



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Upper Marlboro, Maryland 20772  
[www.pgplanning.org](http://www.pgplanning.org)

PGCPB No. 2021-46

File No. 4-19014

## R E S O L U T I O N

WHEREAS, NASA Federal Credit Union, Inc. is the owner of a 11.01-acre parcel of land known as Lot 6, Block A, said property being in the 7th Election District of Prince George's County, Maryland, and being zoned Employment and Institutional Area (E-I-A); and

WHEREAS, on December 29, 2020, NASA Federal Credit Union, Inc. filed an application for approval of a Preliminary Plan of Subdivision for 2 lots; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-19014 for Collington NASA-FCU 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 April 1, 2021, for its review and action in accordance with the Land Use Article of the 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 April 1, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-024-2020, and further APPROVED Preliminary Plan of Subdivision 4-19014 for 2 lots with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to:
  - a. In the legend for the vicinity map, revise the symbol for Police Department, currently shown as "F" within a circle. The corresponding symbol on the vicinity map is shown as "P" within a circle.
  - b. Revise General Note 5 for prior approvals to add reference to PPS 4-79091 and PPS 4-85065, and Comprehensive Design Plans CDP-9006, CDP-9006-01, and CDP-9006-02.
  - c. Revise General Note 20 to reflect the Proposed Additional Gross Floor Area as 91,000 square feet, and Total Proposed Gross Floor Area as 144,176 square feet.

2. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity*, the applicant and the applicant's heirs, successors and assigns shall provide the following:
  - a. Provide shared-lane markings (sharrows) and D11-1 "Bike Route" bikeway signage along the subject site frontage of Prince George's Boulevard, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
3. Prior to the acceptance of a specific design plan (SDP) for the subject site, the applicant and the applicant's heirs, successors, and/or assignees shall depict the following pedestrian and bicycle facilities on the SDP:
  - a. A five-foot-wide minimum Americans with Disabilities Act accessible sidewalk and crosswalk to connect the existing bus stop located along the Prince George's Boulevard frontage to the existing building entrance.
  - b. A five-foot-wide minimum Americans with Disabilities Act accessible sidewalk and crosswalk to connect the proposed and existing buildings on the subject site.
  - c. A minimum of four bicycle racks adjacent to the entrance of the existing and proposed commercial buildings of the inverted U or equivalent design for short term bicycle parking.
  - d. Long term bicycle parking for the existing and proposed buildings, consistent with the 2012 *AASHTO Guide for the Development of Bicycle Facilities*.
4. Total development within the subject property shall be limited to uses which generate no more than 162 AM peak-hour trips and 161 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require approval of a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities, prior to issuance of any permits.
5. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-024-2020). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-024-2020 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital

Park and Planning Commission (M-NCPPC), Prince George's County Planning Department."

6. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (50972-2019-00) and any subsequent revisions.
7. Development and use of the lots approved herein must be in accordance with an approved comprehensive design plan and specific design plan, which shall be noted on the final plat prior to approval.
8. All commercial (and/or industrial) structures shall be fully sprinklered, in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.
9. The final plat shall grant 10-foot-wide public utility easements along the public rights-of-way abutting the site, in accordance with the approved preliminary plan of subdivision.
10. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of permits.
11. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan shall be revised as follows:
  - a. Revise the gross floor area shown for proposed buildings on Lot 9 to reflect a total of 91,000 square feet.

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject site is known as Lot 6, Block A, shown on a plat for Lots 6 and 7, Block A for Collington Center recorded in Plat Book ME 253 page 39, on December 26, 2019. The subject property is 11.01 acres in the Employment and Institutional Area (E-I-A) Zone and is located at 500 Prince George's Boulevard in Upper Marlboro. Lot 6 is located on the east side of Prince George's Boulevard, approximately 370 feet north of Trade Zone Avenue. The site is subject to the 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* (master plan).

This preliminary plan of subdivision (PPS) application is for approval to subdivide an existing lot, Lot 6, into two new lots, Lots 8 and 9, for commercial development. The site is currently improved with an existing NASA Federal Credit Union building that will remain and be located on Lot 8. The subdivision of Lot 6 will allow for future development of two office buildings, totaling 91,000 square feet on Lot 9.

This PPS is required, in accordance with Section 24-107 of the Prince George's County Subdivision Regulations, for further subdivision of the property for commercial development. A new final plat of subdivision will be required for the new lots before permits can be issued for the subject property.

3. **Setting**—The subject site is located on Tax Map 77 in Grid D1 and is within Planning Area 74A. The subject site is 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 comprising Collington Corporate Center and Collington South. The subject property is improved with a 53,176-square-foot building occupied by NASA Federal Credit Union and is located approximately 500 feet north of Trade Zone Avenue's intersection with Prince George's Boulevard. The northern portion of the site is currently wooded.

The following developments abut the subject site: an existing office building in the E-I-A Zone to the north, Robert Crain Highway (US 301) right-of-way to the east, an existing police station in the Rural Residential Zone to the south, and the Prince George's Boulevard right-of-way to the west, with industrial buildings in the E-I-A Zone beyond.

4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	E-I-A	E-I-A
Use(s)	Commercial	Commercial
Acreage	11.01	11.01
Gross Floor Area	53,176	144,176
Parcels	0	0
Lots	1	2
Outlots	0	0
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on January 22, 2021.

By letter dated March 15, 2021, the applicant's representative Mr. Lawrence Taub, requested a continuance of the Planning Board hearing scheduled for March 18, 2021. The request was based upon discovery of miscalculation of the gross floor area for proposed commercial use, and to allow enough time to evaluate the application based upon this new information. The request to continue the hearing was presented to the Prince George's County Planning Board on March 18, 2021. The Planning Board approved the request and agreed to continue the Planning Board hearing to April 1, 2021.

5. **Previous Approvals**—The property is the subject of multiple prior approvals. The Prince George’s County District Council approved Zoning Map Amendments A-6965, A-9284, and A-9397 for the entire Collington Center development on March 2, 1989, which reclassified the zoning of 1,289-acres to E-I-A for a proposed employment park. The master plan retained the E-I-A Zone on the subject property and supersedes previous zoning map amendments and any conditions of approval.

The overall Collington Center employment park is also the subject of multiple comprehensive design plans (CDPs) approved by the Prince George’s County Planning Board over the years. CDP-7802 was approved in November 1978 and is referenced in conditions of approval of the relevant PPS applications and on the record plat for Lot 6. CDP-7802 was revised by CDP-8712 (PGCPB Resolution No. 88-224), approved on May 19, 1988, which in turn was revised by CDP-9006 (PGCPB Resolution No. 90-455), and approved by the Planning Board on October 18, 1990. The Planning Board approved CDP-9006-01 (PGCPB Resolution No. 90-455), which deleted a condition of approval requiring recreational facilities. CDP-9006-02, which is the most recent amendment to the CDP, was approved on March 31, 2005 (PGCPB Resolution No. 05-83), for addition of land area to Collington Center for future development.

The resolution for CDP-9006 lists 16 conditions of approval, most of which shall be addressed during the specific design plan (SDP) stage. The following conditions are relevant and are carried over as conditions of approval of this PPS:

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.**

CDP-9006-02 was approved with seven conditions of approval, most of which will be addressed at the time of SDP, and none are relevant to this PPS.

The subject property, Lot 6, was created through a minor final plat of subdivision that adjusted common lot lines for what was previously Lot 2 and a portion of Lot 3, in accordance with Section 24-108(a)(3) of the Subdivision Regulations. Lot 6 thus includes the entire 6.08-acre area of Lot 2, and a 4.92-acre portion of Lot 3, which are discussed further below. Lot 2 is subject to previously approved PPS 4-79091, and Lot 3 is subject to PPS 4-85065.

PPS 4-79091 was approved by the Planning Board on July 12, 1979, for four blocks (Blocks A, B, C, and D) for industrial use on an overall 114.04-acre property, which includes the area of the subject site that is former Lot 2. It was intended to plat the property as it was sold, since future tenants and their requirements were undetermined at the time of approval of the PPS. There are no conditions of approval for PPS 4-79091, which are applicable to the subject site. Subsequently, Lot 2 was platted in the area of Block A in Plat Book NLP 109 page 17.

Lot 3 is subject to PPS 4-85065, which was approved by the Planning Board (PGCPB Resolution No. 85-177) on June 6, 1985, for 60 lots for industrial use on a much larger 1,161-acre parcel of land, which includes a part of the area of the subject site that is former Lot 3. Lot 3 of Block A was platted in Plat Book NLP 124 page 28.

The relevant conditions of these previously approved PPS applications have been noted on the final plat for Lot 6 and the relevant notes are discussed further as follows:

3. **Development and use of the lots shown hereon must be in accordance with the Comprehensive Design Plan approved by the Prince George's County Planning Board, November 30, 1978, or as amended by any subsequent approved revision thereto. Grading, building or use and occupancy permits shall be in accordance with the approved Specific Design Plan.**

The 1978 CDP has since been superseded. Development will still be required to be in conformance with the relevant CDP and SDP approvals, which shall be noted on the final plat.

4. **Prior to the issuance of building permits, a soil study shall be approved by the Department of Environmental Resources.**

According to current available information on predominant soils found to occur on-site, no unsafe soils containing Christiana complexes or Marlboro clay exist on-site. In addition, at the time of permitting, the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and Prince George's Soil Conservation District (PGSCD) will review final stormwater management (SWM) design and grading permit. Any soils study, which would be required at that time, will be reviewed by the permitting agencies. Therefore, this condition, is not carried forward as a condition of approval of this PPS.

On June 9, 1988, the Planning Board approved SDP-8804 for the existing NASA Federal Credit Union building upon former Lot 2. Upon approval of this PPS, the applicant will need to submit a revision to the existing SDP for the existing building on proposed Lot 8 to reflect the updated lotting pattern, while the two future office buildings on proposed Lot 9 will require a new SDP before a final plat of subdivision can be recorded.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the master plan are evaluated as follows:

**Plan 2035**

Plan 2035 places the subject property in the Established Communities Growth Policy Area. Established Communities are most appropriate for context-sensitive infill and low-to medium-density development (Map 1, Prince George's County Growth Policy Map, pages 18-20).

### **Master Plan**

The master plan retained the subject property in the E-I-A Zone, and recommends industrial land uses on the subject property. This area is intended for manufacturing or employment development.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to the master plan.

7. **Stormwater Management**—An approved SWM Concept Plan (50972-2019-00) was submitted with the subject application. The SWM concept plan was approved by DPIE and is valid until June 3, 2023. The plan proposes to utilize multiple environmental site design practices which include micro-bioretenion facilities and a submerged gravel wetland for water quality treatment. A fee-in-lieu for 100-year stormwater quantity control will be determined during grading permit stage. No further action regarding SWM is required with this PPS.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs.

8. **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.
9. **Pedestrian and Bicycle Transportation**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the master plan, and the Subdivision Regulations to provide the appropriate pedestrian and bicycle transportation facilities.

### **Previous Conditions of Approval**

This development case has the following prior approvals.

CDP-9006-01 was approved for Collington Center, which includes the subject property. Condition 1 discusses the easement and location of the Timothy Branch Trail and is copied below:

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.**

CDP-9006 originally included a condition of approval related to multiple recreation facilities. The first amendment to CDP-9006 (PGCPB Resolution No. 01-95) eliminated the majority of the recreation facilities, except the Collington Branch Trail. This condition has since been met.

SDP-8804-01 was approved for Lot 2, Block A of Collington Center (PGCPB Resolution No. 08-92). Through a minor subdivision process that adjusted lot lines of Lot 2 and a portion of Lot 3, Lot 6 was created, which is the subject of this application. Therefore, SDP-8804-01 is applicable to a portion of Lot 6. This prior approval does not have any relevant pedestrian, bicycle, or transit related conditions.

#### **Review of Internal Sidewalks and Bike Infrastructure**

The proposed development includes:

- (a) Five-foot-wide accessible sidewalks with crosswalk to connect the existing building to the proposed buildings.
- (b) Five-foot-wide accessible sidewalks and crosswalks to connect the existing bus stop located along the Prince George's Boulevard frontage the building entrances.
- (c) At least four bicycle racks adjacent to the entrance of the existing and proposed commercial buildings of the inverted U or equivalent design for short term bicycle parking. The details of the bicycle racks shall be reviewed at the time of future development applications.

#### **Review of Connectivity to Adjacent/Nearby Properties**

The site is adjacent to a Prince George's County police station to the south and nearby employment sites. There are no pedestrian or bicycle facilities which provide connectivity to nearby or adjacent properties.

#### **Master Plan Policies and Recommendations**

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

**POLICY 4: Identify sidewalk retrofit opportunities for small area plans within the Developed and Developing Tiers in order to provide safe routes to schools, pedestrian access to mass transit, and more walkable communities.**

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

This development is also subject to the master plan. This plan recommends the following facilities:

**Pedestrian access to schools, parks, and other community facilities is especially important. Sidewalk and trail connections between adjacent communities can greatly enhance the overall walkability of an area, while bicycle-friendly roads can safely accommodate bicycling for recreation and transportation (page 50).**

**Review and fully exploit opportunities to incorporate non-motorized transportation modes (such as pedestrian and bicycle trails) into the county's transportation system, particularly in the Bowie Regional Center, around the MARC station, and to Bowie State University (page 50).**

**Policy 2: Incorporate appropriate pedestrian-oriented development (POD) features in all new development and improve pedestrian safety to existing developments (page 52).**

**Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines (page 52).**

**Existing roads and bridges should be retrofitted to meet AASHTO guidelines to the maximum extent feasible and practical (page 52).**

**Continue to implement side paths along roads, as recommended on the plan map. Side paths are recommended along roads including MD 450 and Mitchellville Road (page 52).**

The facilities in the submitted plans reflect most, but not all of the applicable MPOT and master plan pedestrian and bicyclist transportation policies or facilities recommendations. In addition to the proposed facilities, staff recommended providing a sidewalk along the subject site's frontage along Prince George's Boulevard. In correspondence between the applicant and staff (Taub to Gupta, February 11, 2021), the applicant asserted that pedestrian facilities are discouraged in the Collington Center and that a sidewalk is inappropriate at this location because "There are, in fact, no sidewalks provided at any location along Prince George's Boulevard at the current time, and any sidewalks provided along the frontage of the Subject Property would be isolated and serve no purpose." While the majority of the Prince George's Boulevard lacks sidewalks,

there are at least three sidewalk segments along Prince George's Boulevard that connect to bus stops. This includes a sidewalk segment that partially abuts the subject property.

Metrobus Route C21 serves the Collington Center with widely spaced bus stops on one side of most streets. As these bus stops are widely spaced, a good portion of transit riders have to walk in the roadway to travel between the closest bus stop and their final destination. Pedestrians walking in the roadway are at increased risk of being struck by a motor vehicle, particularly for transit riders traveling between bus stops and places of employment during hours of darkness. This is contrary to the County's Vision Zero program commitment of eliminating traffic deaths and serious injuries. While acknowledging the applicant's concern that completing the existing sidewalk abutting the subject property would be isolated, eventually, as new development and redevelopment occurs, Collington Center's sidewalk network will be completed.

Furthermore, it is noted that any intentional discouragement is contrary to County Council policy, as expressed by MPOT policies 1, 2, 4, and 5 and policy 2 of the master plan, which were adopted and approved subsequent to the original CDP for the Collington Center. Neither plan carves out a Collington Center exception to their pedestrian encouragement policies and recommendations. In addition, the submitted referral from DPIE (Giles to Gupta, January 27, 2021) includes a recommendation for the dedication necessary and construction of a Prince George's County Department of Public Works and Transportation Urban Arterial Road standard (Standard 100.01), which includes a sidewalk.

A revised referral memo was received from the Department of Permitting, Inspections and Enforcement (DPIE) (Giles to Gupta, March 24, 2021). In the memo, DPIE provided additional comments related to the provision of sidewalks along Prince George's Boulevard. The comments include:

"Prince Georges Boulevard is a County-maintained urban arterial roadway to the west of the subject property with a 102' right-of-way width. The applicant shall provide right-of-way dedications and construct roadway/frontage in accordance to a modified version of the Department of Public Works and Transportation (DPW&T) Urban Arterial Road standard (Std. 100.01), which is to not include a proposed sidewalk along Prince Georges Boulevard (as sidewalks do not exist along Prince Georges Boulevard within the Collington Center Development)"; and

"All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T Specifications and Standards and the Americans with Disabilities Act (ADA)."

Sidewalks are not only an important component to providing complete streets, an ADA accessible transportation environment, and a safe pedestrian route, but also necessary for conforming to the MPOT pursuant to Section 24-121(a)(5). However, it is recognized that pedestrian facilities within the County right-of-way are permitted for construction by the authority granted to DPIE and it is DPIE that has authority to modify the facilities provided in a public right-of-way.

This includes the authority to remove a sidewalk. If DPIE should decide to implement this sidewalk in the future, the facility is supported by the Planning Board.

Consistent with MPOT Complete Streets Policy 3, shared-roadway lane markings and signage shall be provided along the subject site frontage of Prince George's Boulevard. In addition, long term bicycle parking facilities shall also be provided, consistent with the 2012 *AASHTO Guide for the Development of Bicycle Facilities*, at both the existing and proposed buildings and shown on the SDP prior to acceptance. Long term bicycle parking facilities are designed for a higher level of protection from the elements and theft and are expected to be used when bicycles are left unattended for longer periods of time, such as by employees while at work or overnight use by residents. At a minimum, these facilities are covered and well lit. Other long term bicycle parking facilities may include monitored areas, lockers, changing and shower facilities. The details of such facilities will be reviewed at the time of subsequent development applications.

Office building employees who commute by bicycle are not uncommon among bicycle commuters. Prince George's County encourages bicycle commuting not only through policies, but also through participation in the region's annual Bike to Workday programs.

Would-be bicycle commuters can be discouraged from commuting by bike due to the lack of secure bicycle parking. Bicycle racks placed outdoors leave bicycles exposed to damage due to bad weather, vandalism and increased risk of theft. This risk increases the longer and the more regularly bicycles are parked in outdoor bike racks.

Policy 3 of both the MPOT and the master plan seek to develop bicycle-friendly roadways according to the latest standards and guidelines. While the policies refer to roadways, the legislative intent is to encourage bicycle commuting. The 2012 *AASHTO Guide for the Development of Bicycle Facilities* notes long term bicycle parking facilities are needed at places of employment. It provides a variety of options for providing long term bicycle parking. The best long term bike parking facility provides weather protection and limits access to the parked bicycles to authorized persons (i.e., bicyclists and site management staff).

Bicycle commuters to Collington Center may choose to access the site using the wide shoulders on US 301 where certain segments are designated as bike lanes. Another future option is via the planned extension of the Collington Branch Trail where a shared use path will provide a connection to this bikeway or by way of a future connection to the planned residential community directly north of the Collington Center. Finally, bike commuters can choose to combine bicycling and travel on Metrobus Route C21, as all Metrobuses are outfitted with bike racks.

Based on the preceding findings, adequate pedestrian and bicycle transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124 of Subdivision Regulations.

10. **Transportation**—This PPS was reviewed for conformance with the MPOT, the master plan, and the Subdivision Regulations to provide the appropriate transportation facilities.

### **Background**

This property is located within the E-I-A Zone in the Collington Center, which is approximately 708 acres in area. The site is located near the intersection of Prince George's Boulevard and Trade Zone Avenue. The applicant proposes the construction of two office buildings on Lot 9, with two points of access onto Prince George's Boulevard, as well as an interparcel connection with Lot 8.

CDP-9006 governs these lots and no trip cap was provided for the property at the time. Also, no trip cap was provided when existing Lot 6 was developed. By reviewing the acreage of the property (11.01 acres) and applying a floor area ratio of 0.4, which is typical for the E-I-A zone, the site could potentially be developed with a gross floor area of approximately 479,554 square feet. While no trip cap was provided for either of the lots, this application will develop a trip cap for both Lots 8 and 9 based on trip generation rates from the Transportation Review Guidelines - Part 1 (Guidelines) and the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

The subject property is currently improved 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:

**Links and Signalized Intersections:** Level-of-service D, with signalized intersections operating at a critical lane volume of 1,450 or better. Mitigation per Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

**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:

- (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.

## Analysis of Traffic Impacts

There are two lots on the PPS – Lots 8 and 9. Lot 8 contains an existing 53,176-square-foot building. Construction of two commercial buildings approximately 42,284 square feet each on Lot 9, as well as a sky walk of 5,462 square feet that provides a connection between the two buildings on Lot 9, are proposed. The total square footage proposed on Lot 9 is 91,000 square feet.

The traffic impact study (TIS) for Collington Center is included in the case files for CDP-8712, CDP-8904, and CDP-9006. That TIS was based on 13,803,000 square feet on 1,281 acres, with an average PM trip generation rate of 0.927 per 1,000 square feet, allowing for a presumed PM trip cap of 12,795 trips. There appears to have been no separate TIS done for the PPS, and the original CDP did include the area of Karington, which is currently moving forward under its own entitlement. A check of tax records within Collington Center shows development of 4,670,571 square feet on 781 acres. Most of this space is developed with light industrial and warehouse uses, with some office and other uses in the mix. Even if all existing development were to be evaluated at the office rate of 1.85 trips per 1,000 square feet, the existing development would generate 8,640 PM peak-hour trips, leaving over 4,000 peak-hour trips available.

The table below summarizes trip generation for each parcel in each peak hour. The rates used are consistent with the Guidelines.

<b>Land Use</b>	<b>Use Quantity</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
		<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Lot 8 - Existing office building	53,176 square feet	95	11	106	19	79	98
*Lot 9 – Proposed (two) office buildings with skywalk	91,000 square feet	-	-	-	-	-	-
*Overall – Sum of all office space	144,176 square feet	139	23	162	26	135	161
<b>Trip Cap for PPS 4-19014</b>				<b>162</b>			<b>161</b>

\*The trip generation for smaller general office buildings is based on the Department’s rates of 2.00 AM and 1.85 PM trips per 1,000 square feet. For general office buildings of 108,000 square feet and over, the Guidelines advise using the fitted curve in Trip Generation (Institute of Transportation Engineers). This results in a lower trip rate per 1,000 square feet for larger accumulations of office space.

### **Site Access Evaluation**

The existing lot currently has two access points onto Prince George's Boulevard. The existing building with its two access points will be located on Lot 8, and two new buildings are proposed for Lot 9, with two additional access points onto Prince George's Boulevard. An inter-parcel connection is also proposed between Lots 8 and 9. Access and circulation are acceptable. These access points are acceptable, but access must be reviewed by Prince George's County to fully address safety.

### **Master Plan Roads**

The property has frontage along Prince George's Boulevard while the rear boundary is adjacent to US 301, a master plan transportation facility. Roadway dedication along US 301 has previously occurred and no additional right-of-way is required. The roadway recommendations for the property are subject to both the master plan and MPOT.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

11. **Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, water and sewerage, fire and rescue, and police facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated January 4, 2021 (Thompson to Gupta), incorporated by reference herein.
12. **Schools**—This PPS was reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and Prince George's County Council Resolution CR-23-2001. The commercial property is exempt from a review for schools because it is a non-residential use.
13. **Use Conversion**—The total development included in this PPS is for 144,176 square feet of commercial development in the E-I-A Zone. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, including any residential development, that revision of the mix of uses would require approval of a new PPS prior to approval of any building permits.
14. **Public Utility Easement**—Section 24-122(a) of the Subdivision Regulations requires that when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for public utility easements (PUEs) is 10-feet-wide along both sides of all public rights-of-way. The subject site fronts on public rights-of-way to the west along Prince George's Boulevard and to the east along US 301. The required PUEs along Prince George's Boulevard and US 301 were previously dedicated with recordation of final plat of subdivision for Lots 6 and 7 (Plat Book ME 253 page 39). The PPS correctly delineates both these PUEs,

and thus meets the requirement of Section 24-122(a). The final plat of subdivision, pursuant to this PPS, will also be required to provide the PUEs at these locations.

15. **Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to, any designated Prince George’s County historic sites or resources. A Phase I archeology survey is not required.
16. **Environmental**—This PPS application (4-19014) and a Type 1 Tree Conservation Plan (TCP1-024-2020) were accepted on December 29, 2020. Staff comments were provided in a SDRC meeting on January 22, 2021. Revised plans and information were received on February 11, 2021. The following applications have been previously reviewed for the subject site:

Development Review Case Number	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
4-88074	TCP1-59-95 / TCP2-67-96	PB	Approved	7/3/1996	
SDP-8804-01	TCP2-013-08	PB	Approved	6/5/2008	08-92
N/A	NRI-052-2019	Staff	Approved	7/25/2019	N/A
N/A	NRI-052-2019-01	Staff	Approved	10/19/2020	N/A
4-19014	TCP1-024-2020	Planning Board	Approved	4/1/2021	2021-46

#### **Proposed Activity**

The applicant requested approval of a PPS (4-19014) and a Type 1 Tree Conservation Plan (TCP1-024-2020) for the subdivision of Lot 6 into two lots (Lots 8 and 9) to include two new office buildings.

#### **Grandfathering**

The project is subject to the current regulations of Subtitle 25 and Subtitle 27 that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new PPS.

#### **MASTER PLAN CONFORMANCE**

##### **Prince Georges Plan 2035**

The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and within the Established Communities of the General Plan Growth Policy (2035).

##### **2017 Countywide Green Infrastructure Plan of the Approved Prince George’s County Resource Conservation Plan**

The 2017 *Countywide Green Infrastructure Plan* was approved with the adoption of the *Approved Prince George’s County Resource Conservation Plan: A Countywide Functional*

*Master Plan* on March 7, 2017. According to the Green Infrastructure Plan, a majority of the subject property is within the designated evaluation area. While the Green Infrastructure elements mapped on the subject site will be impacted, portions of the overall site have been graded under previous approvals and the design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035.

### **Area Master Plan**

In the 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.

#### **Policy 1: Protect, preserve, and enhance the identified green infrastructure network within the master plan area.**

1. **Use designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development proposals.**

The majority of this site is in an evaluation area, which shows no existing woodland conservation for this site.

2. **Protect primary corridors (Patuxent River and Collington Branch) during the review of development review process to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements. Protect secondary corridors to restore and enhance environmental features and habitat. Protect secondary corridors (Horsepen Branch, Northeast Branch, Black Branch, Mill Branch, and District Branch). To restore and enhance environmental features and habitat.**

The subject property does not contain a primary corridor of the Patuxent River or Collington Branch.

#### **Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.**

1. **Implement the strategies contained in the Western Branch Watershed Restoration Action Strategy (WRAS).**
2. **Add identified mitigation sties from the WRAS to the countywide database of mitigation sites.**

3. **Encourage the location of necessary off-site mitigation for wetlands, streams and woodland within sites identified in the WRAS and within sensitive areas that are not currently wooded.**

The Western Branch Watershed Restoration Action Strategy has identified no sites in need of restoration on, or adjacent to the subject property.

4. **Ensure the use of low impact development techniques to the extent possible during the development process.**

The use of low impact development techniques such as bioretention, french drains, and the use of native plants is encouraged with the implementation of the SWM and landscape plans.

5. **During the development review process evaluate streams that are to receive stormwater discharge for water quality and stream stability. Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.**

The site does not contain any regulated streams.

6. **Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.**

The landscape plan should enhance the application of conservation landscaping techniques that reduce water consumption and minimize run-off resulting from the use of fertilizers or chemical application to the greatest extent possible.

The U.S. Fish and Wildlife Service publication “Native Plants for Wildlife Habitat and Conservation Landscaping – Chesapeake Bay Watershed” or the Chesapeake Conservation Landscaping Council publication “Conservation Landscaping Guidelines” are recommended as guides in developing a conservation landscape for the entire site.

7. **Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.**

8. **Reduce the area of impervious surfaces during redevelopment projects.**

The southern portion of the site contains existing development, and the northern portion of the site is for newly proposed development. Any requirements for reduction in impervious surfaces would be met with the approval of the SWM concept approval.

**Policy 3: Protect and enhance tree cover within the master plan area.**

- 1. Encourage the planting of trees in developed areas and established communities to increase the overall tree cover.**
- 2. Provide a minimum of ten percent tree cover on all development projects. This can be met through the provision of preserved areas or landscape trees.**
- 3. Establish street trees in planting strips designed to promote long-term growth and increase tree cover.**
- 4. Establish tree planting adjacent to and within areas of impervious surfaces. Ensure an even distribution of tree planting to provide shade to the maximum amount of impervious areas possible.**

TCP1-024-2020 shows no retention of trees as the previous tree conservation plan (TCP2-067-96) shows the lot as being cleared. The required tree canopy coverage will be evaluated with the review of the landscape and street tree plans.

**Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.**

- 1. Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.**
- 2. Encourage the use of alternative energy sources such as solar, wind, and hydrogen power. Provide public examples of uses of alternative energy sources.**

The use of green building techniques and energy conservation techniques are encouraged and should be evaluated as part of the architectural review of any future development application. It is recommended that in future applications, the use of environmentally sensitive building techniques to reduce overall energy consumption should be addressed.

**Policy 5: Reduce light pollution and intrusion into rural and environmentally sensitive areas.**

1. **Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations and car lots so that light intrusion on adjacent properties is minimized. Limit the total amount of light output from these uses.**
2. **Require the use of full cut-off optic light fixtures should be used for all proposed uses.**
3. **Discourage the use of streetlights and entrance lighting except where warranted by safety concerns.**

The site proposes the addition of two office buildings. Lighting in the new development should use full cut-off optics to ensure that light pollution is minimized. The use of lighting technologies that limit the total light output and reduce sky glow and off-site glare should be demonstrated. Full cut-off optic light fixtures should be used.

## **ENVIRONMENTAL REVIEW**

### **Existing Conditions/Natural Resource Inventory**

The site has an approved Natural Resources Inventory Plan (NRI-024-2020-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, 100-year floodplain or associated buffers. The site is not within the primary management area. No revisions are required for conformance to the NRI.

### **Woodland Conservation**

This property is subject to the provisions of the 1993 Prince George's County Woodland Conservation Ordinance because there are previously approved tree conservation plans, TCP1-059-95 and TCP2-067-96.

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

A Type 1 Tree Conservation Plan (TCP1-024-2020) was submitted with the PPS and was evaluated for conformance with the woodland conservation requirement established for this lot by TCP2-067-96 and subsequent revisions. Lot 6, Block A was determined to have no on-site woodland conservation requirement, and approval of PPS 4-19014 is in conformance with previously approved and implemented TCP2-067-96.

### **Specimen Trees**

In accordance with approved NRI-052-2019-01, no specimen, champion, or historic trees were identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

### **Preservation of Regulated Environmental Features/Primary Management Area**

The site does not contain regulated environmental features. No review of impacts to regulated environmental features is necessary and no conservation easements are required for this site.

### **Soils**

The predominant soils found to occur on-site, according to the US Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Adelphia-Holmdel complex, Marr-Dodon complex, Marr-Dodon-Urban land complex, and Urban land-Marr-Dodon complex. According to available information, no unsafe soils containing Christiana complexes or Marlboro clay exist on-site.

17. **Urban Design**—Conformance with the Prince George’s County Zoning Ordinance (Subtitle 27) is evaluated as follows:

### **Conformance with the Requirements of the Prince George’s County Zoning Ordinance**

The subject property is in the E-I-A Zone. Based on the submitted plans, the applicant is proposing two new office buildings totaling 91,000 square feet of development on Lot 9, which is a permitted use in the zone.

The development is required to show conformance with the applicable regulations of the Zoning Ordinance at the time of SDP review, including but not limited to the following:

- (a) Subdivision 3 - E-I-A Zone, including the following:
  - Section 27-500, Uses (E-I-A Zone)
  - Section 27-501, Regulations (E-I-A Zone)
- (b) Division 3, Section 27-515, Use permitted in the E-I-A Zone
- (c) Part 11 - Off Street Parking and Loading; and
- (d) Part 12 - Signs.

### **Conformance with Prior Approvals**

The property is the subject of multiple prior approvals, including Zoning Map Amendments A-6965, A-9284, and A-9397 for the entire Collington Center, as well as CDP-8712 and CDP-9006, with their amendment in 1988 and 1990, respectively. The PPS meets the conditions of the prior approvals. However, it is noted that the existing NASA Federal Credit Union building was the subject of SDP-8804, and the development of the future office buildings on Lot 9 will require an amendment to the previously approved SDP.

**Conformance with the Requirements of the 2010 Prince George's County Landscape Manual**

In accordance with Section 27-450, Landscaping, screening, and buffering, of the Zoning Ordinance, the proposed development is subject to the 2010 *Prince George's County Landscape Manual*. Specifically, Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscape Requirements, apply to this site. Conformance with the applicable landscaping requirements will be reviewed at the time of SDP.

**Conformance with the Prince George's County Tree Canopy Coverage Ordinance**

Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development project that proposes more than 5,000 square feet of gross floor area or disturbance, and requires a grading permit. Properties in the E-I-A Zone are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be reviewed at the time of SDP.

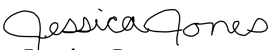
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, April 1, 2021, in Upper Marlboro, Maryland.

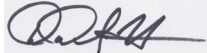
Adopted by the Prince George's County Planning Board this 22nd day of April 2021.

Elizabeth M. Hewlett  
Chairman

  
By Jessica Jones  
Planning Board Administrator

EMH:JJ:MG:nz

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner  
M-NCPPC Legal Department  
Date: April 9, 2021