prince George's Boulevard, the intersections of Prince George's Boulevard and Branch Court and the intersection of Prince George's Boulevard and Queen's Court. Collington Center is a developed center where street landscaping has been addressed as a part of the overall development of the center and as a part of the previous approvals. Therefore, compliance with the above requirements is not required at this time.

This Application will have no effect on the majority of the Design Guidelines and the manner in which they were found to be satisfied at the time of the Prior SDP. Specifically, the Project will still consist of a single building of approximately 36 feet in height, there are no proposed changes to the architecture, building setbacks will not be revised, the site and parking lot comply with the Landscape Manual and 29% of green space will be provided, loading from public streets will be screened, and the landscaping in the medians of Prince George's Boulevard is still inapplicable. The Applicant has addressed the proposed signage in further detail below. Lastly, the proposed parking area along Branch Court will be setback 28 feet and the proposed parking area along Queen's Court will be setback 46 feet, which is in compliance with the minimum 25-foot setback from both streets expressed above.

2. Prior to the approval of any grading or building permit for the additional lots, Lots 1-E and 1-D, a geotechnical study shall be submitted to the Natural Resources Division for review.

This Application proposes modifications to the existing site improvements on the Property that were previously reviewed and approved by M-NCPPC. Therefore, this condition is not applicable to the Project.

- 3. Amend Section 4 of the Comprehensive Design Plan text, design standards for signage as follows:
 - a. Delete (or amend) number 3, page 4-1 only allowing ground-mounted signs.
 - b. Delete (or amend) number 8, page 4-2 requiring graphics relating to buildings to be oriented toward roadways on ground positioned signs.
 - c. Amend number 2 under "Signs," page 4-7 to include:
 - 2. Ground-mounted signs identifying industrial businesses will be oriented toward roadways and will not exceed a height of ten feet.



Plant materials and earth-mounding will be used to enhance their appearance. See landscaping guidelines.

Any signage proposed as part of this Application complies with the above standards.

- d. Add number 3 under "Signs," page 4-7 to include:
 - 3. Wall-mounted signs shall be allowed only on multiple-tenant buildings, except those located on Lots 3, 4, 5, 13 and 24 in Block B of Collington Center. No signage shall be permitted at any location other than where specifically shown on the drawings approved by the Architecture Review Committee.

As reflected in recent Specific Design Plan applications submitted for properties covered by the CDP, the Collington Trade Zone Association Board of Directors and Architectural Review Committee ceased operating many years ago. See, e.g., SDP-0511-04 Case file, p.20. Notwithstanding the foregoing, the Application complies with this standard.

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

Any signage proposed as part of the Application complies with the above standards.

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4. Amend Section 4 of the Comprehensive Design Plan text, design standards for parking lots to conform to the current Landscape Manual standards.

The existing parking areas located to the southeast of the existing building will be fully reconfigured and re-oriented to accommodate the Project. The existing parking and loading areas to the south of the building are proposed to expanded and re-configured. Additionally, the existing parking areas to the west of the building will be expanded and re-configured. All other parking areas to the north and northeast of the building are newly proposed.

Pursuant to Section 4.3 "Parking Lot Requirements" and Schedule 4.3-2 "Interior Planting For Parking Lots 7,000 Square Feet or Larger" of the Landscape Manual, separate parking lot areas have been delineated and the requirements for interior landscape area percentages, minimum number of shade trees, minimum island sizes per shade tree, minimum island locations between parking spaces, and all other applicable criteria have been satisfied as shown on the accompanying landscape plans.

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

As illustrated on the plan submittals, the Application provides 29% green space and thus complies with this condition.

6. Views from US 301 and proposed A-44 shall be as pleasing as possible. Large parking lots, loading spaces and docks, service or storage areas are discouraged and shall be completely screened from both roads in all directions. Screening may consist of walls, berms, or landscaping, in any combination.

Due to the presence of existing vegetation and intervening development of the properties directly to the east of the Property, no portion of the Property is visible from US 301. The Property was previously developed with a combination of berms and landscaping screening along Prince George's Boulevard, which will be maintained as part of the Project. While limited impacts are proposed to the existing berms, the overall screening height will be maintained. Supplemental planting is also proposed along Prince George's Boulevard to ensure adequate screening is maintained and the requirements of Section 4.2 of the Landscape Manual are satisfied.

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

The existing warehouse building complies with this standard. All proposed interior renovations to the warehouse building will satisfy this requirement through the building permit process.

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- 8. The applicant, his successors and/or assigns, shall execute and record a formal agreement with the M-NCPPC to dedicate about 123 acres for permanent public open space as delineated on Staff Exhibit "A".
- In accordance with Sections 24-134 and 24-135 of the Subdivision Regulations of the Prince George's County Code, the Planning Board, on the recommendation of the Department of Parks and Recreation, required of the applicant, his successors and/or assigns, that land to be dedicated to The Maryland-National Capital Park and Planning Commission shall be the subject of the following:
 - a. The dedication to The Commission by special warranty deed of the acreage indicated on the cover sheet, to be submitted at the time of Final Plat of Subdivision. This deed shall be accompanied by a receipt showing payment of all outstanding tax bills on the dedicated property.
 - b. The M-NCPC shall be held harmless for the cost of public improvements associated with the land to be dedicated, including but not limited to sewer extensions, adjacent road improvements, drains, sidewalks, curbs and gutters, and front-foot benefit charges, prior to and subsequent to Final Plat.
 - c. The boundaries of land to be dedicated or conveyed shall be indicated on all plans from the Preliminary Plat forward (i.e., rough grading, water and sewer, sediment control, storm drain).
 - d. All manmade debris and/or other discarded material shall be removed from the land prior to dedication. The Department of Parks and Recreation shall inspect the site and certify that it is in acceptable condition for conveyance prior to Final Plat approval.
 - e. The dedicated parkland shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse or similar waste.
 - f. The land due mandatory dedication shall not be disturbed in any way without the expressed written consent of the Department of Parks and Recreation. If the land is to be disturbed, a performance bond shall be posted to warrant restoration, repair or improvements made necessary or required by The Maryland-National Capital Park and Planning Commission approval process.



- g. Storm drain outfalls shall be designed so that they will not adversely affect land to be dedicated to The Maryland-National Capital Park and Planning Commission. If the outfalls require drain work within the park, a bond and an agreement will be required.
- h. No stormwater management facilities or utility easements shall be proposed on any plan for lands to be conveyed to The Maryland-National Capital Park and Planning Commission, without prior expressed written consent of the Department of Parks and Recreation. If such proposals are approved by staff, a performance bond and an agreement shall be required of the applicant, prior to issuance of grading permits.

The subject Property is already a developed site. It is the Applicant's understanding that Conditions 8 and 9 have already been or will be satisfied on property located elsewhere within the CDP area, and thus are not applicable to this Application.

15. All plans which propose disturbance to the dedicated parklands, including but not limited to storm drain, grading, paving, stormwater management and utility plans, shall be submitted to DPR for review prior to approval.

The Application complies with this condition as no disturbance is proposed to dedicated parklands.

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

The Application covers Lot 19, which is not a staged unit of development as delineated in this condition. Therefore, this condition does not apply.

In addition to satisfying the relevant CDP conditions of approval, the Application complies with all applicable standards of the Landscape Manual. As described above, the landscape plans submitted with the Application demonstrate that the parking lot areas comply with Section 4.3 and Schedule 4.3-2 of the Landscape Manual. The Project also incorporates landscape strips along Queen's Court, Prince George's Boulevard, and Branch Court that satisfy Section 4.2 of the Landscape Manual. Lastly, the proposed plantings have been evaluated and designed to meet the percentage of native plant materials required for each planting category, in accordance with Section 4.9 of the Landscape Manual.



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

The Project is not a Regional Urban Community; therefore, this finding is inapplicable to the Application.

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

As noted in the Prior SDP (Staff Report, p. 6), findings for adequate public facilities were made in conjunction with the Preliminary Plat. As part of the Planning Board's approval of the Prior SDP, the Transportation Planning Section confirmed that the development proposed at that time (i.e., 290,225 square feet of warehouse and office space) was consistent with the transportation adequacy finding made with the Preliminary Plat, and that the implied trip cap for the Property should have allowed for up to 488,170 square feet of development. The Application proposes no increase in gross floor area from that approved as part of the Prior SDP. Therefore, the conclusion that the Property will be adequately served within a reasonable period of time with existing or programmed transportation facilities is still valid.

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

The Property is currently designed and developed with a system of storm drains and a stormwater management pond to convey stormwater through the Property and discharge off-site without adverse impacts to the existing, adjacent or downstream properties. The Project will tie into and expand this existing system with additional storm structures, storm drains, and management systems to maintain this conveyance. No new outfalls are proposed, as the existing stabilized stormwater discharge points will be maintained as part of the Project.

4. The Plan is in conformance with an approved Type 2 Tree Conservation Plan; and

The Application is in conformance with the approved Tree Conservation Plan (TCPII/67/96) for the entire Collington Center covered by the CDP. The site improvements and grading proposed as part of the Project will not impact any of the tree save areas identified on the approved Tree Conservation Plan.



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

The Application is designed to minimize the effects of development on land, streams, and wetlands, and to assist in the attainment and maintenance of water quality standards, and to preserve and enhance the environmental quality of stream valleys. The Property was previously cleared and graded in anticipation of further development. The Project will utilize stormwater management measures to treat stormwater runoff from new impervious areas within the Project's limits of disturbance.

Conclusion

As explained in detail above, the Project satisfies the findings that the Planning Board must make in order to approve the Application as outlined in Section 27-528(a) of the Zoning Ordinance. Therefore, the Applicant is requesting Planning Board approval of this Application to allow for the proposed site improvements to accommodate the continued use of the existing warehouse and distribution facility on the Property.

Sincerely,

LINOWES AND BLOCHER LLP

Matthew M. Gordon, HD

Heather Dlhopolsky

Matthew M. Gordon

Enclosures

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772



PGCPB No. 88-224

CDP-8712

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 May 19, 1988, regarding Comprehensive Design Plan CDP-8712 for The Collington Center the Planning Board finds:

- The Comprehensive Design Plan is compatible with the Approved Basic Plan.
- The proposed plan would result in a development with a better environment than could be achieved under other regulations.
- Approval is warranted by the way in which the Comprehensive Design Plan includes design elements, facilities, and amenities, and satisfies the needs of the employees, or guests of the project.
- 4. The proposed development will be compatible with existing land use, zoning, and facilities in the immediate surroundings.
- 5. Land uses and facilities covered by the Comprehensive Design Plan will be compatible with each other in relation to:
 - (a) Amounts of building coverage and open space;
 - (b) Building setbacks from streets and abutting land uses; and
 - (c) Circulation access points.
- 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.
- 7. The staging of development will not be an unreasonable burden on available public facilities.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the

PGCPB 88-224 File No. CDP-8712 Page 2

findings contained herein and approved the Comprehensive Design Plan for the above-described land, subject to the following conditions:

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

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Dabney, seconded by Commissioner Botts, with Commissioners Dabney, Botts and Rhoads voting in favor of the motion, and with Commissioners Yewell and Keller absent, at its regular meeting held on Thursday, May 19, 1988, in Upper Marlboro, Maryland.

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department

Date 5/25/88

Thomas H. Countee, Jr. Executive Director

By Robert D. Reed

Community Relations Officer

THC/RDR/ASH/1q

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772



PGCPB No. 88-287

File No. 4-88074

RESOLUTION

WHEREAS, Prince George's County, Maryland is the owner of a 936.61-acre parcel of land known as Collington Center (Parts of Blocks A-H), said property being in the 7th Election District of Prince George's County, Maryland, and being zoned E-I-A; and

WHEREAS, on March 24, 1988, Prince George's County, Maryland, filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 65 lots and 3 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-88074 was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 16, 1988, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with modifications; and

WHEREAS, on June 16, 1988, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board approved Preliminary Plat of Subdivision 4-88074 with the following modifications:

- 1. Conformance with conditions of the approved CDP-8712.
- 2. Payment of a fee-in-lieu of on-site stormwater management to the Department of Environmental Resources prior to Final Plat of Subdivision.
- 3. Approval of a conceptual stormwater management plan by the Department of Environmental Resources prior to Final Plat of Subdivision.
- 4. Approval of the 100-year floodplain by the Department of Environmental Resources prior to Final Plat of Subdivision.

5. The following note shall be placed on the Final Plat of Subdivision:

"All structures shall be fully sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable County laws."

- 6. Dedication of the required right-of-way for Proposed A-44 in accordance with the revised alignment established by the staff of the Transportation Planning Division.
- 7. Prince George's Boulevard/International Avenue shall be constructed with a minimum 102-foot right-of-way. The 102-foot right-of-way shall be extended to Maryland Boulevard.
- 8. The proposed intersection of Prince George's Boulevard with International Avenue shall be realigned as shown in red on the plan prepared by the Transportation Planning Division staff.
- The plan shall be revised to show at least 102 feet of right-of-way between proposed Lots 9 and 10 in Block F, for the future extension of International Avenue to Central Avenue (Md. Route 214).
- 10. Conditions 7, 8 and 9 shall be in full force and effect until and unless the applicant applies for a subsequent Preliminary Plat of Subdivision.
- 11. Prior to signature approval of the preliminary plat, the applicant shall revise the plat to delete Note #19 regarding park issues, and to accurately reflect the lots which have already been platted by Final Plats of Subdivision.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

- The subdivision, as modified, meets the legal requirements of Subtitle 24 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
- 2. Development of this site is governed by a Conceptual Site Plan which has been approved for the site. All conditions of that approval must either be met or carried through by the approved Preliminary Plat of Subdivision.

PGCPB No. 88-287 File No. 4-88074 Page 3

- On-site stormwater management requirements have been waived by the Department of Environmental Resources. Payment of a fee-in-lieu of on-site stormwater management is required.
- According to established Planning Board policies, a conceptual stormwater management plan is appropriate for the site.
- Floodplain exists on the site and must be restricted from 5. development.
- Ladder truck service of the Prince George's County Fire Department is provided to this site by Fire Station #45 (Marlboro 6. #2). This station is located 8.5 miles from the proposed development. The County Standard for ladder truck service is 3.4 miles (or 5 minute response time).
- Dedication for A-44 must be in accordance with the Master Plan of Highways and the Transportation Planning Division requirements.
- With certain specific geometric improvements or realignments, the transportation facilities serving this development are adequate. 8.
- Certain drafting errors must be corrected by the applicant prior to signature approval of the preliminary plat.

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Dabney, seconded by Commissioner Yewell, with Commissioners Dabney, Yewell, Keller, Botts and Rhoads voting in favor of the motion, at its regular meeting held on Thursday, June 16, 1988, in Upper Marlboro, Maryland.

APPROVED AS TO LEGAL SUFFICIENCY.

Bli abell M-NCPPC Legal Department

Thomas H. Countee, Jr. Executive Director

occisell? BY Robert D. Reed

Public Affairs Officer

THC/RDR/EK:1g

14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772

7

PGCPB No. 90-455

CDP-9006

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 October 18, 1990, regarding Comprehensive Design Plan CDP-9006 for Collington Center the Planning Board finds:

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and approved the Comprehensive Design Plan for the above-described land, subject to the following conditions:

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

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

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

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

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

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

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

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Dabney, seconded by Commissioner Wootten, with Commissioners Dabney, Wootten, Yewell, Botts and Rhoads voting in favor of the motion at its regular meeting held on Thursday, October 18, 1990, in Upper Marlboro, Maryland.

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

John F. Downs, Jr. Executive Director

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Frances J. Guertin

Trance J. Guertin

Planning Board Administrator

JFD:FJG:GH:1q

APPROVED AS TO LEGAL SUFFICIENCY

SDP-0007-03_Backup 24 of 85

PGCPB No. 01-95 File No. CDP-9006/01

<u>RESOLUTION</u>

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

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

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

Condition #10 of CDP-9006 reads as follows:

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

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

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

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

Referral Responses

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

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

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

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

- 14. Section 27-521 of the Zoning Ordinance, Required Findings for Approval, requires the Planning Board to find conformance with the following findings for approval of a Comprehensive Design Plan:
 - (1) The plan is in conformance with the approved Basic Plan;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(C) The design, materials, height, proportion, and scale of a proposed enlargement or extension of a Historic Site, or of a new structure within the environmental setting, are in keeping with the character of the Historic Site;

The above section is not applicable to this CDP revision.

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

The above section is not applicable to this CDP revision.

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

The elimination of the recreational facilities will not alter the approved Tree Conservation Plan.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Comprehensive Design Plan for the above-described land, subject to the following conditions:

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

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

PGCPB No. 01-95 File No. CDP-9006/01 Page 7

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

Trudye Morgan Johnson Executive Director

By Frances J. Guertin Planning Board Administrator

TMJ:FJG:LS:rmk

PGCPB No. 05-83 File No. CDP-9006/02

RESOLUTION

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

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

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

2. **Development Data Summary**

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

- 3. **Location:** The site is in Planning Area 74 and Council District 4. Collington Center is located within the approved 1991 Bowie-Collington-Mitchellville and Vicinity Master Plan area, on the west side of Robert Crain Highway (US 301) and south of Central Avenue.
- 4. **Surroundings and Use:** The area of change within this Comprehensive Design Plan is south of existing Queen's Court, west of US 301, east of existing Prince George's Boulevard, and north of the Safeway site within Collington Center South. The surrounding properties are zoned E-I-A and the uses are mainly industrial uses consisting of warehousing.
- 5. **Previous Approvals:** On October 28, 1975, the District Council adopted the Bowie-Collington and vicinity sectional map amendment, which approved A-6965-C for the E-I-A Zone on 898.14 acres of land. Subsequently, additional E-I-A zoning (A-9284) was approved on August 29, 1978, for 383.55 acres of land, making the entire Collington Center property a total of 1,281.69 acres of land in the E-I-A Zone.
 - On November 30, 1978, the Planning Board approved Comprehensive Design Plan CDP-7802. On May 19, 1988, the Planning Board approved CDP-8712, which was a revision to the previously approved plan. On March 2, 1989, the Planning Board approved another revision to the Comprehensive Design Plan, CDP-8809. On July 17, 1997, the Planning Board approved CDP-9702 for a revision to the area known as Collington Center South.
- 6. **Design Features**: The proposed changes to the comprehensive design plan are primarily for the purpose of creating additional land area to be included for purposes of additional developable area. The details of the development proposal will be reviewed at the time of the Specific Design Plan. However, the staff is concerned with the ultimate appearance of the development as viewed from US 301.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. Section 27-521 of the Zoning Ordinance, Required Findings for Approval, requires the Planning Board to find conformance with the following findings for approval of a Comprehensive Design Plan:
 - (1) The plan is in conformance with the approved Basic Plan;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The above section is not applicable to this CDP revision.

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

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

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

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

Referral Responses

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

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

ENVIRONMENTAL REVIEW

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

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

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

Growth Policy—Service Level Standards

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

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

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

Staff Analysis of Traffic Impacts

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

US 301/Trade Zone Avenue

US 301/Leeland Road

The following conditions exist at the critical intersections:

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

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

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

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

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

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

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

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

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lar (AM &		Level of (AM &	
US 301 and Trade Zone Avenue	1,949	2,287	F	F
US 301 and Leeland Road	1,815	1,801	F	F

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

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

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

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

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

below:

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

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

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

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

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

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

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

Transportation Staff Conclusions

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

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

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

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

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

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

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

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

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

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

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

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

Consideration

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

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

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

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

Trudye Morgan Johnson Executive Director

By Frances J. Guertin Planning Board Administrator

TMJ:FJG:SL:rmk

PGCPB No. 00-136 File No. SDP-0007

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on July 13, 2000, regarding Specific Design Plan SDP-0007 for Collington Center Distribution Plus, Inc. (Lot 19), the Planning Board finds:

- 1. The proposed Specific Design Plan for Lot 19, Block C, includes site/grading, landscape and architectural plans for the proposed warehouse on Lot 19.
- 2. The subject site is located on Branch Court southeast of the intersection of Branch Court and Prince George=s Boulevard. The property also has frontage on Queen=s Court. The subject site is in Collington Center, a 708-acre employment park in the E-I-A Zone which is a part of a larger 1,289 acre employment park comprised of Collington Corporate Center and Collington South. The subject lot consists of 28.017 acres. The adjacent property to the east is undeveloped. The adjacent properties along Branch Court and Queen=s Court are also undeveloped.
- 3. The subject Specific Design Plan proposes a single-story, 290,225-square-foot warehouse building. The building will consist of 251,575 square feet of warehouse uses and 38,650 square feet of office uses. The warehouse will be primarily used for storing food products which would be distributed from the warehouse. Parking is proposed along the east side of the building. Loading spaces are proposed along the south wall of the warehouse building. A truck and trailer storage area is proposed on the south side of the loading areas. A future addition is proposed on the north side of the proposed building. A separate Specific Design Plan will be submitted for the future addition. Entrance to the site is along Branch Court.

Site Data:

Zone: E-I-A

Gross Tract Area

Lot 19 28.012 acres
Building Area 290,225 sq. ft.

FAR Permitted 0.45 FAR Provided 0.24

Green Space required Green Space provided	20% 48.5 %
Building Height Permitted	3 stories for warehouse uses (+36 feet)
	10 stories for office uses (110 feet)
Building Height Proposed	36∀ feet
Parking spaces required Parking spaces provided	107 315
Loading spaces required	8
Loading spaces proposed	33

Conformance with Basic Plan

4. The proposed Specific Design Plan will be in general conformance with the Basic Plans A-6965 and A-9284. The Collington Center site was originally comprised of 1,289 acres (first known as the Prince George=s County Employment Park) in the E-I-A Zone and included Zoning Map Amendment Nos. A-6965, A-9284 and A-9397. The District Council approved two Amended Basic Plans, Collington Corporate Center (via Zoning Ordinance No. 25-1989), for the northern 414 acres, and Collington South (via Zoning Ordinance No. 36-1990), for the southern 167 acres. Of the total 1,289 acre site, 708 acres remain in the original Collington Center.

Conformance with Comprehensive Design Plans

- 5. CDP-8712 designates the subject lots for manufacturing/warehouse uses. The proposed use is within the proposed building with no outside storage of materials. Warehouse and wholesaling establishments are also listed as permitted uses in the memorandum dated April 27, 1992, from John Rhoads, Chairman, to the Prince George=s County Planning Board.
- 6. The proposal complies with the following Design Guidelines established by CDP-8712 and revised by CDP-9006:

Buildings constructed within Collington Center will be one of the three basic types: single buildings on individual parcels, two or more buildings arranged to create external open space, two or more buildings arranged to create internal courtyards.

The proposed building is a single building on an individual parcel.

The proposed buildings will follow the following guidelines to create a harmonious appearance:

Materials will be harmonious with the surroundings, graphics identifying the company will be coordinated with the building design, lighting will enhance the design of the building and not cause excessive glare, planting will be provided along the foundations to enhance the visual quality of the building, views will be preserved where physically possible, buildings will be oriented in such a way as to create internal open space and landscaping, combining of plant materials and earth mounding will embellish the overall appearance of the site.

The proposed building will have metal panels, metal canopies and glazed windows and doors. The metal canopies and concrete panels are proposed to enhance the appearance of the building. The proposed architecture will be compatible with the industrial/office type architecture of the surrounding areas. The siting, height and orientation of the building facilitate the creation of adequate landscape buffers around the building. Lighting for the parking lot will be provided by 30-foot-high light posts. The proposed architecture has been approved by the Collington Center Architectural Review Committee.

A minimum building setback of 80 feet is required along the 102-foot right-of-way for Prince George=s Boulevard. A minimum building setback of 50 feet is required along the 70-foot right-of-way along the other major streets. A minimum setback of 25 feet is required along Branch Court and Queen=s Court.

The proposed building setback along Branch Court is more than 300 feet, along Prince George=s Boulevard is more than 80 feet and along Queen=s Court is more than 300 feet.

The building will not be more than three stories high for office/industrial uses and a maximum height limit of 10 stories is allowed for office uses.

The maximum height of the proposed building is approximately 36 feet which is approximately three stories high.

Ground-mounted signs identifying industries will be oriented towards roadways and will not exceed a height of ten feet. Plant materials and earth mounding will be used to enhance the appearance.

The applicant has not provided any information on the proposed signage. A condition has been added to require the applicant to provide information on any proposed signage.

The site and parking lot design must comply with the requirements of the Landscape Manual. The proposal must include a minimum of 20% of green space.

The proposal is subject to the requirements of Section 4.2 (Commercial and Industrial Landscape Strip), Section 4.4 (Screening Requirements) and Section 4.3 (Parking Lot

Requirements) of the *Landscape Manual*. The proposed landscaping complies with the requirements of the *Landscape Manual*. The applicant has provided 48% of green space.

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

The proposed loading spaces will not be visible from Queen=s Court because they will be screened from the adjacent properties and Queen=s Court by extensive landscaping.

Prince George=s Boulevard (102 feet RW) will have street trees planted in the median in a natural setting with trees and shrubs in attractive groupings. Light fixtures will be on the sides at established intervals. Low growing shrubs and flowering material will be placed in islands where acceleration/deceleration lanes are provided.

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

The applicant has not shown any trees in the median along Prince George=s Boulevard, the intersections of Prince George=s Boulevard and Branch Court and the intersection of Prince George=s Boulevard and Queen=s Court. Collington Center is a developed center where street landscaping has been addressed as a part of the overall development of the center and as a part of the previous approvals. Therefore, compliance with the above requirements is not required at this time.

CDP-9006 was approved with 16 conditions of approval. Conditions 7 and 10 are directly applicable to the proposed project and the proposal complies with the conditions as follows:

Condition 7

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

This condition is being retained as a condition of this Specific Design Plan approval.

Condition 10

Prior to submission of Final Plats, the applicant, his successors and/or assigns, shall record and execute a formal agreement with the M-NCPPC to provide a combination of public and private recreational facilities. This Recreation Facilities Agreement shall be reviewed by the Department of Parks and Recreation (DPR) prior to

execution. To ensure the satisfactory construction of the recreational facilities, a performance bond or other suitable financial guarantee (suitability to be judged by the General Counsel=s Office of the M-NCPPC) shall be posted. The bond for the public recreational facilities shall be submitted to DPR. The bond for private recreational facilities shall be submitted to the Development Review Division. All bonds shall be posted within two weeks of applying for building permits. The facilities to be constructed on public park lands shall include the following:

- a. two (2) lighted tennis courts.
- b. parking facility with a minimum of 40 spaces.
- c. a minimum 8-foot wide asphalt hiker-biker trail along Collington Branch.
- d. a secondary pathway system to link the recreational facilities within the park.

A number of Specific Design Plans have been filed after the Comprehensive Design Plan was approved. The Planning Board has found previously that it will be appropriate for the subject condition to be addressed by the County at a later date.

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

REQUIRED PARKING SPACES		PROPOSED
FOR THE PROPOSED BUILDING		
Three (3) for the first 1,500 square feet of gross floor area; 1 for the additional 1,500 square feet of gross floor area up to 100,000 square feet 0.20 for the additional 1,000 square feet of gross floor area above the first 100,000 square feet.	107	315
LOADING SPACES		
1 per 2,000 to 10,000 square feet of gross floor area. 1 per 10,000 to 100,000 square feet of gross floor area. The total gross floor area is 22,884 square feet.	8	33

Conformance of the Proposed Specific Design Plan with the findings for approval of a Specific Design Plan (Section 27-528, Planning Board Action)

8. The plan conforms to the approved Comprehensive Design Plan and the applicable standards of the Landscape Manual.

As stated in Findings 5 and 6, the proposed Specific Design Plan conforms to the approved Comprehensive Design Plan and the applicable standards of the *Landscape Manual*.

9. The development will be adequately served within a reasonable period of time with existing or programmed facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development.

Findings for adequate public facilities were made in conjunction with the Preliminary Plat. The Transportation Planning Section has confirmed (see Finding 15 below) that the proposal is consistent with the previous transportation adequacy findings. The Countywide Planning Section has recommended that all commercial structures be fully sprinklered in accordance with the National Fire Protection Association Standard 13 and all applicable Prince George=s County laws. Condition 7 of CDP-9006 requires the same. This condition is being retained as a condition of this Specific Design Plan approval. The Section has also stated that the existing County police facilities will be adequate to serve the proposed Collington Center development.

10. Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties.

The Department of Environmental Resources has stated that the proposal is consistent with the approved stormwater management concept plan #008005620. Therefore, adequate provision has been made for draining surface water and ensuring that there are no adverse effects.

11. The Plan is in conformance with an approved Tree Conservation Plan.

The Plan is in conformance with an approved Tree Conservation Plan (TCPII/67/96) for the entire Collington Center site. The subject Specific Design Plan will not impact any of the tree save areas identified on those plans nor will the woodland clearing require a change to the overall requirement.

Referral Responses

12. There may be a minimal amount of disturbance from the floodplain easement on the southeastern portion of the property along Parcel C as indicated on the site/grading plans. Minor grading is proposed along the floodplain easement. The Final Plat 5-00088 for the subject lot has been filed but has not yet been approved. The Subdivision Section

(Chellis to Srinivas, June 22, 2000) has therefore given the applicant the following three alternatives to address the flood plain easement issues:

- 1. revision of the site plan to demonstrate relocation of the floodplain easement on the recorded documents;
- 2. revision of the site plan to demonstrate removal of disturbance from the floodplain easement;
- 3. file Preliminary Plat requesting a variation.

A condition of approval has been added to require one of the above changes. The Final Plat 5-00088 for the subject lot has been filed but has not yet been approved.

- 13. The Washington Suburban Sanitary Commission (Maholtz to Srinivas, June 1, 2000) has stated that there are no impacts to existing WSSC facilities.
- 14. The Environmental Planning Section (Markovich to Srinivas, May 30, 2000) has stated that wetlands may be present on the subject property. Wetlands have been identified on the adjacent parcel of land identified as Parcel >C.= The wetlands may extend onto the subject property in the vicinity of the proposed stormwater management facility at the southeastern corner of the property. The Section has required the applicant to submit a Wetland Delineation Report indicating the exact extent of the wetlands present on the subject property.

There are no scenic or historic roads adjacent to the property and no noise impacts have been identified. Marlboro Clay has been identified in the vicinity of the site. Although Marlboro Clay is not an issue with the subject Specific Design Plan, there is a possibility that Marlboro Clay will be encountered if footers for the proposed structure are placed at an elevation of 120 feet or less. If this is the case, a geotechnical report addressing foundation stability should be prepared.

The proposal is consistent with the approved Tree Conservation Plan (TCPII/67/96).

A condition of approval requiring a Wetland Delineation Report has been proposed below.

15. The Transportation Planning Section (Masog to Srinivas, June 26, 2000) has stated that the proposal is in conformance with past approved plans and that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as a part of the development if the development is approved.

The memorandum from the Transportation Section states as follows:

AThe Transportation Planning Section has reviewed the application referenced above. The application involves a portion of the Collington Center development. The property is located south and west of Trade Zone Avenue and Prince George=s Center Boulevard. The applicant proposes to develop the property with 290,225 square feet of warehouse and office space. The site acreage is 28.02 acres.

AThe development of this site must be in accordance with CDP-9006 and A-6965 as amended. There should also be an underlying preliminary plat, and that plat, if approved since 1990, potentially has a square footage or trip cap. The transportation staff could not ascertain either the preliminary or final plats which created Lot 19C; a 1995 preliminary plat and its resulting record plat showed a far different lotting pattern. However, all square footage caps have generally been based on a floor-to-area ratio of 0.40, with warehouse, office and light industrial uses all accommodated within the cap. Such a cap for this 28.02 acre site should have allowed for up to 488,170 square feet of development.

AThe access and circulation plan for the site is acceptable. The proposed warehouse and its associated drive aisles, loading bays and parking would occupy most of the site. The remainder of the plan makes a provision for an expansion of the planned building. The building envelope is approximately 122,500 square feet; this expansion would need to be the subject of a new review prior to its construction.

AThe finding for a Specific Design Plan requires that the site be served adequately within a reasonable period of time by transportation facilities which are existing, programmed or which will be provided as a part of the development. While the transportation adequacy findings for the subject property are quite old, nothing has occurred which would invalidate them. Therefore, the transportation staff finds that the submitted plans are in conformance with past approved plans. The subject property was the subject of a finding of adequate public facilities made in 1995. Insofar as the basis for that finding is still valid, the transportation staff finds that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as a part of the development if the development is approved.@

16. The Growth Policy and Public Facilities Planning Section (Williams to Srinivas, June 27, 2000) has recommended that all commercial structures be fully sprinklered in accordance with the National Fire Protection Association Standard 13 and all applicable Prince George=s County laws. Condition 7 of CDP-9006 requires the same. This condition is being retained as a condition of this Specific Design Plan approval. The Section has also stated that the existing County police facilities will be adequate to serve the proposed Collington Center development.

The Growth Policy and Public Facilities Planning Section memorandum states as follows:

AThe Growth Policy and Public Facilities Planning Section has reviewed the specific design plans for adequacy of public facilities and concluded the following.

Fire Service

AThe existing fire engine service at Bowie Fire Station, Company 43 located at 16400 Pointer Ridge Drive has a service response time of 4.88 minutes, which is beyond the 3.25 minutes response time guideline.

AThe existing ambulance service at Bowie Fire Station, Company 43 located at 16400 Pointer Ridge Drive has a service response time of <u>4.88</u> minutes, which is beyond the 4.25 minutes response time guideline.

AThe existing paramedic service at Bowie Fire Station, Company 43 located at 16400 Pointer Ridge Drive has a service response time of <u>4.88</u> minutes, which is within the 7.25 minutes response time guideline.

AThe existing ladder truck service at Bowie Fire Station, Company 39 located at 15454 Annapolis Road has a service response time of 13.36 minutes, which is beyond the 4.25 minutes response time guideline.

AThese findings are in conformance with the Adopted and Approved Public Safety Master Plan 1990 and the Guidelines For The Analysis Of Development Impact On Fire and Rescue Facilities.

Aln order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed above, the Fire Department recommends that all commercial structures be fully sprinkled in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County Laws.

Police Service

AThe proposed development is within the service area of the <u>District II- Bowie</u>. The staff concludes that the existing County's police facilities will be adequate to serve the proposed Collington Center development.@

- 17. The Permit Review Section (Ferrante to Srinivas, June 12, 2000) has requested minor changes to the site/grading and landscape plans. A condition of approval has been added to require the same.
- 18. The Community Planning Division (D=Ambrosi to Srinivas, June 7, 2000) has stated that a sufficient number of trees should be preserved along Prince George=s Boulevard as recommended in the Master Plan. Due to the extensive grading on site, the preservation of all the trees may not be possible. The applicant has however, provided adequate landscape buffers along the property lines.
- 19. The Department of Environmental Resources (De Guzman to Srinivas, June 22, 2000) has stated that the proposal is consistent with the approved stormwater management concept plan.

The Collington Center Architectural Review Committee

20. The Collington Center Architectural Review Committee (Holtz to Brownfield, June 8, 2000) has stated that the Committee reviewed the proposal on May 30, 2000, and approved the plans with one condition. The condition, requiring that the height of the landscape berm be raised a minimum of two feet along the entire length of Prince George=s Boulevard, has been added.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Specific Design Plan for the above-described land, subject to the following conditions:

- 1. Prior to certification of the Specific Design Plan,
 - a. The applicant shall revise the site/grading and landscape plans to show the following:
 - (1) The location, design and details of the proposed signs.
 - (2) The landscape berm along Prince George=s Boulevard raised a minimum of two feet to elevations 142-144.
 - (3) The number of parking spaces correctly shown on the site plan and the parking table.
 - b. The applicant shall either demonstrate relocation of the floodplain easements in accordance with pending final plats, demonstrate the removal of the disturbance from the floodplain easement, or file a Preliminary Plat application requesting a variation.

PGCPB No. 00-136 File No. SDP-0007 Page 11

- c. The applicant shall submit a Wetland Delineation Report indicating the exact extent of the wetlands present on the subject property.
- 2. All commercial (and/or industrial) structures shall be fully sprinklered in accordance with National Fire Protection Association (NFPA) Standard 13 and all applicable County laws.

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

* * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Brown, seconded by Commissioner Boone, with Commissioners Brown, Boone and Hewlett voting in favor of the motion, at its regular meeting held on <u>Thursday</u>, <u>July 13</u>, <u>2000</u>, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 21st day of September 2000.

Trudye Morgan Johnson Executive Director

By Frances J. Guertin Planning Board Administrator

TMJ:FJG:LS:meg

WELLS + ASSOCIATES

MEMORANDUM

TO: Tom Masog

Prince George's County Planning Department

FROM: Chris Kabatt, P.E.

Behnaz Razavi, AICP

COPY: Heather Dlhopolsky; Linowes and Blocher, LLP

Samantha Mazo; Amazon

RE: Trip Cap Verification

Amazon - Delivery Station

1000 Prince Georges Boulevard, Upper Marlboro

DATE: May 21, 2020



1110 Bonifant Street Suite 210.

Silver Spring, MD 20910 301-448-1333

WellsandAssociates.com

This memorandum comprises a trip cap verification for the proposed Amazon site located at 1000 Prince Georges Boulevard in Upper Marlboro, Prince George's County, Maryland.

The property, Lot 19 of Collington Center, is currently improved with a one-story, 290,225 S.F. warehouse building with a surface parking lot. Vehicular access to the site is provided by Branch Court and Queens Court. Per Comprehensive Design Plan No. 9006 and subsequent amendments, the subject property has an implied trip cap allowing up to 488,170 S.F. of development.

Amazon.com, the Applicant, is filing a Specific Design Plan Amendment, No. SPD-0007-03, in order to construction additional surface parking, loading and circulation areas in the northern portion of the site. No additional gross floor area is proposed. Per the proposed plans, the Applicant proposes to use the building as a delivery station with a portion of the gross floor area, 85,305 S.F., being used as parking. The other 204,920 S.F. would be used as a warehouse area and office space.

This memorandum documents the proposed delivery station operations, adjacent street peak-hour trip generation and compares the adjacent street peak-hour trip generation to the implied trip cap for 488,170 S.F. of development, assumed to be warehouse.

Site Operations and Trip Generation

The proposed delivery station operation cycle was reviewed to determine the hourly trip generation throughout the day. Table 1 summaries the number of trips per hour and identifies both the site peak hours and the adjacent street peak hour which is between 6:30 am and 9:30 am and 4:00 pm and 7:00 pm. The delivery station operation includes the following activities:

- 19 delivery trucks deliver parcels to the 1000 Prince Georges Boulevard site from 4:30 PM to 11:30 AM
- 101 associates and managers sort and prepare parcels for delivery from 1:30 AM to 12:30 PM.

- The first shift of 31 delivery service providers (DSP) managers and associates arrive in the early morning to assist and monitor delivery operations at the delivery site. They arrive at 5:30 AM and leave at 2:30 PM.
- 214 delivery vans are loaded and leave between 9:30 AM and 11:30 AM.
- 5 DSP managers arrive at 11:30 AM and leave at 10:30 PM. They manage onsite operations at the delivery station and assist with the flex drivers' evening shift.
- The second shift of 31 associates and managers provide assistance and monitor delivery operations in the afternoon. They arrive at 1:00 PM and leave at 10:00 PM.
- 26 associates arrive at 1:30 PM to prepare for the flex drivers' evening shift. These staff members leave at 6 PM.
- 60 flex dispatch vehicles pick up their packages in the late afternoon between 4 PM and 5 PM.
- 214 delivery vans return to the 1000 Prince Georges Boulevard site between 7:00 and 9:30 PM after a ten-hour shift.

The details of the operation, circulation and trip generation are explained below. For context, the site plan is shown in Figure 1.

During the evening, starting at 4:30 PM, trucks deliver packages to the delivery station. These trucks circulate the site from Queens Court. Loading docks are located south of the building, near the Queens Court access point. A total of 19 trucks enter between the hours of 4:30 PM to 11:00 AM. These trucks exit between 5:00 PM and 11:30 AM. Trucks remain onsite to unload for approximately 30 minutes. The exact time of entrance and exit of trucks varies between one every two hours to one every hour; however, it is spread throughout the 18 hours.

Eighty-one (81) Associates and 20 managers working at the delivery station begin their shift at 1:30 AM with 101 cars entering the site at Branch Court. The first shift of 31 DSP managers/support staff begin their work at 5:30 AM. Five (5) DSP associates enter the site at 11:30 AM. The overnight associates and managers end their shift at 12:30 PM resulting with 101 vehicles exiting the site at 12:30 PM. The second shift of 31 DSP managers/support staff enter the site at 1:00 PM. Twenty-six (26) associates working with the flex drivers enter the site at 1:30 PM and leave the site at 6:00 PM. The first shift of 31 associates leave the site at 2:30 PM. The second shift of DSP managers/support staff exit from the 1000 Prince Georges Boulevard site at 10:00 PM having completed 9-hour shifts. The 5 DSP associates who started their shift at 11:30 AM leave the site at 10:30 PM, after completing an 11-hour shift. All associates enter and exit through Branch Court.

Delivery van shifts begin at 9:30 AM at the 1000 Prince Georges Boulevard site with four waves of drivers entering the site every half hour. At 9:30 AM, 32 drivers in their personal vehicles enter the site, followed by 80, 64 and 30 personal vehicles from 10:00 to 11:30 AM. Drivers park their personal vehicles on site and pick up a van to start their shift. The delivery vans start to get loaded at 9:30 AM and the first 96 delivery vans leave the delivery station at 10:30 AM to go make deliveries. The second shift of 48 delivery vans leave the delivery station at 11:00 AM followed by 70 delivery vans at 11:30 AM. As shown in Figure 1, the site provides 48 loading spaces and 48 staging spaces for the vans. The vans leave the site in waves close to the provided time but no more than 48 vans are loaded at one time. As mentioned before, delivery van drivers enter with their personal vehicles enter through Branch Court and delivery vans depart through Queens Court.



The morning shift of delivery vans start to travel back to the 1000 Prince Georges Boulevard site at 7:00 PM, after completing their respective routes. The drivers unload the vans, i.e. undelivered packages and sorting bags, and touch base with the managers before parking the delivery van and leaving the site with their personal vehicles. This activity occurs in approximately 30 minutes. Like in the morning, delivery vans will circulate the delivery site in waves. At 7:00 PM, approximately 12 vans enter, followed by 60, 48, 72, 18 and 4 vans every 30 minutes until 9:30 PM. Delivery drivers will leave the site in the same time frame, with 12 vehicles exiting the site at 7:30 PM followed by 24, 84, 42, 48 and 4 personal vehicles. Delivery vans coming back from their delivery enter the site at Branch Court and drivers ending their shift will leave the site from Branch Court as well.

Additionally, flex drivers deliver packages during the evening. Flex drivers are essentially on-call package delivery drivers who utilize their own vehicles. The first 52 vehicles enter the 1000 Prince Georges Boulevard site from Branch Court at 4:00 PM followed by 8 vehicles at 4:30 PM. 24 vehicles leave from Queens Court within 30 minutes, followed by 36 vehicles at 5:00 PM. Two 30-minute cycles of flex car entry and exit occur, with a total of 60 vehicles from 4:00 to 5:00 PM. Flex drivers are not used on a daily basis. They are only used when necessary and promised package delivery times are to be fulfilled. The maximum number of flex drivers were included in the trip generation analysis to present a maximum.

Table 1 depicts these movements in 30-minute increments. The AM and PM peak hour trip generation for the 1000 Prince Georges Boulevard site was derived from the projected operation of the delivery station. The breakdown of how each shift is broken down by the hour at the 1000 Prince Georges Boulevard site is based on the deliver station operations.

Traffic generation of the 1000 Prince Georges Boulevard site was summarized between the typical commuter peak hours of 6:30 and 9:30 AM and 4:00 to 7:00 PM based on the Traffic Count data provided by Amazon. The 1000 Prince Georges Boulevard site will generate a total of 2 (1 in and 1 out) AM peak hour trips between 6:30 and 7:30 AM and 85 (61 in and 24 out) PM peak hour trips between 4:00 and 5:00 PM. The PM peak hour volume is flex-drivers who deliver packages with their personal vehicles and Amazon trucks. As mentioned above, circulation to and from the site is split between the Branch Court and Queens Court entrances. Therefore, the 85 PM peak hour volume is split with 61 vehicles entering from Branch Court and 24 vehicles exiting from Queens Court.

Trip Cap Verification

The number of peak hour trips generated by the proposed Amazon delivery station was compared to the implied trip cap for 488,170 S.F. of development, assumed to be warehouse use. The results are shown in Table 2.

As shown in Table 2, 488,170 S.F. of warehouse development would generate 84 AM and 86 PM peak hour trips during the adjacent street peak-hours. The proposed delivery station will generate fewer trips during both the AM and PM peak hours; 82 and 1, respectively. Therefore, the trip generation for the delivery station is within the trip cap.



Table 1 Vehicle Traffic According to Amazon

			Prince Georges Bou	levard		
Time	In	Out	Hourly Total	Hourly In	Hourly Out	Time
12:00 AM	1	1	3	1	2	12 - 1 AM
12:30 AM		1	2	1	1	12:30 - 1:30 AM
1:00 AM	1		103	102	1	1 - 2 AM
1:30 AM	101	1	103	102	1	1:30 - 2:30 AM
2:00 AM	1		2	1	1	2 - 3 AM
2:30 AM		1	2	1	1	2:30 - 3:30 AM
3:00 AM	1		2	1	1	3 - 4 AM
3:30 AM		1	2	1	1	3:30 - 4:30 AM
4:00 AM	1		3	2	1	4 - 5 AM
4:30 AM	1	1	3	1	2	4:30 - 5:30 AM
5:00 AM		1	33	32	1	5 - 6 AM
5:30 AM	32		33	32	1	5:30 - 6:30 AM
6:00 AM		1	2	1	1	6 - 7 AM
6:30 AM	1		2	1	1	6:30 - 7:30 AM
7:00 AM		1	1	0	1	7 - 8 AM
7:30 AM			0	0	0	7:30 - 8:30 AM
8:00 AM			1	1	0	8 - 9 AM
8:30 AM	1		2	1	1	8:30 - 9:30 AM
9:00 AM	_	1	34	33	1	9 - 10 AM
9:30 AM	33		114	113	1	9:30 - 10:30 AM
10:00 AM	80	1	241	144	97	10 - 11 AM
10:30 AM	64	96	247	103	144	10:30 - 11:30 AM
11:00 AM	39	48	163	44	119	11 AM - 12 PM
11:30 AM	5	71	76	5	71	11:30 AM - 12:30 PM
12:00 PM		, 1	101	0	101	12 - 1 PM
12:30 PM		101	132	31	101	12:30 - 1:30 PM
1:00 PM	31	101	57	57	0	1 - 2 PM
1:30 PM	26		26	26	0	1:30 - 2:30 PM
2:00 PM	20		31	0	31	2 - 3 PM
2:30 PM		31	31	0	31	2:30 - 3:30 PM
3:00 PM		31	0	0	0	3 - 4 PM
3:30 PM			52	52	0	3:30 - 4:30 PM
4:00 PM	52		85	61	24	4 - 5 PM
4:30 PM	9	24	70	9	61	4:30 - 5:30 PM
5:00 PM	9	37	37	0	37	5 - 6 PM
5:30 PM		37	26	0	26	5:30 - 6:30 PM
6:00 PM		26	27	1	26	6 - 7 PM
6:30 PM	1	20	27	14	13	6:30 - 7:30 PM
7:00 PM	13	13	111	73	38	7 - 8 PM
7:00 PIVI 7:30 PM	60	25	218	109	109	7:30 - 8:30 PM
	49	84	248	109	109 127	8 - 9 PM
8:00 PM		43				
8:30 PM	72		182	91	91	8:30 - 9:30 PM
9:00 PM	19	48	77	24	53	9 - 10 PM
9:30 PM	5	5	42	5	37	9:30 - 10:30 PM
10:00 PM		32	38	1	37	10 - 11 PM
10:30 PM	1	5	7	1	6	10:30 - 11:30 PM
11:00 PM		1	2	1	1	11 PM - 12 AM
11:30 PM	1		3	2	1	11:30 PM - 12:30 AM

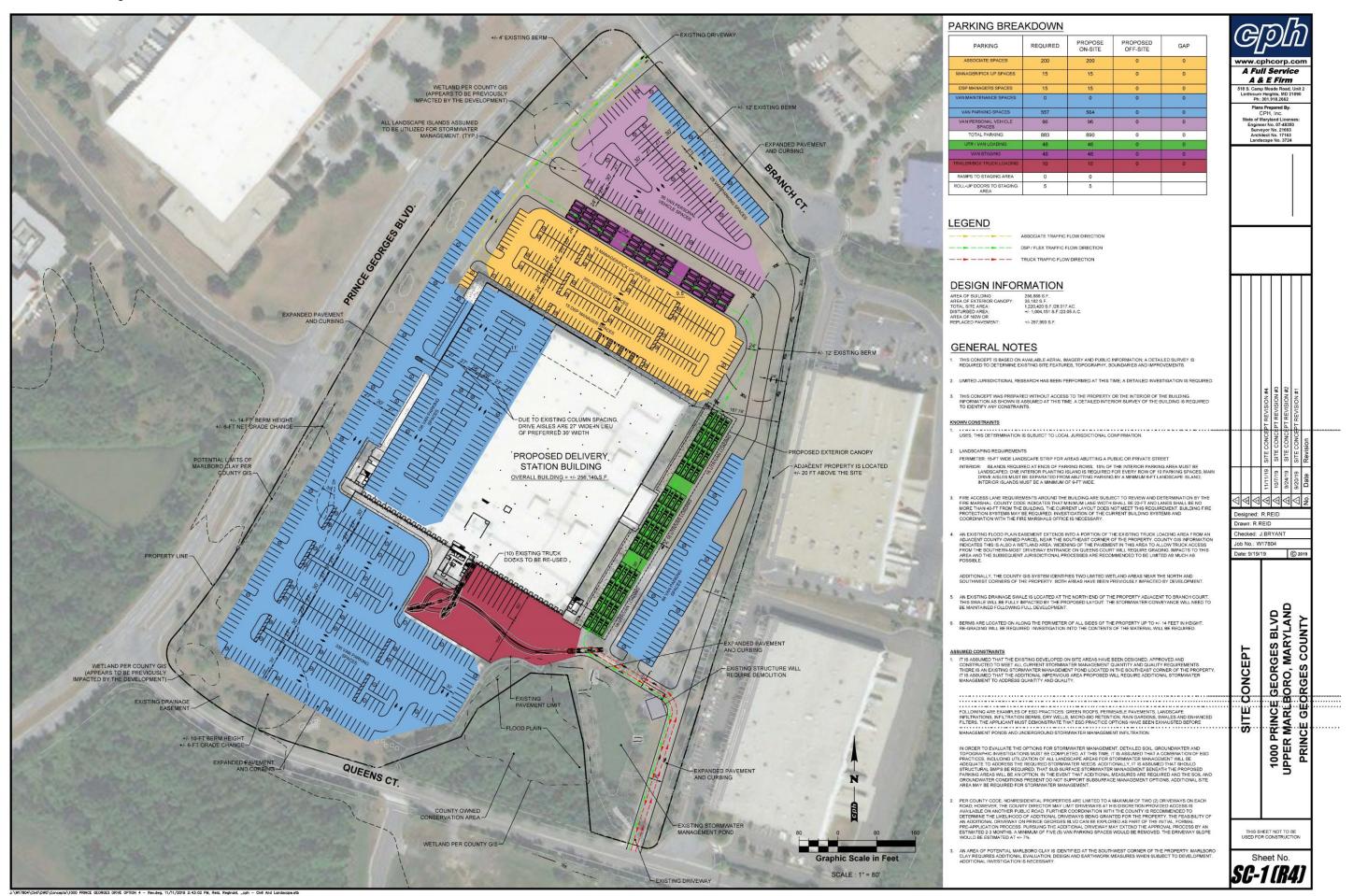
 Table 2 Trip Cap and Proposed Development Trip Generation Comparison

					Trip Gen	<u>eration</u>		
			A۱	/I Peak H	our	PIV	1 Peak H	our
Land Use Code	Amount	Unit	In	Out	Total	In	Out	Total
150	488,170	SF	65	19	84	23	63	86
	290,225	SF	1	1	2	61	24	85
					-82			-1
		150 488,170	150 488,170 SF	Land Use Code Amount Unit In 150 488,170 SF 65	Land Use Code Amount Unit In Out 150 488,170 SF 65 19	150 488,170 SF 65 19 84 290,225 SF 1 1 2	Land Use Code Amount Unit In Out Total In 150 488,170 SF 65 19 84 23 290,225 SF 1 1 2 61	Land Use Code Amount Unit In Out Total In Out 150 488,170 SF 65 19 84 23 63 290,225 SF 1 1 2 61 24

^{1.} Trip generation based on ITE Trip Generation Manual 10th Edition

M

^{2.} Based on the operation cycle for this delivery station detailed in Table 1.





THE PRINCE GEORGE'S COUNTY GOVERNMENT



See L 7359, F490 for Flood Plain Easement flood Plain In 94137 folder

DEPARTMENT OF ENVIRONMENTAL RESOURCES

PERMITS AND REVIEW DIVISION ENGINEERING PLAN REVIEW SECTION

SITE UNIT

July 11, 2000

Laxmi Srinivas
Maryland National Capital Park
and Planning Commission
Urban Design Division
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Re: Collington Center, Lot 19 and Parcel C, Block C Existing 100-Year Floodplain Easement

Dear Ms. Chellis:

This letter is to inform you that a 100-year floodplain, as defined by the County Code, does not exist on Lot 19 or Parcel C, Block C of Collington Center. A 100-year floodplain is only applicable to streams that have a watershed of 50 acres or more. It is believed that the existing 100-year floodplain easement shown on the record plat for Lots 16-19, Block C of Collington Center was recorded when the amount of drainage to the existing stormdrain system in Queen's Court at Parcel C was much larger than it is today. However, after that easement was recorded, most of the drainage was directed away from Lot 19 and Parcel C. As a result of the diversion, the total drainage area to the area is now only 16.7 acres. Therefore, Lot 19 and Parcel C are not within a 100-year floodplain.

Should you have any questions please contact me at (301) 883-5905.

Sincerely,

Reynaldo S.P. de Guzman, P.E.

Supervisor

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

301-952-3972

June 15,2020

MEMORANDUM

TO: Thomas Burke, Subdivision and Zoning Section, Development Review Division

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

Judy D'Ambrosi, Senior Planner, Neighborhood Revitalization Section, Community FROM:

Planning Division JD

SUBJECT: SDP-007-03 Amazon Services at Collington Center-

FINDINGS

Pursuant to Part 8, Division 4, Subdivision 2 of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Specific Design Plan

Location: 600 feet west of the intersection of US301 and Queens Court.

Size: 28.01 acres

Existing Uses: Warehouse and distribution facility.

Proposal: To increase land area covered by pavement for parking, loading and circulation areas.

SDP-007-03 Amazon Services at Collington Center-

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Established Communities Growth Policy Area

"Established Communities are most appropriate for context-sensitive infill and low to medium

Density development" (p.20).

Master Plan: Master Plan: The 2006pproved Bowie and Vicinity Master Plan recommends

"Employment and Institutional development.

Planning Area:

74

Community:

Collington

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military

Installation Overlay Zone.

SMA/Zoning: Master Plan: The 2006 Approved Bowie and Vicinity Master Plan recommends

"Employment and Institutional development

ADDITIONAL INFORMATION

No Issues.

c: Long-range Agenda Notebook

Fred Stachura, Supervisor, Neighborhood Revitalization Section, Community Planning Division

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

June 8, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design Review, Development Review Division

VIA: Howard Berger, Supervisor, Historic Preservation Section, Countywide Planning

Division

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division

Tyler Smith, Historic Preservation Section, Countywide Planning Division

SUBJECT: SDP-0007-03 Amazon.com Services

The subject property is located at 1000 Prince George's Boulevard, to the west of Robert Crain Highway (US 301), and immediately to the south of Branch Court, and to the north of Queens Court in Upper Marlboro, Maryland. The subject application proposes additional pavement for surface parking, loading, and circulation areas in the northern part of the site, as well as an exterior canopy along the eastern portion of the existing warehouse building on the property. All other changes involve interior renovations to the previously approved and constructed warehouse building. The property is zoned Employment and Institutional Area (E-I-A) and comprises one lot described as Lot 19 in Block C of Collington Center, containing 28.02 acres.

The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources. Phase I archeology survey is not recommended. Historic Preservation staff recommend approval of SDP-0007-03, Amazon.com Services, without conditions.

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

June 19, 2020

MEMORANDUM

T0: Tom Burke, Urban Design Section, Development Review Division

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

FROM: Glen Burton, Transportation Section, Countywide Planning Division

SUBJECT: SDP-0007-03: Amazon.com Services

Proposal

This application proposes renovation and repurposing of an existing warehouse as well as additional surface parking.

Background

On July 13, 2000, the Planning Board approved a Specific Design Plan (SDP)-0007 for the subject property. Based on information presented in PGCPB No. 00-136, that SDP was approved for the development of a warehouse with a gross floor area (GFA) of approximately 290,225 square feet. Given the acreage of the property (28.02 acres), and applying a floor area ratio (F.A.R) of 0.4, which is typical for that E.I.A Zone, the site could potentially be developed with a GFA of approximately 488,170 square feet. While no explicit trip cap was ever established for the subject property, based on trip generation rates from the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers), 488,170 square-feet of warehousing will generate 84 AM trips and 86 PM trips during the peak hours. Staff is in receipt of documentation from the applicant that outlines the 24-hour site operation. The documentation shows that during the traditional peak hours of the adjacent street traffic (6:30-7:30 AM), (4:00-5:00 PM) the proposed development will generate two trips in the AM peak hour and 85 trips in the PM peak hour. Staff conclude that the original implied trip cap will not be exceeded.

Master Plan and Site Access

The property is in an area where the development policies are governed by the 2006 Approved Master Plan for Bowie and Vicinity and sectional map amendment for Planning Areas 71A, 71B & 74B, as well as the 2009 Approved Countywide Master Plan of Transportation. The site fronts directly on three roads, none of which has any master plan designation.

Regarding parking, the site requires a total of 204 spaces while 882 spaces are being provided. Parking is therefore adequate.

Transportation Staff Conclusion

In closing, staff conclude that pursuant to Section 27-528(a)(2) of the County Code, the subject development will be adequately served within a reasonable period of time.



AND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

June 23, 2020

MEMORANDUM

TO: Thomas Burke, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division

SUBJECT: Specific Design Plan Review for Non-Motorized Transportation Master Plan

Compliance

The following specific design plan (SDP) was reviewed for conformance with the Zoning ordinance, the *Approved Countywide Master Plan of Transportation* (MPOT), and the 2006 *Approved Master Plan for Bowie and Vicinity* to provide the appropriate multimodal transportation recommendations.

Specific Design Plan Number: <u>SDP-0007-03</u>

Development Case Name: <u>Amazon.com Services</u>

Type of Master Plan Bikeway or Trail

Municipal R.O.W.		Public Use Trail Easement	
PG Co. R.O.W.		Nature Trails	
SHA R.O.W.		M-NCPPC – Parks	
HOA		Bicycle Parking	X
Sidewalks	X	Trail Access	

Specific Design Plan Background				
Building Square Footage (non-residential)	290,295 SF			
Number of Units (residential)	N/A			
Abutting Roadways	Queens Court, Prince George's Boulevard,			
	Branch Court			
Abutting or Nearby Master Plan Roadways	US 301 (Crain Highway, A-61/F-10), MC-600			
	(Leeland Road), Planned I-300			
Abutting or Nearby Master Plan Trails	Planned Shared Roadways: Claggett Landing			
	Road, Queen Anne Road			
Proposed Use(s)	Warehouse - Storage & Distribution			
Zoning	E-I-A			
Centers and/or Corridors	N/A			
Prior Approvals on Subject Site	CDP-9006-01, CDP-9006-02, SDP-0007, SDP-			
	0007-01, SDP-0007-02			

SDP-0007-03: Amazon.com Services Page 2

Background

The 28.02-acre E-I-A Zoned property is located along Prince George's Boulevard, in between Queens Court and Branch Court. The property is currently improved with a 290,295 square-foot warehouse. This application proposes to construct additional pavement for surface parking, loading, and circulation areas, as well as an exterior canopy along the eastern portion of the existing warehouse.

Previous Conditions of Approval

This development case does not have any binding prior approvals germane to multimodal transportation. CDP-9006 and subsequently SDP-0007 and their respective revisions have been approved as an industrial employment park which has not required pedestrian facilities. An examination of these plans and their resolutions has indicated that no conditions of approval were ever required for internal sidewalks or for a sidewalk network connecting the parcels within the industrial park. Staff finds the current submission to be consistent with these approved plans, pursuant to Section 27-528(a).

Existing Conditions and proposed sidewalk and bicycle infrastructure

The submitted plans show internal sidewalks surrounding the warehouse on the west, north, and east side and a sidewalk which extends from the southwest portion of the warehouse into the parking area bordering Queens Court. The submitted plans provide two bicycle parking racks near the entrance of the building.

Review of Master Plan Compliance

This development case is subject to the 2009 *Approved Countywide Master Plan of Transportation*, which recommends the following facilities:

• Planned shared roadways along Claggett Landing Road and Queen Anne Road

Comment: Claggett Landing Road and Queen Anne Road are beyond the scope of this development. The Prince George's County Department of Permits, Inspections, and Enforcement (DPIE) can require the construction of the master plan recommended shared roadways along Claggett Landing Road and Queen Anne Road as appropriate, or the shared roadways may be installed by the Department of Public Works & Transportation (DPW&T) as part of a future roadway repaving or capital improvement project.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling:

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

SDP-0007-03: Amazon.com Services Page 3

The Transportation Systems Section of the *Approved Master Plan for Bowie and Vicinity* (p.52) makes the following recommendations:

Policy 2: Incorporate appropriate pedestrian-oriented development (POD) features in all new development and improve pedestrian safety in existing development.

Comment: The site currently features two internal driveways which originate at Queens Court and Branch Court, and provide vehicular access throughout the site. The applicant's submission displays an extension of the internal driveway originating at Queens Court, which will run north-south along the eastern edge of the property. This new driveway will connect to a new parking area along the northern portion of the property, which borders Branch Court.

The submitted plans feature sidewalk on all sides of the building and crosswalks that lead from both parking areas to the warehouse. These improvements will provide employees and visitors a designated route from the parking areas directly to the warehouse.

The submitted plans also include two bicycle racks near the entrance of the warehouse. A detail exhibit shows that the bicycle racks are the Inverted-U style, which provide two points of contact for supporting and securing parked bicycles.

Conclusion:

Based on the findings presented above, staff conclude that the submitted specific design plan conforms to the approved conceptual design plan, from the perspective of pedestrian and bicyclist transportation, pursuant to Section 27-528(a). No conditions of approval are required.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

June 24, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design

FROM: Jason Bartlett, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for SDP-0007-03; Amazon.com Services

General Purpose of Revision: Warehouse and distribution facility; Increase in land area covered by pavement for parking, loading, and circulation areas. The nature of the review is an amendment to the Specific Design Plan covering the Subject Prope1ty to allow for improvements to the site with paving for additional parking, loading, and circulation areas. The Specific Design Plan amendment application proposes an increase of 384,100 square feet in land area covered by pavement; however, no expansion to the footprint of the existing building or any increase in gross floor area on the Subject Property is proposed.

1. Cloud the area(s) of revision on the plan with a revision number designator and include the numbered revision in the revision blocks of all applicable ahhets, as exampled below:

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0 2	П			1	Δ	[date]	384,100 SF increase in land area covered by pavement. No footprint expansion. No increase in GFA.	
2020					No.	Date	Revision	H HARM

- 2. Parking calculations meet Part 11 of the Zoning Ordinance.
- 3. Schedule 4.3-2 for Parking Lot Area B has calculation errors in lines 2 & 4, as shown below:

1)	Parking Lot Area:		97,939 square feet
2)	Interior landscaped area required:	_10_%	9,794 9,744 square feet
3)	Interior landscaped area provided:	_10_%	10,047 square feet
4)	Minimum number of shade trees requir	red:	
	(1 per 300 square feet of interior plantic	ng area provided)	34 33 shade trees



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

4. Schedule 4.3-2 for Parking Lot Area C does not meet the requirement for Interior Landscape Area Provided on line 3 and is, therefore, one shade tree short of the number required and provided on lines 4 & 5, as shown below:

I)	Parking Lot Area:		76,754 square feet
2)	Interior landscaped area required:	10 %	7,675 square feet
3)	Interior landscaped area provided:	10_%	7,640 square feet
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area pro	vided)	26 25 shade trees
	or		
	(1 per 200 square feet of interior planting area pro	ovided)	shade trees
5)	Number of shade trees provided:		25 shade trees

5. The 15% calculation on line 3 of Schedule 4.3-2 for Parking Lot Area D is incorrect, which makes the shade trees required on line 4 incorrect. It should be 74, not 71, as shown below:

			· · · · · · · · · · · · · · · · · · ·
1)	Parking Lot Area:		147,236 square feet
2)	Interior landscaped area required:	_13_%	19,141 square feet
3)	Interior landscaped area provided:	15%	22,085 21,394 square feet
4)	Minimum number of shade trees require	ed:	
	(1 per 300 square feet of interior planting	ng area provided)	74 _ 71 _ shade trees

6. The minimum number of shade trees required on line 4 of Schedule 4.3-2 for Parking Lot Area E is short by 1 tree, therefore, the number being provided on line 5 needs to be corrected. See below:

1)	Parking Lot Area:	36,950 square feet
2)	Interior landscaped area required: 8 %	2,956 square feet
3)	Interior landscaped area provided: 9_%	3,339 square feet
4)	Minimum number of shade trees required:	
	(1 per 300 square feet of interior planting area provided)	1211_shade trees
	or	
	(1 per 200 square feet of interior planting area provided)	shade trees
5)	Number of shade trees provided:	11) shade trees

7. Schedule 4.9-1 must be updated to reflect the above corrections to the landscape schedules.

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

Countywide Planning Division Environmental Planning Section

301-952-3650

June 26, 2020

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section, DRD

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

FROM: Kim Finch, Planner Coordinator, Environmental Planning Section, CWPD

SUBJECT: Amazon.com Services at Collington Center

SDP-0007-03 and TCPII-067-96-07

The Environmental Planning Section has reviewed the amended specific design plan and revised Type 2 Tree Conservation Plan, TCPII-067-96-07, accepted for review on June 1, 2020. Verbal comments were provided at SDRC on June 12, 2020. The Environmental Planning Section recommends approval of amended SDP-0007-03 and revised TCPII-067-96-07 subject to findings and conditions listed at the end of this memorandum.

BACKGROUND

The Environmental Planning Section has reviewed this site in conjunction with previous development applications.

Development Review Case	Tree Conservation	Approval Authority	Status	Action Date	Approval Document
	Plan				
Basic Plan A-	NA	District	Adopted	10/28/1975	TBD
6965		Council			
Basic A-9284	NA	District	Adopted	12/23/1981	TBD
		Council			
Basic Plan A-	NA	District	Adopted	5/21/1990	TBD
6965 & A-9284		Council			
Amendments,					
CDP-8712	NA	Planning	Approved	5/19/1988	PGCPB No. 88-224
		Board			
CDP-9006	NA	Planning	Approved	11/08/1990	PGCPB No. 90-455
		Board			
NA	TCPII-067-96	Planning	Approved	7/03/1996	NA
		Director			
SDP-0007	TCPII-067-96	Planning	Approved	7/13.2000	PGCPB No. 00-136
		Board			

CDP-9006-01	TCP1-059-95	Planning Board	Approved	5/17/2001	PGCPB No.01-95
SDP-0007-01	TCPII-067-96	Planning Director	Approved	9/-5/2001	NA
CDP-9006-02	TCP1-059-95	Planning Board	Approved	3/31/2005	PGCPB No. 05-839(c)
SDP-00007-02	TCPII-067- 96-01	Planning Director	Dormant	NA	NA
NRI-038-2020 (EL)	NA	Staff	Approved	4/2/2020	NA
SDP-0007-03	TCPII-067- 96-07	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

The amended Specific Design Plan proposes the redevelopment of a warehouse facility on a 28.01-acre lot in the Employment and Industrial Area (E-I-A) zone to provide for the expansion of impervious surface coverage for the development of additional parking, loading and circulation.

SITE DESCRIPTION

The overall Collington Center development consists of 867.00-acre property in the E-I-A zone is located on the west side of Crain Highway (US 301) south of Central Avenue (MD 214). A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, areas of steep slopes with highly erodible soils, and Marlboro clay are found to occur on the overall property. The Pope's Creek Railroad right-of-way runs along the western boundary of this property which has potential noise and vibration impacts on the property. Crain Highway (US 301) running along the eastern boundary of the site, is a transportation-related noise generator. The overall site includes a variety of commercial, industrial and office uses which are not generally noise sensitive.

The subject property is a 28.01-acre site (Lot 19, Block C) located in the E-I-A zone on the west side of US 301, north of Queen's Court, and east of Prince George's Boulevard. A review of the available information indicates that wetlands, and the associated buffers for these features are found to occur adjacent to the limits of this application on Parcel C, Block C. The soils found to occur on the site are in the Marr-Dodon-Urban land complex and have no significant limitations that would affect the development of this property. According to available information, an evaluation area for Marlboro clay underlies the western portion of this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), this site does not contain Sensitive Species Protection Review Area (SSPRA), there are no Rare, Threatened, or Endangered (RTE) species found to occur in this property. There are no designated scenic and historic roads in the vicinity of the lots included in this application. This property is located in the Collington Branch watershed of the Patuxent River basin, and Environmental Strategy Area 2 (ESA-2) and the Established Communities General Plan Growth Policy of *Plan Prince George's 2035*. According to *the Countywide Green Infrastructure Plan* of the *Approved Prince George's County*

Resource Conservation Plan (May 2017), this site contains Regulated Areas and Evaluation Areas.

SUMMARY OF PRIOR CONDITIONS OF APPROVAL

The approval of the rezoning cases by the District Council and subsequent approvals for this property included numerous conditions. Conditions which deal with environmental issues to be addressed during the review of the SDP for this site are addressed below.

Conformance with PGCPB No. 00-136 for SDP-0007

On July 13, 2000, the Prince George's County Planning Board approved SDP-0007 and TCPII-067-96, subject to the following conditions which are environmental in nature and were not fully addressed.

- 1. Prior to certification of the Specific Design Plan,
 - b. The applicant shall either demonstrate relocation of the floodplain easements in accordance with pending final plats, demonstrate the removal of the disturbance from the floodplain easement, or file a Preliminary Plat application requesting a variation.

During review of SDP-0007, the potential disturbance of 100-year floodplain associated with Parcel C was identified on the site/grading plans. A Final Plat 5-00088 had been filed showing a 100-year floodplain easement, which was subsequently approved June 12, 2000 and recorded as NJ189-86, which preceded the approval of SDP-0007.

On July 11, 2000, the Department of Permitting, Inspections and Enforcement (DPIE) issued a determination that a 100-year floodplain, as defined by the County Code, did not existing on Lot 19 or Parcel C, Block C of Collington Center.

The above condition to SD 0007was approved on July 13, 2000, but there is no confirmation that recommended action to remove the 100-year floodplain was addressed prior to certification.

The applicant has coordinating with DPIE regarding the portion of the existing flood plain easement located on the property, and has agreed that the applicant will submit documents to DPIE requesting partial release and abandonment of the flood plain easement for the portion of the easement located on the subject property. The Partial Release and Abandonment of Flood Plain Easement will be reviewed by DPIE and Department of Public Works and Transportation (DPW&T) prior to recordation in the Land Records of Prince George's County, Maryland. The release must be recorded prior to certification of the amended Specific Design Plan. A recommended condition has been provided to implement vacation of the 100-year floodplain easement.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions

An approved Natural Resources Inventory-Equivalency Letter, NRI-018-09-01, was submitted with the current application, which was issued because the site has an approved and implemented TCP2. With the vacation of the 100-year floodplain easement, EPS can confirm that no additional on-site Regulated Environmental Features (REF) will be impacted for the implementation of the amended SDP.

Preservation of Regulated Environmental Features (REF)

Prior to approving an SDP, the Planning Board shall find that the plan demonstrates that the Regulated Environmental Features (REF) are preserved and/or restored to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5). The amended SDP and TCPII are consistent with the previously approved impacts, but it appeared that a new impact to a platted 100-year floodplain easement was proposed.

It was subsequently determined that in a letter dated July 11, 2000, Rey de Guzman of DPIE has provided the following information (de Guzman to Chellis) that there is no 100-year floodplain on the subject property:

"This letter is to inform you that a 100-year floodplain, as defined by the County Code, does not exist on Lot 19 or Parcel C, Block c of Collington Center. A 100-year floodplain is only applicable to streams that have a water shed of 50 acres or more. It is believed that the existing 100-year floodplain easement shown on the record plat for Lots 16-19, Block C of Collington Center was recorded when the amount of drainage to the existing stormdrain system in Queen's Court at Parcel C was much larger that it is today. However, after that easement was recorded most of the drainage was directed away from Lot 19 and Parcel C. As a result of the diversion, the total drainage area to the area is now only 16.7 acres. Therefore, Lot 19 and Parcel C are not iwthin a 100-year floodplain."

Based on this amended SDP and TCPII contains no REF and no impacts to REF are proposed, and a finding that the REF of the site is preserved to the fullest extent possible can be made by the Planning Board.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance (WCO) (1993) because there are previously approved tree conservation plans, TCPI-059-95 and TCPII-067-96-06.

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

The current application was evaluated for conformance with the woodland conservation requirement established for this lot by TCPII-067-96 and subsequent revisions. Lot 19, Block was determined to have no on-site woodland conservation requirement with the review and approval of SDP-0007.

A revised TCPII plan, the -07 revision, was submitted with the current application based on the previous-06 revision. Unfortunately, the overall plan submitted did not show the correct delineation of the subject property, identify the correct development site, or correctly label the site as Lot 19, Block C. Other minor technical revisions are also required to be in conformance with the WCO and the Environmental Technical Manual (ETM) which will be addressed by conditions of approval.

Soils

According to the USDA digital Soils layer, the soils found to occur on the site are in the Marr-Dodon-Urban land complex and have no significant limitations that would affect the development of this property. A soils report may be required by the county for redevelopment of the subject property at the discretion of DPIE.

Marlboro Clay

Collington Center is located in an area with extensive amounts of Marlboro clay that is known as an unstable, problematic geologic formation when associated with steep and severe slopes. The presence of this formation raises concerns about slope stability and the potential for the placement of structures on unsafe land. The southwest quadrant of the subject property is shown to be in an Evaluation Zone. Based on available information, which may have been addressed during the prior development of the site.

A geotechnical report may be required for development of the subject property by the County prior to building permit applications.

Stormwater Management

A SWM Concept Approval Letter #827-2020-00 was submitted with the application, which was approved on May 29, 2020, with an expiration date of May 29, 2023. Payment of a SWM fee-in-lieu of \$51,520.00 in lieu of providing on-site attenuation/quality control measures is required.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The Environmental Planning Section recommends approval of SDP-0511-04 and TCPII-052-06-03 subject to the following findings and conditions

Summary of Recommended Findings

1. The amended SDP and revised TCPII can be found in general conformance with the approved Comprehensive Design Plan, CDP-9006 and TCP1-052-95, subsequent revisions.

- 2. Prior to approving an SDP, the Planning Board shall find that the plan is in conformance with an approved Type II Tree Conservation Plan. TCP2-067-96-07, submitted with amended SDP, is recommended for approval, subject to technical revisions.
- 3. The amended SDP and TCPII contains no REF and no impacts to REF are proposed, so a finding that the Regulated Environmental Features (REF) of the site are preserved to the fullest extent possible can be made by the Planning Board.

Summary of Recommended Conditions

- 1. Prior to certification of the Specific Design Plan,
 - a. A Partial Release and Abandonment of Flood Plain Easement for a 100-year floodplain easement shown the record plat for Lot 19, C shall be reviewed by DPIE and by DPWT and recorded in the Land Records of Prince George's County, Maryland, prior to certification of the amended Specific Design Plan.
 - b. Delineation of the vacated 100-year floodplain easement shall be removed from the SDP and Landscape Plans.
 - b. TCP2-067-96-07 shall be revised as follows:
 - a. The delineation of Lot 19, Block shall be accurately depicted and labeled.
 - b. The most current version of the TCP2 approval block shall be provided on the plans sheet. All information about prior approvals and revisions shall be completed in typeface.
 - c. Provide an Owner's Awareness Certificate to the cover sheet for signature by the appropriate party.

If you have any questions concerning these comments, please contact me at 301-952-3506 or by e-mail at kim.finch@ppd.mncppc.org.



AND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division Special Projects Section

July 8, 2020

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section, Development Review

Division

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

Planning Division BHR

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

Division IRT

SUBJECT: SDP-0007-03 Amazon Services

Project Summary:

This project is for a warehouse and distribution facility and an increase in land area covered by pavement for parking loading and circulation areas.

This Specific Design Plan was accepted for processing by the Planning Department on June 1, 2020.

Section 27-528(a)(2) of the Prince George's County Code of Ordinances requires a finding prior to approval that development will be adequately served within a reasonable period with existing or programmed public facilities. Subtitle 24 of the County Code provides the only methodology for testing adequate public facilities as set forth below.

Water and Sewer:

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

Capital Improvement Program (CIP):

There are no public facilities projects identified in the Prince George's County FY 2020-2025 Approved CIP in Planning Area 74A-Mitchellville & Vicinity.

NON-RESIDENTIAL

Police Facilities:

This Specific Design Plan was reviewed for adequacy of police services in accordance with Section 24-122.01(c) of the Subdivision Regulations. The subject property is in Police District II, Bowie, in Upper Marlboro. The response time standards established by Section 24-122.01(e) is ten-minutes

for emergency calls and 25-minutes for non-emergency calls. Based on the most recent available information provided by the Police Department as of May 8, 2020, the police response time standards of ten-minutes for emergency calls and 25-minutes for non-emergency calls are met. The Department has reported that there is adequate equipment to meet the standards stated in CB-56-2005.

Fire and Rescue:

The subject property is served by the Pointer Ridge Fire/EMS Co. 843 located at 1600 Pointer Ridge Drive in Bowie. A 5-minute *total response time* is recognized as the national standard for Fire/EMS response times. The 5-minute *total response time* arises from the 2016 Edition of the National Fire Protection Association (NFPA) 1710 Standards for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. This standard is being applied to the review of nonresidential subdivision applications.

According to NFPA 1710, Chapter 3 Definitions, the total response time and travel time are defined as follows:

- **3.3.53.6** *Total Response Time.* The time interval from the receipt of the alarm at the primary PSAP (Public Safety Answering Point) to when the first emergency response unit is initiating action or intervening to control the incident.
- **3.3.53.7** *Travel Time.* The time interval that begins when a unit is in route to the emergency incident and ends when the unit arrives at the scene.

According to NFPA 1710, Chapter 4 Organization:

- 4.1.2.1 The fire department shall establish the following objectives:
- (1) Alarm handling time to be completed in accordance with 4.1.2.3. (4.1.2.3.1 The fire department shall establish a performance objective of having an alarm answering time of not more than 15 seconds for at least 95 percent of the alarms received and not more than 40 seconds for at least 99 percent of the alarms received, as specified by NFPA 1221).
- (2) 80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response.
- (3) 240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of June 17, 2020 the subject project fails the four-minute travel test from the closest Prince George's County Fire/EMS Station when applying the national standard, an associated total response time under five-minutes from the closest Fire/EMS Station, Pointer Ridge Fire/EMS Co. 843. It is recommended that prior to construction, the applicant shall contact the Prince George's County Fire/EMS Department to request a pre-incident Emergency Plan for the facility; install and maintain AEDs in accordance with COMAR and install and maintain hemorrhage kits next to fire extinguishers. In accordance with Section 24-122.01(e)(1)(C) the Department provided a statement that adequate equipment exists.

Schools:

Per Section 24-122.02 of the Prince George's County Code of Ordinances, Subdivision Regulations, Council Resolutions, CR-23-2001 and CR-38-2002, *Adequate Public Schools Facility Regulations for Schools*, this subdivision was reviewed for impacts to school facilities in accordance with the ordinance/resolutions staff concluded that the commercial property is exempt from a review for schools because it is a non-residential use.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation 6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: July 6, 2020

TO: Tom Burke,

Urban Design Section

Development Review Division

FROM: Helen Asan, Land Acquisition and Development Review Supervisor

Park Planning and Development Division ##A

Department of Parks and Recreation

SUBJECT: SDP-0007/03 – Amazon.Com Services

The staff of the Department of Parks and Recreation (DPR) has reviewed the above referenced revision to Specific Design Plan SDP-0007/03 for conformance with the conditions of CDP-9006 and CDP-9006/01 and find that all conditions of approval as related to parks and recreation had been met. DPR staff has no additional comments.



City of Bowie

15901 Excalibur Road **Bowie, Maryland 20716**

June 19, 2020

Mr. Thomas Burke The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772

RE: SDP-0007-03, Amazon.com Services, LLC

Dear Mr. Burke:

The City has received a referral of the above-referenced revision to Specific Design Plan 0007-03, proposed by Amazon.com Services, LLC. The proposal is for additional pavement for surface parking, loading and circulation areas in the northern area of the site, as well as an exterior canopy along the eastern portion of the existing warehouse building on the property. No additional gross floor area is proposed as a part of the project. The site is located at 1000 Prince George's Boulevard in the Collington Center County Employment Park.

Please be advised that the City has no comments as the proposal has no impact on the City. Thank you for the opportunity to review this proposal.

Sincerely,

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

oseph M. Meinert

cc: Ms. Heather Dlhopolsky, Esq. (Linowes and Blocher, LLP)

From: Reilly, James V < JVReilly@co.pg.md.us Sent: Wednesday, June 17, 2020 7:54 PM

To: Thompson, Ivy < lvy.Thompson@ppd.mncppc.org>

Subject: RE: EPlan ACCEPTANCE referral for SDP-0007-03, AMAZON.COM SERVICES (PB) via

DROPBOX

Hello Ivy,

Please see the attached graphic for SDP-0007-03 Amazon.com Services. This property fails the 4 minute travel time test from the closest or 'first due' station, Station 843 – Pointer Ridge. Regards. Jim

James V. Reilly

Contract Project Coordinator III



Office of the Fire Marshal Division of Fire Prevention and Life Safety Prince George's County Fire and EMS Department 6820 Webster Street, Landover Hills, MD 20784

Office: 301-583-1830
Direct: 301-583-1838
Cell: 240-508-4931
Fax: 301-583-1945
Email: jvreilly@co.pg.md.us

MEMORANDUM

June 8, 2020

TO: Thomas Burke, Urban Design Section

Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E. Associate Director

Site/Road Plan Review Division, DPIE

Re: Amazon.com Services

Specific Design Plan No. SDP-0007-03

CR: Prince Georges Boulevard

CR: Queens Court
CR: Branch Court

In response to the Specific Design Plan No. SDP-0007-03 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located approximately 600 feet to the west of the intersection of US 301 (Crain Highway) and Queens Court.
- Prince Georges Boulevard, Queens Court and Branch Court are County-maintained roadways.
- Frontage improvement is required for Queens Court and Branch Court as per DPW&T's Urban Primary Residential Road standard STD. 100.06 Prior to issuance of a fine grading permit.
- Full-width of 2-inch mill and overlay along the said roadway frontage limits is required.
- Street construction or fine grading permits are required for improvements within public roadway rights-of-way.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- The proposed amendment to the specific Site Plan is consistent with the approved Site Development Concept Plan No. 827-2020-0.

Thomas Burke June 8, 2020 Page 2

- All storm drainage systems and stormwater management facilities are to be in accordance with DPW&T's and the Maryland Department of Environmental (MDE) requirements.
- A soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for all proposed roadways is required.

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

MA:SJ:dar

cc: Rene' Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE
 Mariwan Abdullah, P.E., District Engineer, S/RPRD, DPIE
 Salman Babar, CFM, Engineer, S/RPRD, DPIE
 MJ Labban, Engineer, S/RPRD, DPIE
 Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
 Selam Jena, Engineer, S/RPRD, DPIE
 Linowes and Blocher, LLP,7200 Wisconsin Avenue, Suite
 800, Bethesda, Maryland 20814
 Amazon.com Services, LLC., 410 Terry Avenue North
 Seattle, WA 98109

From: john brooks jr <<u>johnbrooksjr@hotmail.com</u>>

Sent: Tuesday, July 7, 2020 11:42 AM **To:** PGCPB < <u>PGCPB@MNCPPC.ORG</u>>

Subject: Amazon Distribution Center @ Trade Zone

As a resident of Clagett Landing Road I am very much opposed to the location of such a massive facility with the concomitant increase in traffic onto a section of US 301 that can hardly sustain the present volume of traffic.

While I understand the allure of broadening the county tax base, this is definitely not the way to do it. Consider the large area already under development bordering US 214, exiting on US 301. That increase traffic burden has yet to be realized. You add the Amazon proposal and the results will be total chaos not to mention the decrease in property value of the aforementioned project now underway.

I would submit that a location closer to a confluence of major highways and interstate in a less populated area would be more attractive and economical. The present area under consideration not only lack this characteristic but does not provide for expansion should that become necessary.

As in other areas of the country, we need also ask whether Amazon is a reliable business partner and responsible corporate citizen. Not knowing the incentives offered to lure this distribution center here, it is not possible to thoroughly discuss possible downsides. However, there are too many incidents of tax incentives and infra structure modifications offered to large corporations, borne by local tax payers only to have corporations leave after incentives expire leaving the area worse than it was previously with incalculable debt. This is of grave concern.

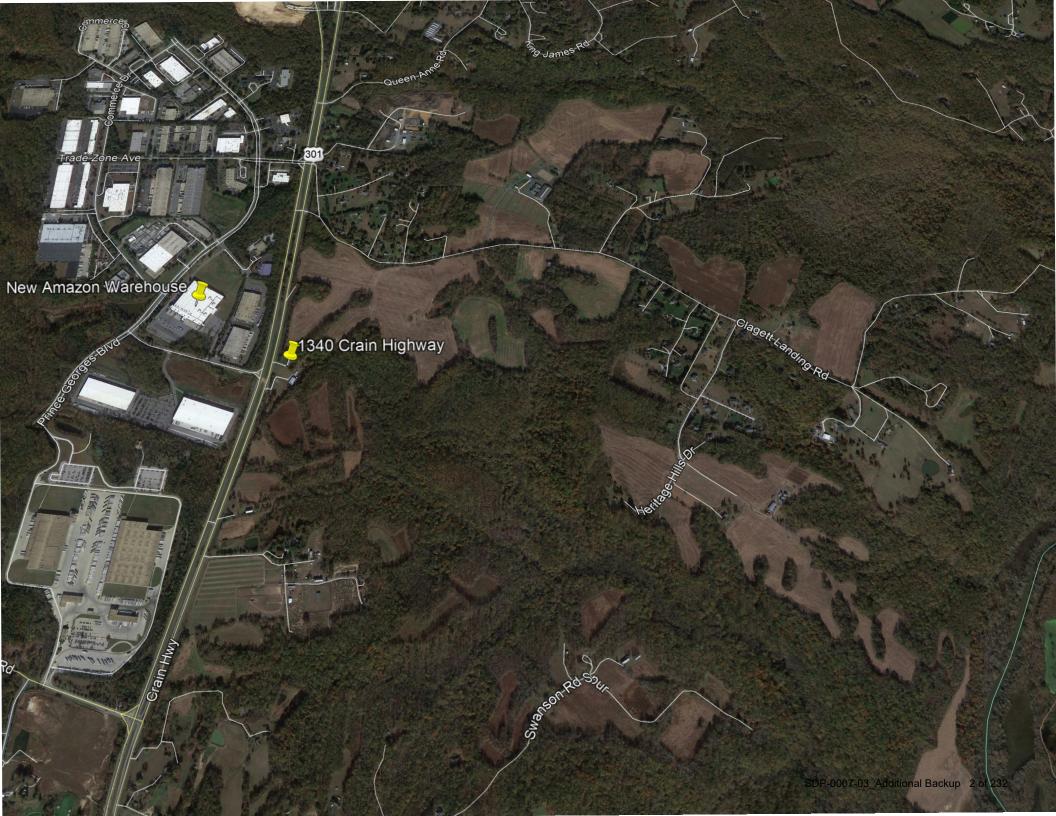
I would ask that these thoughts be considered in deliberations of locating such a large facility within Upper Marlboro

AGENDA ITEM: 5 AGENDA DATE: 7/23/2020

Additional Back-up

For

SDP-0007-03 Amazon.com



Macy

THE MARYLA

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772

Prince George's County Planning Board

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

April 27, 1992

MEMORANDUM

TO:

Prince George's County Planning Board

FROM:

John W. Rhoads, Chairman

SUBJECT:

PERMITTED USES - COLLINGTON CENTER EMPLOYMENT PARK

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

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

Action Recommended:

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

Keggie /



CDZ Amendment 4

County Employment Park

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

LAND USE TYPES

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

Land Use	Acres (Square Feet)	
Commercial/Recreation (Includes 15 acre lake)	40 (1,742,400) 0:	the second
Research/Office	6 (261,360)	3
[Manufacturing/Wholesale	468 (20,385,080)	47 8,154,
Manufacturing/Office	10 (435,600)	4 174,24
_Kanufacturing/General	161 (7,013,160)	4 1 2 705,2
Industrial Reserve	173 (7,535,880)	.35
Golf Course	24 (1,045,440)	
Preservation Conservation	16 (696,960)	
	98 (39,116,880)	
		14,784,7645

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

Permitted Uses:

Commercial/Recreation

Commercial Uses

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

Recreation Uses

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

Research/Office

Medical arts center and supporting pharmacy

Office and business parks

Data processing and supporting storage

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

Manufacture of pharmaceutical preparations.

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

a. Artists' supplies and equipment

b. Business machines

c. Drafting supplies and equipment

d. Electrical and electronic equipment and component parts thereof, for radio telephone, computer, and similar equipment

e. Jewelry and silverware

Light machinery and machine parts, including electrical household appliances but not including such things as clothes washers and dryers and refrigerators

g. Musical instruments

Optical goods and equipment h.

i. Photographic equipment and supplies

j. Scientific and precision instruments and equipment

k. Surgical, medical and dental instruments and supplies

Toys, sporting and athletic equipment, except firearms, ammunition, or fireworks

m. Watches, locks, and similar timing devices

Photographic developing and processing plant

Scientific and technical trade school

Educational institutions (private is any com-

Office for architectural, engineering, and professional consulting firms

Golf course and supporting recreational facilities

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

Manufacturing/Wholesale

Bookbinding, looseleaf binders and paper lining

Bottling plants, beverages

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

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

- a. Artists' supplies and equipment
- b. Business machines

Drafting supplies and equipment

Electrical and electronic equipment, and component parts thereof, for radio, telephone, computer, and similar equipment

Jewelry and silverware е.

Light machinery and machine parts, including electrical household SDP-0007-03 Additional Backup 6 of 232 appliances but not including such things as clothes washers and dryers and refrigerators

Musical instruments

Office supplies and equipment

Optical goods and equipment i.

Photographic equipment and supplies

Scientific and precision instruments and equipment k.

1. Surgical, medical and dental instruments and supplies m. Toys, sporting and athletic equipment, except firearms, ammunition or

fireworks n. Watches, clocks and similar timing devices

o. Garments and apparel

p. Plastic products

q. Metal products

r. Paper and cloth products

Medical and dental laboratories, including optician offices

Photographic developing and processing plant

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

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

Publishing, printing, engraving, and lithographing

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

Scientific and technical trade school

Warehouses and wholesaling establishments

Typesetting and preparation of printing plates

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

Food processing

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

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

i. Service station

Textile manufacturing

Golf course and supporting recreational facilities

Heliport and supporting facilities

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

Manufacturing/Office

Professional offices and services

Administrative headquarters

Data processing and supporting storage

Post office

Miscellaneous office uses

Bookbinding, looseleaf binders and paper lining

Bottling plant, beverages

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

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

- a. Artists' supplies and equipment
- Business machines
- Drafting supplies and equipment
- Electrical and electronic equipment, and component parts thereof, for radio, telephone, computer, and similar equipment

Jewelry and silvenware

Light machinery and machine parts, including electrical household appliances but not including such things as clothes washers and dryers and refrigerators

Musical instruments

Office supplies and equipment Optical goods and equipment

Photographic equipment and supplies j.

- Scientific and precision instruments and equipment Surgical, medical and dental instruments and supplies
- Toys, sporting and athletic equipment, except firearms, ammunition, or
- Watches, clocks, and similar timing devices n.
- Garments and apparel

Plastic products Matal nroducts

r. Paper and cloth products

Medical and dental laboratories, including optician offices

Photographic developing and processing plant

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

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

Publishing, printing, engraving, and lithographing

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

Typesetting and preparation of printing plates

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

Food processing

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

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

Golf course and supporting recreational uses

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

Manufacturing General

Bookbinding, looseleaf binders and paper lining

Bottling plants, beverages

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

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

SDP-0007-03 Additional Backup 9 of 232

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

Textile manufacturing

Medical and dental laboratories, including optician offices

Photographic developing and processing plant

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

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

Publishing, printing, engraving, and lithographing

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

Typesetting and preparation of printing plates

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

Food processing

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

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

Office developments

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

Industrial Land Reserve

Breweries (auxiliary promotional attractions)

Distilleries

Corporation maintenance or service yards

Manufacture or assembly of household appliances

Manufacture of stone products

Manufacture of mobile and modular homes

Manufacture of tobacco products

Food processing (excluding slaughter houses and rendering plant)

Manufacture of garments and apparel

Assembly of automobiles and other transportation equipment

Manufacture of boats, and other marine equipment

Manufacture of communications equipment

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

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

Manufacture of construction materials (excluding cement)

Manufacture of electronic equipment and components

Printing and publishing

Broadcasting and televising stations including antennas, transmission towers, SDP-0007-03_Additional Backup 11 of 232 supporting studios and offices

Assembly of mechanical equipment

Manufacture and assembly of machine tools

Manufacture of precision instruments

. Manufacture of glass products, including china and optical equipment

* Manufacture of baked goods including supporting storage

Manufacture of professional instruments including jewelry, silverware and research instruments

Sewerage disposal treatment plant and disposal sites

Manufacture of firearms

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

Manufacture of chemical products

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

Bottling plants for non-alcoholic and alcoholic beverages

Golf course and supporting recreational facilities

Heliport and supporting facilities

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

Interim Uses Permitted in All Areas

Agriculture including pastural activities

Carnival

Circus

County fair

Drug treatment facility

- Existing residential uses

Group homes

Model airplane flying field

Y Plant nursery

Public uses not requiring permanent construction

SDP-0007-03_Additional Backup 12 of 232

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

Temporary recreational uses not requiring permanent construction

Prohibited Industrial Uses in All Development Areas

Abattoir

Asbestos manufacture

Acetylene gas

Acid manufacture

Asphalt manufacture

Blast furnaces and foundries

Babbit metal manufacture

Bronze powder manufacture

Burlap manufacture

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

Candle manufacture

Carbon, lamp black or graphite manufacture

Coal yards

Celluloid or pyroxylin manufacture

Chlorine or bleaching manufacture

Coke ovens

Coal tar products

Creosote manufacture

Disinfectant or insecticide manufacture

Distillation of bones, coal or wood

Dyestuff manufacture

Emery cloth or sandpaper manufacture

Enameling, japanning or lacquering

Fat rendering, soap, tallow manufacture or refining

Felt manufacture

Fertilizer manufacture

Fish smoking

Flour milling

Garbage, offal, dead animals, or refuse...reduction

Gunpowder, fireworks or other explosive manufacture

Gas manufacture

Glue, size or gelatine manufacture

Iron or steel works

Linoleum manufacture

Match manufacture

Nitrating processes

Oil cloth, oiled clothing manufacture

Ore reduction and general smelting operations

Paint, oil, shellac, turpentine, size varnish enamel manufacture

Paper and pulp manufacture

Petroleum refining

Poison manufacture

Potash manufacture

Printing ink manufacture

Radium processing

Rock and slag crushing

Rolling mill

Rubber, caoutchaoc or gutta percha manufacture

The solid of the s

Sandblasting or curring

Shoe-blacking manufacture

Starch and dextrine manufacture

* Stove polish manufacture

Soda, ash, caustic soda or washing compound manufacture

Stone quarry

Slag dump

Tanning, curing or storage of raw hides or skins

Tar distillation or manufacture

Tar roofing or tar water-proofing manufacture

Vinegar manufacture

Wire or rod drawing

Wool pulling, scouring or shoddy manufacture

wood distillation

Yeast manufacture

Airports or airstrips

Junk and salvage yards

Tank farms

Fuel Distributors

Grain elevators

Manufacture of cement

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

LAND USE RELATIONSHIPS

The Comprehensive Plan for the County's Employment Park shows the overall relationships and a development schedule for the major land use types. The basic plan includes pages 5 through 17 inclusive of "The Comprehensive Plan for the Prince George's County Employment Park" (Fall 1973). Detailed land use relationships within the employment park proposal can be examined by Standows 15 of 232

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

LAND USE QUANTITIES

Land Use Types	Maximum Floor Area
Commercial/Recreation	552,700 square feet
Research/Office	78,400 square feet 3.3
Manufacturing/Wholesale	8,154,400 square feet
Manufacturing/Office	. 174,200 square feet 0.4
Manufacturing General	2,805,300 square feet 0:4
Industrial Land Reserve	2,637,600 square feet 0,35
Total Intensity	14,402,600 square feet

G. Macy Nelson

From:

Burke, Thomas <thomas.burke@ppd.mncppc.org>

Sent:

Thursday, July 9, 2020 3:55 PM

To: Cc: G. Macy Nelson; Ruth Grover

Subject:

Warner, David; Goldsmith, Peter; Hunt, James; Kosack, Jill RE: SDP-0007-03 Amazon.Com Services

Attachments:

4-88074 Resolution.pdf

Mr. Nelson,

Attached is the preliminary plan associated with the subject application, per your requested. We expect the staff report and backup material will be published today.

Best Regards,

Tom Burke

Planner Coordinator | Development Review Division

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION Prince George's County Planning Department

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4534 | thomas.burke@ppd.mncppc.org











From: G. Macy Nelson <gmacynelson@gmacynelson.com>

Sent: Tuesday, July 7, 2020 1:31 PM

To: Burke, Thomas <thomas.burke@ppd.mncppc.org>; Ruth Grover <ruth.e.weiss@gmail.com>

Cc: Warner, David <david.warner@mncppc.org>; Goldsmith, Peter <peter.goldsmith@mncppc.org>; Hunt, James

<James.Hunt@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>

Subject: RE: SDP-0007-03 Amazon.Com Services

Hi,

Thank you for speaking with Ruth and me this morning. And thank you for sending the DropBox link with the additional documents. We appreciate it.

I am writing to follow up on several issues that we discussed this morning. When I mentioned the 1978 CDP, my memory is that Staff suggested that they were not aware of a CDP from 1978. I have attached the CDP. The second page provides the date, November 1, 1978. Pages 7-4 and 7-5 provide trip generation data. We believe that trip generation data is relevant to the current application. We also believe that Staff must compute the traffic generated by the development already approved in order to reach a judgment as to whether the CDP allows the additional trips for the proposed Amazon facility.

Staff mentioned a Preliminary Plan that Staff believed was relevant to the Amazon proposal. Our investigation has revealed no Preliminary Plan. Please forward a copy of the Preliminary Plan Staff referenced.

Thank you.

-Macy

G. Macy Nelson
401 Washington Avenue, Suite 803
Towson, Maryland 21204
410-296-8166, ex. 290
Mobile 443-326-8749
Email gmacynelson@gmacynelson.com
www.gmacynelson.com

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772



PGCPB No. 88-287

File No. 4-88074

RESOLUTION

WHEREAS, Prince George's County, Maryland is the owner of a 936.61-acre parcel of land known as Collington Center (Parts of Blocks A-H), said property being in the 7th Election District of Prince George's County, Maryland, and being zoned E-I-A; and

WHEREAS, on March 24, 1988, Prince George's County, Maryland, filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 65 lots and 3 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-88074 was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 16, 1988, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with modifications; and

WHEREAS, on June 16, 1988, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board approved Preliminary Plat of Subdivision 4-88074 with the following modifications:

- 1. Conformance with conditions of the approved CDP-8712.
- 2. Payment of a fee-in-lieu of on-site stormwater management to the Department of Environmental Resources prior to Final Plat of Subdivision.
- 3. Approval of a conceptual stormwater management plan by the Department of Environmental Resources prior to Final Plat of Subdivision.
- 4. Approval of the 100-year floodplain by the Department of Environmental Resources prior to Final Plat of Subdivision.

5. The following note shall be placed on the Final Plat of Subdivision:

"All structures shall be fully sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable County laws."

- 6. Dedication of the required right-of-way for Proposed A-44 in accordance with the revised alignment established by the staff of the Transportation Planning Division.
- 7. Prince George's Boulevard/International Avenue shall be constructed with a minimum 102-foot right-of-way. The 102-foot right-of-way shall be extended to Maryland Boulevard.
- 8. The proposed intersection of Prince George's Boulevard with International Avenue shall be realigned as shown in red on the plan prepared by the Transportation Planning Division staff.
- 9. The plan shall be revised to show at least 102 feet of right-of-way between proposed Lots 9 and 10 in Block F, for the future extension of International Avenue to Central Avenue (Md. Route 214).
- 10. Conditions 7, 8 and 9 shall be in full force and effect until and unless the applicant applies for a subsequent Preliminary Plat of Subdivision.
- 11. Prior to signature approval of the preliminary plat, the applicant shall revise the plat to delete Note #19 regarding park issues, and to accurately reflect the lots which have already been platted by Final Plats of Subdivision.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

- The subdivision, as modified, meets the legal requirements of Subtitle 24 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
- 2. Development of this site is governed by a Conceptual Site Plan which has been approved for the site. All conditions of that approval must either be met or carried through by the approved Preliminary Plat of Subdivision.

PGCPB No. 88-287 File No. 4-88074 Page 3

- On-site stormwater management requirements have been waived by the Department of Environmental Resources. Payment of a fee-in-lieu of on-site stormwater management is required.
- According to established Planning Board policies, a conceptual stormwater management plan is appropriate for the site.
- Floodplain exists on the site and must be restricted from development.
- 6. Ladder truck service of the Prince George's County Fire
 Department is provided to this site by Fire Station #45 (Marlboro #2). This station is located 8.5 miles from the proposed development. The County Standard for ladder truck service is 3.4 miles (or 5 minute response time).
- Dedication for A-44 must be in accordance with the Master Plan of Highways and the Transportation Planning Division requirements.
- With certain specific geometric improvements or realignments, the transportation facilities serving this development are adequate.
- Certain drafting errors must be corrected by the applicant prior to signature approval of the preliminary plat.

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Dabney, seconded by Commissioner Yewell, with Commissioners Commissioner Dabney, Yewell, Keller, Botts and Rhoads voting in favor of the motion, at its regular meeting held on Thursday, June 16, 1988, in Upper Marlboro, Maryland.

APPROVED AS TO LEGAL SUFFICIENCY.

Blis alvets Seules

Date_ 6/23/83

Thomas H. Countee, Jr. Executive Director

Doceste W

BY Robert D. Reed Public Affairs Officer

THC/RDR/EK:1g

PGCPB No. 00-136 File No. SDP-0007

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on July 13, 2000, regarding Specific Design Plan SDP-0007 for Collington Center Distribution Plus, Inc. (Lot 19), the Planning Board finds:

- 1. The proposed Specific Design Plan for Lot 19, Block C, includes site/grading, landscape and architectural plans for the proposed warehouse on Lot 19.
- 2. The subject site is located on Branch Court southeast of the intersection of Branch Court and Prince George=s Boulevard. The property also has frontage on Queen=s Court. The subject site is in Collington Center, a 708-acre employment park in the E-I-A Zone which is a part of a larger 1,289 acre employment park comprised of Collington Corporate Center and Collington South. The subject lot consists of 28.017 acres. The adjacent property to the east is undeveloped. The adjacent properties along Branch Court and Queen=s Court are also undeveloped.
- 3. The subject Specific Design Plan proposes a single-story, 290,225-square-foot warehouse building. The building will consist of 251,575 square feet of warehouse uses and 38,650 square feet of office uses. The warehouse will be primarily used for storing food products which would be distributed from the warehouse. Parking is proposed along the east side of the building. Loading spaces are proposed along the south wall of the warehouse building. A truck and trailer storage area is proposed on the south side of the loading areas. A future addition is proposed on the north side of the proposed building. A separate Specific Design Plan will be submitted for the future addition. Entrance to the site is along Branch Court.

Site Data:

Zone: E-I-A

Gross Tract Area

Lot 19 28.012 acres Building Area 290,225 sq. ft.

FAR Permitted 0.45 FAR Provided 0.24

Green Space required Green Space provided	20% 48.5 %
Building Height Permitted	3 stories for warehouse uses (\pm 36 feet) 10 stories for office uses (110 feet)
Building Height Proposed	$36\forall$ feet
Parking spaces required	107
Parking spaces provided	315
Loading spaces required	8
Loading spaces proposed	33

Conformance with Basic Plan

4. The proposed Specific Design Plan will be in general conformance with the Basic Plans A-6965 and A-9284. The Collington Center site was originally comprised of 1,289 acres (first known as the Prince George=s County Employment Park) in the E-I-A Zone and included Zoning Map Amendment Nos. A-6965, A-9284 and A-9397. The District Council approved two Amended Basic Plans, Collington Corporate Center (via Zoning Ordinance No. 25-1989), for the northern 414 acres, and Collington South (via Zoning Ordinance No. 36-1990), for the southern 167 acres. Of the total 1,289 acre site, 708 acres remain in the original Collington Center.

Conformance with Comprehensive Design Plans

- 5. CDP-8712 designates the subject lots for manufacturing/warehouse uses. The proposed use is within the proposed building with no outside storage of materials. Warehouse and wholesaling establishments are also listed as permitted uses in the memorandum dated April 27, 1992, from John Rhoads, Chairman, to the Prince George=s County Planning Board.
- 6. The proposal complies with the following Design Guidelines established by CDP-8712 and revised by CDP-9006:

Buildings constructed within Collington Center will be one of the three basic types: single buildings on individual parcels, two or more buildings arranged to create external open space, two or more buildings arranged to create internal courtyards.

The proposed building is a single building on an individual parcel.

The proposed buildings will follow the following guidelines to create a harmonious appearance:

Materials will be harmonious with the surroundings, graphics identifying the company will be coordinated with the building design, lighting will enhance the design of the building and not cause excessive glare, planting will be provided along the foundations to enhance the visual quality of the building, views will be preserved where physically possible, buildings will be oriented in such a way as to create internal open space and landscaping, combining of plant materials and earth mounding will embellish the overall appearance of the site.

The proposed building will have metal panels, metal canopies and glazed windows and doors. The metal canopies and concrete panels are proposed to enhance the appearance of the building. The proposed architecture will be compatible with the industrial/office type architecture of the surrounding areas. The siting, height and orientation of the building facilitate the creation of adequate landscape buffers around the building. Lighting for the parking lot will be provided by 30-foot-high light posts. The proposed architecture has been approved by the Collington Center Architectural Review Committee.

A minimum building setback of 80 feet is required along the 102-foot right-of-way for Prince George=s Boulevard. A minimum building setback of 50 feet is required along the 70-foot right-of-way along the other major streets. A minimum setback of 25 feet is required along Branch Court and Queen=s Court.

The proposed building setback along Branch Court is more than 300 feet, along Prince George=s Boulevard is more than 80 feet and along Queen=s Court is more than 300 feet.

The building will not be more than three stories high for office/industrial uses and a maximum height limit of 10 stories is allowed for office uses.

The maximum height of the proposed building is approximately 36 feet which is approximately three stories high.

Ground-mounted signs identifying industries will be oriented towards roadways and will not exceed a height of ten feet. Plant materials and earth mounding will be used to enhance the appearance.

The applicant has not provided any information on the proposed signage. A condition has been added to require the applicant to provide information on any proposed signage.

The site and parking lot design must comply with the requirements of the Landscape Manual. The proposal must include a minimum of 20% of green space.

The proposal is subject to the requirements of Section 4.2 (Commercial and Industrial Landscape Strip), Section 4.4 (Screening Requirements) and Section 4.3 (Parking Lot

Requirements) of the *Landscape Manual*. The proposed landscaping complies with the requirements of the *Landscape Manual*. The applicant has provided 48% of green space.

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

The proposed loading spaces will not be visible from Queen=s Court because they will be screened from the adjacent properties and Queen=s Court by extensive landscaping.

Prince George=s Boulevard (102 feet RW) will have street trees planted in the median in a natural setting with trees and shrubs in attractive groupings. Light fixtures will be on the sides at established intervals. Low growing shrubs and flowering material will be placed in islands where acceleration/deceleration lanes are provided.

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

The applicant has not shown any trees in the median along Prince George=s Boulevard, the intersections of Prince George=s Boulevard and Branch Court and the intersection of Prince George=s Boulevard and Queen=s Court. Collington Center is a developed center where street landscaping has been addressed as a part of the overall development of the center and as a part of the previous approvals. Therefore, compliance with the above requirements is not required at this time.

CDP-9006 was approved with 16 conditions of approval. Conditions 7 and 10 are directly applicable to the proposed project and the proposal complies with the conditions as follows:

Condition 7

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

This condition is being retained as a condition of this Specific Design Plan approval.

Condition 10

Prior to submission of Final Plats, the applicant, his successors and/or assigns, shall record and execute a formal agreement with the M-NCPPC to provide a combination of public and private recreational facilities. This Recreation Facilities Agreement shall be reviewed by the Department of Parks and Recreation (DPR) prior to

execution. To ensure the satisfactory construction of the recreational facilities, a performance bond or other suitable financial guarantee (suitability to be judged by the General Counsel=s Office of the M-NCPPC) shall be posted. The bond for the public recreational facilities shall be submitted to DPR. The bond for private recreational facilities shall be submitted to the Development Review Division. All bonds shall be posted within two weeks of applying for building permits. The facilities to be constructed on public park lands shall include the following:

- a. two (2) lighted tennis courts.
- b. parking facility with a minimum of 40 spaces.
- c. a minimum 8-foot wide asphalt hiker-biker trail along Collington Branch.
- d. a secondary pathway system to link the recreational facilities within the park.

A number of Specific Design Plans have been filed after the Comprehensive Design Plan was approved. The Planning Board has found previously that it will be appropriate for the subject condition to be addressed by the County at a later date.

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

REQUIRED PARKING SPACES		PROPOSED
FOR THE PROPOSED BUILDING		
Three (3) for the first 1,500 square feet of gross floor area; 1 for the additional 1,500 square feet of gross floor area up to 100,000 square feet 0.20 for the additional 1,000 square feet of gross floor area above the first 100,000 square feet.	107	315
LOADING SPACES		
1 per 2,000 to 10,000 square feet of gross floor area. 1 per 10,000 to 100,000 square feet of gross floor area. The total gross floor area is 22,884 square feet.	8	33

Conformance of the Proposed Specific Design Plan with the findings for approval of a Specific Design Plan (Section 27-528, Planning Board Action)

8. The plan conforms to the approved Comprehensive Design Plan and the applicable standards of the Landscape Manual.

As stated in Findings 5 and 6, the proposed Specific Design Plan conforms to the approved Comprehensive Design Plan and the applicable standards of the *Landscape Manual*.

9. The development will be adequately served within a reasonable period of time with existing or programmed facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development.

Findings for adequate public facilities were made in conjunction with the Preliminary Plat. The Transportation Planning Section has confirmed (see Finding 15 below) that the proposal is consistent with the previous transportation adequacy findings. The Countywide Planning Section has recommended that all commercial structures be fully sprinklered in accordance with the National Fire Protection Association Standard 13 and all applicable Prince George=s County laws. Condition 7 of CDP-9006 requires the same. This condition is being retained as a condition of this Specific Design Plan approval. The Section has also stated that the existing County police facilities will be adequate to serve the proposed Collington Center development.

10. Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties.

The Department of Environmental Resources has stated that the proposal is consistent with the approved stormwater management concept plan #008005620. Therefore, adequate provision has been made for draining surface water and ensuring that there are no adverse effects.

11. The Plan is in conformance with an approved Tree Conservation Plan.

The Plan is in conformance with an approved Tree Conservation Plan (TCPII/67/96) for the entire Collington Center site. The subject Specific Design Plan will not impact any of the tree save areas identified on those plans nor will the woodland clearing require a change to the overall requirement.

Referral Responses

12. There may be a minimal amount of disturbance from the floodplain easement on the southeastern portion of the property along Parcel C as indicated on the site/grading plans. Minor grading is proposed along the floodplain easement. The Final Plat 5-00088 for the subject lot has been filed but has not yet been approved. The Subdivision Section

(Chellis to Srinivas, June 22, 2000) has therefore given the applicant the following three alternatives to address the flood plain easement issues:

- 1. revision of the site plan to demonstrate relocation of the floodplain easement on the recorded documents;
- 2. revision of the site plan to demonstrate removal of disturbance from the floodplain easement;
- 3. file Preliminary Plat requesting a variation.

A condition of approval has been added to require one of the above changes. The Final Plat 5-00088 for the subject lot has been filed but has not yet been approved.

- 13. The Washington Suburban Sanitary Commission (Maholtz to Srinivas, June 1, 2000) has stated that there are no impacts to existing WSSC facilities.
- 14. The Environmental Planning Section (Markovich to Srinivas, May 30, 2000) has stated that wetlands may be present on the subject property. Wetlands have been identified on the adjacent parcel of land identified as Parcel >C.= The wetlands may extend onto the subject property in the vicinity of the proposed stormwater management facility at the southeastern corner of the property. The Section has required the applicant to submit a Wetland Delineation Report indicating the exact extent of the wetlands present on the subject property.

There are no scenic or historic roads adjacent to the property and no noise impacts have been identified. Marlboro Clay has been identified in the vicinity of the site. Although Marlboro Clay is not an issue with the subject Specific Design Plan, there is a possibility that Marlboro Clay will be encountered if footers for the proposed structure are placed at an elevation of 120 feet or less. If this is the case, a geotechnical report addressing foundation stability should be prepared.

The proposal is consistent with the approved Tree Conservation Plan (TCPII/67/96).

A condition of approval requiring a Wetland Delineation Report has been proposed below.

15. The Transportation Planning Section (Masog to Srinivas, June 26, 2000) has stated that the proposal is in conformance with past approved plans and that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as a part of the development if the development is approved.

The memorandum from the Transportation Section states as follows:

AThe Transportation Planning Section has reviewed the application referenced above. The application involves a portion of the Collington Center development. The property is located south and west of Trade Zone Avenue and Prince George=s Center Boulevard. The applicant proposes to develop the property with 290,225 square feet of warehouse and office space. The site acreage is 28.02 acres.

AThe development of this site must be in accordance with CDP-9006 and A-6965 as amended. There should also be an underlying preliminary plat, and that plat, if approved since 1990, potentially has a square footage or trip cap. The transportation staff could not ascertain either the preliminary or final plats which created Lot 19C; a 1995 preliminary plat and its resulting record plat showed a far different lotting pattern. However, all square footage caps have generally been based on a floor-to-area ratio of 0.40, with warehouse, office and light industrial uses all accommodated within the cap. Such a cap for this 28.02 acre site should have allowed for up to 488,170 square feet of development.

AThe access and circulation plan for the site is acceptable. The proposed warehouse and its associated drive aisles, loading bays and parking would occupy most of the site. The remainder of the plan makes a provision for an expansion of the planned building. The building envelope is approximately 122,500 square feet; this expansion would need to be the subject of a new review prior to its construction.

AThe finding for a Specific Design Plan requires that the site be served adequately within a reasonable period of time by transportation facilities which are existing, programmed or which will be provided as a part of the development. While the transportation adequacy findings for the subject property are quite old, nothing has occurred which would invalidate them. Therefore, the transportation staff finds that the submitted plans are in conformance with past approved plans. The subject property was the subject of a finding of adequate public facilities made in 1995. Insofar as the basis for that finding is still valid, the transportation staff finds that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as a part of the development if the development is approved. @

16. The Growth Policy and Public Facilities Planning Section (Williams to Srinivas, June 27, 2000) has recommended that all commercial structures be fully sprinklered in accordance with the National Fire Protection Association Standard 13 and all applicable Prince George=s County laws. Condition 7 of CDP-9006 requires the same. This condition is being retained as a condition of this Specific Design Plan approval. The Section has also stated that the existing County police facilities will be adequate to serve the proposed Collington Center development.

The Growth Policy and Public Facilities Planning Section memorandum states as follows:

AThe Growth Policy and Public Facilities Planning Section has reviewed the specific design plans for adequacy of public facilities and concluded the following.

Fire Service

AThe existing fire engine service at Bowie Fire Station, Company 43 located at 16400 Pointer Ridge Drive has a service response time of <u>4.88</u> minutes, which is beyond the <u>3.25</u> minutes response time guideline.

AThe existing **ambulance service** at **Bowie Fire Station**, **Company 43** located at **16400 Pointer Ridge Drive** has a service response time of <u>4.88</u> minutes, which is **beyond** the <u>4.25</u> minutes response time guideline.

AThe existing paramedic service at Bowie Fire Station, Company 43 located at 16400 Pointer Ridge Drive has a service response time of 4.88 minutes, which is within the 7.25 minutes response time guideline.

AThe existing ladder truck service at Bowie Fire Station, Company 39 located at 15454 Annapolis Road has a service response time of 13.36 minutes, which is beyond the 4.25 minutes response time guideline.

AThese findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines For The Analysis Of Development Impact On Fire and Rescue Facilities*.

Aln order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed above, the Fire Department recommends that all commercial structures be fully sprinkled in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County Laws.

Police Service

AThe proposed development is within the service area of the <u>District II- Bowie</u>. The staff concludes that the existing County's police facilities will be adequate to serve the proposed Collington Center development.

- 17. The Permit Review Section (Ferrante to Srinivas, June 12, 2000) has requested minor changes to the site/grading and landscape plans. A condition of approval has been added to require the same.
- 18. The Community Planning Division (D=Ambrosi to Srinivas, June 7, 2000) has stated that a sufficient number of trees should be preserved along Prince George=s Boulevard as recommended in the Master Plan. Due to the extensive grading on site, the preservation of all the trees may not be possible. The applicant has however, provided adequate landscape buffers along the property lines.
- 19. The Department of Environmental Resources (De Guzman to Srinivas, June 22, 2000) has stated that the proposal is consistent with the approved stormwater management concept plan.

The Collington Center Architectural Review Committee

20. The Collington Center Architectural Review Committee (Holtz to Brownfield, June 8, 2000) has stated that the Committee reviewed the proposal on May 30, 2000, and approved the plans with one condition. The condition, requiring that the height of the landscape berm be raised a minimum of two feet along the entire length of Prince George=s Boulevard, has been added.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Specific Design Plan for the above-described land, subject to the following conditions:

- 1. Prior to certification of the Specific Design Plan,
 - a. The applicant shall revise the site/grading and landscape plans to show the following:
 - (1) The location, design and details of the proposed signs.
 - (2) The landscape berm along Prince George=s Boulevard raised a minimum of two feet to elevations 142-144.
 - (3) The number of parking spaces correctly shown on the site plan and the parking table.
 - b. The applicant shall either demonstrate relocation of the floodplain easements in accordance with pending final plats, demonstrate the removal of the disturbance from the floodplain easement, or file a Preliminary Plat application requesting a variation.

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- c. The applicant shall submit a Wetland Delineation Report indicating the exact extent of the wetlands present on the subject property.
- 2. All commercial (and/or industrial) structures shall be fully sprinklered in accordance with National Fire Protection Association (NFPA) Standard 13 and all applicable County laws.

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.

* * * * * * * * * * * *

Adopted by the Prince George's County Planning Board this 21st day of September 2000.

Trudye Morgan Johnson Executive Director

By Frances J. Guertin Planning Board Administrator

TMJ:FJG:LS:meg

G. Macy Nelson

From:

Warner, David <david.warner@mncppc.org>

Sent:

Monday, June 29, 2020 7:51 AM

To:

ruth.e.weiss@gmail.com

Cc:

PIA; G. Macy Nelson; Goldsmith, Peter; Cannistra, James; Hunt, James

Subject:

FW: Litigation Notice: FW: Online Form Submission #7412 for Map & Data Analysis

Request Form

Ms. Grover

The following request was forwarded to me because it appears to be a request for public records. The Map & Data Analysis Request Form is for the purpose of requesting the Commission analyze and create records for the public. Requests for existing public records are made through the Commission's Public Information Act portal here. In the future, please use the Commission's PIA portal so your request can be properly logged and tracked and more efficiently processed. We will log this request and proceed to provide the records requested below but need additional clarification.

- 1. Please specify what types of records you are seeking under the term "information." For example, are you seeking copies of e-mails, materials submitted by applicants, Board Resolutions, staff reports, etc).
- 2. Please also clarify what you mean by "Collington Center." Are you referring to the entire area comprising approximately 1,289 acres that was originally known as the Prince George's County Employment Park? A 1975 Sectional Map Amendment for Bowie-Collington and Vicinity placed this area in the E-I-A Zone. The first appearance of a "Collington Center" appears in the 1980's when an area named the "Collington Corporate Center" was established for the northern 414 acres. Of the original 1,289-acre site, approximately 708 acres consist of properties with the name Collington.
- 3. Finally, please provide a range of dates from which you would like us to conduct the search. Obviously given the Commission's more than 90 year history there have been many development applications for this area. Since 1988 alone, the area commonly known as Collington Center has been subject to Planning Board action in 1990, 2001, 2005, 2009, 2010, 2012, 2014 and last year.

David

David Warner

Office of the General Counsel|Principal Counsel The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive, Suite 4120 Upper Marlboro, Maryland 20772

Phone: 301.952.3510

email: david.warner@mncppc.org





From: noreply@civicplus.com

Sent: Wednesday, June 24, 2020 3:59:23 PM (UTC-02:00) Mid-Atlantic

To: PPD-GIS

Subject: Online Form Submission #7412 for Map & Data Analysis Request Form

Map & Data Analysis Request Form

The Maryland-National Capital Park and Planning Commission (M-NCPPC) offers up to 2 hours of custom map and data analysis at no cost. Any work exceeding 2 hours will be charged \$150 per hour.

Requests are completed within 3-5 business days. *If you would like assistance, complete this form and you will be contacted.*

Customer Name	Ruth E Grover
Organization	G Macy Nelson
Street Address	5727 Ridge View Drive
City	Alexandria
State	Virginia
Zip Code	22310
Telephone Number	7039661436
Email Address	ruth.e.weiss@gmail.com
Product Type	Digital Data
Please attach maps and/or files needed to fulfill this request.	FULL COLLINGTON CENTER CDP (ORIGINAL) (1).pdf
Brief Description of Request	Would you please provide us with information regarding all development review applications approved in Collington Center to date? We are trying to analyze how much development has been authorized in the Center and, of that, how many square feet of building have actually been constructed. Thank you. Best, Ruth

If you do not wish to receive an email summary of your request then please remove the check from the box. Enter your email address if you would like to receive a copy of your request. Email not displaying correctly? View it in your browser.

G. Macy Nelson

From:

G. Macy Nelson

Sent:

Monday, June 29, 2020 4:45 PM

To:

Warner, David (david.warner@mncppc.org)

Cc:

Ruth Grover (ruth.e.weiss@gmail.com)

Subject:

RE: Litigation Notice: FW: Online Form Submission #7412 for Map & Data Analysis

Request Form

Dear Mr. Warner,

I was engaged to evaluate SDP-0007-03. Ruth Grover is assisting me. Ruth submitted a Map & Data Request Form. On June 29, you advised Ruth that your office would provide the documents, but you requested additional clarification on three general questions. I set forth below your questions in italics and our answers in normal type.

1. Please specify what types of records you are seeking under the term "information." For example, are you seeking copies of e-mails, materials submitted by applicants, Board Resolutions, staff reports, etc).

We are requesting the final approving document for all final site plan applications including any CDP and any SDPs approved on the land area under the CDPs. We are also requesting any DSP that approves square footage and any District Council order showing the square footage finally approved for the project.

At this time, we are <u>not</u> requesting emails, materials submitted by applicants or staff reports.

2. Please also clarify what you mean by "Collington Center." Are you referring to the entire area comprising approximately 1,289 acres that was originally known as the Prince George's County Employment Park? A 1975 Sectional Map Amendment for Bowie-Collington and Vicinity placed this area in the E-I-A Zone. The first appearance of a "Collington Center" appears in the 1980's when an area named the "Collington Corporate Center" was established for the northern 414 acres. Of the original 1,289-acre site, approximately 708 acres consist of properties with the name Collington.

The 1978 approved CDP includes Chapter 7 entitled "Transportation Analysis." The purpose of Chapter 7 was "to present a traffic study to determine the development that can be accommodated with the existing road system and to present a staging of development based on planned improvements to the road network." Page 7-1.

What we call the "Collington Center" is that same land area that the Transportation Planning Section is now calling Collington Center when they state that previous traffic analyses for the Center indicate that there is sufficient adequacy to permit the proposed use at the square footage/intensity proposed.

3. Finally, please provide a range of dates from which you would like us to conduct the search. Obviously given the Commission's more than 90 year history there have been many development applications for this area. Since 1988 alone, the area commonly known as Collington Center has been subject to Planning Board action in 1990, 2001, 2005, 2009, 2010, 2012, 2014 and last year.

We are requesting the approvals for projects that have been built and approvals which are still valid for projects that have not yet been built.

Our goal is to make the request in a form that allows your office to efficiently produce these documents. Should you need additional information, please let me know.

Thank you for your assistance.

-Macy Nelson

G. Macy Nelson
401 Washington Avenue, Suite 803
Towson, Maryland 21204
410-296-8166, ex. 290
Mobile 443-326-8749
Email gmacynelson@gmacynelson.com
www.gmacynelson.com

From: Warner, David [mailto:david.warner@mncppc.org]

Sent: Monday, June 29, 2020 7:51 AM

To: ruth.e.weiss@gmail.com

Cc: PIA; G. Macy Nelson; Goldsmith, Peter; Cannistra, James; Hunt, James

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David

David Warner

Office of the General Counsel|Principal Counsel The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive, Suite 4120 Upper Marlboro, Maryland 20772 Phone: 301.952.3510

email: david.warner@mncppc.org





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To: PPD-GIS

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Customer Name	Ruth E Grover
Organization	G Macy Nelson
Street Address	5727 Ridge View Drive
City	Alexandria
State	Virginia
Zip Code	22310
Telephone Number	7039661436
Email Address	ruth.e.weiss@gmail.com
Product Type	Digital Data
Please attach maps and/or files needed to fulfill this request.	FULL COLLINGTON CENTER CDP (ORIGINAL) (1).pdf
Brief Description of Request	Would you please provide us with information regarding all development review applications approved in Collington Center

to date? We are trying to analyze how much development has been authorized in the Center and, of that, how many square feet of building have actually been constructed.

Thank you.

Best,

Ruth

If you do not wish to receive an email summary of your request then please remove the check from the box. Enter your email address if you would like to receive a copy of your request.

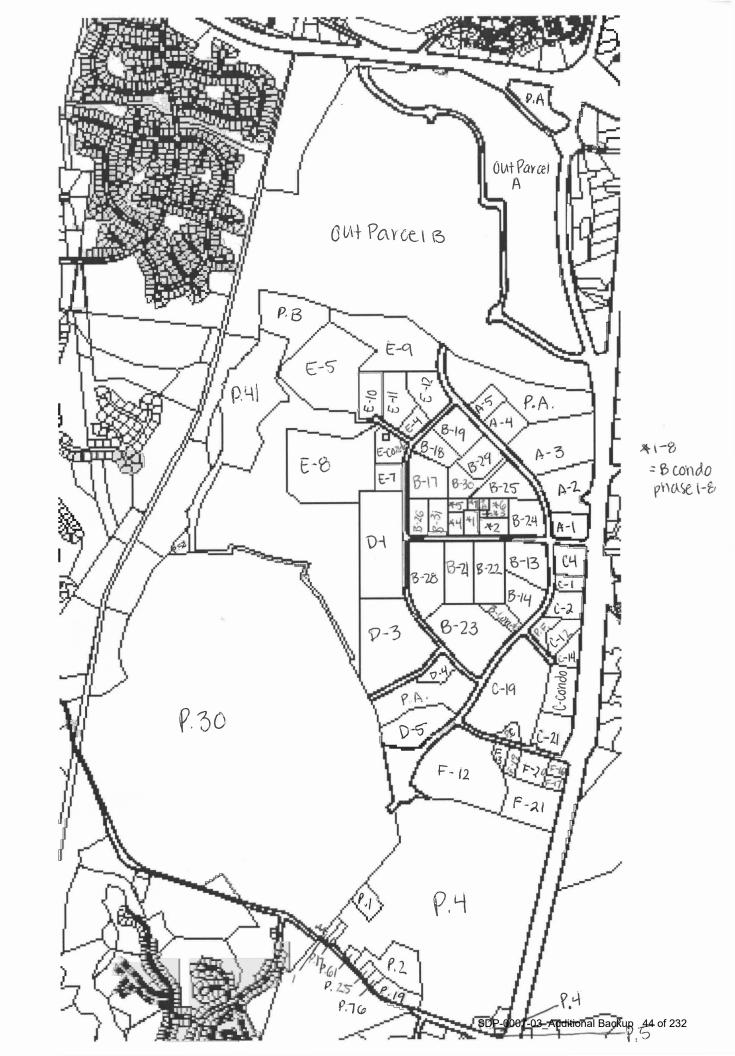
Email not displaying correctly? View it in your browser.

Block-Lot (as labeled on PGAtlas)	use approved (or existing use from Google Maps or PGAtlas)	distribution of square feet (SF)	total SF approved	warehouse SF approved	source of SF	Provided in dropbox?	Files Provided	Other files not provided	Notes
21, C-Condo	warehouse with accessory office uses	all warehouse	95,569 SF	95,569 SF	SDP-0305-01 (resolution)	YES	SDP-0302 (resolution) SDP-0305 (resolution) SDP-0305-01 (resolution) SDP-03305-02 (coversheet)	SDP-0305-03	
A-1	(Police Station)	no information provided	13,208 SF*	no information provided	PGAtlas property information for 601 SW Robert Crain HWY	NO	no information provided	any SDP information	*no information about how many SF were approved for this lot only information about how many SF in existing building
A-2	Office building parking lot	176 existing	293 proposed parking spaces	no information provided	SDP-8804-01 (resolution)	YES	SDP-8804-01 (resolution)		*PGAtlas property information says that there is a 53,176 SF building at this location now
A-3, part of A-2	office building and laboratory	39,850 SF (existing) 43,525 SF (proposed phase 2) 10,120 SF (proposed phase 3)	93,494 SF*	no information provided	SDP-8509-02 (resolution)	YES	SDP-8509 (COA) SDP-8509-01 (resolution) SDP-8509-02 (resolution) SDP-8509-03 (COA)	SDP-0509 (resolution) SDP-8509-04	*no information about how many SF were approved in SDP-8509 - only information about how many SF existing building had at time of SDP- 8509-01, and SDP-8509-02
A-4	warehouse	all warehouse	96,000 SF	96,000 SF	SDP-0311 (resolution)	YES	SDP-0311 (resolution)		
A-5	vehicle repair and service center and warehouse	not provided	30,064 SF*	no information provided	PGAtlas property information for 300 Prince George's Blvd		SDP-8901-01 (COA)	SDP-8901	*no information about how many SF were approved in SDP-8901 only information about how many SF in existing building
B-13	Office and warehouse and day care for children	7,803 SF (Day Care) 60,497 SF (presumably for warehouse)	68,300 SF	60,497 SF*	Staff Report 8311-02	NO	SDP-8311-02 (COA) SDP-8311-03 (COA)	SDP-8311 SDP-8311-01	*never explictly says in staff report the amount of warehouse SF approved
B-14							no information provided		
B-17	warehouse	all warehouse (32,701 SF addition approved in SDP-901-02)	80,364 SF	80,364 SF	PGAtlas development activity for SDP- 9102 SDP-9102-02 (COA)	NO SDP-9102 did not include description of SF approved and no staff report provided	SDP-9102 (resolution) SDP-9102-01 (COA) SDP-9102-02 (COA)		
B-18	(machine shop)	no information provided	45,662 SF*	no information provided	PGAtlas property information for 300 Commerce Dr.	NO	SDP-8727-02 (COA)	SDP-8727	*no information about how many SF were approved in SDP-8727 or SDP 8727-01 only information about how many SF in existing building
B-19	no information provided	no information provided	97,900 SF*	no information provided	PGAtlas property information for 301 Prince George's Blvd	NO	no information provided		*no information about how many SF were approved for this lot only information about how many SF in existing building

Block-Lot (as labeled on	use approved (or existing use from Google Maps or		total SF	warehouse SF	source of SF	Provided in	E'lles Decided	Other files not	Notes
PGAtlas) B-21	(Daycon Products Inc)	distribution of square feet (SF) no information provided	169,840 SF*	no information provided	info PGAtlas property information for 16001 Trade Zone Ave	dropbox?	Files Provided SDP-8803-01 (COA)	provided SDP-8803	*no information about how many SF were approved in SDP-8803 only information about how many SF in existing building
B-22	(Plumbing supply store)	no information provided	188,751 SF*	no information provided	PGAtlas property information for 16155 Trade Zone Ave	NO	CDP-9006-01	any SDP	***no information about how many SF were approved for this lot only information about how many SF in existing building
B-23	warehouse and office with maintenance shop	no information provided	242,758 SF*	no information provided	SDP-8820-09 (resolution)	YES	SDP-8820-01 (COA) SDP-8820-02 (COA) SDP-8820-03 (resolution) SDP-8820-04 (COA) SDP-8820-05 (COA) SDP-8820-06 (resolution) SDP-8820-09 (resolution) SDP-8820-10 (COA) SDP-8820-11 (COA)	SDP-8820-07	*no information about how many SF were approved for this lot only information about how many SF in existing building
B-24	(linemark print shop)	no information provided	91,556 SF*	no information provided	PGAtlas property information for 501 Prince George's Blvd. LLC	NO	no information provided	any SDP information	
B-Condo Phase	.,								
1-8 B-29	warehouse	all warehouse	42.784 SF	42,784 SF	SDP-8712-03	YES	no information provided SDP-8712-02 (COA) SDP-8713-03 (resolution) SDP-8712-04 (COA) SDP-8712-05 (CPA)		*no information about how many SF were approved in SDP-8712 or SDP-8712-01
B-28	(Corporate Communication s Group)	no information provided	131,300 SF*	no information provided	PGAtlas property information for 800 Commerce Dr	NO	CDP-9006-01	any SDP infomration	*no information about how many SF were approved for this lot only information about how many SF in existing building
B-30	(mechanical company)	no information provided	30.800 SF*	no information provided	PGAtlas property information for 391 Prince George's Blvd	NO	nothing provided	any SDP	*no information about how many SF were approved for this lot only information about how many SF in existing building
	research and	·	,		SDP-0501		SDP-0501 (resolution)	momation	Sanding
B-Condo	office building no information	divided into 15 individual units	42,205 SF	((resolution)	YES	SDP-0501-01 (COA)		
C-1	provided						CDP-9006-02		
C-2	no information provided						CDP-9006-02		

Block-Lot (as labeled on PGAtlas)	use approved (or existing use from Google Maps or PGAtlas)	distribution of square feet (SF)	total SF approved	warehouse SF approved	source of SF	Provided in dropbox?	Files Provided	Other files not provided	Notes
C-12	no information provided	no information provided	28,370 SF*	no information provided	PGAtlas proeprty information for 16200 Branch Ct	NO NO	CDP-9006-01 CDP-9006-02	any SDP information	*no information about how many SF were approved for this lot only information about how many SF in existing building
C-14	contractor services building (carpetry/cabine try shop and office)	no information provided	22,884 SF	no information provided	SDP-9904 (resolution)	YES	SDP-9904 (resolution)		ū.
C-19	warehouse and retail	all warehouse	290,225 SF	290,225 SF	SDP-0007 (resolution)	YES	SDP-0007(resolution) SDP-0007-01 (COA)	SDP-0007-02 SDP-0007-03	SDP-0007, 0007-02, and 0007-03 only apply to C-19, while revisions -01 applies to t21, C-Condo as well
C-4	no information provided	no information provided	34,500 SF	no information provided	PGAtlas information for SDP 8513-01	NO	CDP-9006-01	SDP-8513 SDP-8513-01	*SDP-8513-01 has expired
D-3	distribution facility	no information provided	376,141 SF	376,141 SF*	PGAtlas property information for 839 Commerce Dr.	NO	SDP-8704-02 (COA)	SDP-8704	*no information about how many SF were approved in SDP-8704 or SDP 8704-01 only information about how many SF in existing building
D-3	lacility	no information provided	370,141 3F	370,141 3F	SDP-9211-02	NO	SDP-9211-01 (resolution)	3DF-6704	many or in existing building
D-4	warehouse	all warehouse	57,834 SF	57,834 SF	(resolution)	NO	SDP-9211-02 (COA)	SDP-9211	
E-10, 11, 12	warehouse	all warehouse (89,790 in west side building, 110,434 on east side building)	200,224 SF	200,224 SF	SDP-0312 (resolution)	NO	SDP-0312 (COA)		
E-5	no information provided						CDP-9006-01		SDP-0502 withdrawn
E-7	wholesale and distribution	all warehouse	38,450 SF	38,450 SF	SDP-8813-03 (resolution)	YES	SDP-8813-01 (COA) SDP-8813-02 (COA) SDP-8813-03 (resolution)	SDP-8813	
E-8	warehouse and office uses	117,979 SF (warehouse) 23,290 SF (office)	141,269 SF	117,979 SF	SDP-0107 (resolution)	YES	SDP-0107 (resolution) SDP-0107-01 (COA)		
E-Condo	no information provided						no information provided		
F-12, 13, 16, 17, 19, 20, 21	warehouse and retail	130,143 storage facility, ancillary office, and outdoor recreational vehicle storage 505,520 previously approved (23,333 never constructed)	612,330 SF	no information provided	SDP-0511-04 (resolution)	NO SDP-0511- 04 (resolution) not provided	SDP-0511-01(council decision) SDP-0511-02 (COA) SDP-0511-03 (COA) SDP-0511-04 (council resolution) SDP-0511-05 (COA)	SDP-0511 (resolution) SDP-0511-01 (resolution) CDP-8712	
P.30 and adjacent property outside Collington Center	residential	276 market rate single-family 95 mixed retirement/active adult single-family	Unkown (371 units total approved)	C	SDP-1603 (resolution)	NO (only COA provided)	SDP-1603 (COA) CDP-0505		

	000 440 05 /		approved	info	Provided in dropbox?	Files Provided	Other files not provided	Notes
distribution and	680,113 SF (warehouses) 28,442 SF (salvage facility) 23,715 SF (truck maintenance) 40,657 SF (administrative offices and guard houses)	680,113 SF	680,113 SF	SDP-9710	YES	SDP-9710 (resolution) SDP-9710-01 (resolution)	CDP-9702	
			Total Warehouse SF Approved					*"Total SF Approved" and "Total Warehouse SF Approved" valuea likely underestimate SF approved due to inadequate data
			house offices and guard houses) 680,113 SF Total SF	house offices and guard houses) 680,113 SF 680,113 SF Total SF Approved* Total Warehouse SF Approved	house offices and guard houses) 680,113 SF 680,113 SF SDP-9710 Total SF Approved* Total Warehouse SF Approved	house offices and guard houses) 680,113 SF 680,113 SF SDP-9710 YES Total SF Approved* Total SF Approved	house offices and guard houses) 680,113 SF 680,113 SF SDP-9710 YES SDP-9710-01 (resolution) Total SF Approved* Total Warehouse SF Approved	house offices and guard houses) 680,113 SF 680,113 SF SDP-9710 YES SDP-9710-01 (resolution) CDP-9702 Total SF Approved* Total Warehouse SF Approved



TO: G. Macy Nelson

FROM: Lawrence Green, PE, PTOE

DATE: July 21, 2020

SUBJECT: Amazon Last Mile Warehouse and Distribution Facility – Trip Generation Analysis,

Review of Wells & Associates May 21, 2020 Memorandum & Review of Washington

Gateway Traffic Impact Study Report by Traffic Concepts dated May 2020

The purpose of this memorandum is to prepare a trip generation analysis of an existing Warehouse site located at 1000 Prince George's Boulevard in Upper Marlboro, Maryland, and compare the existing trip generating characteristics with the proposed re-development of the site to an Amazon Last-Mile Warehouse and Distribution Facility. In addition, a review of a separate Trip Generation Report by Wells & Associates and a review of the Washington Gateway Traffic Impact Study prepared by Traffic Concepts will be provided.

The site is currently occupied by a 290,225 Warehouse facility. Based upon a description of the existing site, the site would be most closely matched with the Institute of Transportation Engineer's (ITE) Land Use Code 150 Warehousing. The site currently has the following parking arrangement: 262 standard parking spaces, 9 ADA parking spaces, 63 semi-trailer parking spaces, and 33 loading area spaces (367 total parking areas).

The site is proposed to be re-developed to an Amazon Last-Mile Warehouse and Distribution Facility that will require provisions for increased in/out traffic activity and parking demand. Although the square footage of the proposed building will not change (i.e. still 290,225 square feet), the site will require significantly more parking. The following is the proposed parking arrangement: 653 vansized parking spaces, 230 standard parking spaces, 7 ADA parking spaces, and 9 loading area spaces (899 total parking and loading spaces).

Based upon an inspection of ITE Trip Generation Manual, 10th Edition, the proposed Amazon Last-Mile Warehouse and Distribution Facility is most closely matching the description of ITE Land Use Code 155 High-Cube Fulfillment Center Warehouse. According to ITE, a High-Cube Fulfillment Center Warehouse provides a significant storage function and the direct distribution of ecommerce product to end users. The M-NCPPC does not have an Employment Trip Generation characteristic for this unique operation. Unlike a typical Warehouse operation, an Amazon Last-Mile Warehouse and Distribution Facility not only generates large trucks for the shipment of goods but also generates significantly more in/out traffic activity for large van-sized vehicles and independent contractor vehicles (of all sizes) to pick-up and deliver goods to local area.

Shown below is a trip generation comparison of the Existing and Proposed Development scenarios utilizing the ITE Trip Generation Manual, 10th Edition rates for Daily, AM Peak Hour, and PM Peak Hour Trips.

Existing 290,225 square feet of Warehouse Development Trip Generation vs. Proposed 290,225 square feet High-Cube Fulfillment Center Warehouse Development Trip Generation

Land Use	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Warehousing	504	49	55
(ITE Land Use 150)			
High-Cube Fulfillment	2,374	171	398
Center Warehouse			
(ITE Land Use 155)			

Based upon an examination of the trip generation comparison in the table above, the proposed site will generate 1,870 more Daily Trips (a 371% increase), will generate 122 more AM Peak Hour Trips (a 249% increase), and will generate 343 more PM Peak Hour Trips (a 624% increase).

In addition, the current Warehouse development is providing a total of 367 parking spaces. The proposed development will provide a total of 899 parking spaces. This is an increase of 532 spaces or a 145% increase in parking. The fact that the developer is proposing a 145% increase in the existing parking supports the conclusion that the proposed site of an Amazon Last-Mile Warehouse and Distribution Facility will generate a significantly higher number of trips to accommodate the delivery of goods via various sized vehicles as compared to the existing standard Warehouse development with limited in/out traffic activity.

Wells & Associates May 21, 2020 Trip Generation Analysis Report

The existing development is 290,225 square feet of Warehouse Development (Land Use Code 150). However, based upon an assumption of a 0.4 FAR (floor-area-ratio) that would be allowed via previous approvals, the total development could have been 488,170 square feet of Warehouse Development (Land Use Code 150) according to the Wells & Associates report. Using the 488,170 square feet of Warehouse Development as a matter-of-right for the development, 84 AM and 86 PM were determined as the trip cap of the proposed site using ITE Land Use Code 150 Warehouse Trip Generation Rates. In addition, the daily trip cap was determined to be 817 trips from ITE Land Use Code 150 Warehouse Development. As mentioned previously, if the High Cube Fulfillment Center Warehouse (Land Use Code 155) is utilized for the 290,225 square feet of the Amazon Last Mile Warehouse and Distribution Facility, the site will generate 171 AM and 398 PM peak hour trips, and 2,374 daily trips which is still significantly higher than the matter-of-right trip generation calculation during the AM, PM, and daily basis.

In addition, based upon a description of the traffic activity projected by Amazon at the proposed site, the Wells & Associates report estimated that the site will generate 2 AM Peak Hour Trips, 85 PM Peak Hour Trips, and 1,402 Daily Trips (rather than using the published High Cube Fulfillment Center Warehouse that describes an Amazon Last Mile Warehouse and Distribution Facility in the ITE Trip Generation Manual, 10th Edition). The trip generation analysis conducted by Wells & Associates identified that the 2 AM and 85 PM peak hour trips (totaling 87 trips) is less than the matter-of-right 84 AM and 86 PM peak hour trips (totaling 170 trips). However, the report failed to include a comparison of the matter-of-right trips including the daily trip generation characteristics.

If the daily trip generation is included, the matter-of-right trips would be 84 AM, 86 PM, and 817 Daily trips which totals 987 trips. Using Amazon's own trip generation description, the estimated trips would be 2 AM, 85 PM, and 1,402 Daily trips which totals 1,489 trips (or 502 trips more than the matter-of-right trips – a 51% increase in trips). This finding is further supported by the drastic increase in the parking provided for the proposed Amazon site from 367 existing spaces to 899 proposed spaces (a 145% increase in parking) that shows the need for substantially more in/out traffic on a daily basis. A summary of this trip generation comparison is shown in the table below.

488,170 square feet Matter-of-Right Development Trip Generation (Warehouse) vs. 290,225 square feet Amazon Last Mile Warehouse and Distribution Facility Trip Generation (Collected by Wells & Associates)

Land Use	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	Total Daily + AM/PM Peak
Matter-of-Right Warehousing (ITE Land Use 150)	817	84	86	987
Amazon Trip Generation Data	1,402	2	85	1,489

Washington Gateway Traffic Impact Study by Traffic Concepts dated May 2020

A traffic impact study was prepared for a proposed Amazon Last Mile Warehouse and Distribution Facility located in the Cheverly area of Prince George's County. This report was reviewed since the M-NCPPC staff worked with Traffic Concepts to develop trip generation rates for the relatively new Amazon Last Mile Warehouse and Distribution Facilities. The M-NCPPC staff determined that the most appropriate manner to estimate the trips generated by this development was to assume a M-NCPPC Heavy Industrial Land Use Trip Generation Rate for the AM Peak Hour and the ITE Land Use Code 155 (High Cube Fulfillment Center Warehouse) Trip Generation Rate for the PM Peak Hour. The reported M-NCPPC rationale behind this decision was to choose the higher trip generation rates from either the M-NCPPC or ITE trip generation sources (separating the AM and PM peak hours from

available land use and trip generation sources). Using these trip generation criteria, the following trips would be generated by the 290,225 square foot Amazon Last Mile Warehouse and Distribution Facility and compared to the matter-of-right development trip generation estimated by Wells & Associates in the table below. Daily trips were not calculated in the Traffic Concepts report, so the comparison of daily trips was excluded in the table below.

488,170 square feet Matter-of-Right Development Trip Generation (Warehouse) vs. 290,225 square feet Amazon Last Mile Warehouse and Distribution Center Trip Generation Utilized by Traffic Concepts in Washington Gateway Traffic Impact Study (As recommended by M-NCPPC)

Land Use	AM Peak Hour Trips	PM Peak Hour Trips
Matter-of-Right	84	86
Warehousing		
(ITE Land Use 150)		
M-NCPPC	290	398
Recommended Trip		
Generation Data		

Thus, as shown in the table above, even assuming the higher matter-of-right development of 488,170 square feet of Warehouse Development for the development located at 1000 Prince George's Boulevard in Upper Marlboro, the recommended trip generation characteristics by the M-NCPPC in the Washington Gateway traffic study will generate 206 more AM peak hour trips (a 245% increase) and will generate 312 more PM peak hour trips (a 363% increase). These statistics were reached even assuming a much higher square footage Warehouse Development (i.e. the matter-of-right development assumption) then currently exists.

Conclusions

As shown in the previous sections above, the proposed re-development of the existing 290,225 square foot Warehouse Development to a 290,225 square foot Amazon Last Mile Warehouse and Distribution Facility will generate significantly more AM Peak Hour, PM Peak Hour, and Daily Trips than the site currently generates. Even using the applicants own trip generation data, the sum of AM Peak Hour, PM Peak Hour and Daily Trip Generation will be higher than the matter-of-right 488,170 square feet of Warehouse Development.

Lastly, and most important, the M-NCPPC has already established recommended trip generation rates to utilize for an Amazon Last Mile Warehouse and Distribution Facility as shown in the Washington Gateway Traffic Impact Study prepared by Traffic Concepts dated May 2020. Using the recommended M-NCPPC trip generation rates for the Amazon Last Mile Warehouse and Distribution

Facility, the traffic generated by the proposed re-development will not only exceed the AM and PM Peak Hour Trips generated by the existing 290,225 square feet Warehouse Development but also a 488,170 square foot matter-of-right Warehouse Development. Therefore, a complete Traffic Impact Study using the newly established M-NCPPC trip generation rates for an Amazon Last Mile Warehouse and Distribution Facility for the proposed re-development at 1000 Prince George's Boulevard appears justified to ensure that the transportation adequate public facilities ordinance is satisfied.

AGENDA ITEM: 8 AGENDA DATE: 7/16/2020



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

Preliminary Plan of Subdivision Washington Gateway

4-19048

REQUEST	STAFF RECOMMENDATION
One lot for 172,200 square feet of industrial development.	APPROVAL with conditions
Variance to Section 25-122(b)(1)(G)	APPROVAL

Location: Southwest of the intersection of Columbia Park Road and Cabin Branch Drive			COLUMBIA PARK
Gross Acreage:	17.90	The state of the s	TEL
Zone:	I-2		The state of the s
Gross Floor Area:	172,200 sq. ft.		
Lots: Outlots:	0 1	Gagar	
Parcels:	1	DA BRAILE	
Planning Area:	72	Planning Board Date:	07/16/2020
Council District:	05	Planning Board Action Limit:	07/24/2020
Election District:	18	Mandatory Action Timeframe:	70 days
Municipality:	N/A	Manuatory Action Timename.	70 days
200-Scale Base Map:	203NE05	Staff Report Date:	07/08/2020
Applicant/Address:		Date Accepted:	05/15/2020
Liberty Property Trust 8840 Stanford Boulevard Columbia, MD 21045		Informational Mailing:	11/27/2019
Staff Reviewer: Thomas Sievers Phone Number: 301-952-3994 Email: Thomas.Sievers@ppd.mncppc.org		Acceptance Mailing:	05/13/2020
		Sign Posting Deadline:	06/16/2020

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-19048

Type 1 Tree Conservation Plan TCP1-008-2019

Washington Gateway

OVERVIEW

The subject site consists of one existing parcel totaling approximately 17.90 acres, recorded in Plat Book WWW 35, Page 100, and is known as Parcel A of Briggs Tract. The site is located southwest of the intersection of Columbia Park Road and Cabin Branch Drive and is within the Heavy Industrial (I-2) Zone.

The subject application proposes one parcel for 172,200 square feet of industrial development, and one outlot. More specifically, the project proposes redevelopment of the subject property as a warehousing/industrial use, with a single, one-story 172,200-square-foot building and associated parking.

Section 25-122(b)(1)(g) of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) requires that the preservation of specimen trees, champion trees, or trees that are associated with an historic site or structure have their critical root zones protected through judicious site design. The applicant requests approval of a variance for the removal of four specimen trees, which is discussed further in this report.

Staff recommends **approval** of the preliminary plan of subdivision (PPS), with conditions, and variance based on the findings contained in this technical staff report.

SETTING

The site is located on Tax Map 59, Grid B-3, and is within Planning Area 72. The subject site is bounded to the east by a strip of land in the Planned Industrial/Employment Park (I-3) Zone and Cabin Branch Drive beyond; to the north by the right-of-way of Columbia Park Road; to the west by an existing restaurant in the I-3 Zone, Town of Cheverly parkland in the One-family Detached Residential (R-55) Zone, and vacant property in the Light Industrial Zone: and to the south by vacant land in the I-2 and I-3 Zones.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Development Data Summary—The following information relates to the subject PPS application and the proposed development.

	EXISTING	PROPOSED
Zone	I-2	I-2
Use(s)	Industrial	Industrial
Acreage	17.90	17.90
Gross Floor Area	N/A	172,200 square feet
Dwelling Units	0	0
Parcels	1	1
Lots	0	0
Outlots	0	1
Variance	No	Yes
		25-122(b)(1)(G)
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Prince George's County Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee meeting on May 29, 2020.

2. Previous Approvals—The property was previously the site of a meat packing facility, with a 132,000-square-foot building, and approximately 201,000 square feet of asphalt and gravel pavement used for parking and loading. The building has since been demolished, but the foundation site paving remains.

The property was recorded by plat in August 1959, in Plat Book WWW 35, Page 100, and is known as Parcel A of Briggs Tract.

Zoning Map Amendment Application A-10035 rezoned the subject 17.9-acre property from the I-3 Zone to the I-2 Zone and was approved by the Prince George's County District Council on April 10, 2017, without any conditions.

The proposed development is subject to a PPS, in accordance with Section 24-107 of the Subdivision Regulations.

3. **Community Planning**—The subject site is within the area of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (master plan) which retained the subject property in the I-2 Zone. Conformance with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and the master plan are evaluated, as follows:

Plan 2035

This application is located in the Employment Policy Area. The vision for the Employment Policy Area is to support business growth in four targeted industry clusters: healthcare and life sciences; business services; information, communication, and electronics (ICE); and Federal Government. The Plan 2035 generalized future land use is employment/industrial.

4-19048

Master Plan

The master plan recommends industrial land use on the subject property. The property is zoned as I-2.

Staff finds that, pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to the master plan.

4. **Stormwater Management**—A Stormwater Management (SWM) Concept Approval Letter (3818-2016-01), and associated plan were submitted with the application for this site. The approval was issued on April 20, 2020, with this project from the Prince George County Department of Permitting, Inspections and Enforcement (DPIE). The plan proposes to construct two surface sand filters. No SWM fee for on-site attenuation/quality control measures is required.

Development of the site shall conform with the SWM concept approvals and any subsequent revisions to ensure no on-site or downstream flooding occurs.

5. Parks and Recreation—In accordance with Section 24-134(a) of the Subdivision Regulations, the subject subdivision is exempt from Mandatory Dedication of Parkland requirements because it consists of non-residential development.

The master plan alignment of the Cabin Branch Stream ValleyTrail is shown along the southern property boundary, running from Cabin Branch Drive north across to Washington Gateway Boulevard. The Prince George's County Department of Parks and Recreation (DPR) has determined that construction of the trail within the Cabin Branch Stream Valley on this property is not feasible, due to environmental constraints and the lack of available properties to complete this trail alignment beyond this property.

DPR staff is in concurrence with Prince George's County Planning Department Transportation Planning Section's recommendations to relocate the master planned trail alignment along Cabin Branch Drive, and then along Columbia Park Road. The master planned trail will be implemented by providing an eight-foot-wide sidewalk along the entire frontage of Cabin Branch Drive and Columbia Park Road, along with on-road bicycle lanes, which is discussed further in the Trails finding below.

6. Trails—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the master plan. The site is not subject to Section 24-124.01 (Adequacy of Bicycle and Pedestrian Facilities in Centers and Corridors) of the Subdivision Regulations, at the time of this PPS.

Adequacy of On-Site Improvements

The submitted plans propose an eight-foot-wide shared-use path along the frontage of Columbia Park Road, and a five-foot-wide sidewalk along the east side of Washington Gateway Boulevard (C-404), including a pedestrian ramp at the intersection with Columbia Park Road. Per DPIE, sidewalk along the west side of Washington Gateway Boulevard will not be required, and staff does not recommend the sidewalk with this application. An existing sidewalk is also shown along a portion of Cabin Branch Drive.

Connectivity to Adjacent/Nearby Properties

The subject site is adjacent to residential and industrial areas connected via sidewalks along Columbia Park Road and a portion of Cabin Branch Drive.

Master Plan of Transportation Compliance

Multiple master plan trails impact the subject site, including planned on-road bicycle facilities along Columbia Park Road and Cabin Branch Drive, a wide or standard sidewalk along Columbia Park Road, a wide shared-use path along Cabin Branch Drive, and a portion of the planned Cabin Branch Trail. The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9-10):

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities.*

The subject site has frontage on both sides of the proposed Washington Gateway Boulevard, and on the south side of Columbia Park Road. While it appears that the subject site also has frontage along Cabin Branch Drive, there is a narrow property owned by Consolidated Rail Corporation between the subject site and Cabin Branch Drive. Therefore, frontage improvements to Cabin Branch Drive exceed the scope of this application. The right-of-way for Cabin Branch Drive has been fully dedicated, so pedestrian infrastructure along the west side of the street and a bicycle lane can be installed by the Prince George's County Department of Public Works and Transportation (DPW&T) as a future capital improvement, or road re-pavement project.

Staff also recommends that pedestrian ramps and crosswalks be provided at the intersection of Columbia Park Road and Washington Gateway Boulevard, and at all access points along Columbia Park Drive, and Washington Gateway Boulevard.

In addition, staff recommends that bicycle lanes be striped along the frontage of Columbia Park Road, per the master plan recommendation. Designating space for bicycle parking is an important component of a bicycle friendly roadway and staff recommends at least two Inverted-U shaped bicycle racks, or a style of bicycle rack that provides two points of contact to support and secure a parked bicycle, at a location convenient to the building's entrance.

The site is impacted by a portion of the planned Cabin Branch Trail. However, staff has determined in prior approvals of properties surrounding the subject site, that the stream valley is not a practical or desirable location for a trail in the vicinity of the subject site. PPS 4-07070 and 4-17041 include recommendations to realign the master plan trail along Cabin Branch Drive. Realigning the trail to Cabin Branch Drive also requires the trail to be

provided along Columbia Park Road, so that it can re-connect to the initially proposed trail alignment near the Cheverly Metrorail Station. The submitted plans include an eight-foot-wide shared-use trail along Columbia Park Road, which is consistent with the master plan recommendation.

Staff finds that the recommended improvements fulfill the intent of the policies included above and is in compliance with the master plan, pursuant to Section 24-121(a)(5).

Area Master Plan Compliance

This development is also subject to the master plan, which includes the following recommendations for pedestrian and bicyclist facilities:

Policy 2: Provide sidewalks and neighborhood trail connections within existing communities to improve pedestrian safety, allow for safe routes to Metro stations and schools, and provide for increased nonmotorized connectivity between neighborhoods (page 252)

The proposed and recommended pedestrian and bicycle facilities will create and enhance the connectivity to the adjacent properties, as well as the nearby Cheverly Metro, and fulfill the intent of the policy above.

Based on the findings presented above, staff concludes that adequate pedestrian and bicycle transportation facilities will exist to serve the proposed subdivision, as required under Subtitle 24, subject to the recommended conditions.

7. **Transportation**—Transportation-related findings for adequacy are made with this application, along with any needed determinations related to dedication, access, and general subdivision layout. This application is supported by a Traffic Impact Study (TIS) and Traffic Signal Warrant Analysis dated May 2020. The findings and recommendations outlined below are based upon a review of the materials and analyses conducted by staff, consistent with the "Transportation Review Guidelines, Part 1".

Background

The subject property is currently unimproved and is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

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. A three-part process is employed for two-way stop-controlled intersections:

(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. A two-part process is employed for all-way stop-controlled intersections:

(b) 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.

Analysis of Traffic Impacts

The application is a PPS for a warehouse facility. Based on application documents, this proposed warehouse facility will be operated as an Amazon.Com facility. The Amazon franchises utilize warehouses with a wide array of functionalities. These operations produce different traffic generation based on the specific needs of a warehouse operation. Consequently, staff required from the applicant, and received traffic data based on warehouse operation that are comparable to the development being proposed. Traffic data were compared to trip generation rates from the *Trip Generation Manual, 10th edition* (Institute of Transportation Engineers). Recognizing that there are differences among the various trip rates, staff incorporated the higher rates from both sources and recommended a trip generation of 177 AM and 236 PM peak trips. These agreed-upon trip rates were represented in the applicant's TIS.

Table 1 - Trip Generation						
	AM Peak Hour			PM Peak Hour		
Land Use	In	Out	Tot.	In	Out	Tot.
Delivery Service Provider (DSP) vans	82	22	104	101	118	219*
All other vehicles	59	14	73	8	9	17
Total trip generation	141	36	177	109	127	236

^{*}This number represents 68 percent of the 323 peak trips that were previously approved and are being used as background condition.

Staff is in receipt of a May 2020 TIS, where the critical intersections were identified and analyzed under existing, background, and total conditions:

EXISTING CONDITIONS					
Intersection	AM	PM			
	LOS/CLV	LOS/CLV			
MD 459 @ Cheverly Avenue-US 50 WB Ramp	A/872	A/883			
MD 459-Columbia Park Road @ US 50 EB Ramp	B/1135	A/909			
Columbia Park Road @ Cheverly Metro Entrance	A/561	A/899			
Columbia Park Road @ 64th Avenue	A/575	A/575			
Columbia Park Road @ Cabin Branch Drive	A/688	A/757			
MD 704 @ Columbia Park Road-Belle Haven Road	C/1289	C/1189			

In evaluating the effect of background traffic, the TIS included three background developments in the area. Based on a regional growth rate of 2.4 percent per year for two years, a second analysis was done. The table below shows the results:

BACKGROUND CONDITIONS					
Intersection	AM	PM			
	LOS/CLV	LOS/CLV			
MD 459 @ Cheverly Avenue-US 50 WB Ramp	A/924	A/980			
MD 459-Columbia Park Road @ US 50 EB Ramp	C/1232	B/1018			
Columbia Park Road @ Cheverly Metro Entrance	A/598	A/943			
Columbia Park Road @ 64th Avenue	A/614	A/600			
Columbia Park Road @ Cabin Branch Drive	A/779	A/928			
MD 704 @ Columbia Park Road-Belle Haven Road	C/1411	C/1314			
Columbia Park Road @ Proposed Master Plan Road *	61.6 seconds	648.4 seconds			
Columbia Park Road @ Proposed Right-in/Right-out *	10.4 seconds	13.7 seconds			

^{*} Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed. A two-part process is employed for all-way stop-controlled intersections: (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. If the critical lane volume falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.

Using projected trip generation identified in Table 1, the total traffic analysis indicates the following results:

TOTAL CONDITIONS					
Intersection	AM	PM			
	LOS/CLV	LOS/CLV			
MD 459 @ Cheverly Avenue-US 50 WB Ramp	A/927	A/982			
MD 459-Columbia Park Road @ US 50 EB Ramp	C/1250	B/1022			
Columbia Park Road @ Cheverly Metro Entrance	A/603	A/945			
Columbia Park Road @ 64 th Avenue	A/618	A/601			
Columbia Park Road @ Cabin Branch Drive	A/803	A/932			
MD 704 @ Columbia Park Road-Belle Haven Road	C/1411	C/1314			
Columbia Park Road @ Proposed Master Plan Road ** Tier 2 Minor Street Volume	112.1 seconds <100 trips	759.7 seconds <100 trips			
Columbia Park Road @ Proposed Right-in/Right-out	10.6 seconds	13.8 seconds			

^{**} Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed. The approach volumes are projected to be 19 AM and 62 PM peak trips. This intersection passes the Tier 2 test for unsignalized intersection.

Results from the total traffic analysis revealed that all the critical intersections will operate within the Prince George's County Planning Board's requirement for adequate transportation facilities.

In addition to staff, the TIS was referred out to county and state agencies for review and comment. As of this writing, staff has not received any response from the Maryland State Highway Administration. However, staff is in receipt of a joint June 5, 2020 memorandum (Lord-Attivor to Barnett-Woods) from DPIE, as well as DPW&T. Below are some of the salient issues expressed by the County (in italics) along with responses from the traffic consultant and staff:

• TIS shows imbalance in traffic flow between the US 50 EB On/Off Ramps and the entrance to the Cheverly Metro Station. This imbalance must be addressed by the traffic consultant, resulting in a reevaluating of the intersections critical lane volumes.

TIS response: Traffic counts were done on days that were months apart. Daily fluctuations in traffic flow can give rise to unbalance counts between intersections.

Staff response: Staff concurs with this explanation.

• The TIS must re-distribute all traffic generated by the site including detailed site plans (DSP) that will be using the adjacent parking lots. This redistribution could affect the results in the TIS.

TIS response: Traffic analyses are done for existing, background and future conditions. However, it is the analysis under future (Total Traffic) conditions that ultimately determines adequacy based on the Planning Board's policy. This was reflected in the TIS.

Staff response: Staff concurs with this explanation.

• The TIS failed to include a northern leg of the intersection of Columbia Park Road @ 64th Avenue.

Staff response: The intersection is a "T" intersection. Staff does not concur with this assessment.

Master Plan and Site Access

The property is in an area where the development policies are governed by the master plan, as well as the MPOT. The subject property currently fronts on Columbia Park Road to the north, which is designated as a master plan collector road (C-411) within an 80-foot right-of-way. The property line is approximately 40 feet from the centerline of Columbia Park Road hence no additional right-of-way will be required. A portion of the property is bifurcated by a proposed road indicated on the PPS as Washington Gateway Boulevard, a proposed master planned collector road (C-404) within an 80-foot right-of-way. This master plan roadway will connect existing Marblewood Avenue with Columbia Park Road. The applicant has agreed to dedicate and construct the portion of C-404 that traverses the property. As previously stated, Washington Gateway Boulevard is intended to connect to

existing Marblewood Avenue and should bear the same name. Therefore, the PPS should be revised to reflect the dedication portion of C-404 as Marblewood Avenue.

All other aspects of the site regarding access and layout are deemed to be acceptable.

Based on the findings presented in this section, staff concludes that adequate transportation facilities will exist to serve the proposed subdivision, as required under Section 24-124, subject to the recommended conditions.

- **8. Schools**—Per Section 24-122.02 of the Subdivision Regulations, and Prince George's County Council Resolutions CR-23-2001 and CR-38-2002, *Adequate Public Schools Facility Regulations for Schools*, this subdivision was reviewed for impacts to school facilities and it is concluded that the commercial property is exempt from a review for schools because it is a non-residential use.
- **9. Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated May 28, 2020 (Thompson to Sievers), provided in the backup of this technical staff report, and incorporated by reference herein.
- **10. Use Conversion**—The total development included in this PPS is proposed to be 172,200 square feet of industrial development in the I-2 Zone. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses or any residential development shall require approval of a new PPS, prior to approval of any building permits.
- **11. Public Utility Easement (PUE)**—Section 24-122(a) of the Subdivision Regulations requires that when utility easements are required by a public company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

"Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748."

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on a public right-of-way, Columbia Park Road, to the north and proposed roadway Washington Gateway Boulevard in the western part of the site. The required PUEs along the public streets are delineated on the PPS.

12. Historic—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicate the probability of archeological sites within the subject property is low. A Phase I archeological survey is not recommended on the subject property. There are no historic sites or resources on or adjacent to the subject property. This proposal will not impact any Historic Sites or resources or significant archeological sites.

13. Environmental—The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site applicable to this case:

Review Case Number	Associated Tree Conservation Plan Number	Authority	Status	Action Date	Resolution Number
NRI-255-2015	N/A	Staff	Approved	1/19/2016	N/A
NRI-255-2015-01	N/A	Staff	Approved	5/18/2020	N/A
4-19048	TCP1-008-2019	Planning Board	Pending	Pending	Pending

The subject property was previously developed with a large industrial warehouse structure with paved parking and maintained lawn areas. Woodland is present on the southern and western sections of the property. In 2018, the existing warehouse structure was razed, and the concrete flooring and paved parking areas were left remaining.

Grandfathering

This project is subject to the current regulations of Subtitles 24, 25 and 27 that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new PPS.

CONFORMANCE WITH GENERAL PLAN, MASTER PLAN AND FUNCTIONAL PLANS

2014 Plan Prince George's 2035 Approved General Plan

The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and the Established Communities of the General Plan Growth Policy Map.

Master Plan Conformance

In the area master plan, the Environmental Infrastructure section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

Approved Subregion 4 Master Plan and Sectional Map Amendment (June 2010)

Policy 1: Protect, preserve, and enhance the Green Infrastructure Network in subregion 4.

The property contains regulated and evaluation areas within the green infrastructure. The regulated area is associated with the Cabin Branch stream and floodplain system, which run along the western and northern boundary of the site. The evaluation area covers the remaining area outside floodplain and stream buffers except for a very small area not identified in any network area. A large portion of the regulated area was located within the previously developed and impacted area, and the evaluation area is located and comprised of the existing on-site woodlands. The proposed impacts will disturb mostly previously disturbed areas along with a portion of the evaluation area. The proposed impacts to the primary management area (PMA), and proposed preservation of woodland are

discussed in the Regulated Environmental Features/Primary Management Area section of this review.

The proposed project, which is consistent with the I-2 zoning, preserves the high priority environmental features of the site within the network.

Policy 2: Minimize the impacts of development in the Green Infrastructure Network and SCA's.

The proposed impacts to the Regulated Area are mostly to areas that have previously been impacted by industrial uses. The stream valley, associated buffer, and some floodplain within the

PMAs adjacent to the western property line are proposed to be saved. The proposed impacts will not directly impact Special Conservation Area's (SCA) within Subregion 4.

Policy 3: Restore and enhance water quality in degraded areas and preserve water quality in areas not degraded.

This development proposal has an approved SWM concept plan and letter (3818-2016-01), dated April 30, 2020 which demonstrates conformance with this goal. SWM is further discussed in the Environmental Review section in this memorandum.

Policy 4: Improve the base information needed for the county to undertake and support stream restoration and mitigation projects.

The subject site has an approved Natural Resources Inventory (NRI-255-15-01) that provides an accounting of the existing conditions of the site. A majority of the site is within the 100-year floodplain, which is comprised of areas impacted by previous development and existing woodlands. The proposed impacts do not warrant stream restoration, or mitigation at this time.

Policy 5: Require on-site management of stormwater through the use of sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment projects.

This development proposal has an approved SWM concept plan and letter, 3818-2016-01, dated April 30, 2020, which demonstrates conformance with this goal.

Policy 6: Assure that adequate stream buffers are maintained and enhanced and utilized design measures to protect water quality.

Cabin Branch stream and its associated stream buffers are located along the western and northern boundaries of the subject property. The Type 1 tree conservation plan (TCP1) proposes to preserve existing woodlands and reforest open areas within the stream buffer, except for impacts proposed for a stormwater outfall and the master planned roadway.

Policy 7: Reduce air pollution to support public health and wellness by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.

Air Quality is a regional issue that is addressed by the Metropolitan Washington Council of Governments (MWCOG).

Policy 8: Reduce adverse noise impacts so that the State of Maryland's noise standards are met.

The subject property is proposed for a large industrial warehouse. No residential uses are proposed for the site and interior and exterior noise standards are not applicable. The proposed use is not anticipated to result in noise impacts.

Policy 9: Implement environmental sensitive building techniques that reduce overall energy consumption.

The use of green building and energy conservation techniques should be encouraged and implemented to the greatest extent possible. Development applications for the subject property should incorporate green and environmentally sensitive building and site design techniques, to reduce overall energy consumption to the fullest extent practical.

Policy 10: Implement land use policies that encourage infill and support TOD and walkable neighborhoods.

This site was previously developed with an industrial facility, which has since been razed and will be redeveloped as a larger industrial facility. Existing sidewalks along the entire frontage of Columbia Park Road, and partially down Cabin Branch Road, meets the intent of this policy.

Policy11: Increase the county's capacity to support sustainable development.

The use of green building techniques, Sustainable Site design and energy conservation techniques which support sustainability are encouraged and should be implemented to the greatest extent possible.

Policy 13: Preserve, restore, and enhance the existing tree canopy.

Subtitle 25, Division 3 requires the site to provide 10 percent tree canopy coverage (TCC). TCC will be addressed at the time of building permit.

The site is subject to the WCO. Most of the woodland conservation requirement will be addressed with on-site reforestation which will enhance the TCC provided.

Policy 14: Improve the county's capacity to support increases in the tree canopy.

TCC will be addressed at the time of building permit.

Conformance with the Countywide Green Infrastructure Plan

According to the *Countywide Green Infrastructure Plan* of the 2017 *Approved Prince George's County Resource Conservation Plan; A Countywide Functional Master Plan*, most of the site is within Regulated Area or Evaluation Area within the designated network of the plan, and contains a perennial stream (Cabin Branch), associated stream buffers, 100-year floodplain and adjacent woodlands. Impacts are proposed within both the Regulated and Evaluation Areas for redevelopment of the site.

The following policies support the stated measurable objectives of the *Countywide Green Infrastructure Plan*:

Policy 1: Preserve, protect, enhance, or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.

The proposed industrial redevelopment will impact the green infrastructure network. Based on staff's review, on-site preservation has been focused in the areas of highest priority (stream buffer).

Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

The site has an approved SWM concept plan, which addresses surface water runoff issues, in accordance with Subtitle 32 Water Quality Resources and Grading Code. The PMAs associated with this application cover most of the site because of the extensive 100-year floodplain associated with Cabin Branch. Necessary impacts to the PMA for redevelopment of the site have been focused in area of previous impacts and required roadway and SWM improvements. The remaining PMA will be preserved, or reforested as on-site woodland conservation.

Policy 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.

The 2002 General Plan has been superseded by Plan 2035. The property is subject to the WCO. The overall site contains a total of 2.98 acres of net tract woodlands and 2.18 acres of floodplain woodlands. The plan proposes to clear 2.33 acres of net tract woodland and 1.47 acres of floodplain woodlands. The resultant woodland conservation requirement is 2.57 acres which will be met with 0.64 acre of on-site preservation, 0.99 acre of on-site reforestation, and 0.94 acre of off-site woodland credits.

ENVIRONMENTAL REVIEW

Natural Resource Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-255-2015-01, was provided with this application. The TCP1 and the preliminary plan show the required information is in conformance with the NRI. No revisions are required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 tree conservation plan (TCP1-008-2019) was submitted with the PPS application.

Based on the revised TCP1, the site contains 2.98 acres of net tract woodland and 2.18 acres of woodlands within the 100-year floodplain with a woodland conservation threshold of 0.52 acre (15 percent). The Woodland Conservation Worksheet proposes the clearing of 2.33 acres in the net tract area, 1.47 acres in the floodplain, and zero acre off-site, resulting in a woodland conservation requirement of 2.57 acres. The TCP1 worksheet indicates the requirement is proposed to be met with 0.64 acre of on-site woodland preservation, 0.99 acre of on-site reforestation (within the floodplain) and 0.94 acre of off-site woodland conservation. The Forest Stand Delineation has identified six specimen trees on-site. This application proposes the removal of four specimen trees.

Technical revisions are required to the TCP1 which is included in conditions listed at the end of the 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."

The site contains six specimen trees with the ratings of good (Specimen Trees 5 and 6), fair (Specimen Trees 2 and 4), and poor (Specimen Trees 1 and 3). The removal of four specimen trees is requested.

Review of Subtitle 25 Variance Request

A Subtitle 25 variance application, a statement of justification (SOJ) in support of a variance, and a tree removal plan were received for review on December 16, 2019.

Section 25-119(d)(1) of the WCO contains six required findings that need to be made before a variance can be granted. The Letter of Justification submitted seeks to address the required findings for the four specimen trees and details specific to individual trees have also been provided in the following chart.

Specimen Tree Schedule Summary

ST#	COMMON NAME	Diameter	CONDITION	DISPOSITION
		(in inches)		
1	Eastern Cottonwood	42	Poor	To be saved
2	Yellow Poplar	30	Fair	To be saved
3	Eastern Cottonwood	37	Poor	To be removed
4	Silver Maple	37	Fair	To be removed
5	American Sycamore	38	Good	To be removed
6	American Sycamore	32	Good	To be removed

Statement of Justification Request:

A variance from Section 25-122(b)(1)(G) is requested for the clearing of the four specimen trees on-site. The site consists of 17.90 acres and is zoned I-2. The current proposal for this property is to develop the site with an industrial facility and a master planned roadway with associated infrastructure. This variance is requested to the WCO which requires, under Section 25-122, that "woodland conservation shall be designed as stated in this Division unless a variance is approved by the approving authority for the associated case." The Subtitle Variance Application form requires an SOJ of how the findings are being met.

The text in **bold**, labeled A-F, are the six criteria listed in Section 25-119(d)(1). The plain text provides responses to the criteria.

(A) Special conditions peculiar to the property have caused the unwarranted hardship.

The 17.90-acre site contains the concrete footprint of a former industrial facility (building and parking areas) along with woodlands. A revised floodplain study of the property shows that 14.43 acres is located within the 100-year floodplain. This site is zoned I-2 and proposes an industrial use. Only a small portion of the onsite woodlands are located outside of the 100-year floodplain. A master plan roadway along the western property line connecting Columbia Park Road to future developments is required with this development. The four specimen trees and their root zones will be impacted due to their location relative to the proposed building. To effectively develop the site with the necessary right-of-way and structural improvements the four specimen trees (ST-3,4 5 and 6) must be removed.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

A large portion of the property has environmental constraints and the floodplain area contains the previous industrial facility area and on-site woodlands. A floodplain waiver was approved by DPIE to allow redevelopment of the site. Four specimen trees and their root zones will be impacted due to their location relative to the proposed industrial building, but the applicant is proposing to retain the remaining two specimen trees located on the property. The proposed development of the site is in keeping with similar projects within the area.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

Based on the various site constraints (PMA and 100- year floodplain), the granting of this variance will allow the project to be redeveloped in a functional and efficient manner.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant.

This request is not based on conditions or circumstances which are solely the result of actions by the applicant. The applicant proposes to remove four specimen trees primarily due to the location of the trees and the proposed large industrial building and to retain the two remaining trees through protective measures. The request is not the result of actions by the applicant.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

This request is not based on conditions related to land or a building use on a neighboring property.

(F) Granting of the variance will not adversely affect water quality.

The removal of four specimen trees will not adversely affect water quality. The proposed development will not adversely affect water quality because the project is subject to the requirements of the Maryland Department of the Environment (DoE), the Prince George's County Soil Conservation District (PGSCD) related to sediment and erosion control, and approval of SWM by DPIE. The applicant is proposing to meet the woodland conservation threshold with on-site preservation and reforestation.

The required findings of Section 25-119(d) have been adequately addressed by the applicant for the removal of Specimen Trees 3, 4, 5, and 6 and staff recommends approval of the variance.

Preservation of Regulated Environmental Features

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by the County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with the County Code.

The site contains regulated environmental features. According to the TCP1, impacts to the PMA are proposed for development of an industrial facility and associated site facilities, a master planned roadway, and a SWM outfall. An SOJ was received with the revised application dated June 2, 2020 for proposed impacts to the PMA (floodplain, stream, and

stream buffer). Because this property is dominated by an extensive 100-year floodplain and was a previous industrial facility, (DPIE) reviewed all the proposed impacts within the 100-year floodplain and on May 18, 2020, a waiver was granted for the impacts to the 100-year floodplain for the proposed redevelopment.

Statement of Justification

The SOJ includes a request for three separate PMA impacts totaling 11.8 acres of impacts proposed to floodplain, stream, and stream buffer.

Analysis of Impacts

Based on the SOJ, the applicant is requesting a total of three impacts listed, then described below:

Master Planned Road Impact: PMA impacts totaling 7,260 square feet are requested for the construction of a master planned roadway. The road construction will start at Columbia Park Road accessing the proposed development and stop before crossing Cabin Branch. The impact area will disturb stream buffer and 100-year floodplain.

Building and Site Impacts: PMA impacts totaling 11.77 acres are requested within the 100-year floodplain for the construction of the proposed industrial facility, including the master planned roadway impacts identified above. DPIE has reviewed proposed impacts to the 100-year floodplain and have granted a floodplain waiver for all the requested impacts

Outfall Impact: PMA impacts totaling 266 square feet (20 linear feet) for the construction of one SWM outfall structure are requested. The impacts are to stream and 100-year floodplain.

The site contains significant regulated environmental features, which are required to be protected under Section 24-129 and/or 130 of the Subdivision Regulations. Based on the level of design information currently available, the limits of disturbance shown on the TCP1 and the impact exhibits provided, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. Staff finds that the impacts necessary for road improvements, the industrial facility, the master-planned roadway and a SWM outfall are reasonable for the orderly and efficient redevelopment of the subject property.

Soils

The predominant soils found to occur according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey (WSS) are the Urban land – Issue complex and Zekiah and Issue soils. Marlboro clay and Christiana complexes are not found on or near this property.

14. Urban Design—The proposed development consists of 172,200 square feet of industrial development for which a detailed site plan is not required.

Conformance with the Requirements of the Prince George's County Zoning Ordinance

The development proposal of this site in the I-2 Zone will be subject to the following sections of the Zoning Ordinance:

- a. Section 27-470 (I-2 Zone)
- b. Section 27-473, Permitted Uses
- c. Section 27-474, Regulations
- d. Part 11 Off Street Parking and Loading, and
- e. Part 12 Signage.

Conformance with the 2010 Prince George's County Landscape Manual

Landscape plans submitted appear complete and in conformance with the applicable requirements of the Landscape Manual, specifically Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening; and Section 4.9, Sustainable Landscape requirements.

Buffer plantings (consisting of predominantly evergreen trees) are recommended on the west side of the proposed master plan roadway, to serve a similar function as a Section 4.7 buffer between incompatible uses (active city park to west and subject warehouse development).

Conformance with the requirements of the Landscape Manual must be demonstrated at the time of building permit.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of TCC on projects that require a grading permit. Properties that are zoned I-2 are required to provide a minimum of 10 percent of the gross tract area in TCC. Conformance with this requirement will be evaluated at the time of building permit.

Other Design Issues

The subject property is bifurcated along the western boundary by the master plan right-of-way of C-404, leaving an outlot between the property's boundary and the right-of-way. The ownership of the outlot should be determined in accordance with Section 24-121(a)(7) of the Subdivision Regulations to ensure perpetual maintenance of the grounds.

RECOMMENDATION

APPROVAL, subject to the following conditions:

- 1. Prior to the signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:
 - a. Correct General Note 15 to indicate the property is located in Sustainable Growth Tier 1.
 - b. Indicate the street name for C-404 as Marblewood Avenue.

- c. Indicate that Outlot 1 is to be retained in ownership with Parcel 1 of this development or is to be conveyed the owner of Parcel A to the west (currently owned by the Town of Cheverly).
- 2. Prior to signature approval of the preliminary plan, the Type 1 tree conservation plan shall be revised as follows:
 - a. Revise approval block to add "4-19048" to initial DRD column.
 - b. Revise the site statistics table to match the revised site statistic table submitted with statement of justification information.
 - c. Label the locations of the on-site surface sand filters.
 - d. Have the revised plan signed and dated by the qualified professional preparing the plan.
- 3. Prior to preliminary plan approval, the following note shall be placed on the Type 1 tree conservation plan, which reflects this approval, directly under the woodland conservation worksheet:

"NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE): The removal of four specimen trees (Section 25-122(b)(1)(G), ST-3, a 37-inch Eastern Cottonwood, ST-4, a 37-inch Silver Maple, ST-5, a 38-inch American Sycamore, and ST-6, a 32-inch American Sycamore."

- 4. In conformance with the 2009 *Approved Countywide Masterplan of Transportation* the applicant and the applicant's heirs, successors, and/or assigns shall provide the following, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence:
 - a. Standard bicycle lanes along the subject site's frontage of Columbia Park Road.
 - b. Pedestrian ramps and crosswalks at the intersection of Columbia Park Road and Washington Gateway Boulevard, and at all entrance/exits along Columbia Park Drive and Washington Gateway Boulevard.
- 5. The applicant and the applicant's heirs, successors, and/or assigns shall provide a minimum of two inverted u-style bicycle racks or a bicycle rack style that allows two points of secure contact at a location convenient to the building entrance, to be shown on the permit site plan prior to the approval of any building permit.

- 6. Total development within the subject property shall be limited to uses which generate no more than 177 AM peak-hour trips and 236 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.
- 7. Prior to approval of the final plat of subdivision, the final plat shall reflect:
 - a. Dedication of the right-of-way for the portion of C-404 within the property's boundary.
 - b. Grant of public utility easements, in accordance with the approved preliminary plan of subdivision, along the public rights-of-way.
- 8. Prior to the 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. Construct Washington Gateway Boulevard (C-404) within the property's boundary, as per the requirements of the Prince George's County Department of Permitting, Inspections and Enforcement.
- 9. Prior to the signature of the Type 2 tree conservation plan (TCP2) for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

"Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ Folio____. Revisions to this TCP2 may require a revision to the recorded easement."

- 10. Prior to the issuance of the first grading permit, copies of the recorded easement documents with the approved liber and folio shall be provided to the Environmental Planning Section. The liber and folio of the recorded woodland conservation easement shall be added to the Type 2 tree conservation plan.
- 11. At time of final plat of subdivision, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Patuxent River primary management area, except for approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

- 12. Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-008-2019). The following notes shall be placed on the final plat of subdivision:
 - "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-008-2019), or as modified by a future Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."
- 13. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision prior to approval of any permits.
- 14. Development of this site shall be in conformance with Stormwater Management Concept Plan 8708-2019-00 and any subsequent revisions.
- 15. Prior to the approval of the final plat of subdivision, the applicant shall submit a copy of an executed deed of conveyance (signed by all parties) of Outlot 1 to the property owner of Parcel A, along with the final plat, and shall submit a recorded deed of the conveyance prior to the approval of a grading permit. If Outlot 1 is to be retained by the owner of Parcel 1 of this subdivision, the applicant shall submit a copy of an executed covenant, ensuring the conveyance and ownership of Outlot 1 in perpetuity with Parcel 1, and shall submit the recorded covenant prior to the approval of a grading permit.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-19048
- Approval of Type 1 Tree Conservation Plan TCP1-008-2019
- Approval of a Variance to Section 25-122(b)(1)(G)

PGCPB No. 04-99 File No. 4-03134

RESOLUTION

WHEREAS, Joseph Rodgers is the owner of a 125.70-acre parcel of land known as Parcel 29, being located on Tax Map 77 and Grid F-3, said property being in the 3rd Election District of Prince George's County, Maryland, and being zoned R-A; and

WHEREAS, on December 18, 2003, Michelle Bennett, Wilkerson & Associates, filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 26 lots and 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-03134 for Cadeaux de Ma Mere was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on May 6, 2004, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on May 6, 2004, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/20/02), and further APPROVED Preliminary Plan of Subdivision 4-03134, for Lots 1-26 and Parcel A with the following conditions:

- 1. Prior to signature approval of the preliminary plan:
 - a. The Forest Stand Delineation shall be revised as follows:
 - (1) Show the location of steep slopes (15-25 percent) only on highly erodible soils and correct the label in the legend.
 - (2) Show the location of rare, threatened or endangered species habitat or provide a statement that there are none present.
 - (3) Show all existing structures and site features, including cultural features and historic sites, or provide a statement that there are none.
 - (4) Show nontidal wetlands, wetland buffers, and the approved 100-year floodplain, or provide a statement that none exist on the site.

- (5) Have the revised FSD signed and dated by the qualified professional who prepared it.
- b. The Type I tree conservation plan shall be revised as follows:
 - (1) Show woodlands clearly identified by acreage and by the treatment proposed (woodland cleared, woodland preservation [Tree Save], woodland afforestation/reforestation, woodland preserved not counted, etc.) using hatching or shading and also identify in key.
 - (2) Show conceptual grading and the limit of disturbance.
 - (3) Revise the woodland conservation worksheet to recalculate the correct woodland conservation requirement for the site, based on a correct quantity for clearing in the 100-year floodplain and all other revisions required.
 - (4) Provide complete information about how the woodland conservation requirements will be met on-site with no use of fee-in-lieu.
 - (5) Revise the lot-by-lot woodland conservation table on the TCPI to include the public rights-of-way to be dedicated and to provide quantities in acres to the nearest hundredths.
 - (6) Have the revised TCPI signed and dated by the qualified professional who prepared it.
- c. The Type I tree conservation plan and preliminary plan shall be revised to:
 - (1) Correctly delineate the full extent of the Patuxent River Primary Management Area. After the PMA has been delineated according to the Subdivision Regulations, revise the preliminary plan and TCPI, if needed, to meet the requirement for preservation of the PMA to the fullest extent possible.
 - (2) Clearly delineate the 1.5 safety factor line on the preliminary plan and the TCPI. Lots that do not have sufficient lot area outside of the 1.5 safety factor line for the placement of a dwelling with the required 25-foot setback shall be reconfigured or eliminated.
 - (3) Show all lots along Clagett Landing Road to be a minimum of two acres in size.
 - (4) Reconfigure lots as necessary to provide for adequate private septic systems as determined by the Health Department on all proposed lots, and the TCPI shall be revised to conform to the revised preliminary plan. No outlots shall be created; lots shall be combined where necessary.

- d. The Department of Public Works and Transportation shall review and approve the location of the private rights-of-way proposed within the 1.5 safety factor line.
- e. A stormwater management concept plan shall be approved and the approval number and date shall be added to the preliminary plan.
- 2. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/20/02). The following note shall be placed on the final plat of subdivision:

"A development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/20/02), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."

- 3. A Type II Tree Conservation Plan shall be approved prior to the issuance of any permits on the site.
- 4. Prior to the issuance of any permits that impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall provide the Environmental Planning Section with copies of all federal and state wetland permits, evidence that all approval conditions have been complied with, and any associated mitigation plans.
- 5. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Patuxent River Primary Management Area, except for areas of approved impacts, and shall be reviewed by the Environmental Planning Section prior to final plat approval for accuracy. In addition, the following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted."

6. The final plat shall show the 1.5 safety factor line and be labeled. The final plat shall also show the unsafe lands building restriction line (BRL), setback 25 feet from the 1.5 safety factor line, as required by the Subdivision Ordinance. The location of the 1.5 safety factor line and BRL shall be reviewed and approved by M-NCPPC, Environmental Planning Section, and the Prince George's County Department of Environmental Resources. The final plat shall contain the following notes:

"The delineated 1.5 safety factor line and BRL have been determined based on the requirements of Section 24-131."

"No part of a principal structure may be permitted to encroach beyond the 1.5 safety factor line BRL. Accessory structures may be positioned beyond the BRL, subject to prior written approval of the Planning Director, M-NCPPC and DER."

- 7. The applicant, his heirs, successors and/or assignees shall construct a wide asphalt shoulder (seven to ten feet) along the subject property's frontage to safely accommodate neighborhood pedestrian and bicycle traffic, to be constructed under a permit from DPW&T, per the concurrence of DPW&T.
- 8. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction, and (c) have an agreed-upon timetable for construction with the SHA/DPW&T:
 - US 301 between MD 214 and MD 725: Provide two additional northbound and two
 additional southbound through lanes or other acceptable methods to achieve the current
 acceptable level of service.
- 9. The typical section shown on the plan for the two proposed internal private streets shall be made consistent with the county Department of Public Works and Transportation standard 100.12, particularly for the purpose of providing two 11-foot travel lanes.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

- 1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
- 2. The property is located on the south of Clagett Landing Road, just under a mile east of US 301.
- 3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	R-A	R-A
Uses	Vacant	Single-family homes
Acreage	125.7	125.7
Lots	0	26
Parcels	1	1
Detached Dwelling Units	0	26

4. **Environmental**—A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on the property. No transportation-related noise impacts have been identified for this property, due to the distance between the property and US 301. The soils found to occur,

according to the Prince George's County Soil Survey, include Adelphia fine sand loam; Collington fine sandy loam; Iuka fine sandy loam; Sandy land, steep; and Westphalia fine sandy loam. The Adelphia, Iuka, and Sandy land, steep soil series have limitations that could affect the development of this property. According to available information, a substantial amount of Marlboro clay is found to occur on this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication entitled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic or historic roads in the vicinity of this property. This property is located in the Patuxent River basin and the Rural Tier as reflected in the adopted General Plan

Woodland Conservation

A revised detailed forest stand delineation (FSD) was submitted with this application. The FSD requires additional revisions to satisfy technical requirements. These revisions are included as conditions of approval.

A portion of the woodland on the southern boundary of the subject property is part of a large, contiguous block of forest interior dwelling species (FIDS) habitat that connects to Patuxent River Park on the east side of this property. The *State Forest Conservation Technical Manual* describes priority retention areas as: "Contiguous forest is either 100 acres or larger, or is 300 feet or more in width and connects to forest area located off-site which is 100 acres or more."

The "Woodland Conservation Policy Document for Prince George's County" states that:

"The following areas shall have priority for consideration as preservation and enhancement through reforestation or afforestation:

"Large contiguous wooded areas that connect the largest undeveloped or most vegetated tracts on land within or adjacent to the property and diverse forest stands in wooded areas."

Priority 1 woodlands on the subject property include the forest interior woodland habitat and its 300-foot-wide buffer. This is an area that should not be disturbed except for necessary road crossings or public utility installations, and even then the impacts should be minimized to the fullest extent possible.

The preservation of FIDS habitat is also addressed by the Patuxent River Primary Management Area preservation area as defined in Section 24-101(b)(10) of the Subdivision Ordinance as follows:

"(10) **Patuxent River Primary Management Area Preservation Area:** A buffer established or preserved along perennial streams within the Patuxent River watershed excluding the

area within the Chesapeake Bay Critical Area Overlay Zones, which as a minimum includes:

- (A) All perennial streams and a minimum of 50 feet of preserved or established vegetation on the side of each bank;
- (B) The one-hundred (100) year floodplain;
- (C) All wetlands adjacent to the perennial stream or the one hundred (100) year floodplain;
- (D) All areas having slopes of twenty-five percent (25%) or greater abutting or adjoining the perennial stream, the one hundred (100) year floodplain or stream-side wetlands;
- (E) All area having highly erodible soils on slopes of fifteen percent (15%) or greater abutting the perennial stream, the one hundred (100) year floodplain or stream-side wetlands;
- (F) Specific areas of rare or sensitive wildlife habitat, as determined by the Planning Board."

FIDS habitat is a sensitive wildlife area, and its delineation along with the 300-foot-wide buffer is necessary for an accurate delineation of the PMA on the preliminary plan and Type I tree conservation plan. The FSD has been revised to delineate the FIDS habitat and the 300-foot-wide FIDS buffer.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the property is greater than 40,000 square feet of gross tract area, there are more than 10,000 square feet of existing woodland, and more than 5,000 square feet of woodland clearing is proposed. A Type I Tree Conservation Plan (TCPI/20/02) was submitted concurrent with the preliminary plan application.

The revised Tree Conservation Plan (TCPI/20/02) has been reviewed. The minimum requirement for this site is 55.11 acres (50 percent of the net tract) plus additional acres due to removal totaling 3.82 acres of woodland, for a total minimum requirement of 58.40 acres. The woodland conservation worksheet provided on the plans indicates an incorrect requirement of 57.79 acres.

The TCPI has proposed to meet the requirement with 51.25 acres of woodland conservation and a fee-in-lieu of \$85,465.54, which falls short of the woodland conservation requirement and includes a fee-in-lieu that is not a high priority method to meet the requirements. The TCPI identifies woodland conservation areas by shading, but fails to identify the methodology (preservation, reforestation, and afforestation).

The Type I tree conservation plan requires additional revisions to be in conformance with the

Woodland Conservation Ordinance. The PMA has not been correctly delineated, so the afforestation of priority woodland conservation areas cannot be confirmed. Woodland conservation areas have not been identified by their treatment methodology (preservation, reforestation, or afforestation) or labeled by area. It appears that woodland preservation areas are proposed in unwooded areas. A limit of disturbance has not been shown, and conceptual grading has not been provided.

A table of woodland conservation on a lot-by-lot basis has been provided. The table should be amended to include quantities in acreage to the nearest hundredths and the right-of-way for the proposed public road.

Patuxent River Primary Management Area

Section 24-130 of the Subdivision Ordinance requires that the Patuxent River Primary Management Area (PMA) be clearly shown and that the PMA be preserved to the fullest extent possible. The PMA is comprised of streams, a 50-foot stream buffer, adjacent wetlands, a 25-foot wetland buffer, adjacent 100-year floodplains, adjacent areas of slopes in excess of 25 percent, and adjacent areas of slopes between 15 and 25 percent on highly erodible soils. The plan shows a 25-foot-wide buffer adjacent to streams rather than the required 50-foot-wide stream buffers, and does not delineate the maximum extent of the PMA.

The preliminary plan shows proposed impacts for the construction of Anna Rogers Boulevard, but additional impacts may be apparent after the full delineation of the PMA. The Subdivision Regulations require that the PMA be preserved to the fullest extent possible. Impacts to the PMA are generally supported for the construction of necessary public roads and utilities only. Impacts for the creation of lots and/or grading for lots are generally not supported. Prior to signature approval of the preliminary plan, the preliminary plan and TCPI should be revised to correctly delineate the full extent of the Patuxent River Primary Management Area. After the PMA has been delineated according to the Subdivision Regulations, the preliminary plan and TCPI should be revised as needed to meet the requirement for preservation of the PMA to the fullest extent possible.

If impacts to the PMA cannot be eliminated for the installation of necessary public utilities and roadway connections, the applicant is required to submit a letter of justification for the impacts in accordance with Section 24-130(b)(5) of the Subdivision Ordinance. A letter of justification dated February 10, 2004, was submitted. Two impacts are proposed.

The first area of impact is located adjacent to Anna Rogers Boulevard and requests 960 square feet of temporary impacts for the purpose of grading, installing sediment controls, removing an existing driveway, and restoring the area to grass.

The second area of impact is located adjacent to Anna Rogers Boulevard, where 14,820 square feet of disturbance is proposed. This impact is necessary in order to convey stormwater, grade for the proposed roadway, and stormwater management swales.

Both impacts are incorrectly quantified because the PMA is not correctly delineated, so the full extent of impacts is greater than the amounts stated. But because both impacts are related to the construction of the roadway and have been designed and located to minimize impacts, they meet the review standard of preserving the PMA to the fullest extent possible.

Impacts are proposed to streams, nontidal wetlands, and wetland buffers that are regulated by federal and state agencies. Prior to the issuance of any permits that impact wetlands, wetland buffers, streams, or Waters of the U.S., the applicant should provide the Environmental Planning Section with copies of all federal and state wetland permits, evidence that all approval conditions have been complied with, and any associated mitigation plans.

The site contains significant natural features that are required to be protected under Section 24-129 and/or 130 of the Subdivision Ordinance. A conservation easement will be described by bearings and distances on the final plat.

Soils

The Adelphia, Iuka, and Sandy land, steep soil series have limitations that could affect the development of this property including high water tables, impeded drainage, slope, slow permeability, and stability. Although these limitations may ultimately affect the construction phase of this development, there are not apparent limitations that would affect the site design or layout. The Department of Environmental Resources will likely require a soils study at the time of permit application addressing the soil limitations with respect to the construction of homes.

Marlboro Clay

This property is located in an area with extensive amounts of Marlboro clay, which is known to be an unstable, problematic geologic formation. The presence of this formation raises concerns about slope stability and the potential for constructing buildings on unsafe land. Based on available information, the Environmental Planning Section projected that the top elevation of the Marlboro clay varies from an elevation of approximately 90 feet near the central part of the property to approximately 100 feet near Clagett Landing Road.

A "Subsurface Exploration and Geotechnical Evaluation," dated October 29, 2003, and prepared by Geotechnical Environmental and Testing Consultants, Inc, was submitted with the application. The map included with the report fails to identify a continuous 1.5 safety factor line for the setback of structures. A discontinuous line is shown on Lots 26 through 29, where it appears that all proposed dwellings are outside of the safety factor line. The revised preliminary plan shows a different layout in this area, and specifically proposes a flag lot, Lot 20, which appears to be located within the 1.5 safety factor line.

The revised preliminary plan shows a 1.5 safety factor line that is labeled in the legend and clearly shown on the eastern portion of the plan. On the western portion of the property, it is

unclear where the 1.5 safety factor line is located. Evaluation of the effect of the 1.5 safety factor line on proposed Lots 1 through 11 cannot be made until the line is clearly delineated.

In the eastern portion of the site almost the entirety of Lot 20 falls within the 1.5 safety factor line. Additionally, the building envelopes shown on Lots 16, 18 and 19 do not contain a 25-foot setback from the safety factor line as required by Section 24-131(a)(1). Northern Court, a private right-of-way, proposes to cross a portion of the 1.5 safety factor line.

On the western portion of the site, the revised preliminary plan appears to show seven dwellings and a proposed private right-of-way (Anna Rogers Boulevard) located within the 1.5 safety factor line (Lots 2, 3, 5, 6, 8, 9 and 11). A dwelling footprint is shown within 25 feet of what may be the 1.5 safety factor line on Lot 4.

It is also strongly recommended that this plan be referred to the Department of Public Works and Transportation for a review of the location of the private rights-of-way proposed within the 1.5 safety factor line prior to signature approval.

Water and Sewer Categories

The property is in water category 6 and sewer category 6; it will be served by private systems.

5. **Community Planning**—This property is located in the Rural Tier as identified by the 2002 General Plan. The vision for the Rural Tier is protection of large amounts of land for woodland, wildlife habitat, recreation and agriculture pursuits, and preservation of the rural character and vistas that now exist. This application, as modified by the conditions of approval, is not inconsistent with the 2002 General Plan Development Pattern policies for the Rural Tier.

The property is in Planning Area 74B/Community X. The Approved Master Plan and Adopted Sectional Map Amendment (SMA) for Bowie–Collington–Mitchellville and Vicinity, Planning Areas 71A, 71B, 74A and 74B recommends large-lot residential development with densities of up to 0.5 dwelling unit per acre. The proposed preliminary plan density is in conformance with large-lot development recommendations of the master plan. The Living Areas Chapter (p. 95) includes Guideline 13 that pertains to the development of this property:

"13. In residential areas, building setbacks combined with the use of berms, landscaping and/or other acoustical fencing should be utilized to deflect noise and to screen visual impacts from major roads, intersections and interchanges, or where other conflicts between land uses may develop."

The Bowie-Collington-Mitchellville and Vicinity SMA (1991) retained the R-A Zone.

The proposed preliminary subdivision utilizes the varying lot size development technique, which does not adversely impact the intended character for this area as envisioned by the master plan. The master plan supports larger lots as a way of enhancing the recommended rural character.

Therefore, staff recommends that all lots along Clagett Landing Road be a minimum of two acres. This will preserve a consistent lot size pattern along this rural road and, thereby, eliminate apparent conflicts between residential lot sizes along Clagett Landing Road. It will also be compatible with all lot sizes along Clagett Landing Road in the adjacent Marshall's Landing preliminary plan application. Proposed Lots 1 and 2 are the only lots along Clagett Landing Road that are smaller than two acres in size. A reconfiguration of Lots 1 and 2 would also impact Lot 3. Therefore, the area encompassing Lots 1–3 should be redesigned to eliminate one lot and provide one 2-acre lot along Clagett Landing Road in this area.

- 6. **Parks and Recreation**—In accordance with Section 24-134(a) of the Prince George's County Subdivision Regulations, the proposed subdivision is exempt from mandatory dedication of parkland requirements because all lots are over one acre in size.
- 7. **Trails**—There are no master plan trails issues identified in the adopted and approved Bowie-Collington-Mitchellville and Vicinity Master Plan. However, if road frontage improvements are required along Clagett Landing Road, a wide asphalt shoulder (seven to ten feet) is recommended along the subject property's frontage to safely accommodate neighborhood pedestrian and bicycle traffic, per the concurrence of DPW&T.
- 8. **Transportation** The subject property is not large enough to warrant a traffic study. There is plenty of data in the area that has been provided in support of several larger applications on the west side of US 301. The findings and recommendations outlined below are based upon a review of relevant materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

Growth Policy—Service Level Standards

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

Links and signalized intersections: Level-of-service (LOS) C, with signalized intersections operating at a critical lane volume (CLV) of 1,300 or better.

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

Staff Analysis of Traffic Impacts

Through the review of past cases, including preliminary plans for Beech Tree, the Planning Board has found that nearby intersections along US 301 operate unacceptably when considering growth and approved development with existing traffic. In response to the issues of adequacy, the Planning Board has allowed developments to pay a pro-rata share toward improvements along US 301 between MD 214 and MD 725. These improvements, as described in an item included in the county CIP, include a general roadway widening of one additional through lane northbound and southbound over that distance plus improvements at key intersections along the link. Funding by developers has been based on a payment of \$2.5 million toward the \$24 million required to complete the improvements.

However, the improvements described in the CIP only provide LOS D at signalized intersections along this link of US 301. As noted under the service level standards described above, properties within the Rural Tier that affect intersections along US 301 must demonstrate LOS C. While the county CIP project is certainly still valid for properties to the west of US 301 (which are in the Developing Tier), properties on the east side of US 301 (except for Marlboro Meadows) are subject to a different standard. This dual standard is fully consistent with the intent of the Prince George's County General Plan, which assigns "minimum priority to public sector capital improvements in or for the Rural Tier," and further states as a policy, that "public funds should not encourage further development in the Rural Tier."

Staff has, therefore, reviewed recent traffic data at intersections to the north and south of the subject site. The following conditions exist at the critical intersections:

EXISTING TRAFFIC CONDITIONS					
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)		
US 301/Trade Zone Avenue	1,248	1,425	С	D	
US 301/Leeland Road	1,198	1,268	C	C	

The list of nearby developments is long, and it includes several million square feet of industrial space on approved lots, along with more than 2,000 approved residences. Given the assumptions of approved development, growth, and the CIP project, the following background traffic conditions were determined:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
US 301/Trade Zone Avenue	1,283	1,390	C	D
US 301/Leeland Road	1,374	1,302	D	D

The application is a plan for a residential subdivision consisting of 26 single-family detached residences. The proposed development would generate 20 AM (4 in, 16 out) and 24 PM (16 in, 8 out) peak-hour vehicle trips as determined using "The Guidelines for the Analysis of the Traffic Impact of Development Proposals." The site was analyzed using the following trip distribution:

US 301 from the north: 65 percent
US 301 from the south: 35 percent

With site traffic, the following operating conditions were determined:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
US 301/Trade Zone Avenue	1,284	1,394	C	D
US 301/Leeland Road	1,376	1,303	D	D

Staff has identified that one additional northbound and southbound through lane would be needed in order to provide LOS C at intersections along the link of US 301 between MD 214 and MD 725. With additional through lanes in place, the following service levels are estimated:

TOTAL TRAFFIC CONDITIONS WITH "LOS C" IMPROVEMENTS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
US 301/Trade Zone Avenue	1,057	1,138	В	В
US 301/Leeland Road	1,136	1,152	В	С

The staff's analysis has identified that two additional northbound and southbound through lanes along US 301 would serve to provide LOS C at key signalized intersections within the corridor. The basic CIP improvement, which provides LOS D in the corridor and involves one additional northbound and southbound through lane, has a cost of \$24 million, of which a portion is being paid through pro-rata shares by developers, according to the description given for the CIP item. The additional northbound and southbound through lanes—which are not funded as part of the CIP and are needed to provide LOS C at nearby intersections in the US 301 corridor—have an additional estimated cost of \$13.7 million in 1989 dollars.

There is another case in the area, Preliminary Plan of Subdivision 4-03134 for Marshall's Landing, which is pending. Identical transportation findings have been made for this adjacent property. Also, the two properties, when both are added to the network, would not result in worse levels of service than those reported herein for the subject property alone.

Plan Comments

The access and circulation shown on the plan is acceptable with one exception. At Subdivision Review Committee, staff requested that the typical section of the two proposed internal private streets be modified to provide 11-foot lanes in each direction. This would be consistent with County Standard 100.12 for private secondary rural roadways. Therefore, the applicant must modify the typical section shown on the plan to be consistent with the county Department of Public Works and Transportation Standard 100.12.

Based on these findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions requiring the road improvements noted.

9. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003.

Impact on Affected Public School Clusters

impact on inflicted i done benegit clusters				
Affected School Clusters #	Elementary School Cluster 3	Middle School Cluster 2	High School Cluster 2	
Dwelling Units	25 sfd	25 sfd	25 sfd	
Pupil Yield Factor	0.24	0.06	0.12	
Subdivision Enrollment	6.00	1.5	3.00	
Actual Enrollment	6,141	5,131	10,098	
Completion Enrollment	198.24	217.62	398.97	
Cumulative Enrollment	161.04	122.04	244.08	
Total Enrollment	6,506.28	5,472.16	10,744.05	
State Rated Capacity	5,858	4,688	8,770	
Percent Capacity	111.07%	116.73%	122.51%	

Source: Prince George's County Planning Department, M-NCPPC, December 2003

County Council bill CB-31-2003 establishes a school facilities surcharge in the amount of: \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts on existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings.

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. 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.

- 10. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.
 - a. The existing fire engine service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 4.80 minutes, which is within the 5.25-minute travel time guideline.
 - b. The existing ambulance service at Bowie Fire Station, Company 43, has a service travel time of 4.80 minutes, which is within the 6.25-minute travel time guideline.
 - c. The existing paramedic service at Bowie Fire Station, Company 43, has a service travel time of 4.80 minutes, which is within the 7.25-minute travel time guideline.

These findings are in conformance with the standards and guidelines contained in the *Approved Public Safety Master Plan* (1990) and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities." The proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance and paramedic service.

- 11. **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 for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of January 2, 2004, the county had 823 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for additional 57 sworn personnel. This police facility will adequately serve the population generated by the proposed subdivision.
- 12. **Health Department**—The Health Department is reviewing the perk tests for the property. All lots without approved perk tests must be combined with other lots. No outparcels or outlots should be created.
- 13. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A stormwater management concept plan has not yet been approved. To ensure that development of this site does not result in on-site or downstream flooding, a stormwater management concept plan must be approved prior to signature approval of the preliminary plan. Development must be in accordance with this approved plan, or any revisions thereto.
- 14. **Cemeteries**—There are no known cemeteries on or adjoining the subject property. However, the applicant should be aware that if burials are found during any phase of the development process, development activity must cease in accordance with state law.
- 15. **Public Utility Easement**—The proposed preliminary plan includes the required ten-foot-wide public utility easement along all rights-of-way. The public utility easements will be shown on the final plat.
- 16. **Varying Lot Sizes**—The applicant is proposing to use varying lot sizes as permitted by the Prince George's County Zoning Ordinance. Unlike the provision for the use of lot size averaging (R-55, R-80, R-R, and R-E Zones), the use of varying lot sizes in the R-A and O-S Zones is permitted by right and does not require specific findings for approval. Only the minimum standards outlined in the Zoning Ordinance must be met.

Section 27-442(b)(Table I) of the Zoning Ordinance sets the minimum standards for varying lot sizes. In the R-A Zone, the creation of varying lot sizes is permitted as long as the total tract being subdivided is at least 25 acres in size. In this case, the total tract area is 125.7 acres. Further, at least 60 percent of the lots created using varying lot sizes must meet or exceed the minimum lot size in the zone: two acres in the R-A Zone. This requirement has been met with

PGCPB No. 04-99 File No. 4-03134 Page 16

the submitted preliminary plan: 16 of the 26 lots (or 61 percent) are a minimum of two acres on this subdivision.

The Zoning Ordinance allows one 1-acre lot for every 25 acres of land in the tract. With 125.7 acres of land in the R-A tract, a maximum of five 1-acre lots is permitted. The remaining lots are required to exceed 50,000 square feet. The submitted preliminary plan includes one lot between one acre and 50,000 square feet in size, with the remaining nine lots exceeding 50,000 square feet. This arrangement meets the minimum standards set forth in Section 27-442(b)(Table I) of the Zoning Ordinance for the use of varying lot sizes. If lots are lost due to failing perk tests (or for any other reason) the relationships among the various lot sizes required by the Zoning Ordinance must be maintained.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the adoption of this Resolution.

* * * * * * * * * * * *

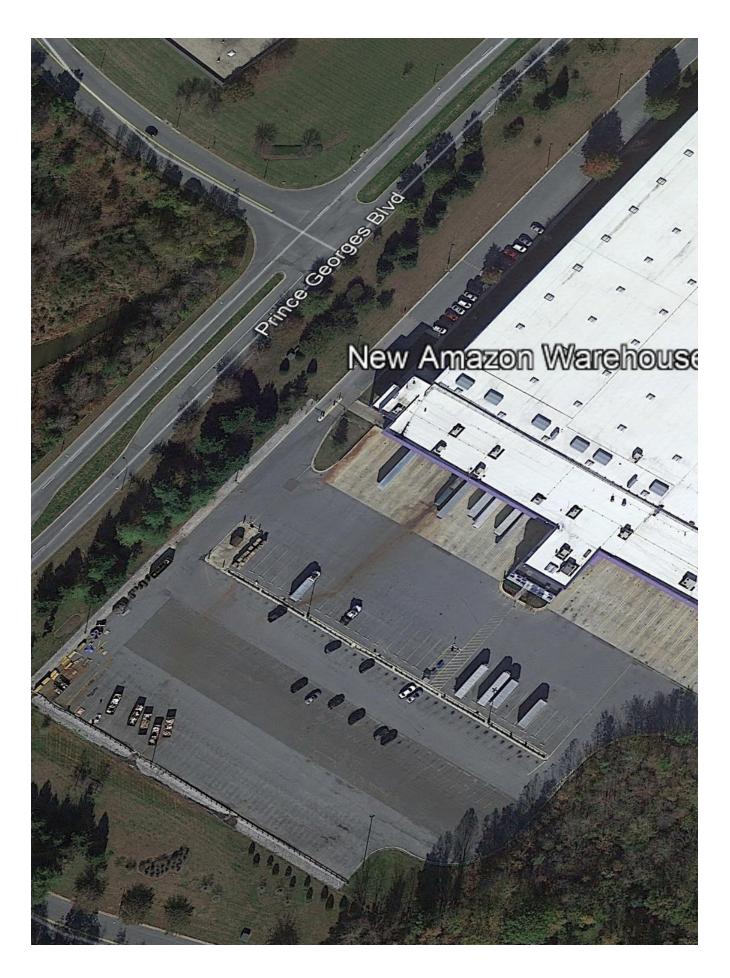
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Eley, seconded by Commissioner Harley, with Commissioners Eley, Harley, Squire and Hewlett voting in favor of the motion, and with Commissioner Vaughns absent at its regular meeting held on Thursday, May 6 2004, in Upper Marlboro, Maryland.

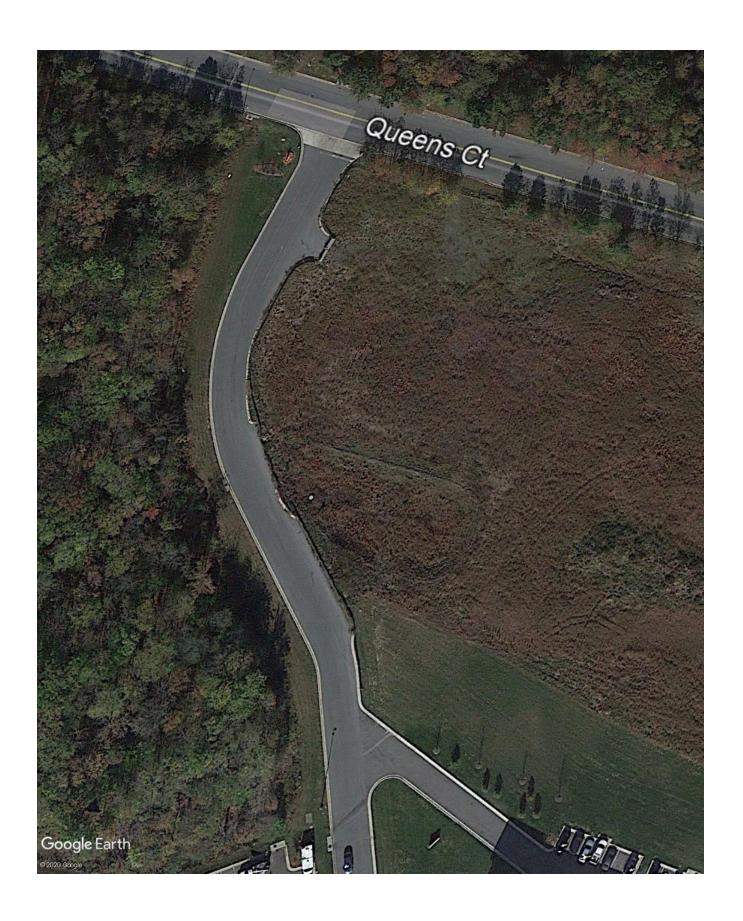
Adopted by the Prince George's County Planning Board this 3rd day of June 2004.

Trudye Morgan Johnson Executive Director

By Frances J. Guertin Planning Board Administrator

TMJ:FJG:JD:meg





Sec. 27-528. - Planning Board action.

- (a) Prior to approving a Specific Design Plan, the Planning Board shall find that:
 - (1) The plan conforms to the approved Comprehensive Design Plan, the applicable standards of the Landscape Manual, and except as provided in Section 27-528(a)(1.1), for Specific Design Plans for which an application is filed after December 30, 1996, with the exception of the V-L and V-M Zones, the applicable design guidelines for townhouses set forth in Section 27-274(a)(1)(B) and (a)(11), and the applicable regulations for townhouses set forth in Section 27-433(d) and, as it applies to property in the L-A-C Zone, if any portion lies within one-half (1/2) mile of an existing or Washington Metropolitan Area Transit Authority Metrorail station, the regulations set forth in Section 27-480(d) and (e);
 - (1.1) For a Regional Urban Community, the plan conforms to the requirements stated in the definition of the use and satisfies all requirements for the use in Section 27-508 of the Zoning Ordinance;
 - (2) The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program, provided as part of the private development or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, participation by the developer in a road club;
 - (3) Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties;
 - (4) The plan is in conformance with an approved Type 2 Tree Conservation Plan; and
 - (5) The plan demonstrates that the regulated environmental features are preserved and/or restored to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).
- (b) Prior to approving a Specific Design Plan for Infrastructure, the Planning Board shall find that the plan conforms to the approved Comprehensive Design Plan, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.
- (c) The Planning Board may only deny the Specific Design Plan if it does not meet the requirements of Section 27-528(a) and (b), above.
- (d) Each staged unit (shown on the Comprehensive Design Plan) shall be approved. Later stages shall be approved after initial stages. A Specific Design Plan may encompass more than one (1) stage.

- (e) The Planning Board shall approve, approve with modifications, or disapprove the Specific Design Plan within seventy (70) days of its submittal. The month of August and the period between and inclusive of December 20 and January 3 shall not be included in calculating this seventy (70) day period. If no action is taken within seventy (70) days, the Specific Design Plan shall be deemed to have been approved. The applicant may (in writing) extend the seventy (70) day requirement to provide a longer specified review period not to exceed forty-five (45) additional days, or such other additional time period as determined by the applicant.
- (f) For an application remanded to the Planning Board from the District Council, the Planning Board shall approve, approve with modifications, or disapprove the Specific Design Plan within sixty (60) days of the transmittal date of the notice of remand by the Clerk of the District Council. The month of August and the period between and inclusive of December 20 and January 3 shall not be included in calculating this sixty (60) day period.
- (g) An approved Specific Design Plan shall be valid for not more than six (6) years, unless construction (in accordance with the Plan) has begun within that time period. All approved Specific Design Plans which would otherwise expire during 1994 shall remain valid for one (1) additional year beyond the six (6) year validity period.
- (h) The Planning Board's decision on a Specific Design Plan shall be embodied in a resolution adopted at a regularly scheduled public meeting. A copy and notice of the Planning Board's resolution shall be sent to all persons of record and the Clerk of the Council within seven (7) days after the date of the Planning Board's adoption. The resolution shall set forth the Planning Board's findings.
- (i) A copy of the Planning Board's resolution and minutes on the Specific Design Plan shall be sent to the Clerk of the Council for any Specific Design Plan for the Village Zones.

LAW OFFICE OF G. MACY NELSON, LLC

G. MACY NELSON* (410) 296-8166 EXT. 290 gmacynelson@gmacynelson.com

*Also admitted in D.C.

SUITE 803 401 WASHINGTON AVENUE TOWSON, MARYLAND 21204 www.gmacynelson.com GRANT AMADEUS GIEL** (410) 296-8166 EXT. 113 grant@gmacynelson.com

** Also admitted in New York

June 29, 2020

Via Email and First Class Mail

Elizabeth M. Hewlett, Chairman Prince George's County Planning Board 14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772

Re:

Specific Design Plan Amendment No. 0007-03

("SDP 0007-03")

Dear Ms. Hewlett:

I represent Charles Reilly. We are reviewing various aspects of that application, including the stormwater issue. I understand that the Planning Board intends to hear SDP 0007-03 on July 23, 2020.

I am writing to request a postponement of the July 23, 2020 Planning Board hearing because DPIE has been unable to produce the stormwater documents that I requested on May 13, 2020. I have attached as Exhibit A to this letter a copy of the Maryland Public Information Act request form that I filed on May 13, 2020. I followed up with a request on June 22, 2020 in an email to Ryann Sargent (email is attached as Exhibit B). Ms. Sargent is the paralegal in the Prince George's County Office of Law who has been involved with the production of documents pursuant to the Maryland Public Information Act request. On June 23, 2020, Ms. Sargent responded that DPIE was "checking the status of your request and will let me know." I have not yet heard anything from Ms. Sargent or DPIE.

The stormwater is a central issue in the case. Section 27-528(a)(3) requires that the Applicant prove that "Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties." In my PIA request, I requested all the stormwater documents, including the stormwater calculations, in order to evaluate whether the Applicant can satisfy the requirements of 27-528(a)(3). I possess a copy of the stormwater plans and the DPIE Stormwater Management Concept Approval. We

Letter to Elizabeth M. Hewlett, Chairman June 29, 2020 Page 2

obtained those documents from Park and Planning's case file. However, I do not have the stormwater calculations which form the basis for the plans and the basis for the stormwater concept approval. It is impossible to review the stormwater plan without the stormwater calculations.

For all these reasons, I respectfully request a postponement of the July 23, 2020 Planning Board hearing.

Very truly yours,

Macy Nelson

GMN:ldr Enclosure

cc: David Warner, Esquire

Office of the General Counsel



Prince George's County

Department of Permitting, Inspections and Enforcement

9400 Peppercorn Place, Suite 500 Largo, Maryland 20774 E-mail: DPIE.mpia@co.pg.md.us



MARYLAND PUBLIC INFORMATION ACT REQUEST FORM

SECTION A — REQUEST TO THE COORDINATOR OF RECORDS Please PRINT all information and provide a daytime telephone number. I request to review and/or have copies made of the following public record(s) that is possessed and maintained by the Department of Permitting, Inspections and Enforcement. Case/Activity Number (If Applicable): Unknown Number of Copies Requested: 1 Property Address: 1000 Prince George's Boulevard, Upper Marlboro, Maryland Information Requested: See Attachment A PLAN ONLY REQUEST(S) — Complete ONLY if Plans Are Signed and Sealed (If Applicable) Architect/Engineer of Record: ______ Number of Copies Requested: _____ Phone Number: Address: ___ SECTION B — APPLICANT INFORMATION Name: G. Macy Nelson, Esquire E-Mail: gmacynelson@gmacynelson.com Company Name (If Applicable): Law Office of G. Macy Nelson, LLC Address: 401 Washington Avenue, Suite 803, Towson, Maryland 21204 Phone: 410-296-8166 ext. 290 Mary Nelsn / Date: 05/13/20 Signature: _ Note: According to M.P.I.A. Law, processing may take up to 30 days. DEPARTMENTAL USE ONLY (Do NOT Write Below This Line) SECTION C — DISPOSITION OF REQUEST Approved Denied — Reason: ___ _____ Amount \$: _____ Cash \$: ____ Check #: __ Activity #: __ You may seek judicial review of this response pursuant to Maryland Public Information Act, Title 4 of the General Provisions Article.

SDP-0007-03_Additional Backup 95 of 232

EXHIBIT

For questions, call (301) 636–2053

Signature of Coordinator

Date

ATTACHMENT A

Information Requested: All documents related to the Application for the approval of a stormwater management plan related to the Amazon project on 1000 Prince George's Boulevard, Upper Marlboro, Maryland. This request includes, but is not limited to, all correspondence between the Applicant and DPIE, a copy of the Application, a copy of the proposed stormwater plan, a copy of the calculations for the stormwater plan, and a copy of any decision be DPIE regarding the Application for stormwater management plan approval.

G. Macy Nelson

From:

G. Macy Nelson

Sent:

Monday, June 22, 2020 3:52 PM

To:

Sargent, Ryann T.

Subject:

MPIA re 1000 Prince George's Blvd.

Attachments:

MPIA Request 5.13.20.pdf

Hi,

I filed the attached MPIA request om May 12, 2020 and have received no response. The case goes to the Planning Board on July 23 so the request is time sensitive. Are you able to assist with the response. Thanks.

-Macy Nelson

G. Macy Nelson 401 Washington Avenue, Suite 803 Towson, Maryland 21204 410-296-8166, ex. 290 Mobile 443-326-8749

Email gmacynelson@gmacynelson.com

www.gmacynelson.com



5. Previous Approvals: Collington Center was originally comprised of 1,289 acres, first known as the Prince George's County Employment Park, and placed in the E-I-A Zone, through the 1975 Sectional Map Amendment for Bowie-Collington and Vicinity, via Zoning Map Amendment A-6965. On March 28, 1989, this basic plan, as well as A-9284 and A-9397, were amended via Zoning Ordinance No. 25-1989, into two basic plans. Collington Corporate Center was established through A-9284-C for the northern 414 acres, which was amended again via Zoning Ordinance No. 38-1997, and the remaining 875 acres were established through A-6965-C and A-9397-C. On May 21, 1990, A-6965-C and A-9397-C were amended for the southern 167 acres, which was amended again via Zoning Ordinance No. 22-1997, and referred to as Collington South. Of the total 1,289-acre site, 708 acres, including this application, remain in the original Collington Center.

The Prince George's County Planning Board approved Comprehensive Design Plan CDP-8712 (PGCPB Resolution No. 88-224) on May 19, 1988, for Collington Center. On November 8, 1990, the Planning Board approved CDP-9006 (PGCPB Resolution No. 90-455), which revised CDP-8712, subject to 16 conditions. On May 17, 2001, the Planning Board approved CDP-9006-01 (PGCPB Resolution No. 01-95), to eliminate the requirements for the provision of recreational facilities in CDP-9006. On March 31, 2005, the Planning Board approved CDP-9006-02 (PGCPB Resolution No. 05-83(C)), to add residual acreage from the vacation of Willowbrook Parkway to the CDP.

On October 28, 1999, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-88074 (PGCPB Resolution No. 88-287) with 11 conditions and 9 findings.

SDP-0007 and the associated Type II Tree Conservation Plan, TCPII-067-96, was approved by the Planning Board on July 13, 2000 (PGCPB Resolution No. 00-136), for a 290,225-square-foot warehouse building, with two conditions.

An amendment to the SDP received Planning Director level approval on September 9, 2001, for SDP-0007-01, to reduce the number of parking spaces, and to add a retaining wall. SDP-0007-02 was filed with the Maryland-National Capital Park and Planning Commission; however, this amendment was not processed to completion.

6. **Design Features:** This application is for the expansion of the pavement area, by a total of approximately 6.8 acres, for parking and circulation to the north, east and west of the existing building. The expansion involves a reduction in the standard parking spaces from 262 to 223, a reduction in the loading spaces from 34 to 9, a reduction in the handicap spaces from 9 to 7, and the addition of 652 van-sized (11 feet by 27 feet) parking spaces, with 152 of those spaces inside the building. The parking table provided in the general notes of the SDP demonstrates conformance with the parking requirements, however; a condition to correct a discrepancy between the spaces represented on the plan and in the general notes is included in the Recommendation section.

The applicant, Amazon Logistics, specializes in last mile delivery of customer orders. This facility will receive products from other Amazon facilities from line haul trucks, sort them in the facility by delivery route, and load vans to deliver the items to customers. The property has frontage on Prince George's Boulevard, Queen's Court, and Branch Court, with the existing access points from Queen's Court and Branch Court proposed to remain.



July 21,2020

comments:

Macy Nelson 401 Washington Avenue, Suite 803 Towson, Maryland 21204

RE: 1000 Prince George's Boulevard Warehouse Improvements Evaluation of Concept Plans

Upon independent evaluation of the Site Development Concept Plans by CPH, Inc. for Amazon.com Services LLC., for the above referenced project, we offer the following

- General Comment- It should be noted that only Concept Plans and the final approved title Sheet were provided for review. Because of this, the information contained within the Final Plan BMP Summary Table on the approved title sheet cannot be evaluated for compliance with PG County requirements without the associated stormwater management report and calculations.
- 2. General Comment- It is unclear as to dispensation of existing stormwater pond. If entire site will continue to drain to pond, calculations (hydrologic and hydraulic) are necessary to ensure current discharge rate is maintained. It is also unclear if the existing stormwater management pond was sized originally based on ultimate development. If so, then this information needs to be provided.
- 3. General Comment- Plans do not appear to provide existing and proposed storm drain material, size, and flow direction labels. Therefore, it is difficult to assess hydraulic functionality.
- 4. General Comment- It appears that the approved title sheet (plan sheet number C0.1) with an issuance date of 5/29/2020 states that the following sheets are available, but are missing from our copy of the Concept Plan sheets provided: (1) C2.6- Soil Boring logs, (2) C3.0- Pre Development Drainage Area Map, (3) C3.2- Limit of Disturbance Map, (4) C5.0- General Details, and (5) C5.2- Stormwater Management Details. The missing information is critical to complete our evaluation.
- 5. Plan Sheet numbers C2.1 through C2.6- Concept Plans- storm drain systems are proposed to connect to existing storm drain systems. The function and constructability of these proposed storm drain systems cannot be verified without the following information: pipe profiles, drainage structure, and pipe schedules.
- 6. Plan Sheet numbers C2.1 through C2.6- Concept Plans- There are several sand filters proposed on the plans; however, the BMP summary table on the approved title sheet with an issuance date of 5/29/2020- appears to only define Micro-Bioretention facilities (facility numbers MB-A-01 to 13, MB B-01 to 16, MB -C-01 to 04) with no sand filters listed.

Constellation Design Group, Inc. Consulting Engineers

> 57 W. Timonium Rd., Suite 200 Timonium, Maryland 21093 Telephone: 410/252-1884 Fax: 410/560-3632

Constellation Design Group, Inc.
RE: 1000 Prince George's Boulevard Warehouse Improvements
Evaluation of Site Development Concept Plans

Sincerely,
CONSTELLATION DESIGN GROUP, INC.

Donald J. Wear

Vice President Donald J. Waver, P.E. From: Burke, Thomas < thomas.burke@ppd.mncppc.org >

Date: Mon, May 18, 2020 at 10:37 AM

Subject: RE: Hi, Tom

To: Ruth Grover <ruth.e.weiss@gmail.com>

Hi Ruth.

Attached is the full Collington CDP and the use chart that we have on file. I'm not sure off hand how this applies to this site. Also included were amended allowable uses from a letter dated April of 1992. This is a lot of information, that we're trying to organize, and quite honestly I haven't had an opportunity to see how it all ties together with this property.

From: Ruth Grover < ruth.e.weiss@gmail.com>

Sent: Sunday, May 17, 2020 8:45 PM

To: Burke, Thomas < thomas.burke@ppd.mncppc.org>

Subject: Hi, Tom

Good morning. Hope you had a good weekend. I'm just wondering if you were able to find the list of permitted uses in Collington? If so, might you be able to email it to me?

Thanks and have a good day.

Best,

Ruth

CDP-8712 CDP-8904 CDP-0006

Comprehensive Design Plan for Scollington Scollington Community



THE PRINCE GEORGE'S COUNTY GOVERNMENT

November 1, 1978

Mr. W. C. Dutton, Jr.
Chairman
Prince George's County
Planning Board
County Administration Building
Upper Marlboro, Maryland 20870

Dear Mr. Dutton:

Transmitted herewith is the final draft of the Comprehensive Design Plan for Collington Center. The Center will be a planned business community located on 1,282 acres of county-owned land at Central Avenue and U.S. 301.

This Plan was prepared by the M-NCPPC staff at the request of the County Executive. I believe it to be a Plan that will foster quality development in Prince George's County. It is another example of the outstanding professionalism of the Commission staff. On behalf of the County Executive, I wish to express the County's appreciation for splendid staff cooperation, and urge your approval of the Plan.

cerely,

Jack L. Folkins

Special Project Administrator

Comprehensive Design Plan for Scollington Scommunity

The Maryland National-Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20870

Introduction

The Plan	1
Environmental Relationships	2
Market Analysis	3
Design Principles	4
Public Benefit Features	5
Public Facilities Needs	6
Transportation Analysis	7

Master Plan Compliance_____8 Appendices

MAPS AND PLANS

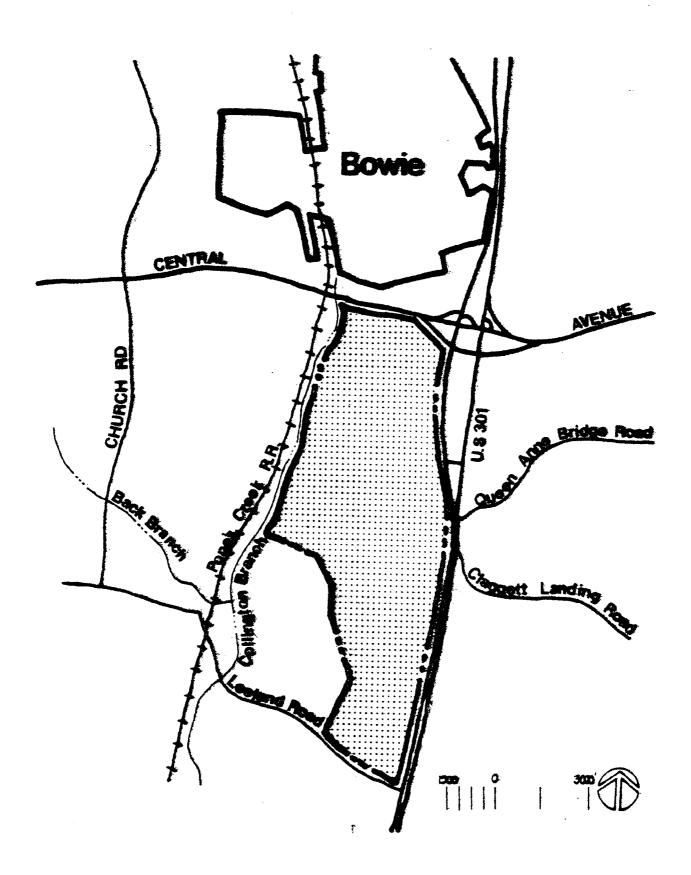
Technical Data Map
Soils Map
Stope Map
Physical Features Map
Geology Map
Basic Plan
Building Envelopes Plan
Circulation Plan
Staging Plan

Introduction

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

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

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



The Plan

1

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

The major entrance to the Center, will be enhanced by a man-made lake surrounded by commercial/recreational uses. Public access to the lake will allow picnicking and other outdoor activities for the general public and for employees during the work day. Approximately 436 acres (36%) of the property will be in open space. Businesses constructed at the Center will be clean industrial uses occupying architecturally attractive facilities. Tenants will be encouraged, through design guidelines, to create attractive landscapes around their buildings.

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

Collington Center will be developed in three stages in addition to a large area set aside as a land reserve. The first stage, covering the period from 1980-1985 contains approximately 100 acres of developable land exclusive of streets. The second stage, covering the years 1985-1990 contains approximately 200 acres, exclusive of streets. The third stage, to be developed after 1990 contains approximately 240 acres exclusive of streets. The land reserve contains approximately 225 acres. Table 1 indicates the approximate acres of the parcels and stages indicated on the plan. There are five categories of land use in the Center: (1) Commercial/Recreation; (2) Research Office; (3) Manufacturing/Wholesale; (4) Manufacturing/Office and (5) Manufacturing/General. The numbers attached to the parcel sizes refer to the above numbered land uses.

Table 1: Lots and Uses

Lot #	Stage I Acreage	<u>Use</u>	Lot #	Stage II <u>Acreage</u>	Use	Lot #	Stage II Acreage	I <u>Use</u>
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 20 21	5788333448442244656811	253333333333333333555	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27	11 79 78 77 161 44 55 44 44 77 67 76 55 54 6	33333333555555551444422227	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 7 18 19 20 21 22 22 23 24 25 26 27 28 29 30 31 32 32 33 33 33 34 34 35 36 36 36 36 36 37 37 38 38 38 38 38 38 38 38 38 38 38 38 38	7020597584887766776645683334554444	333333555333334444444424222222222

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

The property is designed with the following distribution of uses:

Commercial/Recreation		acres
Research/Office	72	acres
Manufacturing/Wholesale		acres
Manufacturing/Office	81	acres
Manufacturing/General	96	acres
Land Reserve	225	acres
Open Space		acres
Streets, etc.	73	acres

1,281 acres

The first sites to be developed will have access from U.S. 301 adjacent to the existing Bowie/Marlboro Police station. A five acre parcel has been created around the station to allow for future expansion. The architectural integrity of the existing station will provide an attractive entrance which will tend to draw attention to the property and thus attract prospective tenants or buyers. The main entrance will have a wide landscaped island which will create a boulevard entrance reaching deep into the property. Development will procede to the north as the demand for sites increases. The lake will be developed as part of the second stage activity.

An attractive 17 acre site for a motor hotel and convention facility is planned for Stage Two. It will overlook the planned lake and will be the major focus for that portion of the property. The provision of a restaurant, meeting rooms, etc. will provide an attractive setting for conducting business and will help to draw new clients to the Center.

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

The land reserve of 225 acres established in the southern portion of property is separated from the rest of the sites by a right-of-way for the proposed Inter-County Connector. If constructed, this road will provide access to the property directly from Route 50 and areas to the north. The acreage included in the land reserve has soil and slope limitations and is not the most accessible part of the property at this time. However, if a large company were to purchase the acreage, a sensitive treatment of the site would be required.

Environmental Relationships_

2

BACKGROUND

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

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

SUMMARY

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

100 Year Flood

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

10 Year Flood

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

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

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

Water Quality

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

Sediment Plan

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

Water Facilities

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

Sewerage Facilities

Existing Sewerage facilities with new transmission line additions would provide adequate service to the proposed development.

Solid Wastes

Disposal of solid wastes should not pose any major problems to the development of the Center.

Soil and Slopes

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

Geology

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

Energy Conservation

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

Air Quality

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

Noise Pollution

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

Introduction

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

Objectives |

The objectives of this investigation are summarized as follows:

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

Data Base Generation

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

Flood Analysis

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

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

Water Quality Analysis

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

Hydrologic Description

General

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

<u>Drainage Basin</u>

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

C1 imate

The climate of the area is influenced by the general west to east movement of weather in the middle latitudes of the continent. During the colder half of the year, a frequent succession of high and low pressure systems brings alternate surges of cold dry air from the north and of warm humid air from the South. July and August are the hottest months with daily maximum temperature averaging 870 F. Precipitation is fairly evenly distributed throughout the year and averages 42.5 inches. Snowfall in the area occurs between November and April. A seventeen year record of snowfall values at the Upper Marlboro Precipitation Station indicates a mean annual recorded depth of 18.2 inches. The mean daily minimum temperature at the Upper Marlboro station is 490F.

Floods

Causes of Flooding

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

Site Characteristics

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

Physiographic Features

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

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

Vegetation

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

Hydraulic and Hydrologic Features

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

Other Features

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

Soils

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Design Storm Duration

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

Rainfall Losses

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

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

Hydrologic Determination

100 Year Flood Discharge

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

$$q = \dot{q}_p (D.A.)(Q)$$

where q

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

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

D.A. = drainage area in square miles

Q = runoff in inches

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

10 Year Flood Discharge

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

Storage Volumes

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

100 Year Flood Elevation

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

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

Storm Water Management Concepts

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

<u>Individual Units</u>

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

Temporary Storage of Water in Swales

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

Temporary Storage in Open Space

Runoff could be temporarily stored in open space areas by integrating permanent water areas in open space with provision for flood storage. This method also would allow for water to infiltrate into the ground. The planned open space area within HU 4 and 6B could also be used. Approximately 36% of the site area is proposed as permanent, public and private open space with the Collington Branch floodplain forming the backbone of the open space system. There is therefore adequate area for use as runoff storage areas.

In H.U. 6A, a 12 acre lake is proposed. This lake could also be incorporated into the storm water management system. This could be so designed to adequately satisfy the storm water storage requirement for the area. The design and schedule for development of the lake will be discussed during the specific Design Plan phase.

Ponding

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

A Large Single Unit

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

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

Integration of some Individual Units with a Large Unit

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

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

Conclusions

The County, applying its own concept of "maximum open space allocation" by earmarking approximately 36 percent of the area to open space of varying nature, would significantly reduce the peak discharge normally associated with such a development. Management of runoff excess could very easily be handled by integrating the runoff controls

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

Recommendations for Phase III Investigation

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

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

Water Quality

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

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

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

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

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

Water Facilities

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

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

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

Stage I	<u>Stage II</u>	Stage III
1.06 MGD	1.96 MGD	2.73 MGD

While available water supply is sufficient, the need to provide for fire fighting and contingency measures will likely require additional storage and/or transmission facilities for development beyond Stage I.

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

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

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

Sewerage Facilities

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

Available Capacity

- = Allocated Capacity Current
 Sewage flow Commitments*
 - = 3.000 MGD (20% of 15 MGD) 1.0800 MGD 0.7333 MGD
 - = 1.1867 MGD

Figure (programmed) Capacity = Available capacity & programmed expansion

= 1.1867 MGD + 3.000 MGD

= 4.1867 MGD

Based on the preliminary staging schedule of acreage to be developed and using a conversion factor of 2,700 gal/acre/day for the EIA Zone plus an allowance for infiltration, a projection of the potential sewage flow from the Collington Center can be summarized as follows:

Stage I	Stage II	Stage III		
0.6 MGD	1.1 MGD	1.5 MGD		

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

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

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

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

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

Solid Wastes

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

	Stage I	Stage II	Stage III
Land Developed (acres)	196	363	506
Solid Waste (tons/yr)	31	58	81

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

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

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

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

Recommendations

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

Geology

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

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

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

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

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

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

Constraints to Development

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

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

Aquifer Recharge

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

Groundwater Use

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

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

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

Soils and Slopes

<u>Objectives</u>

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

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

Soil Series

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

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

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

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

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

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

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

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

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

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

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

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

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

<u>Shrewsbury Series</u> - consisting of deep, poorly drained soils in low positions which have formed in Coastal Plain deposits containing glanconite.

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

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

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

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

Detailed Soils Analysis

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

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

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

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

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

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

Sludge Entrenchment Areas

Due to the possible health hazards and several unknown factors involved in the development of the sludge entrenchment areas, these areas shall be kept in open space, at least until all developable areas of Collington Center have been utilized. Should there be a need to utilize these areas for industrial uses in the distant future, the approval of the Maryland State Department of Health and other appropriate agencies would be required.

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

Recommendations

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

Objectives

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

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

Regional Air Pollution Problems

Air pollution refers to the presence of contaminants in the air in concentrations that prevent the normal dispersal ability of the air and that interfere with man's health, safety, or comfort. Air pollutants in this area include total suspended particles, sulphur dioxide, photochemical oxidants (ozone), nitrogen dioxide and carbon monoxide. Presently, the principal air pollutant in the Washington Metropolitan area is photochemical oxidants, or smog. Thirty-one of the thirty-two COG air pollution alerts have been called due to high levels of this pollutant. A major component of smog is ozone (0_3) , which is formed by the photochemical reaction of hydrocarbons and nitrogen oxides in the presence of sunlight. The principal sources of these hydrocarbons are motor vehicles and hence the reduction of the smog problem hinges on control of these mobile sources.

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

Regulatory Agencies

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

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

Air Quality and Proposed Collington Center

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

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

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

Recommendations

It is recommended that:

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

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

NOISE POLLUTION

Objectives

The objectives of this section on noise pollution are to:

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

Noise Pollution and Proposed Collington Center

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

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

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

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

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

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

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

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

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

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

Recommendations

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

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

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

Objectives

The objectives for this section on energy are to:

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

Background

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

Potential Conservation Measures

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

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

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

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

Potential Energy Sources

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

1. Solar Heating and Cooling

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

2. Wind Power

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

3. Passive Solar Heating

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

4. Full or Partial Undergrounding of Buildings

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

Recycling of Waste Heat

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

Incentives

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

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

Recommendations

It is recommended that:

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

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Market Analysis

3

Collington Center consists of 1253 acres of land in County ownership which is proposed for development as a planned business community. The site fronts on Route 301 which is its eastern boundary. It is bounded to the north by Central Avenue, to the south by Leeland Road, and by the right of way for the Pope's Creek Branch of the Penn Central railroad on the west. Currently the site is vacant except for a police sub-station, police shooting range, and a model airplane club.

A consultant study for the site was prepared for the Office of the County Executive by Wallace, McHarg, Roberts and Todd in the Fall of 1973. The Wallace, McHarg, Roberts and Todd Study included a market study for the Collington Center. That study is not being used for the current Comprehensive Design Plan application because the data used are outdated. The Research and Special Studies Division of the Planning Department has therefore prepared the market study which follows. The WMRT study served as invaluable background.

One way to obtain information on the percent of the market which must be captured to fill industrial space in the future is to start with employment trends and projections. A multiregional, multi-industry forecasting model from the Bureau of Business and Economic Reserach of the University of Maryland and a linked employment-population projection model are analyzed. In both models, state or regional projections for output, empolyment, etc. are allocated to counties or subdivisions. The multiregional, multi-industry forecasting model uses regional forecasting techniques and makes use of input-output relationships. The linked employment-population model uses the economic base approach. In this approach an employment multiplier is computed. This multiplier, subsequently used for forecasting, is the ratio of total employment to basic employment. While the ratio varies over time, the multiplier enters the model as a constant. The input-output approach of the former model is more accurate than the employment multiplier approach of the latter model. This makes the multiregional, multi-industry forecasting model relatively more attractive.

The multiregional, multi-industry forecasting model projects employment growth in Prince George's County in excess of the average growth in the Washington SMSA. Projections on manufacturing employment are particular strong for the county. Since the projections model is comparative-static, the introduction of Collington Center could in fact attract economic activities which are projected to locate elsewhere according to the model. This in turn will result in additional employment opportunities, which are not accounted for in the projections.

The Collington Center will be located in the Baltimore-Washington corridor and the existing parks in this corridor have several location benefits. This corridor has easy access to major metropolitan areas, proximity to a major shipping port, location on a major north-south highway and rail service. These location attributes have a significant impact on the type of economic activity in the area. Manufacturing and distribution firms are particularly interested in access and an investegation of the type of activity which takes place in the corridor shows that these two activities, manufacturing and distribution, occupy over half of the available acreage in industrial parks in the Baltimore-Washington corridor. In terms of acreage about half the parks have less than one hundred acres and the other half are usually less than five hundred acres.

Based on the employment projections and location of the Collington Center, manufacturing will be the economic activity which absorbs the vast majority of acreage in the park. The location and the type of activity will appeal to business. The proximity to Washington means easy access to the Capital and white collar workers in the Washington area and the Baltimore labor force contains the skilled and unskilled workers employed by manufacturing firms.

During the early stages of the development of Collington Center, manufacturing firms are likely to be the only occupants. If each of the first two stages is five years long and five percent of the land area is developed in the first stage and ten in the second stage, the relevant capture rate for each stage is about ten and twenty percent, respectively.

EMPLOYMENT TRENDS

This section highlights past employment trends. These trends provide information about industry groups which have located in Prince George's County. These trends will give an indication of the type of business activity which will locate in the employment park. The data used in this section are for 1965-1975 and compare the County with the Baltimore-Washington region.

In the Baltimore-Washington region for 1965-1975:

- manufacturing sector showed small growth
- service sector showed large growth
- finance, insurance and real estate sector showed larger than average growth
- transportation, communication, and utilities and wholesale trade sectors showed average increase in employment.

In Prince George's County for 1965-1975:

- all private sector employment increased at a higher rate in the County than in the region
- manufacturing sector showed small growth as a whole, but certain groups of manufacturing industries showed large growth
- wholesale trade sector showed large growth
- service sector showed large growth in employment
- finance, insurance and real estate showed smaller than average growth
- transportation, communication, and utilities showed average growth.

The Washington SMSA saw an overall increase of 240,709 jobs from 1965 to 1975 representing a 43.0% increase in employment during the ten year period. Manufacturing declined in importance in the region's economy representing 9.0% of all private sector jobs in 1965 and 6.9% in 1975. Manufacturing gained almost five thousand jobs during this period. At the same time the service sector increased in importance, gaining 126,783 jobs. While the manufacturing sector grew at a slower rate (10.0%) from 1965-1975 than private sector employment (43.0%), the service sector grew at a much faster rate (76.9%).

The Baltimore metropolitan area saw a lower increase in total employment than the Washington area, increasing 14.7% in the number of jobs from 1965 to 1975. Manufacturing jobs declined from 36.8% of all employment in 1965 to 27.5% of all employment in 1975. This is a net loss of 26,832 jobs.

Certain manufacuturing groups grew in employment in Prince George's County from 1965 to 1975,, despite a decline in employment in the region. Industries in this group include: Furniture and Fixtures; Stone, Glass, Clay and Concrete; Machinery, except Electrical; Food and Kindred Products; Apparel and Other Finished Products; and Fabricated Metal Products. Other industry groups exhibited growth in the region and in the County: Printing and Publishing and Electrical and Electronic Machinery. The wholesale trade sector grew 20.2% from 1965 to 1975 in the Baltimore Washington area and 185.2% in the County. This is a gain of 13,821 jobs for the area and 5,827 for the County.

Past employment trends by themselves are not the best indicators of the future. A better picture of future employment activity can be obtained by looking at the projections of a forecasting model in light of past trends.

THE MODELS

This section compares two economic models which provide employment projections to 1990. One model from the Bureau of Business and Economic Research of the University of Maryland is a multiregional, multi-industry forecasting model. The other model from the Maryland Department of State Planning is a linked employment-population projection model. In addition to a brief description of the models, this section presents the sources of data and highlights the major assumption of each model. After comparing the output of each model, the projections of one model are selected for our use. This section concludes with the principal findings of the selected model.

The University of Maryland Employment Model.

The multiregional, multi-industry forecasting model is made up of ninety-nine industry sectors. These sectors closely correspond to the Bureau of Economic Analysis input-output sectors. Each of these ninety-nine sectors is based on two or three digit SIC's or a combination of the SIC's. These sectors are used for reporting output, employment, earnings, personal consumer expenditures, defense expenditures, exports and imports. There are four extra labor sectors used to report employment and earnings: federal civilian government, state and local government, domestic services, and armed forces. There are also two sectors

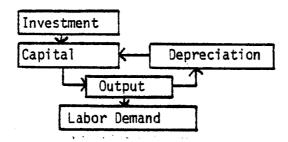
^{1.} Curtis C. Harris, Jr., The Urban Economics, 1985: a Multiregional, Multi-Industry Forescasting Model, Lexington, Mass.: Lexington Books (D.C. Health), 1973

^{2.} Maryland Department of State Planning, Maryland Projection Series, and Employment, 1975-1990, Publication No. 240, May 1975.

for noncompetitive imports. The data on employment by industry sector are the most complete data used in the model. The principal source of this data is <u>County Business Patterns</u>. <u>Employment and Earnings</u> data are used for the few industry sectors not covered in <u>County Business Patterns</u>.

The model first makes projections for output, employment, etc. by economic areas (say, the Washington D.C. SMSA) and then allocates these projections to a subdivision (Prince George's County). Figure 1 is a simplified flow chart of the model.

Figure 1
Multiregional, multi-industry model



The change in output in each industry sector is explained by the input prices which firms face in each location and agglomeration variables that help explain location behavior that is not accounted for by prices. In simple terms, employment in a specific sector is a function of output and the capital stock:

$$EMP_t = f(Q_t, K_t)$$

where EMP is the level of employment

Q is the level of output

K is the capital stock

and t denotes the current time period

The change in empolyment for the specific sector is:

$$\Delta EMP_t = f(\Delta Q_t, \Delta K_t)$$

The change in the capital stock is a function of gross investment in the previous time period less depreciation in the previous time period:

$$\Delta K_{t}=g(I_{t}-D_{t-1})$$

where I is gross investment

and D is depreciation

Depreciation is a function of output:

$$D_t=d(Q_t)$$

Therefore the change in employment is a function of the change in output, the prior level of gross investment and the prior level of output:

$$\Delta \text{ EMP}_{t} = F(\Delta Q_{t}, I_{t-1}, Q_{t-1})$$

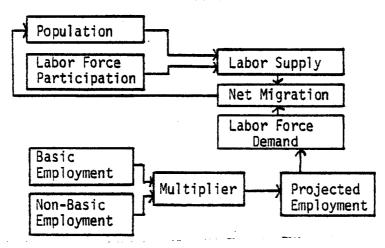
The model is used in conjunction with a 185 sector input-output national forecasting model. In the national model final demand projections are made, then output is derived using input-output coefficients. Employment is derived from the output projections. The national model is used as a control on the regional model to assure that reasonable regional forecasts are produced. In general, the state data were derived and adjusted to the national control totals and then county data within each state were derived and adjusted to the state control totals.

The projections of the regional model are made with the general assumption that there will be no sudden changes in the economy of a particular region. The model does allow for the location of plants into a new region if the region is in a "favorable" location and if the forecast output exceeds a critical level. Similarly if forecast output falls below a critical level, new output is not permitted. The critical level is defined in terms of value of output and determined from plant size data in County Business Patterns (1965 and 1966). Limits are placed on changes in county output, employment, earnings, and labor force. This model utilizes regional forecasting techniques, but makes use of input-output relationships.

Maryland Department of State Planning Model

The linked employment-population projection model assumes that an examination of the interaction between the supply of and the demand for labor will provide the best estimate of population change. This model utilizes the economic base approach where basic activity sectors are classified as those primarily producing for export and non-basic activity sectors as those primarily producing for local demand. Like the previous model this model also allocates output, employment, etc.; but unlike the previous model the allocation takes place from the state to the counties. Figure 2 presents a simplified diagram of the employment side of this model.

Figure 2
Labor Force Supply and Demand



For each local area of the state, the output for activity sectors engaged in the production of goods and services to be sold outside the local area is projected as a first approximation. Employment in these activity sectors generates income which is in turn spent on local goods and services that generate additional employment and income. The resulting employment demand balances are compared to natural increases in the population and labor force in order to determine whether or not an excess of job opportunities are likely to induce migration into the area to fill resultant vacancies or alternatively to induce outmigration from the area given a shortage of job opportunities. Employment in nonbasic activity sectors is related primarily to the demand of local households and business for goods and services. Area employment in a basic activity sector is related to the historical and projected values of a corresponding activity sector within a broader area. For the state, employment in national activity sectors, and for subdivisions, employment in state activity sectors are utilized as the corresponding exogenous values. Local area or county employment in each basic activity sector is expressed as a share of the activities in a region. A commutation ratios, based on 1970 data, is used to adjust for commuters and multiple-job holders. This ratio is total employment over workers residing in the County.

The principal source of employment data used in this model is the Employment Security Administration of the Maryland Department of Employment and Social Services. This model assumes the absence of area policy changes of an unusual nature.

In the economic base approach each activity sector's employment is classified between export and non-basic, and an employment multiplier is computed as the ratio of total employment to total basic employment. Total employment is forecast by predetermining the level of basic

employment and applying the multiplier. Population is also forecast with a similar raio, one that relates total population to basic employment. The employment multiplier, however, does not remain constant over time and it is very difficult to predetermine the level of basic employment. Another drawback of this model is the form of the output. County level employment projections are presented by two digit SIC's. This level of aggregation does not provide a detailed employment picture, particularly when looking at county data where the numbers are not relatively large.

Since each of the above models presents its projections in a different form, an exact comparison is possible only by recalculating the totals. While this process is not impossible, such an undertaking would be impractical. A comparison of less-than-exact categories shows that each model projects roughly similar average annual rates of growth in employment for the period 1970 - 1990, with the findings of the State Planning model being slightly, but systematically, larger.

It should be noted however that the State Planning model has published revised projections. These revisions cover the same time period as the original projections. The revised projections for the period 1970-1980 are slightly higher than the original projections for some industries and slightly lower for others. The revised projection for employment in all industries is a very slight downward revision. The revised projections for 1980-1990 are slight downward revisions for most of the industries. The revised projections for employment in services and transportation, communication, and utilities are slightly higher than the original projections for 1980-90.

EMPIRICAL FINDINGS

This section presents some of the empirical findings of the multi regional, multi-industry forecasting model discussed in the previous section. The section concludes by looking at the projections and the employment trends presented above. This information provides an indication of the type of business activity which will possibly locate in Collingter Center.

Table I presents the employment projections for Prince George's County by one digit SIC to 1990. Table 2 presents the projected increase in the number of jobs. Manufacturing; finance, insurance, and real estate; and services have average annual growth rates roughly twice as large as the average annual growth rate of the civilian labor force.

^{1.} Ralph W. Pfouts, editor, <u>The Techniques of Urban Economic Analysis</u> West Trenton, New Jersey: Chandler-Davis Publishing Co., 1960

Industry sectors which have projected negative average annual rates of growth include: various agricultural, mining, and machinery sectors; drugs, cleaning, and toilet items; domestic services, armed forces; and food processing sectors including meat packing, dairy products, and bakery products. None of these industry sectors which could utilize the facilities of an employment park employed more than five hundred workers in 1970.

Table 3 presents selected industry sectors which have a projected average annual rate of growth in excess of 3% or which had one thousand or more employees in 1970 and a positive growth rate. Table 4 presents the projected increase in the number of jobs for the industry sectors listed in Table 3. Industry sectors which show very large gains in the number of jobs are: Printing/Publishing; Heat, Plumbing, Structural Metal; Wholesale; Finance/Insurance; Real Estate/Rental; and Business Services. In terms of one digit SIC's manufacturing; wholesale; finance, insurance, and real estate; and services will experience large gains in the number of jobs.

Industry sectors which have a projected average annual growth rate in excess of three percent in Prince George's County also have a projected positive growth rate in the Washington D.C. SMSA. In all sectors except office furniture, the growth rate for the county is larger than the growth rate for the entire SMSA. Table 5 presents selected industry sectors which have an annual average growth rate in excess of three percent for the SMSA but not for Prince George's County and which had more then one hundred employees in 1970.

The firms in these sectors which locate in the Washington D. C. area tend to gravitate toward sites along the I-270 corridor in Montgomery County. Most of the parks in which these sites locate are small, typically less than one hundred acres, and in some cases are prime tenant projects. Since these companies locate in the smaller parks and since they've demonstrated a tendency to locate near each other, corporations in the electronic, optical, and photographic sectors that move into the Washington D.C. SMSA will probably continue to locate along the I-270 corridor.

The projected ratio of growth for manufacturing and wholesale in Prince George's County exceeds the projected ratio of growth for the Washington SMSA. Based on past trends and projections, the growth picture for manufacturing industries is strong in the County.

Table 1
Projected Employment by SIC in Prince George's County

SIC	Industry	<u>1970</u>	1975	1980	1985	1990	Avg. Annual Rate of Growth
1	Mining and Construction	12451	13317	16939	18584	19689	2.49
2	Manufacturing	5922	6696	8148	9524	10744	3.22
3	Manufacturing	4772	5233	6031	6566	7206	2.17
4	Trans, Comm, Util.	6064	6880	7705	8063	8487	1.77
5	Wholesale	49115	56964	60155	61398	62358	1.26
6	Fin, Ins, and Real Estate	7269	9928	11027	11505	12213	2.91
7/8	Services	22281	28289	33359	36983	40610	3.28
9	Public Admin.	79302	85916	87501	90518	94311	0.89
Toțal		187176	213223	230865	243141	255618	1.63

Source: University of Maryland Multiregional, multi-industry forecasting model

Table 2
Increase in Jobs by SIC in Prince George's County

SIC	Industry	1975	1980	1985	1990	Cumulative Total
1	Mining and Construction	8 66	3622	1645	114	7247
2	Manufacturing	774	1452	1376	1220	4822
3	Manufacturing	461	798	535	640	2434
4	Trans, Comm Util	861	825	358	426	2425
5	Wholesale	7849	3191	1243	960	13243
6	Fin, Ins/ Real Estate	2659	1099	478	708	4944
7/8	Services	6008	5070	3624	3627	18329
9	Public Admin.	6614	1585	3017	3793	1 5009
Total		26047	17642	12276	12488	68453

Source: University of Maryland Multiregional, multi-industry forecasting model

Table 3 Projected Employment by Selected Industry Sectors in P.G. Co.

	·	, ,	ŭ		•		
SIC	Industry Sector	1970	1975	1980	1985	1990	Avg. Annual Rate of Growth
1	Mining and Con- struction					17110	2.2
	New Construction	11119	11541	14948	16318	17112	2.2
	Maintenance Con- struction	1018	1502	1751	2052	2385	4.3
2/3	Manufacturing						
	Lumber Prod. Exc. Containers	290	350	475	554	611	3.7
•	Household Furniture	82	93	137	152	112	3.4
	Office Furinture	55	56	. 88	102	112	3.6
	Printing/Publishing	2011	2587	3506	4531	5478	5.0
	Heat, Plumbing, Struct. Metal	849	1169	1477	1843	2138	4.6
	Hardware, Plating, Wire	110	123	177	209	236	3.8
	Misc. Mfg. Prod.	53	66	92	100	97	3.0
4	Transportation/ Communication Communication						·
	Equip.	1332	1601	1726	1902	2308	2.7
	Transportation	4056	4480	5134	5429	5859	1.8
	Communications	1332	1584	1666	1712	1675	1.1
5	Wholesale Wholesale Trade	7517	9570	10685	11208	11871	2.3
6	Finance, Insurance,	1					
	and Real Estate Finance/Insurance	3864	5286	5941	5978	6243	2.4
	Real Estate/Rental	3405	4642	5086	5527	5970	2.8
7/8	Services Business Services	8284	11780	15122	17632	19874	4.4
9	Public Administra-						
	Fed. Cilvilian Gov/t. S/L Gov/t.	23273 36235	24586 44988	25493 46672	26224 49231	27 245 521 <i>7</i> 7	0.8 1.8
	Total Employment	189084	215118	232463	244393	256616	1.5

Source: University of Maryland Multiregional, multi-industry forecasting model. SDP-0007-03_Additional Backup 158 of 232

Table 4 Increase in Jobs by Selected Industry Sectors in P. G. Co.

		_		-		
SIC	Industry Sector	<u>1975</u>	1980	1985	1990	Cumulative Total
1	Mining and Con- struction New Construction	422	3407	1370	794	5993
	Maintenance Con- struction	484	249	301	333	1357
2/3	Manufacturing Lumber Prod. Exc. Containers	60	125	79	57	321
	Household Furniture	11	44	15	9	79
	Office Furniture	1	32	14	10	3467
	Glass/Glass Prod.	576	919	1025	947	67
	Heat, Plumbing, Structural Metal	318	310	366	295	1289
	Hardware, Plating, Wire	13	54	32	27	126
	Misc. Mfg. Prod.	13	26	8	-3	44
4	Transportation and Communication Equip		102			074
	ment	267	125	176	406	974
	Transportation	424	624	294	430	1773
	Communication	252	82	46	- 37	343
5	Wholesale Wholesale Trade	2053	1115	523	663	4354
6	Finance Insurance, and Real Estate Finance/Insurance	1422	655	37	265	2379
	Real Estate/Rental	1273	444	441	443	2601
7/8	Services Business Services	3496	3342	2510	2242	11590
9	Public Admin. Fed. Civilian Gov't.	1313	907	713	1021	3972
	S/L Gov't.	8753	1684	2557	2946	15940
	Tota1	21160	14171	10543	10862	56736

Source: University of Maryland, Multiregional, multi-industry forecasting model.

Table 5
Projected Employment by Selected Industry Sectors in the SMSA

Industry Sector	1970	1975	1980	1985	1990	Growth Rate
Electronic Components	1812	2247	3464	3940	4833	4.9
Optical/Photo Equipment	532	609	804	944	1069	3.5
Auto Repair Serv.	8425	11023	12029	13995	15845	3.2

Source: University of Maryland Multiregional, multi-industry forecasting model.

Table 6
Major Industrial Concentrations
Howard County 1977

Name/ Location	Year Opened	Acreage Total Avail.	Annual Absorption	Parcel <u>Size</u>	Access Rail Highway
Baltimore- Washington Industrial Park (Rt.1 & 32)	1969	313 96	25 acres	10 acres	B&O U.S. 1
Rt. 100 Business Pk. Rt. 1	1973	176 74	41	6.35	B&O U.S. 1
Port Capital Center Rt. 1	1974	100 24	n/a	n/a	U.S. 1
Columbia Sullford Industrial Center	1967	250 44	27	2-25	B&O MD 32
Oakland Ridge Industrial Center	1967	264 24	25.5	1-24	I-95
Sieling Industrial Center	1972	254 51	18	2-10	I-95
General Electric	1969	1100 n/a	n/a	n/a	B&O I-95

Source:

Howard County Community Economic Inventory, Maryland Department of Economic and Community Development, Division of Business and Indistrial Development, February 1976 and phone conversation.

Table 6 (continued) Major Industrial Parks Baltimore County 1976

		eage		Acces	S
Name/Location	Total	Avail.	<u>Zoning</u>	Rail	Highway
Canton Center Rt. 151	100	18	Mfg.	Canton	U.S. 40
Pulaski Indus. Center U.S. 40	168	125	Mfg.	Chessic	U.S. 40
Chesapeake Park Incorporated & Eastern Blvd.	180	all	Mfg.	Penn Central	U.S. 40
Hunt Valley Bus. Comm. I-83	435	120	Mfg.	Penn Central	I-83
Owings Mills Industrial Park	181	85	Mfg.	Chessic	U.S. 140
Security Indust. Park I-695	279	148	Mfg.	No	I - 695

Source: Baltimore County Community Economic Inventory, Maryland Department of Economic and Community Development, Division of Business and Industrial Development, May 1976.

Table 6 (continued) Major Industrial Parks Anne Arundel County 1976

	Acr	eage		Acce	ss
Name/Location	<u>Total</u>	Avail.	Zoning	Rail	Highway
Baymeadow Industrial Park I-695	220	176	Industrial	No	I-695
Baltimore - Washington Int'l. Airport Area					
Parkway Industrial Center Rt. 176	200	40	Industrial	Chessic	Rt. 176
Baltimore Commons Business Park Rt. 176	300	300	Industrial, light indust.	Conrail	Rt. 176
Crofton Indust. and Office Park Rt. 3	247	247	Industrial heavy indust.	No	Rt. 3

Anne Arundel County Community Economic Inventory, Maryland Department of Economic and Community Development, Division of Business and Industrial Development, June 1976. Source:

Table 6 (continued) Major Vacant Industrial Sites Montgomery County 1978

Name/Location	<u>Acreage</u>	<u>Zoning</u>
Brodksy Property I-270	152	Industrial Park
Churchill Property I-270	103	Light Industrial
Casey Property I-270	115	Industrial Park
Montgomery Airpark Rt. 124	154	Light Industrial
Montgomery Industrial Par	k 108	Heavy Industrial

Inventory of Principal Industrial Sites, Montgomery County Office of Economic Development, n.p. Source:

Table 6 (cont.) INDUSTRIAL AND OFFICE COMMERCIAL LAND USE, LAND ZONED-BUT-YACANT, AND LAND PLANNED-BUT-NOT ZONED ACREAGE BY AREA IN FAIRFAX COUNTY, VIRGINIA

	<u> </u>	nd Use Acreone		Zoned-	But-Vacant Acr Office	cogo	Planned-I	Office	Acreoge		Total Acreag	0
	Industrial	Commercial	Total	Industrial .	Commercial	Total	Industrial	Commercial	Total	Industrial	Commercial	Total
Tysons Corner	162	129	291	250	116	366	144	· 5	149	556 .	250	806
Marrifield	1 51	61	212	129	178	307	76	41-cs	76	356	239	595
South Baltway	549	24	573	264	30	294	48	7	55	861	61	922
1-95 Conldor	501	43	544	1,100	5	1,105	247	100	347	. 1,848	148	1,996
Reston/Dulles	129	212	341	476	4*	480	1,409		1,409	2,041	216	2,230
Dullos/Chantilly	149	23	172	1,228	••,	1,228	2,381		2,381	3,758	22	3,780
Centreville	**	12	12	21	•• '	21				21	. 12	33
West of Fairfax	1		1	75		75	238	***	238	314	~~	314
Remainder of County	361	942	1,303	360	97	457	65	296	361	786	1,324	2,110
TOTAL	2,003	1,446	3,449	3,903	430	4,333	4,608	408	5,016	10,514	2,272	12,786

Source: Office of Comprehensive Planning derived from parcel file of January 1977, augmented by staff field checks.

NOTE: Total acreage numbers may not add due to rounding for individual areas and zoning groups. Data includes government owned office uses including 18 acres in the Tysons Corner area and 698 acres in the remainder of County.

EXISTING EMPLOYMENT PARKS

This section presents a brief description of the attributes of existing employment parks. There are over fifty major industrial centers in the Baltimore-Washington Metropolitan Area. About half of the parks have less than one hundred acres and a few parks have more than five hundred acres. Two parks have more than one thousand acres and one, General Electric in Columbia, is a prime tenant park. A greater portion of the larger parks have rail transportation, but due to the small number of parks no conclusion should be drawn from this occurance. Almost all the parks have access to major highways and many are within a thirty minute drive to a major airport. Table 6 lists the major industrail centers in the Baltimore-Washington area (excluding those in Prince George's County) and some of their characteristics. These centers are grouped by the county in which they are located. The centers in Baltimore County are located north and east of Baltimore City and so they may not be as competitive with the Collington Center as some of the parks in the other counties.

Approximately half of the industrial parks in the Baltimore-Washington metropolitan area are located in the Baltimore-Washington corridor (i.e. in close proximity to both cities). The parks in this corridor are representative of parks in the metropolitan area in terms of size distribution. In terms of the type of activity, these parks have a heavy concentration of manufacturing, wholesaling and distribution firms. Many of the parks in this corridor are located in Prince George's County. Table 7 lists the major industrial centers located in the county and some of their characteristics. The location of these centers is shown on Map 1.

The parks in Table 7 have had an annual average absorption rate of fourteen acres and an average parcel size of eight acres. While the data on type of activity are not complete, manufacturing and distribution activities account for over fifty percent of total activity in the parks and distribution accounts for slightly more than manufacturing. The demand for rail-served sites has remained relatively stable since the mid-sixties, but this represents a declining share of the market.

The Baltimore-Washington corridor is one of the few places in the Baltimore-Washington area that contains sites which can be served by rail. Most of the other rail-served sites are already occupied. Land costs in the parks which have extensive manufacturing are usually in the range of \$1.75-\$2.50 per square foot depending on acreage and frontage. The lean ratio for finished industrial space range between \$2.00-\$2.50 per square foot and for office space between \$8.50-\$9.00.

In sum this corridor is attractive to distribution and manufacturing firms because of the easy access to major metropolitan areas and the proximity to a major shipping port. The employment park site is particularly attractive because it is in the corridor, it is located on a major north-south highway, and it is a site which will be served by rail.

Table 7
Major Industrial Centers in Prince George's County

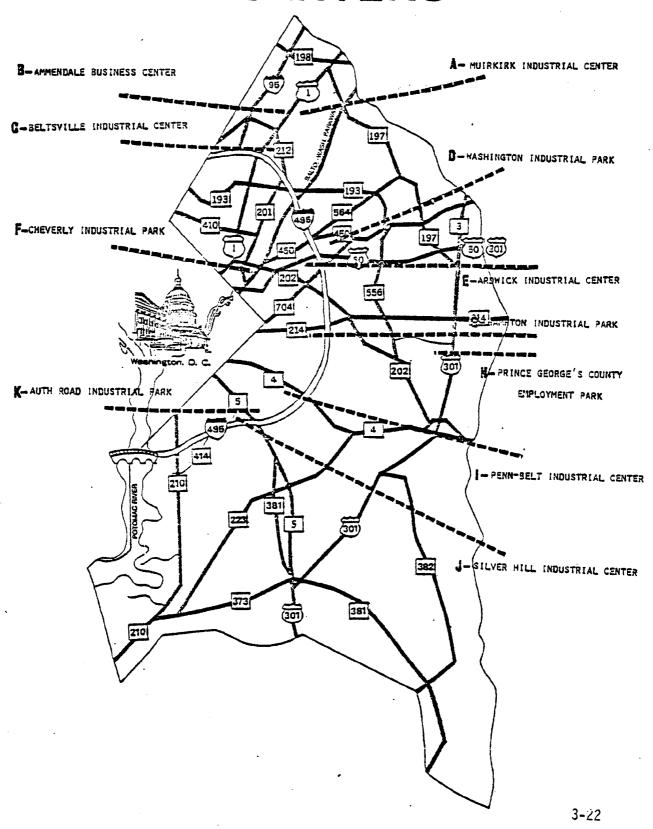
	Site/Location	Acreage Total Available	Rail Facilities	Highway Access
A	Muirkirk Industrial Center U.S. 1 & Ammendale Rd.	152	Yes	U.S. 1
В	Ammendale Business Center U.S. 1 & Ammendale Rd.	200	No	U.S. 1
С	Beltsville Industrial Center U.S. 1 & Capital Beltway	150	Yes	U.S. 1
D	Washington Industrial Park George Palmer Highway & U.S. 50	200	No	George Palmer Hwy.
Ε	Ardwick Industrial Center Capital Beltway & U.S. 50	450	Yes	Ardmore-Ardwick Rd.
F	Cheverly Industrial Park Kenilworth Avenue	50	Yes	Rt. 201
G	Hampton Industrial Park Capital Beltway & Central Avenue	425	No	Central Avenue
I	Penn-Belt Industrial Center Capital Beltway & Penn- sylvania Avenue	75	No	Pennsylvania Avenue
J	Silver-Hill Industrial Center Capital Beltway & Branch Ave	. 50	No	St. Barnabas Road

Source: Prince George's County Business Index

MAP 1

PRINCE GEORGE'S COUNTY MAJOR INDUSTRIAL

CENTERS



IMPLICATIONS FOR THE EMPLOYMENT PARK

This section draws together the information presented in the previous sections. The type of employment, the demand for industrial acreage, the capture rate and the staging of the employment park are presented in this section. First the projections on the type of employment and the number of workers is presented and these numbers are converted into a demand for industrial space. Then, assuming a specific staging, the necessary capture rates for the Collington Center are presented and examined as to their liklihood as well as implications and strategies for development.

The Collington Center as proposed could accommodate at maximum development a very large number of employees, approximately equal to 10% of the current employment base in the County. The maximum full development allowable at the site is shown in the following table:

Table 8*
Land Uses

Land Use	Land Uses Gross Acres	FAR	Sq. Feet of Building
Commercial/Recreation	26	.32	362,419
Research/Office	82	.3	1,071,576
Manufacturing/Wholesale	312	.4	5,436,288
Manufacturing/Office	92	.4	1,603,008
Manufacturing/General	109	.4	1,899,216
Land Reserve	225	. 35	3,430,350
Open Space	436		N/A
Total	1,281		13,802,857

Figures may not add to total due to rounding.

A few items in Table 8 require elaboration. Research/Office represents land which can be used for research and/or office space. Similarly Manufacturing/Wholesale and Manufacturing/General represent land which can be used for manufacturing wholesaling or some other activity such as warehousing.

Table 10 presents the typical amount of floor area occupied by employees and the potential employment yield in the economic activities to be represented in the Collington Center. The floor area/employee

Table 9
Floor Area and Employment Yield

Activity	Floor Area (sq. ft.)	Floor Area/Employee	Employment Yield
Commercial/Recreation	362,419	500	725
Research/Office	1,071,576	375	2,858
Manufacturing/Wholesale	5,436,288	900	6,040
Manufacturing/Office	1,603,008	700	2,290
Manufacturing/General	1,899,216	800	2,374
Land Reserve	3,430,350	800	4,288
Total	13,802,857	(avg) 743	18,575

by economic activity was obtained from an unpublished PGC/DPPED survey of tenants in a sample of industrial parks in the County. Although there are wide variations in floor area per employee between establishments in the same activity, reasonable ranges emerged. The selected floor area/employee is the mid-point in the range. The employment yield from manufacturing activities (10 thousand) represents about sixty percent of the total employment yield.

The figures in this table, generating 18,500 employees is a maximum allowable, however, due to the location of the site and the level of development in this area, it is likely that a less intense level of development would occur at this site. The area presently has a rural more than suburban character to it although it has good access to the more developed sections of this metropolitan area as well as the Baltimore SMSA. The businesses which are likely to locate at this site may be the ones with larger square footage of land required or ones with a high GFA per employee. The location would most likely have a lower rent or purchase price per acre due to its distance from the beltway or I-95 than some of the other industrial parks in the County. The estimates of employment generation are therefore lower than for example, the Washington Business Park which so far has an intensity of 647 GFA per employee, compared with the estimate of nearly 750 square feet gross leaseable area per employee.

The question of whether the Collington Center is marketable as proposed is best answered by examining the necessary capture rates of projected employment in Prince George's County at the site. The staging of the Center is crucial in looking at the amount of land and floor area which would be put on the market and what the projected employment would be in a given time period from which an employment park could draw.

The proposed staging of the development of the Collington Center is shown below in Table 11 which includes acreage and employment for each stage.

Table 10 Proposed Staging Acreage and Employment Yield

Stage		I	II		II	Ι	7	otal
Use	Ac.	Emp1.	Ac.	Emp1.	Ac.	Emp1.	Ac.	Emp1.
Commercial Recreation	0	. 0	26	725	0	0	26	725
Research/Office	6	209	21	732	55	1917	82	2858
Manfacturing/Wholesale	87	1684	94	1819	131	2536	312	6040
Manufacturing/Office	0	0	38	946	54	1344	92	2290
Manufacturing/General	29	631	43	936	37	806	109	2374
Reserve							225	4288
Open Space							436	-
Total	122	2524	222	5158	277	6603	1281	18575

It is expected that Stages I & II will occur within the next fifteen years with the later stages occuring after the period of time. The marketability of the first two stages of development can therefore be

evaluated on the basis of the employment projections to 1990 as well as the past trends in absorption of buildings. The square footage of buildings proposed by Stage is shown in Table 12.

Table 11

Square Footage GLA by Stage a	and	Use
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Stage	I	II	III	Total
Use Commercial/Recrea	tion 0	362,419	O	362,419
Research/Office Manufacturing/	78,408	274,428	718,740	1,071,576
Wholesale	1,515,888	1,627,856	2,282,544	5,436,288
Manufacturing/Off Manufacturing/	ice 0	662,112	940,896	1,603,008
General Land Reserve	505,296	749,232	644,688 3,430,350	1,899,216 3,430,350
Total	2,099,592	3,686,047	8,017,218	13,802,857

The staging occurs in five year intervals for the first two stages, the first stage built out around 1985 and the second around 1990, the third stage would occur after 1990 and could take ten or more years to build out, particularly the land reserve section which has a large capacity for development of over 3 million square feet. This staging would then require a substantial number of acres and square feet of gross leaseable area to be absorbed by the market each year. Table 13 indicates the necessary absorption. The annual amount of square footage absorbed by light industry in Prince George's County had grown to 2,780,960 square feet of floor area in 1974. During the period from January 1975 to April 1978, 1,858,874 square feet of floor space was absorbed on an annual basis. This number if quite low considering the previous trend. The economic slumpt, the decline in construction activity, and the high interest rates at the beginning of this period may in part explain the fact that on an annual basis light industry floor area absorption had fallen to less than one-third of the 1974 level. Slightly more than one million square feet of building space has been absorped annually in Prince George's County from 1962-1974. The annual absorption rate for the period 1970-1977 was slightly higher, 1.7 million square feet.

Table 12 Required Level of Annual Absorption

Average Annual Net Acreage 1980-1985 1985-1990	21.8 acres 19.0 acres
Average Annual Square Feet GLA	
1980-1985 1985-1990	419,981 GLA 737,210 GLA
Annual Employment	
1980 - 1985 1985 - 1990	505 Empl. 1,032 Empl. 3-25

These absorption requirements would amount to 25% of the current average square footage absorbed in 1980-85 and 43% of the rate of current absorption in 1985-1990.

The capture rates for employment at the site which would be required with the above mentioned staging are calculated from the employment projections which were generated from the University of Maryland model as shown in Table 14:

Table 13
Total Number of Employees (000) by Sector

Area	1980	1985	1990
Prince George's Count Manufacturing Wholesale Trade FIRE	y 14.1 10.6 10.0	16.1 11.2 11.5	17.3 11.9 12.2
Washington SMSA Manufacturing Wholesale Trade FIRE	53.0 61.1 101.3	67.1 64.2 111.6	71.3 67.3 120.3
Baltimore SMSA Manufacturing Wholesale Trade FIRE	199.8 50.0 50.8	312.0 51.5 54.8	209.5 52.2 56.6
Washington-Baltimore Manufacturing Wholesale Trade FIRE	262.8 111.1 152.1	280.1 115.7 166.4	280.8 119.5 176.9

Source: University of Maryland Multiregional, multi-industry forecasting model.

Projections of this sort were made in a policy neutral work, meaning that some substantial efforts on the part of County government or some real world event which changes the infrastructure or the competitive position of the counties could alter these projections. They do indicate what might be expected to take place without any substantial effort to change the competitive positions of the various counties. The employment in the Washington Baltimore region in future years can be thought of as a pool from which the Collington Center could draw. Statistical models which are done initially on a regional level and then allocated to individual counties are generally more reliable on a regional level than on a County level in any event, indicating that looking at a regional pool of employment is well within the reliability level of the model.

The capture rates which would be required when looking at the projected Prince George's County employment for the sectors listed in Table 14 are excessive and unrealistic. But two points, both mentioned above, must be considered before any judgement are made. The rural rather than suburban character of the location means that the FAR is likely to be lower than the FAR for existing employment parks and the GFA per employee is likely to be higher. This will result in an employment yield smaller than was calculated. Secondly the location of the Collington Center is accessable to workers in the Washington-Baltimore region. Therefore it is incorrect to consider Prince George's County as the only source of labor supply. The capture rate of the relevant market for manufacturing is around 15% for Stage I to 1985 and about 20% for Stage II. For office development the capture rates to 1985 for Stage I would be around 10% and 15% for Stage II. These capture rates are considerably higher than would be expected to occur without a major marketing campaign to take place. While for this metropolitan area Prince Goerge's County does have a higher concentration of manufacturing employment, it is still not as large a segment of employment as might be true in some other metropolitan areas. The growth in manufacturing and wholesale are projected to grow at the following amounts:

Table 14
Growth in Employment

	1980-85	1985-90
Prince George's County Manufacturing Wholesale Trade FIRE	2,000 600 1,500	1,200 700 700
Washington SMSA Manufacturing Wholesale Trade FIRE	4,100 3,100 10,300	4,200 3,100 8,700
Baltimore SMSA Manufacturing Wholesale Trade FIRE	13,200 1,500 4,000	-3,500 700 1,800

Source: University of Maryland multi-regional, multi-industry fore-casting model.

The Baltimore metropolitan area is projected to have an absolute decline of manufacturing employment between 1985 and 1990 after a very healthy increase between 1980 and 1985. Fortunately the Washington SMSA does continue to have a reasonably large increase in this type of employment. FIRE (Finance insurance and real estate) is a larger sector in terms of its growth and it is a possible candidate of some of the space within the Collington Center. As this area of the County becomes more developed, the FIRE Sector could be a more likely occupant of the Park.

A more realistic staging plan would assume that the manufacturing associated uses in the park for Stage I would be absorbed by 1990 instead of 1985 which would necessitate a capture rate of 13% instead of the 14% and 21% by 1985 and 1990 respectively for Stages I and II.

As part of a major marketing campaign several specific steps could be taken to make the Center marketable. These involve making space available and in making the park attractive for the specific industries which are likely occupants.

One method of development which could slightly alter the composition of tenants during the first two stages is the construction of "specbuildings." These structures constructed by the County or a developer are built with maximum flexibility so they can be tailored to the needs of the potential occupants. While the occupants of such buildings do not typically account for large portions of floor area, they do provide some activity, and the presence of activity could attract additional activity. If office space is developed at the same rate as manufacturing space the capture rate for office activity (i.e. fire, insurance, and real estate) is around one percent for each stage.

Several points have emerged and been re-enforced during the course of this study. The growing industries in Prince George's County, the location of the Collington Center, and the availability of space suggest that efforts should be made to attract firms engaged in manufacturing and wholesaling.

Table 15 is an abbreviated version of Table 3. Printing/Publishing and Heat, Plumbing and

Table 15
Employment in Selected Industry Sectors in P.G. County

Industry Sector	1990 Employment Projection	Avg. Annual % Growth Rate
Printing/Publishing Heat, Plumbing,	5478	5.0
Struct. Metal	2138	4.6
Comm. Equip.	11871	2.3
Business Services	19874	4.4

Structural Metal are two growing activities within the manufacturing sector. Firms engaged in manufacturing and wholesaling are potential occupants of the Collington Center. Certain business services may also find the park attractive. Firms engaged in services, such as mailing, data processing, and certain repair services which don't require a prime location are also potential occupants.

These manufacturing and service firms are interested in access to large markets and relatively inexpensive land. Since the Collington Center possesses these attributes, efforts to attract tenants may be more successful if they are primarily aimed at firms engaged in the above mentioned activities.

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

Views, Orientation and Building Groupings

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

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

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

Basic Plan Compliance

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

Utility Services

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

Building Envelopes

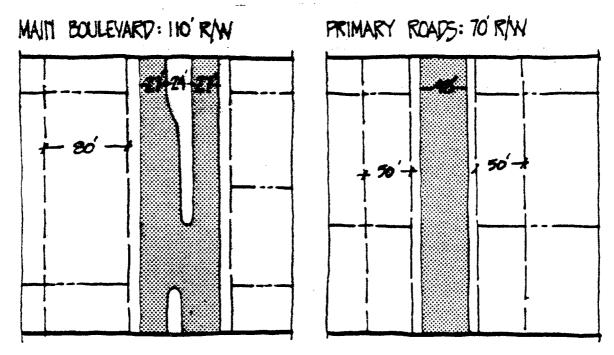
Building envelopes are intended to show the proposed location of buildings within a designated area. The area is described as buildable on the basis of the physical characteristics of the site and any limitation which exists. It can also include areas to be preserved as green space, buffers, saving of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

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

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

The main boulevard, Collington Drive, a 110 foot right-of-way will have an 80 foot building restriction line along the full length of the drive. The other major streets with 70 foot rights-of-way will have a 50 foot building restriction line. Intersections will be kept clear as shown. (See illustrations accompanying "Landscape Concepts" section).

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



Parking Envelopes

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

Height Limitations

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

Building Appearance

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

Building Intensity

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

Recreation

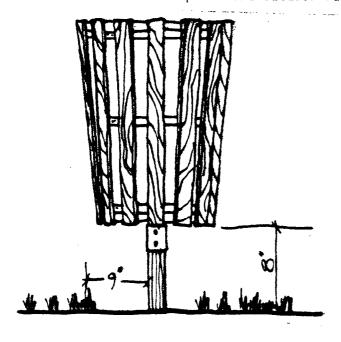
Collington Center, a Planned Business Community, will afford an opportunity for a wide range of recreation facilities in a comprehensively designed business community. The promotion of recreation for a business community is in keeping with the growing nationwide concern of employers with the general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

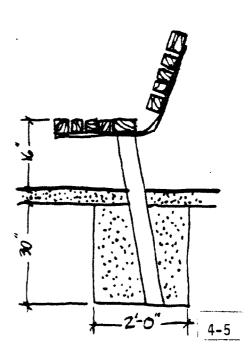
A lake to be constructed adjacent to U.S. 301 will be the focal point for the development of the Center. The lake will be surrounded with open space to be used for recreational purposes it is anticipated that the lake will be a beneficial design feature which will help the County attract a hotel/motor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

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

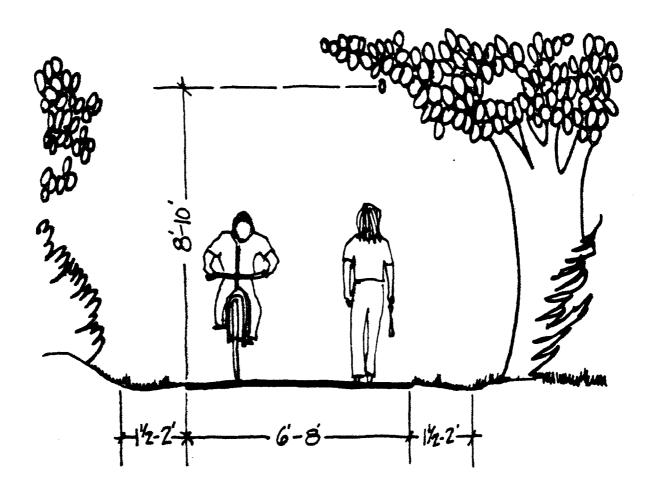
All pedestrian paths and hiker/biker trails to be provided within Collington Center will be constructed to the standards specified by the M-NCPPC Department of Parks and Recreation.

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





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

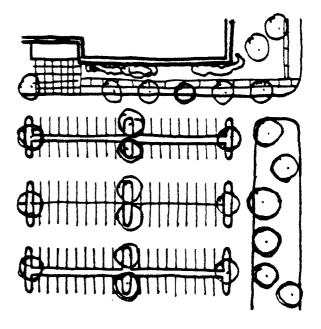


Signs:

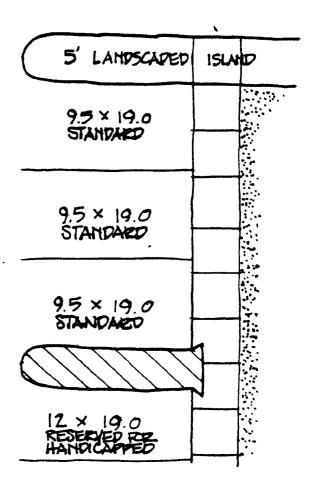
- 1. Signs to be used throughout the park as guide/informational signs will have a Modula Bold typeface. Stop-signs, yield and other traffic signs will be those symbol signs adopted by the U.S. Department of Transportation.
- 2. Signs identifying industrial businesses will be ground mounted only. No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

Parking Lots

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



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

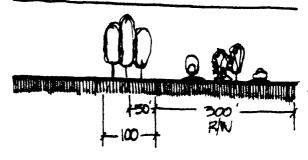


Landscape Concepts

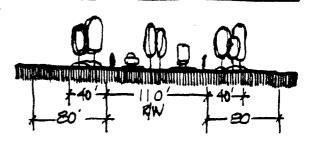
- I. Properties adjacent to U.S. 301 will be screened from the highway by earth mounding and evergreen screen planting combinations.

 Existing vegetation will be saved where it can become part of the screen.
- 2. Collington Drive (110' R/W) will have street trees planted in the median in a natural setting with trees and shurbs in attractive groupings. Light fixtures will be between the trees at established intervals. Low growing shrubs and flowering material will be placed in islands where acceleration/deceleration lanes are provided.



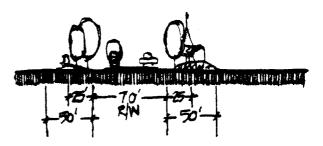


MAIN BOULEVARD

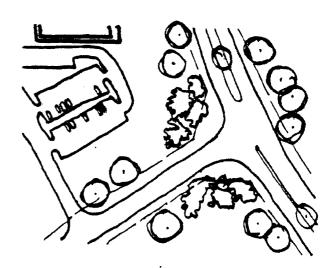


3. The primary streets (70' R/W) will have street trees planted at 40' 0.C. along the curb line. Street lights will be staggered.

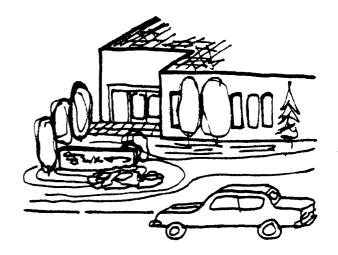
PRIMARY STREETS



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

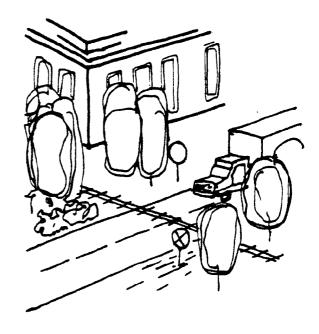


5. Signs provided as identification for individual businesses will be enhanced by the provision of plant materials and earth mounding. These structures will be well placed to complement the building design and its grounds. Vistas will be created where feasible which will center attention on the facility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



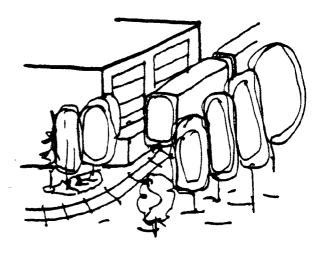
- 6. All parking lots will have shade trees provided at the ends of parking bays and at intermediate points as appropriate, according to the guidelines established for parking lots.
- See Parking Lot Detail

7. Rail lines, where they cross major streets, will have plant materials adjacent to them which do not block the view of the tracks but will soften the visual effect. Plant materials will be used which are not thickly leafed but provide an attractive appearance.



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

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

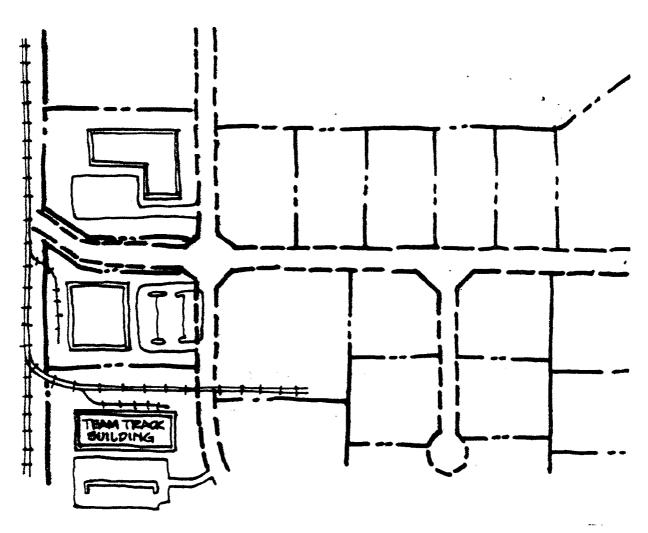


Railroad Lines

In the initial stages of development, the rail lines shown on the plan will serve those parcels immediately adjacent to the line. Expansion of service to interior parcels can be accomplished by extending spurs as shown on the plan. In this way, virtually all parcels west of Collington Drive can be serviced by rail. Rail service can also be extended into the land reserve area in the southern part of the site if that area becomes a desirable building site in the future.

The final distribution of users to be part of the Center will include some which do not require rail service to be located on site. However, a particular user may have need for occasional rail service. Since there will be a need to have a management agency to provide maintenance throughout the grounds, the ideal solution is to provide a team track in the maintenance area controlled by the management authority.

The sketch below indicates how the team track is to be incorporated. The area included could be expanded in the future if the team track should ever require additional acreage for its operation.



Proposed Access Points

The property will be served ultimately by four access points. The main access will be from U.S. 301 approximately one mile south of its intersection with Central Avenue and will connect with Collington Drive, having a 110 foot right-of-way with a wide planting island. A second access point will be provided north of the main entrance adjacent to the proposed lake. It will provide an additional primary access point which will make the property easily accessible from U.S. 301. Ultimately, a third access point to the property will be provided through the Inter-County Connector. This entrance will provide access to the property from areas to the south and west. The fourth entry point will be from Central Avenue (Md. Route 214). It will be contained in a 70 foot right-of-way and will provide access to the office/research facilities located in the northern quarter of the site. A graphic description of these points is provided on the circulation plan.

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

Fire Safety

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

Provisions for the Handicapped

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

Enforcement of Design Principles

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

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

Public Benefit Features____

5

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

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

This project does provide these required features. 436 acres out of 1,281 acres will be retained as open space and the parking areas will be sensitively designed (See Design Principles).

Public Facilities Needs___

6

SUMMARY

An analysis of the adequacy of public facilities possibly affected by the proposed Collington Center was conducted to determine what impact the Center may have on the County's capital budget. This analysis included a review of school, library, fire, police and health facilities, both existing and planned. On the basis of this analysis, it was concluded that the development of the Center, as proposed, would not warrant the expansion of any existing facilities or construction of new facilities providing these services.

INTRODUCTION

Although it is recognized that some employment and commercial development generate more revenue to a jurisdiction than the public services required to support them, it is a basic principal that almost all forms of development require some public expenditures because of increased demand for public services. Therefore, an underlying theme of the Comprehensive Design Zone Ordinance is to provide innovative land utilization opportunities while maximizing public benefits and minimizing public capital expenditures. For this reason it was necessary to assess the adequacy of existing public facilities.

SCHOOLS

Due to the nature of the uses permitted in the E.I.A. zone, which excludes residential development, it can be determined immediately that certain public facilities will experience no direct impact as a result of this proposal. Determination of school needs are based on pupil yields generated from residential population. Development of the Collington Center, therefore, will have no direct impact on school facilities. Furthermore, schools are located to serve the residential population, making the Collington Center an inappropriate site for future school locations should the need for additional educational facilities arise, as a consequence of future residential development in the area.

LIBRARIES

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

HEALTH AND HOSPITAL FACILITIES

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

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

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

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

POLICE FACILITIES

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

FIRE FACILITIES

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

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

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

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

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

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

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

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

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

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

Transportation Analysis____

SUMMARY

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

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

SITE SITUATION

Study Area

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

The traffic study was based upon the following assumed land use pattern:

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

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

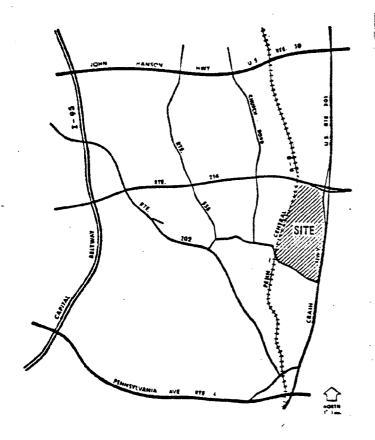


FIGURE 1
REGIONAL ROAD NETWORK

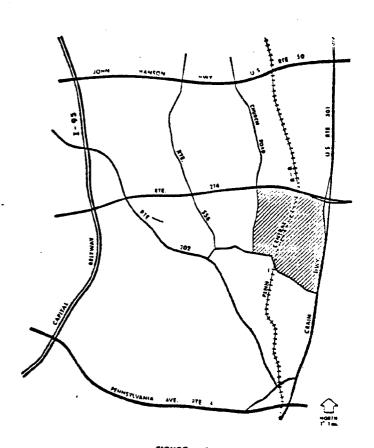


FIGURE 2 STUDY AREA

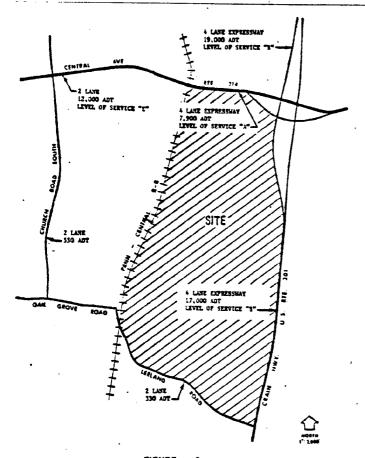
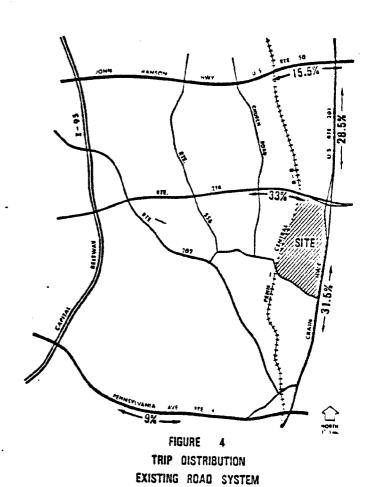


FIGURE 3
EXISTING ROAD INVENTORY



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

Inventory

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

Proposed Improvements

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

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

- B. State's 5-Year Improvement Program 1979-1983:
 - 1. Reconstruct Maryland Route 214 (Central Avenue) as a 4-lane divided arterial from a proposed interchange with Maryland Route 202 to west of U.S. Route 301. Funds for project engineering are projected through FY 1980.
 - 2. Reconstruct Maryland Route 556 as 2-lane from Maryland Route 202 to Maryland Route 214. Funds for project engineering are projected through 1982.
 - 3. U.S. Route 50 has been designated I-97 and is proposed as a 6-lane freeway from I-95 to the Anne Arundel County line. Construction funds are projected for 1983.
- C. State's 20-Year Highway Needs Study 1979-1998:
 - 1. Reconstruct U.S. Route 301 as a 6-lane divided roadway from Leeland Road to U.S. Route 50, critical.

7-3

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

D. Master Plan for Bowie-Collington:

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

TRAFFIC ANALYSIS

Trip Generation

Table 1
Trip Generation Rates

Development	Average Daily Traffic	Percent In PM Peak Hour	PM Peak Hour Directional Split
Commercial/ Recreation	5.1 trips/ day/acre	-	-
Research/	4.8 trips/	22%	20% in/
Office ²	day/1,000 sq. ft.		80% out
Manufacturing/ Wholesale ²	3.1 trips/ . day/1,000 sq. ft.	13%	20% in/ 80% out
Manufacturing/	14 trips/	15%	20% in/
Office ²	day/1,000 sq. ft.		80% out
Manufacturing/	4.8 trips/	18%	20% in/
Genera12	day/1,000 sq. ft.		80% out
Industrial/	5.9 trips/	17%	20% in/
Reserve ²	day/1,000 sq. ft.		80% out
Golf Coursel	9.1 trips/ day/acre	-	-

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

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

Table 2 Vehicle Trips

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

Trip Distribution

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

Network Evaluation

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

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

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

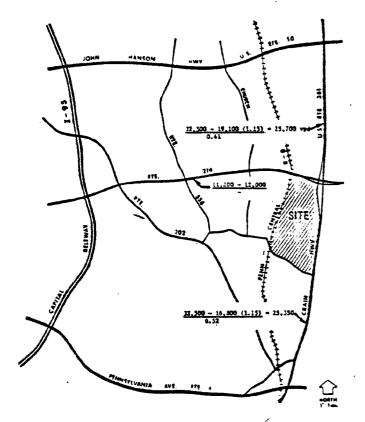


FIGURE 5
EXCESS CAPACITY
EXISTING ROAD SYSTEM

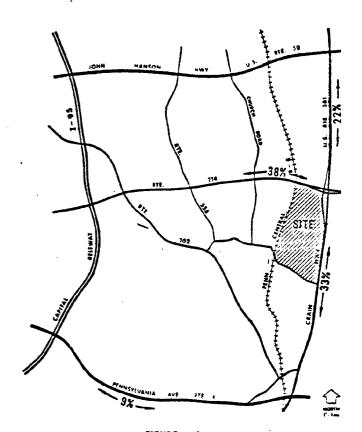


FIGURE 8
TRIP DISTRIBUTION
ROUTE 214 • 4 - LANE
STAGE II

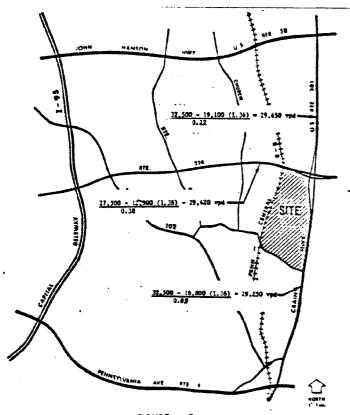


FIGURE 7
EXCESS CAPACITY
ROUTE 214 - 4 -LANE

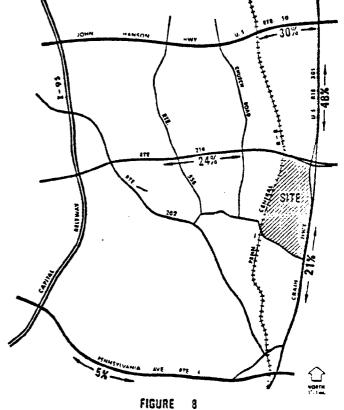


FIGURE 8
TRIP DISTRIBUTION
U. S. ROUTE 301 - 6 - LANE
STAGE III

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

As a check the traffic analysis was compared to the traffic report for the Bowie Town Center prepared by R. H. Pratt Associates, Inc. The first phase of development for the Bowie Town Center corresponds with the first phase development of the employment park in terms of timing. The Bowie Town Center report also assumed a 3 percent annual growth in traffic to estimate development outside of the Town Center. The study considered all development within the area bounded by U.S. Route 301, U.S. Route 50, Maryland Route 556 and Maryland Route 214. The report indicates that for a phase 1 development completed in five years improvements to Maryland Route 214 and U.S. Route 50 would be needed.

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

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

Table 3 Vehicle Trips by Phase

Development During Phase I	ADT	PM Pe In	ak Hour Out
Commercial/Recreation Research/Office Manufacturing/Wholesale Manufacturing/Office Manufacturing/General Industrial/Reserve Golf Course	25 502 4,861 - 1,529 - 6,917	22 127 - - 52 - 201	22 505 - 208 - 801
		DM D	
Development During Phase II	ADT	In	ak Hour Out

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

The first scheduled road improvements would be the upgrading of Maryland Route 214 to a four lane arterial and U.S. Route 50 to a 6-lane freeway. These facilities were assumed to be in place by 1990 to correspond to the second phase development proposed for Collington Center. Equal loading of the three critical links produces the distribution shown in Figure 6 and the development traffic capacity shown in Figure 7. Maryland Route 214 can accommodate 27,500 vehicles per day at Level of Service "D". Its existing volume is 12,000 vehicles per day projected at 3 percent for 12 years. The 11,180 vehicles per day excess represents the 38 percent of the development traffic distributed to that link. Thus, a second phase development generating about 29,000 trips per day could be accommodated. The phase 1 and II development proposals would generate a total of 32,240 trips per day. Development through phase II could not be handled by the road system as improved to stage II.

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

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

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

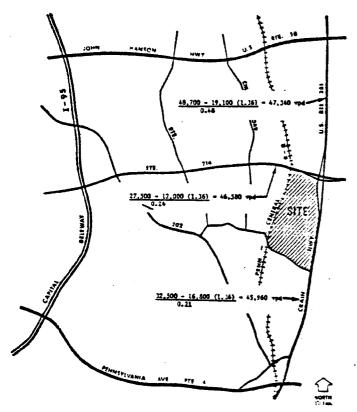


FIGURE 9
EXCESS CAPACITY
U.S. ROUTE 301 · 6 - LANE
STAGE III

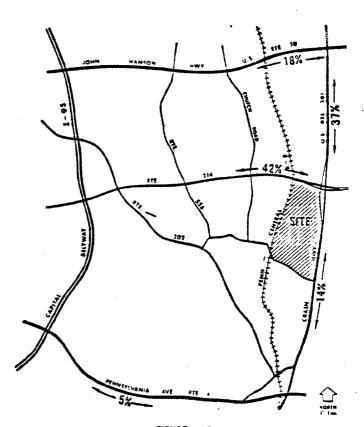
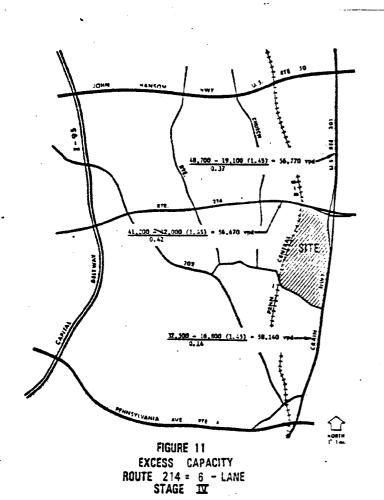
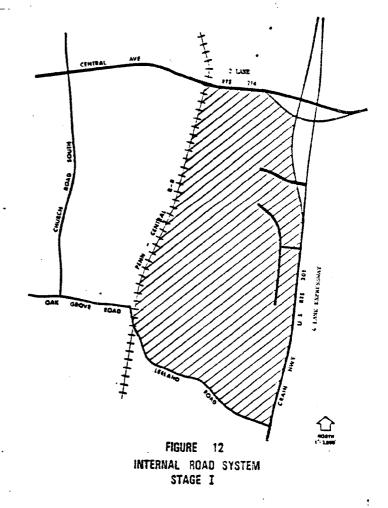


FIGURE 10
TRIP DISTRIBUTION
ROUTE 214 • 6 - LANE
STAGE IV





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

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

Internal Road System

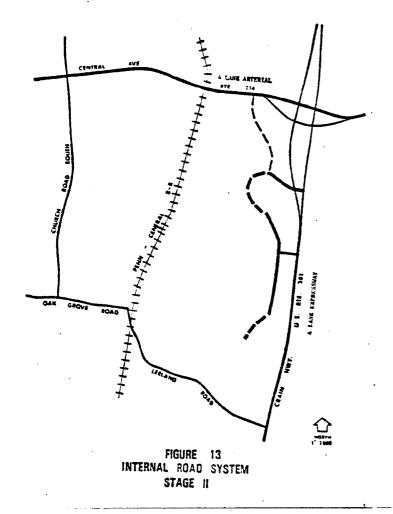
Five stages for the development of the internal road system are proposed to correspond with the five stages in the development of the external road system. A level of development was assigned to each internal road system stage and the intersection levels of service tested.

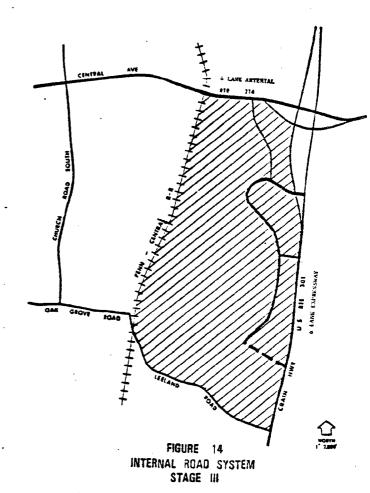
Figure 12 shows the proposed Stage I internal road system. To this was added the phase I development proposal as given in Table 3. The north entrance would serve the research office development and the south entrance the manufacturing/wholesale and industrial/reserve.

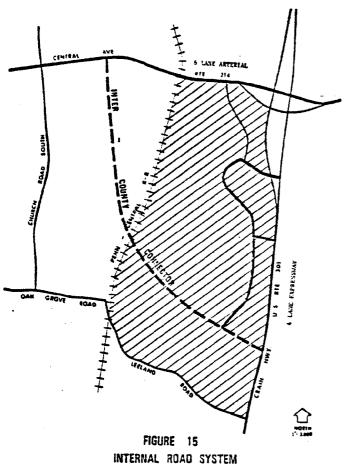
At Stage II the two portions of the main arterial are connected around the lake (Figure 13) and the connection to Maryland Route 214 is made. This roadway configuration would handle phase I of the development proposal as given in Table 3 with Maryland Route 214 upgraded to four lanes.

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

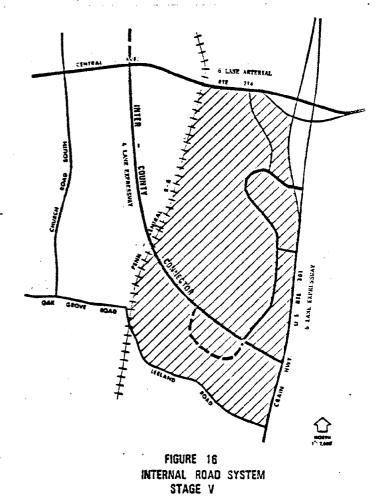
Stage IV (Figure 15) of the internal road system adds the Inter-County Connector from U.S. Route 301 to Maryland Route 214. This road is not strictly an internal road and its construction would have to







STAGE IV



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

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

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

CONCLUSIONS

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

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

Table 4
Development of County Employment Park

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

ADDENDUM

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

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

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

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

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

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

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

Master Plan Compliance

8

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

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

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

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

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

Adherence to Master Plan Guidelines

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

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

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

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

- 1. Employment areas shall be developed in accordance with the principles of good site design.
- 2. Potential employment areas shall be protected from encroachment by other permanent land uses.
- 3. Industrial developers should be permitted to enter into agreements with public agencies in the provision of necessary public improvements, such as road access, water and sewer facilities, etc.
- 4. Industrial development should be in accordance with performance standards, in order to protect the environment of neighboring residential uses.
- 5. Access roads to employment areas shall not pass through residential neighborhoods.
- 6. Industrial areas shall be separated from residential areas by appropriate buffering techniques.
- 7. Employment areas shall be park-like in nature, with landscaped vistas and well sited structures, served by a well designed internal circulation system.
- 8. Reservation of future employment sites by public agencies and private enterprise shall be encouraged.
- 9. Development of industrial parks, which provide a selection of potential sites, served by roads and utilities, adequately landscaped and buffered from the surrounding areas, and governed by an overall, design, shall be encouraged.
- 10. Small, scattered employment areas, under five acres in size, shall be prohibited.
- 11. Employment area proposals shall include analyses of internal circulation and the potential impact of the development on the local and regional transportation systems.
- 12. Employment activities that will generate substantial vehicular traffic shall be located with access points designed to minimize disruptive effect on traffic circulation.
- 13. Industrial uses shall not be approved until there are adequate existing or funded highways with circulation capacities to service them.

- 14. Employment areas shall be located so that they will be serviceable by mass transit.
- 15. Manufacturing and warehousing activities, where permitted, shall be so located as to have adequate rail and heavy truck access.
- 16. Certain areas east of Crain Highway shall be considered for employment use, provided that: the conservation areas within these enclaves are maintained as open space; the employment use shall extend no farther than 1,500 feet east of the Crain Highway right-of-way; the industrial use shall be buffered from adjacent residential areas; and the potential use shall be sewered through the Collington Branch sewer or the Belair treatment system.
- 17. The conditional employment areas along the east side of Crain Highway which are eligible for employment use shall be designed to provide service roads within planted greenways, so as to avoid disruption of traffic movement along Crain Highway.
- 18. Maintenance of an appropriate setback (100 feet in most locations) shall be required, in connection with the employment uses along the east side of Crain Highway.
- 19. The employment areas north of the Airpark, within the land use control area of the proposed Airpark approach zone, shall be of low intensity, with one- and two-story structures covering no more than 35 percent of the land area.
- 20. The maximum employee density of the employment area within the land use control area of the proposed Airpark approach zone shall be from 7 to 15 people per acre.

ACKNOWLEDGEMENTS Staff Contributing to the Preparation of the Plan

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Sergio Rodriquez, Chief Planner
LaMonte E. Kolste, Chief, Urban Design Division
Robert D. Cline, Urban Design Coordinator

Project Manager
Dean Armstrong, A.I.P., Planner V

<u>Project Designer</u>
Michael F. Shibley, Principal Urban Designer

Technical Staff Paul Aggarwal, Planner III (Master Plan Compliance) Jack S. Blevins, Planner II (Design Principles) George Clark, Drafting Technician I Elizabeth B. Davison, Planner IV (Economic Study) Stephen D. Federline, Planner I (Environmental Study) Grace Fielder (Parks & Recreation) Lauren Glascoe, Word Processing Operator II Fran Heflin, Word Processing Operator II Donald Heine, Planner III (Master Plan Compliance) Suzanne Hutchinson, Word Processing Operator IV Walterine Lynch, Word Processing Operator II Dominic J. Motta, Planner II (Environmental Study) Stephen L. Reichenberg, Planner III (Economic Study) John W. Sloan, Planner IV (Public Facility Needs) Stan Udhiri, P.E., Planner III (Environmental Study) Joseph Valenza, Planner II (Economic Study) Catherine Wallace, Planner II (Public Facility Needs) Taylor Withrow, Planner III (Transportation Analysis)

The Maryland National-Capital Park and Planning Commission





1 2 3 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION 5 PRINCE GEORGE'S COUNTY PLANNING BOARD 6 7 8 9 10 PUBLIC HEARING 11 12 13 14 September 13, 1990 11 a.m. 15 CAB Upper Marlboro, Maryland 16 17 18 19 APPLICANT: Prince George's County CDP-9006 21 22 23 PRINCE GEORGE'S COUNTY PLANNING BOARD 24 Honorable John W. Rhoads, Chairman Samuel Y. Botts 25 Roy Dabney, Jr. Morgan Wootten

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PROCEEDINGS

CHAIRMAN RHOADS: We will now have Item #12.

MR. HUEGEL: Good morning, Mr. Chairman and members of the Planning Board. For the record, my name is Gary Huegel from the Urban Design Section. Before you today is CDP-9006, Comprehensive Design Plan for Collington Center. We're asking for a continuance on CDP-9006 due to the fact that information that was necessary to evaluate the CDP has not been completed by the engineer, and the applicant is requesting a continuance.

CHAIRMAN RHOADS: Who is the applicant?

MR. HUEGEL: I don't believe the applicant is here.

CHAIRMAN RHOADS: Who asked for the continuance originally?

MR. HUEGEL: Well, the staff and the applicant concurred that --

CHAIRMAN RHOADS: And when you asked for, did I not say are you sure you can do it in this timeframe?

MR. HUEGEL: I don't recall that, sir.

CHAIRMAN RHOADS: Okay. That takes care of my questions. We have a request for a continuance on Item #12.

MR. BOTTS: Move to continue, Mr. Chairman.

CHAIRMAN RHOADS: Let's make sure that there is a clear understanding that if the continuance is granted, that the applicant's responsibility to pay for the recorder starts from the first day, not from today. Who is the applicant?

Johnson & Warren
Reporting and Transcribing
PH. (301) 952-0511

MR. HUEGEL: Prince George's County.

CHAIRMAN RHOADS: Prince George's County. Let me withdraw my last statement. Prince George's County is going to pay for the recorder as of this hearing and all subsequent ones. Okay.

MR. HUEGEL: The staff would recommend that the hearing be continued --

CHAIRMAN RHOADS: Indefinitely.

MR. HUEGEL: No, on October 18th, so that we have adequate time to review all the material that has not yet been submitted.

CHAIRMAN RHOADS: Are you sure the 18th is okay?

All right. October 18th. We need to let this fine young lady know what time to come back. Anybody know what the schedule looks like for the 18th? I wonder if Prince George's County is up and moving at 8:30 in the morning. Let's find out. Set it in for 8:30. Okay. All those in favor, signify by saying aye.

CHORUS: Aye.

CHAIRMAN RHOADS: The ayes have it and so ordered.

(Whereupon, at 11:05 a.m., the hearing was concluded and the case was recessed.)

Johnson & Warren
Reporting and Transcribing
PH. (301) 952-0511

CERTIFICATION

I, Jean Sigmon, hereby certify that the foregoing transcript was typed by me as heard from the recording made at the time of said hearing. Any omissions or errors may be due to the inability of the Reporter/Transcriber to clearly understand said recording.

WITNESS my hand this 23rd day of September 1990

Johnson & Warren Reporting and Transcribing PH. (301) 952-0511

PRINCE GEORGE'S COUNTY PLANNING BOARD to
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

REGULAR MEETING

October 19, 1990 8:30 a.m.

Council Hearing Room County Administration Building Upper Marlboro, Maryland

COMPREHENSIVE DESIGN PLAN

CDP-9006

COLLINGTON CENTER

COMMISSION

JOHN W. RHOADS, Chairman ROY DABNEY JR., Vice Chairman SAMUEL BOTTS MORGAN WOOTTEN MARGARET YEWELL

STAFF

GARY HUEGEL

ELIZABETH HEWLETT, Esquire, Associate General Counsel

JOHNSON & WARREN
Reporting and Transcribing
Upper Marlboro, MD
(301) 952-0511

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PROCEEDINGS

CHAIRMAN RHOADS: Item No. 17. This is a continuance. The statement was read, and then we continued the case. So the statement is all in there, and now the staff is going to present its case.

MR. HUEGEL: Good morning, Mr. Chairman and members of the Planning Board. For the record, my name is Gary Huegel of the Urban Design Section. Before you today is CDP-9006, Comprehensive Design Plan for Collington Center.

The Collington Center site was originally comprised of 1,289 acres, first known as the Prince George's County Employment Park, in the E-I-A zone. The District Council approved Amended Basic Plan for the northern 414 acres -- that's the Collington Corporate Center -- and the southern 167 acres, Collington South. So of the 1,289-acre site, 708 acres remain in the original Collington Center.

This application proposes to reclaim some developable acreage that was lost to wetlands and revise the design standards of the original CDP for parking setbacks, changes to the land uses and lot-line configuration, and revisions to the design standards for signage.

Staff understands that a condition that relates



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to temporary signage should be deleted from the Recommendations section. A policy has already been established for temporary signage by the Collington Center Architectural Review Committee. Therefore, Condition No. 3D-3G, which reads, "No temporary sign, advertisement or notice shall be permitted at any location at any time," should be deleted. That is Condition No. 3D-3G.

And staff is also aware that there should be some changes made to the Recreational condition, and that is Condition No. 10; should be revised: "The facilities to be constructed on public park lands shall include the following:" That is, two lighted tennis courts, 40 parking spaces and the minimum eight-foot asphalt pathway system. And staff understands that that is agreeable to the Department of Parks and Recreation.

Nothing else is changed in the Staff Report, and that concludes staff presentation.

MR. SPICER: I'm Don Spicer. I'm here in my capacity as General Manager of the Collington Center, representing the Prince George's County Executive's Office.

We have no objections to the conditions, as amended.

CHAIRMAN RHOADS: Any questions of the



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applicant? Does anyone else wish to testify in this matter? The Chair will entertain a motion.

VICE CHAIRMAN DABNEY: Mr. Chairman, I move we adopt the findings and move staff recommendations, as revised.

COMMISSIONER YEWELL: Second.

CHAIRMAN RHOADS: We have a motion and a second. Discussion? All those in favor of the motion signify by saying "Aye."

CHAIRMAN RHOADS: Aye.

VICE CHAIRMAN DABNEY: Aye.

COMMISSIONER BOTTS: Aye.

COMMISSIONER WOOTTEN: Aye.

COMMISSIONER YEWELL: Aye.

CHAIRMAN RHOADS: Opposed? The "ayes" have it and so ordered.

(Thereupon, at 8:40 a.m., the hearing was concluded.)

CERTIFICATION

I, Frances Miller, hereby certify that the foregoing transcript was typed by me as heard from the recording made at the time of said hearing. Any omissions or errors may be due to the inability of the Reporter/Transcriber to clearly understand said recording.

WITNESS my hand this <u>26 th</u> day of October 1990

Frances miller

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	PRINCE G	EORGE'S (COUNTY	PLANN	NING BOARI	D			
to									
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PROCEEDINGS

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Nothing else is changed in the Staff Report, and that concludes staff presentation.

CHAIRMAN RHOADS: Any questions of the staff?
Mr. Spicer.

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We have no objections to the conditions, as amended.

CHAIRMAN RHOADS: Any questions of the

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VICE CHAIRMAN DABNEY: Mr. Chairman, I move we adopt the findings and move staff recommendations, as revised.

COMMISSIONER YEWELL: Second.

CHAIRMAN RHOADS: We have a motion and a second. Discussion? All those in favor of the motion signify by saying "Aye."

CHAIRMAN RHOADS: Aye.

VICE CHAIRMAN DABNEY: Aye.

COMMISSIONER BOTTS: Aye.

COMMISSIONER WOOTTEN: Aye.

COMMISSIONER YEWELL: Aye.

CHAIRMAN RHOADS: Opposed? The "ayes" have it and so ordered.

(Thereupon, at 8:40 a.m., the hearing was concluded.)

CERTIFICATION

I, Frances Miller, hereby certify that the foregoing transcript was typed by me as heard from the recording made at the time of said hearing. Any omissions or errors may be due to the inability of the Reporter/
Transcriber to clearly understand said recording.

WITNESS my hand this <u>26 th</u> day of October 1990.

Frances Miller

FROM COMPREHENSIVE DESIGN PLAN FOR COLLINGTON CENTER

1978

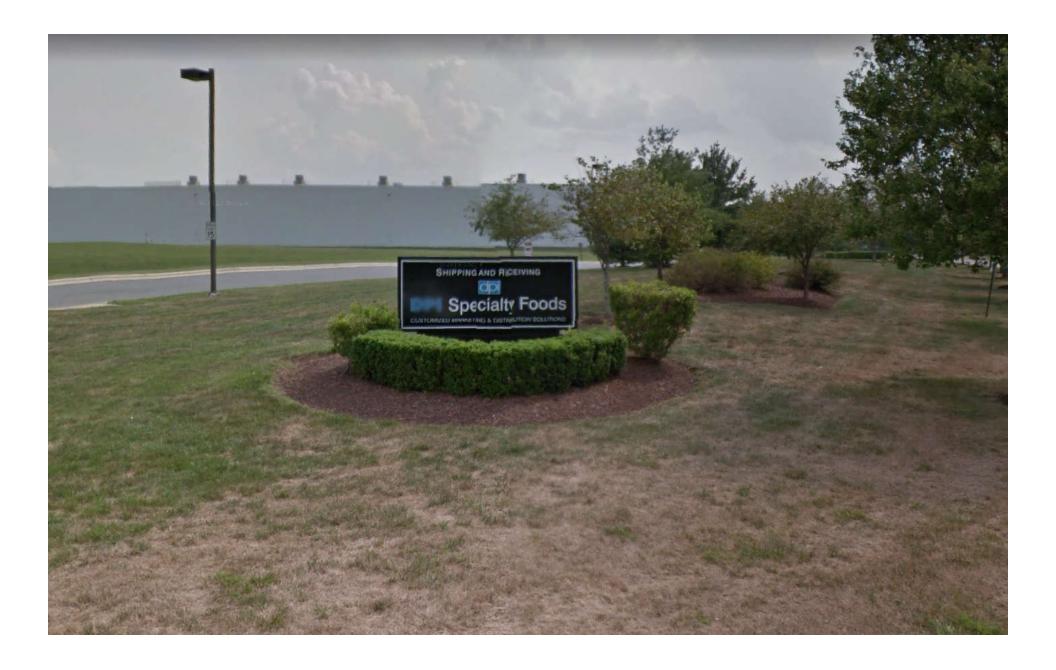
	USE CATEGORIES:	1	2	3	4	5
	Administrative headquarters				X	
*	Artist's supplies & equipment		X	X	X	х
**	Banks, savings & loan associations & other financial institutions	Х		X	*X*	X
**	Barber shop	Х		X	X	X
**	Beauty shop	X		X	*X*	X
	Bookbinding, looseleaf binders and paper lining			X	X	X
*	Bottling plants, beverages Business machines			X	X	X
	Compounding of drugs, including biological products, medical & chemical substances		X	X	X	X
	Compounding of drugs, including biological products, medical & chemical as well as pharmaceutical		^.	х	х	x
**	Convenience store	х		X	*X	X
	Data processing and supporting storage		X		X	
**	Day care center & private schools	х				
	Distilleries				х	
*	Drafting supplies & equipment		X	X	X	X
**	Drug store	Х		X	***	X.
**	Dry cleaning or laundry pick-up	Х		X	X	X
	Educational institutions		X			
*	Electrical & electronic equipment & component parts thereof for radio, telephone, computer & similar equipment		X	X	Х	X
**	Employment office	X			_	
ጥጥ	Employment park administrative offices	Х			v	
*	Food processing (excluding slaughter houses & rendering plant) Garments & apparel			X	X	X
*	Glass products			^	^	X
	Golf course & supporting recreational facilities		x	X	Х	^
	Heliport & supporting facilities		^	X	^	
*	Jewelry & silverware		Х	X	х	×
*	Leather products					X
*	Light machinery & machine parts including electrical household appliances but not including such things as					
	washers, dryers & refrigerators		X	X	Х	X
	Manufacture of pharmaceutical preparations		Х			
	Medical arts center & supporting pharmacy		X			
*	Medical & dental laboratories, including optician offices			X	X	X
	Metal products Miscellaneous office uses			X	X	X
**	Motel or hotel	х			^	
*	Musical instruments		X	×	X	X
**	Newspaper & magazine stands	Х		X	*X*	X
	Office & business parks		Х			
	Office for architectural, engineering & professional consulting firms		Х			
	Office developments					X
*	Office supplies & equipment			X	X	X
*	Optical goods & equipment		X	X	X	X
*	Paper & cloth products			X	Х	X
	Photographic developing & processing plant		X	X	Х	X
*	Photographic equipment & supplies		X	X	X	X
*	Plastic products			X	X	X
**	Post office Post office	Х			Х	
-91-10	Post office Printing & publishing of newspapers, periodicals & books & similar products	^		X	X	x
	Professional offices & services			^	X	^
	Public building when owned and/or operated by a go ernment agency			X	X	X
	Publishing, printing, engraving & lithographing			X	X	х
	Research, development & testing laboratories, including testing facilities & equipment, manufacturing					
	and/or fabricating of same, incidental to such research or development		X	X	Х	X
**	Restaurant	V		X	***	
**	Restaurant (excluding carry out)	Х			X	X
*	Rubber products Scientific & precision instruments & equipment		х	X	х	X
-1"	Scientific & precision instruments & equipment Scientific & technical trade school		X	X	^	^
	Service station		^	X		
**	Service station	х		X		
*	Surgical, medical & dental instruments & supplies		×	X	X	X
	Textile manufacturing			X		X
*	Toys, sporting & athletic equipment, except firearms, ammunition or fireworks		х	X	Х	х
	Typesetting & preparation of printing plates			X	Х	X
	Underground pipelines, underground electric power & energy transmission & distribution lines,					
	underground or overhead telephone or telegraph lines, overhead electric power & energy transmission & distribution lines, towers & accessory structures				X	x
	Same as uses in category immediately preceeding, plus railroad sidings			X		
	Warehouses & wholesaling establishments			×		
	1	l	1 1/		v	V

* Watches, clocks & similar timing devices 1 = Commercial / Recreation

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

- 2 = Research/Office 3 = Manufacturing/Wholesale
- 4 = Manufacturing/Office 5 = Manufacturing/General
- * Light manufacturing, fabrication, assembly, and/or repair of the listed items from materials or parts previously produced elsewhere. ** Retail and service commercial uses intended to primarily serve the principal employment uses of the subject.
- *** In multi-story office buildings, the first floor may be used for these retail commercial uses that are intended to serve the principal employment uses.





AGENDA ITEM: 5 AGENDA DATE: 7/23/2020

Additional Back-up

For

SDP-0007-03 Amazon.com

AGENDA ITEM 5 PGCPB MTG: 7/23/2020

----Original Message-----

From: Alisha Chipman <a i shachipman@gmail.com>

Sent: Tuesday, July 21, 2020 5:49 PM To: PGCPB < PGCPB@MNCPPC.ORG >

Subject: Case #SDP-0007

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

I am unable to attend the upcoming Prince George's County planning Board meeting, but I would like to submit my view for the record.

I am opposed to the development on the Amazon facility at Trade Zone Ave. I believe it is clear that This facility will have negative impacts on the community and the environment. I ask the board to please consider the community and decline this proposal.

Sincerely,

Alisha Chipman 210 Queen Marie Court Upper Marlboro, MD 20774

Lawrence Green, P.E., PTOE

1329 Mackinaw Drive, Wake Forest, NC 27587 · 410-707-7188 · larryhgreen@gmail.com

EDUCATION

University of Maryland at College Park, BS Electrical Engineering, 1986

WORK EXPERIENCE

<u>Clark Nexsen (March 2020 – Present)</u> – Clark Nexsen is a full-service multi-discipline engineering, architectural, interior design, planning and landscape architecture firm founded in 1920. Clark Nexsen employs more than 400 employees in 10 offices in the United States.

Senior Transportation Engineer

- Manage and prepare traffic engineering studies for both public and private sector clients
- Areas of expertise include Traffic Impact Studies, Signing and Pavement Marking Plans, Maintenance of Traffic Plans, Safety Studies, Vision Zero Studies, and Parking Studies

<u>Daniel Consultants, Inc. (DCI) (September 1993 – March 2020) - DCI is a full-service civil engineering firm located in Columbia, Maryland. DCI is a specialized transportation engineering firm, with a large pool of qualified traffic engineers (16 full-time traffic engineers), office and field technicians, and a full suite of traffic engineering software and hardware tools. Our expertise areas include traffic engineering and transportation planning, highway engineering, structures, geotechnical engineering, surveying, training and research. Website: www.danielconsultants.com</u>

Senior Traffic Engineering Manager

- Prepare Traffic Impact Studies (Maryland and Washington, DC) Approximately 30 studies
- Review, Critique, and Prepare Supplemental Analyses of other Traffic Impact Studies as consultant to Maryland State Highway Administration Approximately 4,500 traffic studies
- Conduct other safety studies
- Prepare Signing Plans, Pavement Marking Plans, Maintenance of Traffic Plans and Lighting Plans

Gorove/Slade Associates (1989 – 1993)

Traffic Engineer

- Prepare Traffic Impact Studies Approximately 100 studies (Maryland and Washington, DC)
- Prepare Parking Studies/Pedestrian Circulation Studies

<u>Greenhorne & O'Mara (1986 – 1989)</u>

Traffic Engineer

- Prepare Traffic Impact Studies Approximately 30 studies
- Prepare Parking and Safety Studies

PROFESSIONAL SKILLS

Traffic Impact Studies, Highway Capacity Manual, Synchro, VISSIM, MUTCD, Critical Lane Volume Analyses, Trip Generation, Traffic Signal Timing, Traffic Counting Data Collection

PROFESSIONAL CERTIFICATIONS/ORGANIZATIONS

Maryland and North Carolina Professional Engineer (PE) - 2002 Professional Traffic Operations Engineer (PTOE) – 2017 Institute of Transportation Engineers (ITE) American Council of Engineering Companies (ACEC)

EXPERT WITNESS EXPERIENCE

Prince George's County Hearing Examiner (Sworn Expert as Professional Traffic Engineer)
Baltimore County Hearing Examiner (Sworn Expert as Professional Traffic Engineer)
City of Wilmington, NC Hearing Examiner (Sworn Expert as Professional Traffic Engineer)
Prince George's County Planning Board
Howard County Planning Board
Charles County Planning Board

SAMPLE TRAFFIC/SAFETY STUDIES CONDUCTED BY LAWRENCE GREEN

Engineering Services for Capital Improvement Infrastructure Projects (City of Gaithersburg, MD) - Traffic Study Team Lead for various projects including: Traffic Engineering Studies and Analyses, Signal Studies, Lighting Studies, Signing/Pavement Marking Studies, Safety Studies, Roundabout Studies, and Traffic Impact Studies.

- Recent Traffic Impact Study Reviews for City of Gaithersburg
- 700 Quince Orchard Road Mixed Use Development with Office & Townhomes
- Washingtonian North Independent Living/Assisted Living Facility
- Shady Grove Neighborhood Center Mixed Use Development with Retail, Office, Hotel, Multi-Family Dwelling Units, and Townhomes
- 405 S. Frederick Avenue Convenience Market with Gasoline Pumps

<u>Traffic Impact Study (TIS) Reviews – Statewide, MD (MDOT/SHA)</u> - As the Lead Peer Reviewer, personally reviewed and evaluated over 4,500 traffic studies within the 23 counties of Maryland over 18 years and has drafted letters of technical response, while representing the State, to the local governmental agencies. Mr. Green has also testified at public hearings on behalf of the SHA for various development proposals. The purpose of the testimony was to provide justification for various transportation/transit improvements along the State Highway network.

<u>Martin Luther King Jr. Avenue (Washington, DC)</u> — Project Manager responsible for a safety enhancement study for the District Department of Transportation along a 2-mile section of Martin Luther King, Jr. Boulevard. Elements of the study included enhanced traffic channelization, improved pedestrian crossings, the installation of a traffic median, and improved corridor wide traffic flow. It is the first-ever Vision Zero study in the District.

<u>Brandywine Area Public Facilities and Transportation Master Plan Study – Transportation Analysis, Brandywine, MD</u> – Mr. Green examined M-NCPPC Master Plan required transportation studies to refine and implement recommendations for the Brandywine area with respect to the refining preferred alignments for proposed new roads and road segments, identifying the public costs associated with constructing the proposed master plan road network, evaluating the impact of existing traffic along MD 381 in the Old Brandywine Village Center area, and developing recommendations for improved

pedestrian circulation, improved parking, and other safety improvements that will promote revitalization.

<u>Princeton Sports (Baltimore County)</u> – Mr. Green prepared a traffic and safety assessment to assess the impacts from an adjacent mixed-use development. Elements of the study included intersection capacity, intersection safety, sight distance evaluations, and traffic circulation. The project involved sworn expert testimony before the Baltimore County Hearing Examiner.

<u>Florida Avenue Corridor Study (Washington, DC)</u> – Prepared a traffic impact study to assess traffic operations based upon a 10-year forecasted traffic volumes that included both adjacent future developments and regional growth of traffic.

<u>Middle Sound Village (City of Wilmington, NC)</u> – Prepared a traffic impact study review and safety assessment of a proposed residential development along Middle Sound Loop Road. The project involved sworn expert testimony before the New Hanover County Planning & Zoning Commission for this proposed rezoning case.

CRITICAL LANE VOLUME ANALYSES TEACHING EXPERIENCE

At the request of the Maryland State Highway Administration (SHA), Mr. Green conducted a multi-day instruction course on intricacies of performing Critical Lane Volume (CLV) analyses at intersections. The course included a lecture series and a test for proficiency. SHA staff state-wide were invited to participate at this training course conducted at the SHA Headquarters Office in Baltimore.

ADEQUATE PUBLIC FACILITIES MAUALS EXPERTISE

At the request of the Maryland State Highway Administration, Mr. Green prepared Traffic Impact Study Review Manuals for the 23 counties of Maryland for use by SHA staff. The manuals documented the proper Traffic Impact Study procedures related to collecting traffic data, trip generation techniques, trip distribution techniques, intersection capacity analyses techniques, and proper mitigation techniques to meet the Adequate Public Facilities Ordinances for each county or other local jurisdiction.

AGENDA ITEM: 5 AGENDA DATE: 7/23/2020

Additional Back-up

For

SDP-0007-03 Amazon.com



