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COMPREHENSIVE DESIGN PLAN CDP-9006/02

Application	General Data
Project Name: COLLINGTON CENTER Location: Located on the west side of US 301, south of Central Avenue. Applicant/Address: Marlow Furniture 725 Rockville Pike Rockville, MD 20852	Date Accepted: 10/27/2003
	Planning Board Action Limit: N/A
	Plan Acreage: 640
	Zone: E-I-A
	Dwelling Units: N/A
	Square Footage: 900,000
	Planning Area: 74
	Tier: Developing
	Council District: 4
	Municipality: N/A
200-Scale Base Map: 201SE13	

Purpose of Application	Notice Dates
Elimination of A-44 (Willow Brook Parkway) and convert right-of-way into developable land within the central portion of Collington Center.	Adjoining Property Owners Previous Parties of Record Registered Associations: 7/29/2003 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 3/1/2005

Staff Recommendation		Staff Reviewer: LAREUSE	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

March 21, 2005

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Revision to the Comprehensive Design Plan CDP-9006/02
Collington Center

The Urban Design Review staff has completed its review of the subject application and agency referral comments concerning the plan and recommends APPROVAL with conditions as stated in the recommendation section of this report.

PUBLIC HEARING

In accordance with the Comprehensive Design Plan provisions of Section 27-520, Subtitle 27-Zoning, of the Prince George's County Code, a public hearing is scheduled before the Prince George's County Planning Board at 10:00 a.m. on March 31, 2005. The purpose of this hearing is to consider the Comprehensive Design Plan for Collington Center, CDP-9006/02.

INTRODUCTION

The Development Review Division of the Prince George's County Planning Department has coordinated a review of the subject application with all offices having any planning activities that might be affected by the proposed development. This staff report documents that process and presents findings and a recommendation to be acted upon by the Prince George's County Planning Board.

RECOMMENDATION SUMMARY

The staff recommends APPROVAL of the Comprehensive Design Plan, with the conditions listed in the recommendation section of this report.

COMPREHENSIVE DESIGN ZONES

The Comprehensive Design Plan (CDP) phase of the three-phase Comprehensive Design Zone (CDZ) process requires the submittal of a plan that establishes the general location, distribution, and sizes of buildings and roads. The plan includes several drawings and a text that includes the schedule for

development of all or portions of the proposal and standards for height, open space, public improvements and other design features. The regulations for any of the Comprehensive Design Zones are at the same time more flexible and more rigid than are those of other zones in Prince George's County. The zones are more flexible in terms of permitted uses, residential densities, and building intensities. They are more rigid because some of the commitments made by a developer carry the force and effect of law upon approval by the Planning Board.

The principal difference between Comprehensive Design Zones and conventional zones is that the Comprehensive Design Zone includes a list of public benefit features and density or intensity increment factors. If a development proposes to include a public benefit feature in a development, the Planning Board, at this stage of the process, may grant an increment factor that increases the dwelling unit density or building intensity. The value of the public benefit feature or density-intensity increment proposal determines the size of the increase. A public benefit feature is an item that will improve the environment or lessen the public cost of a development. The intent is to create a development, through the granting of incremental density increases, which will result in a better quality residential, commercial and industrial environment.

EVALUATION CRITERIA

- a. Approved Basic Plans A-6965 and A-9284.
- b. The requirements of Subdivision 3, E-I-A Zone (Employment and Institutional Area) of the Zoning Ordinance governing development in the E-I-A Zone.
- c. The requirements of the *Landscape Manual*.
- d. The Woodland Conservation and Tree Preservation Ordinance.
- e. Referral responses from concerned agencies and divisions.

FINDINGS

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

1. **Request:** This revision to the Comprehensive Design Plan 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

6. 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

7. The Environmental Planning Section previously reviewed this site in conjunction with the Comprehensive Design Plan, CDP-9006; CDP-9006/01; Preliminary Plans of Subdivision, 4-93047

and 4-03140; Type I Tree Conservation Plan, TCPI/59/95; and Type II Tree Conservation Plan, TCPII/67/96; all of which were approved. The current Conceptual Design Plan revision is proposed for the purpose of vacating the right-of-way for the Willow Brook Parkway, which occupies approximately seven acres on the southern portion of the Collington Center, in order to incorporate the right-of-way into the adjoining parcel to the north.

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

ENVIRONMENTAL REVIEW

- a. A Forest Stand Delineation (FSD) was submitted with prior applications for the entire Collington Center site including the lot that is the subject of this application. The FSD was found to address the requirements for an FSD. No additional information is required with respect to the Forest Stand Delineation.
 - b. The Preliminary Plan of Subdivision references the Stormwater Management Concept Plan approval but no information has been provided indicating that approval. Information with respect to the Stormwater Management Concept Plan approval should be required at the time of subdivision or Specific Design Plan, whichever comes first. This is included as a condition of the approval of this plan.
8. 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.
 9. 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
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		Level of Service	
	(AM & PM)		(AM & PM)	
US 301 and Trade Zone Avenue	1,767	2,209	F	F
US 301 and Leeland Road	1,771	1,759	F	F

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

It is unclear why the study states that a trip distribution of 62 percent northbound and 38 percent southbound is used, but the trip distribution for the site is reversed (38 percent northbound and 62 percent southbound) for trips leaving the site. This error causes the US 301/Trade Zone Avenue intersection to appear much better in the traffic study than it actually operates under the staff analysis.

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

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

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

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

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

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

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

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	B	C
Plus Background – 2,143,225 square feet				
Plus Site – 902,500 square feet				
US 301 and Trade Zone Avenue with estimated buildout of central portion of Collington Center	1,429	1,521	D	E

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

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

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

1. DPW&T raised an objection to the proposed location of the Queen's Court intersection with US 301. However, SHA has the authority to grant access to US 301 and to cause the applicant to make any improvements needed for safe and efficient vehicle operations. SHA has approved the Queen's Court access point.
2. DPW&T requested an analysis of the Trade Zone Avenue/Prince George's Boulevard intersection. Due to the limited nature of this CDP application in amending the access to the site, staff did not believe it appropriate to require that internal circulation issues be addressed.
3. DPW&T discussed the need of the applicant to participate in the funding for the US 301 CIP project. First, the development of Collington Center has been included as background for all projects in the US 301 corridor. Therefore, the development proposed under this CDP has been included all along. Second, Prince George's County is the underlying landowner and developer within the Collington Center. Presumably, Prince George's County will be participating in the funding of the US 301 improvements.
4. The discussion under the third point above also covers SHA's comments. The purpose of this CDP was not to approve more development for the Collington Center site, but to amend the access.

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

Transportation Staff Conclusions

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

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

The quantity of development to be allowed without the connection may be amended by future comprehensive design plans or specific design plans with the submittal and subsequent Planning Board approval of a traffic study indicating that greater

development can be served adequately by the US 301/Trade Zone Avenue intersection. Such a traffic study shall include US 301/Trade Zone Avenue, US 301/Leeland Road, and Trade Zone Avenue/Prince George's Boulevard as critical intersections, and shall include analyses of existing, background, and total future traffic in accordance with the guidelines.

2. All future specific design plans within the central portion of Collington Center shall include a tabulation of all lots within the central portion of Collington Center. The tabulation shall include, for each lot, the gross square footage and the status (i.e., built, under construction, approved, or pending approval).
10. 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.

11. 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.

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

RECOMMENDATION

The Urban Design Review staff recommends that the Planning Board adopt the findings of this report and approve the revision to the Comprehensive Design Plan CDP-9006/02 with the following conditions:

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

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

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

Consideration

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