



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

Detailed Site Plan 6710 Oxon Hill Road Property

DSP-88069-05

REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing of November 21, 2019.</p> <p>Validation of the parking on-site, in accordance with Section 27-574.</p>	APPROVAL with conditions

Location: On the east side of Oxon Hill Road, approximately 140 feet northeast of MGM National Avenue.



Gross Acreage:	7.65
Zone:	M-X-T
Dwelling Units:	N/A
Gross Floor Area:	116,284 sq. ft.
Planning Area:	80
Council District:	08
Election District:	12
Municipality:	N/A
200-Scale Base Map:	209SE01
Applicant/Address: Oxon Hill Road, LLC 12500 Fair Lakes Circle, #400 Fairfax, VA 22033	
Staff Reviewer: N. Andrew Bishop Phone Number: 301-952-4897 Email: Andrew.Bishop@ppd.mncppc.org	

Planning Board Date:	12/05/19
Planning Board Action Limit:	12/05/19
Staff Report Date:	11/07/19
Date Accepted:	09/24/19
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Sign Posting Deadline:	10/21/19

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-88069-05
6710 Oxon Hill Road Property

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

EVALUATION CRITERIA

This detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Mixed Use-Transportation Oriented (M X-T) Zone, and the site plan design guidelines of the Prince George's County Zoning Ordinance;
- b. The requirements of Zoning Map Amendment A-9882-C;
- c. The requirements of Conceptual Site Plan CSP-87024;
- d. The requirements of Preliminary Plan of Subdivision 4-88087;
- e. The requirements of Detailed Site Plan DSP-88069 and its amendments;
- f. The requirements of the 2010 *Prince George's County Landscape Manual*;
- g. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation 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 detailed site plan (DSP) requests approval for the number of parking spaces provided on an existing commercial property, in accordance with Section 27-574 of the Prince George's County Zoning Ordinance, for parking in the Mixed Use-Transportation Oriented (M X-T) Zone.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use	Commercial and Medical Office	Commercial and Medical Office
Total Acreage	7.65	7.65
Use by Gross Floor Area (sq. ft.)		
Commercial Office	55,872	55,872
Medical Office	28,478	60,412
Vacant	31,934	-
Total Gross Floor Area	116,284	116,284

Use	Number of Spaces Provided*
Office (55,872 sq. ft.)	143
Medical Office (60,412 sq. ft.)	220
Total	363
Handicap-Accessible	8
Standard Spaces	139
Compact	216
Total Loading Spaces	2

Note: *Per Sections 27-574 and 27-583 of the Prince George’s County Zoning Ordinance, there is no specific required number of parking or loading spaces in the M-X-T Zone. The applicant has included an analysis to be approved by the Prince George’s County Planning Board. See Finding 7 for a discussion of the parking analysis.

- 3. Location:** The subject site is located in the northeast quadrant of the intersection of Oxon Hill Road and Tanger Boulevard, between Oxon Hill Road and MD 210 (Indian Head Highway), in Planning Area 80, and Council District 8. More specifically, the property is located at 6710 Oxon Hill Road. The property for the subject application contains an existing commercial building and is currently identified as Parcel 92 on Tax Map 104 in Grid F-1 and is recorded in the Prince George’s County Land Records at Liber 37881, folio 561.
- 4. Surrounding Uses:** The subject property is bounded to the north by a Prince George’s County Park-and-Ride in the Planned Industrial/Employment Park (I-3) Zone with the I-95/I-495 (Capital Beltway) beyond; to the west by Oxon Hill Road with the MGM National Harbor Casino beyond; to the south by Tanger Boulevard, and the Tanger Outlets Shopping Center beyond; and to the east by the access ramps for I-95/I-495 and MD 210.
- 5. Previous Approvals:** The property was originally zoned I-3 and was the subject of an approved Conceptual Site Plan CSP-87024 and DSP-88069, which was approved by the Planning Board on September 1, 1988 (PGCPB Resolution No. 88-424) for a phased office

park including four buildings. Parcel 92 was part of proposed Parcel A of the Salubria Office Park, as approved with Preliminary Plan of Subdivision (PPS) 4-88087. The approved development was never platted or fully constructed. After review of the permit history for the site on Parcel 92, it indicates that the existing commercial building was constructed in approximately 1990, under permit 5688-1988-CGU. DSP-88069 has been amended four times previously at the Planning Director level for various minor site improvements.

The property was rezoned to the M-X-T Zone in 1994, with the approval of Zoning Map Amendment, A-9882-C. On October 16, 2012, an amendment of A-9882-C was approved to revise conditions 2 and 3. It should be noted that the 2006 Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area retained this property in the M-X-T Zone. During the review of this application, it was noted that the approval sheet submitted with the DSP did not reflect a complete list of the approvals associated with this application. Therefore, a condition has been included herein to require the applicant to revise the plan set to include a complete list of the approvals associated with the DSP.

6. **Design Features:** The subject application is not proposing any site improvements, with the exception of the additional trail connection on the western edge of the property to Oxon Hill Road near the existing bus stop. The DSP has been submitted to request validation of the existing parking for the commercial office building, in conformance with Section 27-574 of the Zoning Ordinance, which requires parking in the M-X-T Zone to be approved by the Planning Board at the time of DSP. The existing development on Parcel 92, including parking and the building, was legal and existing, pursuant to CSP-87024, PPS 4-88087, and DSP-88069, at the time the property was rezoned to M-X-T.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

- a. Conformance with the M-X-T Zone requirements in Section 27-546(d) of the Zoning Ordinance is as follows:

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

- (1) The proposed development is in conformance with the purposes and other provisions of this Division;**

The subject limited application is in conformance with the purposes of the M-X-T Zone, as the parking is appropriately designed, with respect to size, location, and function promoting the orderly redevelopment of properties within the area.

The property is developed with commercial and medical office uses, and the approval of this application will enhance the economic status

of the County and provide an expanding source of desirable employment opportunities and retail options for its citizens by allowing the property to continue to obtain new tenants.

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The subject site was placed in the M-X-T Zone through a Zoning Map Amendment, A-9882 on July 6, 1994. Therefore, this requirement does not apply.

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The submitted application is for validation of the on-site parking and will not affect the existing physical integration with the adjacent development. It is noted that existing sidewalks are provided on most of the street frontages around the property. The DSP proposes a 5-foot-wide sidewalk on the southwestern portion of the site providing direct access to Oxon Hill Road. Staff recommends that an additional sidewalk connection be made in the northwest corner of the property near the entrance to the adjacent public park-and-ride creating more integration with that property, which includes a transit stop. A condition has been included in the Recommendation section of this report requiring the applicant to provide a pedestrian connection to Oxon Hill Road in the northwest corner of the property near the entrance to the park-and-ride.

- (4) The proposed development is compatible with existing and proposed development in the vicinity;**

The existing commercial development is compatible with nearby existing and proposed development, such as the integrated shopping center to the south.

- (5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The submitted application is for validation of existing parking and does not propose any changes to the building or surrounding parking compound. However, the DSP does propose an additional sidewalk connection to Oxon Hill Road on the southwestern portion

of the site to improve pedestrian access to surrounding development. It is noted that the existing tenant mix includes commercial and medical office uses in a single building, which has demonstrated the ability to sustain an independent environment of continuing quality and stability.

- (6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

This requirement does not apply to this application because it is existing, and staging is not required, as there are no proposed site improvements, except for a sidewalk.

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

The submitted applications are for validation of existing parking; however, there is an existing sidewalk along the majority of Oxon Hill Road to the west and Tanger Boulevard to the south. A 5-foot-wide sidewalk is proposed on the southwestern side of the site, providing a direct connection from the building to Oxon Hill Road. The additional staff-recommended sidewalk connection in the northwest corner of the site will ensure the pedestrian system is comprehensive. These two improvements, in addition to the existing pedestrian system, will encourage pedestrian activity.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

This DSP is for validation of existing parking, and no new gathering places are proposed.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This requirement is not applicable to the subject DSP.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

The DSP is for validation of existing parking, and no new development is proposed. However, there is an issue relative to generated trips and previous conditions of approval, as discussed in Finding 8 below.

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The overall site plan contains less than 250 acres; therefore, this application is not subject to this requirement.

- b. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

- (a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The existing building is in conformance with the regulations of the I-3 Zone, as were applied with the approval of DSP-88069. No new buildings are proposed with this application, only minor site improvements, which includes two sidewalk connections to Oxon Hill Road.

Section 27-548. M-X-T Zone.

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development -- 0.40 FAR; and

(2) With the use of the optional method of development -- 8.00 FAR.

The floor area ratio (FAR) information is not shown and should be added to the general notes on the DSP, as conditioned herein. The FAR of the existing building is 0.34, based on the gross floor area of 116,284 square feet. This should be confirmed and should exclude basement storage areas and mechanical element areas. The existing building is legal, and was developed prior to the property being zoned M-X-T.

(b) The uses allowed in the M-X-T Zone may be in more than one (1) building, and on more than one (1) lot.

The proposed uses are located on one lot and in one building.

(c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.

The DSP shows the required information for the existing development, which is to remain unchanged.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

The landscaping, screening, and buffering were reviewed prior to the adoption of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), and the on-site landscaping is not being revised. See Finding 10 for further discussion.

(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

The subject site has frontage on, and direct vehicular access to, Tanger Boulevard.

- c. Site Design Guidelines: The findings of approval regarding conformance with Section 27-283, Site design guidelines, of the Zoning Ordinance, that further

cross-references the same guidelines, as stated in Section 27-274 of the Zoning Ordinance, are limited due to the nature of this DSP.

The site design guidelines address general matters such as parking, loading and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, architecture, and townhouses. The building and parking are existing, and no new improvements are being proposed, except for sidewalks. The buildings were constructed under prior regulations, and many guidelines are not applicable to these applications. The following guidelines warrant discussion, as follows:

- (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear, or side, of structures to minimize the visual impact of cars on the site. Surface parking is provided to the east and west of the existing commercial building, and in convenient locations for the office uses on the site.

The dimensions of the parking spaces and drive aisle width meet the current requirements of the Zoning Ordinance and propose a minimum size of 9.5 feet by 19 feet for standard parking spaces and 8.5 feet by 16 feet for compact spaces, with a minimum drive aisle width of at least 22 feet.

- (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive, and loading should also be located to the side or rear of the building and be visually screened from public roadways. Two loading spaces are provided and are located on the east side of the building and are adequately screened from public view.

- d. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). The DSP proposes 363 parking spaces for the existing commercial building. Under Part II, Off-street Parking and Loading, of the Zoning Ordinance, a total of 435 spaces is usually required for the proposed office uses in conventional zones, and the existing parking does provide a sufficient number of parking spaces to meet this.

In a memorandum dated May 18, 2019, Lenhart Traffic Consulting Inc., provided the required parking analysis for this development. This analysis has been reviewed and the following comments are provided:

- (1) Because the applicant is proposing to replace general office with medical office, the site is not truly mixed-use, and so the concept on which Section 27-574 is based, (the policy that different uses have peak utilizations at different hours of the day and week and can therefore share parking) does not apply to this site.

- (2) The submitted parking study computes a base parking requirement based on 55,872 square feet of general office and 60,412 square feet of medical office. The base parking requirement for this site and these uses is 448 spaces. The site contains 363 parking spaces.
- (3) The parking analysis includes a survey of parking utilization for the site based on the occupancy and leasing within the building, and concludes the current occupants utilize a maximum of 194 parking spaces on weekdays. The building is currently 72.5 percent leased.
- (4) The parking analysis concludes by stating that if the remaining square footage were to be leased as medical office, the code requirements for that space would require a maximum of 160 parking spaces and concludes that a maximum of 354 parking spaces is needed to serve the building.

The parking analysis has been reviewed in detail, and it has been determined that the information provided is reasonable. The base parking requirement appears to overstate the amount of parking needed to serve this site. The applicant concludes, given the range of parking reduction options that are available to applicants in Section 27-574(b)(4), that the base parking requirement could be the result of a transit or other trip reduction of 33 percent. While transit reduction of that scale does not seem reasonable for these uses at this location, such a reduction is borne out by the parking survey. Access to and from the site in this regard should be enhanced by improving bicycle and pedestrian facilities within the site, such as by the proposed sidewalk connection to Oxon Hill Road in the southwest corner of the property and the conditioned sidewalk connection in the northwest corner of the property. Based on the submitted parking analysis, 354 parking spaces is deemed to be sufficient to serve the mix of office uses that is proposed by the applicant.

- e. Section 27-583, Number of spaces required in M-X-T Zone, of the Zoning Ordinance contains requirements for determining the total number of loading spaces, as follows:
 - (a) **The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**
 - (b) **The number of off-street loading spaces required shall be calculated using the following procedures:**
 - (1) **Determine the number of loading spaces normally required under Section 27-582.**
 - (2) **Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.**

- (3) The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).**

The DSP proposes a mix of commercial and medical office uses within the existing building and proposes two loading spaces, meeting the required number of loading spaces as set forth by Section 27-582 of the Zoning Ordinance.

- 8. Zoning Map Amendment A-9882-C:** The District Council approved Zoning Map Amendment A-9882-C, which rezoned approximately 54.7 acres of land in the I-3 and Rural Residential Zones to the M-X-T Zone on July 06, 1994, with 16 conditions. On October 16, 2012, an amendment of A-9882-C was approved, which revised conditions 2 and 3. The following conditions are pertinent to the review of this DSP:

- 12. Development on the site shall not produce a greater number of vehicle trips than that identified in the previous approval for Salubria Office Park (SP-88069) and shall be subject to the same transportation conditions and improvements.**

During review of PPS 4-11028 for Salubria Center, compliance with this condition was substantiated by means of the following language contained in the Planning Board Resolution No. 12-26(C):

Condition 12 of the council order approving the rezoning sets a trip cap which is consistent with prior approvals and references several transportation-related conditions associated with past approvals. The transportation related conditions have been constructed as a part of the National Harbor development and the Woodrow Wilson Bridge project.

The trip cap is deemed to be met by the proposal. The condition requires that development of the site “shall not produce a greater number of trips than that identified in the previous approval.” The original approval included 500,000 square feet of office space of which 117,000 square feet has been built. The remaining 383,000 square feet is determined to generate 1,475 combined AM and PM peak hour trips.

The proposal as described in the traffic study includes a 400,000-square-foot retail center, a 100 room hotel, and 100,000 square feet of office space. Assuming a small pass-by trip percentage of 15 percent for the retail plus a reduction for internal trip satisfaction, the maximum proposed development as described in the trip generation table earlier in this memorandum would generate a total of 1,429 combined AM and PM peak hour trips. Therefore, it is determined that the proposal is within the trip cap established by the rezoning. A trip cap more consistent with current trip cap practices is required with this approval.

The following table was developed as part of the review of PPS 4-11028:

Trip Generation Summary, 4-11028: Salubria Center								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Hotel	100	rooms	35	30	65	45	35	80
General Office	100,000	square feet	180	20	200	35	150	185
Retail/Factory Outlet	400,000	square feet	196	72	268	431	485	916
Less internal trips			-17	-16	-33	-28	-47	-75
Less pass-by for	15 percent		-30	-10	-40	-65	-72	-137
Total			364	96	460	418	55	969

If the table above is revised to add the office building on the subject site as a means of demonstrating the overall trip cap under A-9882-C (with 52 percent medical office and 48 percent general office as described in materials provided by the applicant), below are trip generation table results:

Trip Generation Summary, DSP-88069-05: Salubria Center Plus 6710 Oxon Hill Road								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Salubria Center								
Hotel	100	rooms	35	30	65	45	35	80
General Office	100,000	square feet	180	20	200	35	150	185
Retail/Factory Outlet	400,000	square feet	196	72	268	431	485	916
Less internal trips			-17	-16	-33	-28	-47	-75
Less pass-by for retail	15 percent		-30	-10	-40	-65	-72	-137
Total Approved Pursuant to PPS 4-11028			364	96	460	418	551	969
6710 Oxon Hill Road (using trip totals per applicant's parking study)								
General Office	55,872	square feet	101	11	112	20	84	104
Medical Office	60,412	square feet	139	33	172	72	157	229
Total Proposed by DSP-88069-05			240	44	284	92	241	333
Total Trips for Uses Rezoned by A-9882-C (Salubria Center Plus 6710 Oxon Hill Road)			604	140	744	510	792	1,302
Number of Vehicle Trips Produced: Current Proposal			AM Plus PM				2,046	
Number of Vehicle Trips Produced Per Trip Cap on A-9882-C			AM Plus PM				1,925	

The results in the table above indicate that the trips produced by substituting medical office uses in the general office building would result in a violation of the

trip cap established by the rezoning. The subject application proposes 55,872 square feet of general office and 60,412 square feet of medical office, which would ultimately exceed the trip cap by 121 trips.

However, as shown in the applicant's Trip Generation Exhibit 1, the Salubria Center has not fully developed, in accordance with PPS 4-11028; only 3,255 square feet of the approved 100,00 square feet of general office, and 380,676 square feet of the approved 400,000 square feet of retail have been built. The 100-room hotel, while approved on a DSP, has not been built. Based on approved DSPs and existing construction for all properties within the boundary of A-9882-C, including the proposed transition from general office space to medical office space for 6710 Oxon Hill Road, the trips generated would be 1,699 total AM and PM trips, which would not exceed the trip cap approved by A-9882-C.

Should the subject site be approved for medical office use, the total remaining development approved under PPS 4-11028 will exceed the trip cap established by A-9882-C, should it move forward. At the time of future development for the Salubria Center, the site will continue to be subject to the trip caps established under both PPS 4-11028 and A-9882-C. This may result in future complications if either the Salubria Center or 6710 Oxon Hill Road proposes additional development without analyzing total trips among both properties.

To remain within the trip cap established by A-9882-C and to maintain the number of trips allocated to the Salubria Center through PPS 4-11028, the medical office use would need to be limited to 32,826 square feet, assuming the remainder of 6710 Oxon Hill Road continues to be general office.

As a means of ensuring trip cap compliance with the ZMA, future site plans for development within the boundaries of A-9882-C shall be required to demonstrate conformance with the trip cap associated with A-9882-C. This conformance shall fully consider the uses as built or proposed on each site.

9. **Conceptual Site Plan CSP-87024:** CSP-87024 was approved by the Planning Board on February 18, 1988 (PGCPB Resolution No. 87-468) with 15 conditions. All of the conditions remain in effect, but none are specifically relevant to the review of the subject DSP.
10. **Preliminary Plan of Subdivision 4-88087:** PPS 4-88087 was approved by the Planning Board on June 02, 1988 (PGCPB Resolution No. 88-254) with 15 conditions, however it is noted that the approved development was never platted or constructed, and the PPS expired.
11. **Detailed Site Plan DSP-88069:** The site is the subject of DSP-88069, which was approved by the Planning Board on September 01, 1988. The following condition is relevant to the review of the subject DSP and is discussed, as follows:

Condition 2 of DSP-88069 carried all transportation facilities-related conditions of approval of PPS 4-88087, as follows:

- (6) **The construction of the ultimate road network as shown on Exhibit 2 must be financially committed prior to issuance of any building permits.**

- (7) The applicant shall enter into a bond or letter of credit or some other financial arrangement acceptable to The Maryland-National Capital Park and Planning Commission prior to record plat guaranteeing construction of the “triple intersection” improvements along Oxon Hill Road in the vicinity of the proposed Road I for PortAmerica and the installation of traffic signals with proper signal timing progression.**
- (8) No building permit shall be issued for any building or buildings in excess of 300,000 square feet of office space or 520,000 square feet of light industrial space (which may include some office, as per an approved I-3 concept plan) except as provided in the following conditions.**
- (9) The applicant may be issued permits for any building or buildings not to exceed 250,000 square feet of office space or 520,000 square feet of light industrial space without construction of the improvement described in Condition 7 (the “triple intersection”), so long as no building permits in excess of 500,000 square feet of office space have been issued for the PortAmerica project. Once permits for 500,000 square feet of office space for building or buildings have been issued at PortAmerica, the applicant’s bond shall be used to construct the “triple intersection” improvement. The bond shall also be used to construct the “triple intersection” prior to the applicant being issued permits for building or buildings in excess of 250,000 square feet of office space or 530,000 feet of light industrial space.**
- (10) The applicant may be issued permits in excess of 300,000 square feet of office space or 520,000 square feet of light industrial space based on a program of transportation systems management techniques to be submitted and approved by the Transportation Planning Division of The Maryland-National Capital Park and Planning Commission.**
- (11) Should any improvements to the intersection beyond these already programmed and approved by the Maryland State Highway Administration of Route 414/Route 210 be constructed, the applicant will be permitted to be issued building permits for building and buildings in excess of 300,000 square feet of office space or 520,000 square feet of light industrial space, to the extent otherwise permitted by law, rules or regulations, for as many square feet as it contributes to the costs of construction of the improvement based on a pro rata share of traffic capacity created at the intersection by the improvement.**
- (12) The applicant shall improve Oxon Hill Road south of the proposed Road I and in the vicinity of the proposed access road for the site to be consistent with lane configuration assumed by the submitted traffic study dated March 1988 (see attached Figure 20) and the memo report dated May 1988 prior to the issuance of any building permits.**
- (13) The Salubria site entrance at Oxon Hill Road should be signalized at the applicant’s cost and when deemed necessary by the Prince George’s County Department of Public Works and Transportation.**

The transportation-related conditions have been constructed as a part of the National Harbor development and the Woodrow Wilson Bridge project.

12. **2010 Prince George’s County Landscape Manual:** This DSP is for validation of existing parking on the property, and no revisions to site improvements are proposed. Therefore, conformance to the Landscape Manual is not required per Section 1.1(b).
13. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The subject DSP is for validation of existing parking and the proposed increase in the square footage of the medical office use and does not affect previous findings of conformance. The subject DSP is exempt from the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site has less than 10,000 square feet of existing woodland on the site, and the property has no previous tree conservation plan approvals. In addition, it is noted that a Standard Letter of Exemption (S-133-2019) was issued and expires on June 24, 2021.
14. **Prince George’s County Tree Canopy Coverage Ordinance:** This DSP is for the validation of existing parking and the proposed increase in the square footage of the medical office use on the property and does not propose any site disturbance or change in GFA. Therefore, the Tree Canopy Coverage Ordinance is not applicable, per Section 25-127(a)(1) of the WCO.
15. **Referral Comments:** The subject application was referred to the following concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Community Planning**—In a memorandum dated October 18, 2019 (Yabai to Bishop) incorporated herein by reference, the Community Planning Division staff indicated that pursuant to Part 3, Division 9, Subdivision 3, of the Zoning Ordinance, master plan conformance is not required for this application.
 - b. **Transportation Planning**—In a memorandum dated November 5, 2019 (Masog to Bishop) incorporated herein by reference, the Transportation Planning staff provided a discussion of the applicable previous conditions of approval and the parking requirements under Section 27-574 that have been included in the above findings. They concluded that, from the standpoint of transportation, this plan is acceptable if the application is approved as conditioned.
 - c. **Subdivision Review**—In a memorandum dated October 21, 2019 (Sievers to Bishop), incorporated herein by reference, the Subdivision Review Section provided an analysis and summary of the property’s history and noted that property south of Parcel 92 was platted pursuant to Section 24-107(c)(10) of the Subdivision Regulations and further subdivided thereafter, resulting in the current configuration of Parcel 92. In accordance with Section 24-107(c)(7)(D), this site is exempt from filing a PPS and final plat. The existing building was constructed pursuant to a building permit issued in 1990 and constitutes more than 10 percent of the subject site.
 - d. **Trails**—In a memorandum dated October 28, 2019 (Shaffer to Bishop), incorporated herein by reference, the Trails planner noted that the subject property has existing sidewalk and designated bike lanes along the frontage on Oxon Hill Road. The site also has an existing internal sidewalk network and along the site’s

frontage of Tanger Boulevard to the building entrance. No bicycle rack(s) are shown on the submitted site plan. Due to the proximity to the trail network, staff recommends the installation of a bicycle rack(s) accommodating a minimum of ten bicycles at a location convenient to the building entrance. It is noted that a pedestrian connection is proposed to the existing sidewalk on the western side of the property, near the existing bus stop on Oxon Hill Road. Staff recommends that, due to the nature of the application which has been filed to validate the on-site parking, in accordance with Section 27-574 of the Zoning Ordinance, additional bicycle and pedestrian facilities are recommended on-site and are conditioned herein.

- e. **Permits**—In a memorandum dated October 7, 2019 (Bartlett to Bishop), incorporated herein by reference, the Permit Review Section offered numerous comments, which have been addressed through revisions to the plans.
 - f. **Environmental Planning**—In a memorandum dated October 15, 2019 (Schneider to Bishop), incorporated herein by reference, the Environmental Planning Section noted that the site has a Natural Resources Inventory Equivalency Letter (NRI-259-15-01) and Woodland Conservation Exemption Letter (S-113-2019), which were issued on July 24, 2019. The Environmental Planning Section recommends approval of the application with no conditions.
 - g. **Prince George’s County Fire Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Fire Department.
 - h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**— In a memorandum dated October 03, 2019 (Giles to Bishop), incorporated herein by reference, DPIE offered numerous comments that have been provided to the applicant and will have to be addressed through DPIE’s permitting process.
 - i. **Prince George’s County Police Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Police Department.
 - j. **Prince George’s County Health Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Health Department.
 - k. **Maryland State Highway Administration (SHA)**—At the time of this writing, staff did not receive comments regarding the subject project from SHA.
 - l. **Washington Suburban Sanitary Commission (WSSC)**— At the time of this writing, staff did not receive comments regarding the subject project from WSSC.
13. As required by Section 27-285(b)(1) of the Zoning Ordinance, this DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

14. As required by Section 27-285(b)(4), for approval of a DSP, the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations, as this property does not contain any regulated environmental features.

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 Detailed Site Plan DSP-88069-05 for 6710 Oxon Hill Road Property, subject to the following condition:

1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans:
 - a. Provide the floor area ratio information in the general notes on the DSP.
 - b. Clearly label the trash facilities on the plan, and screen or enclose them with an evergreen plant material screen, a sight-tight fence, or other enclosure that is compatible with the building.
 - c. Revise the plan set to include a complete list of the approvals associated with the DSP on the approvals sheet.
 - d. Provide a sidewalk connection in the northwestern corner of the site from the sidewalk around the building to the sidewalk near the park-and-ride's entrance along Oxon Hill Road, to be approved by the Transportation Planning staff as designee of the Planning Board.
 - e. Provide a bicycle rack accommodating a minimum of ten bicycles at a location convenient to the building entrance.

ITEM: 6

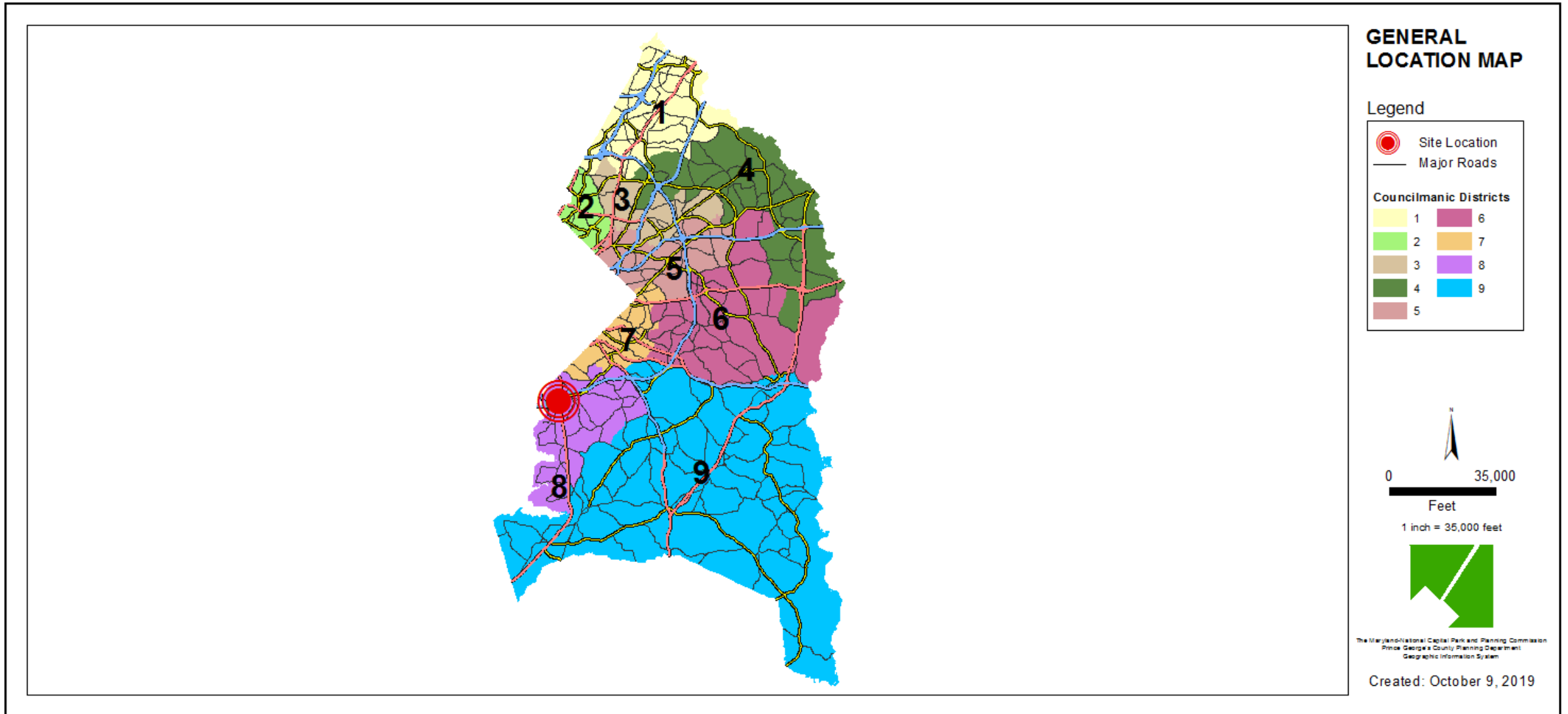
CASE: DSP-88069-05

6710 OXON HILL ROAD PROPERTY

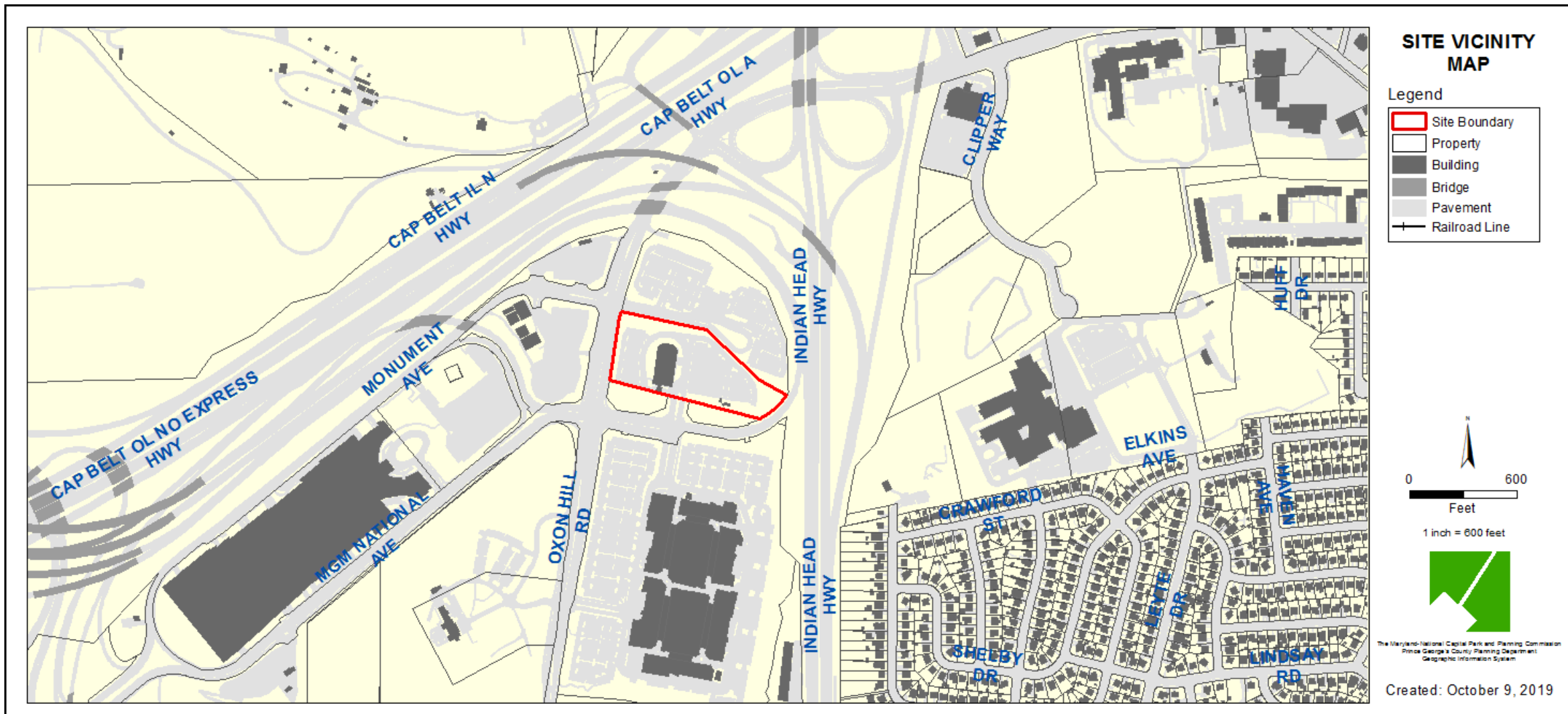
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



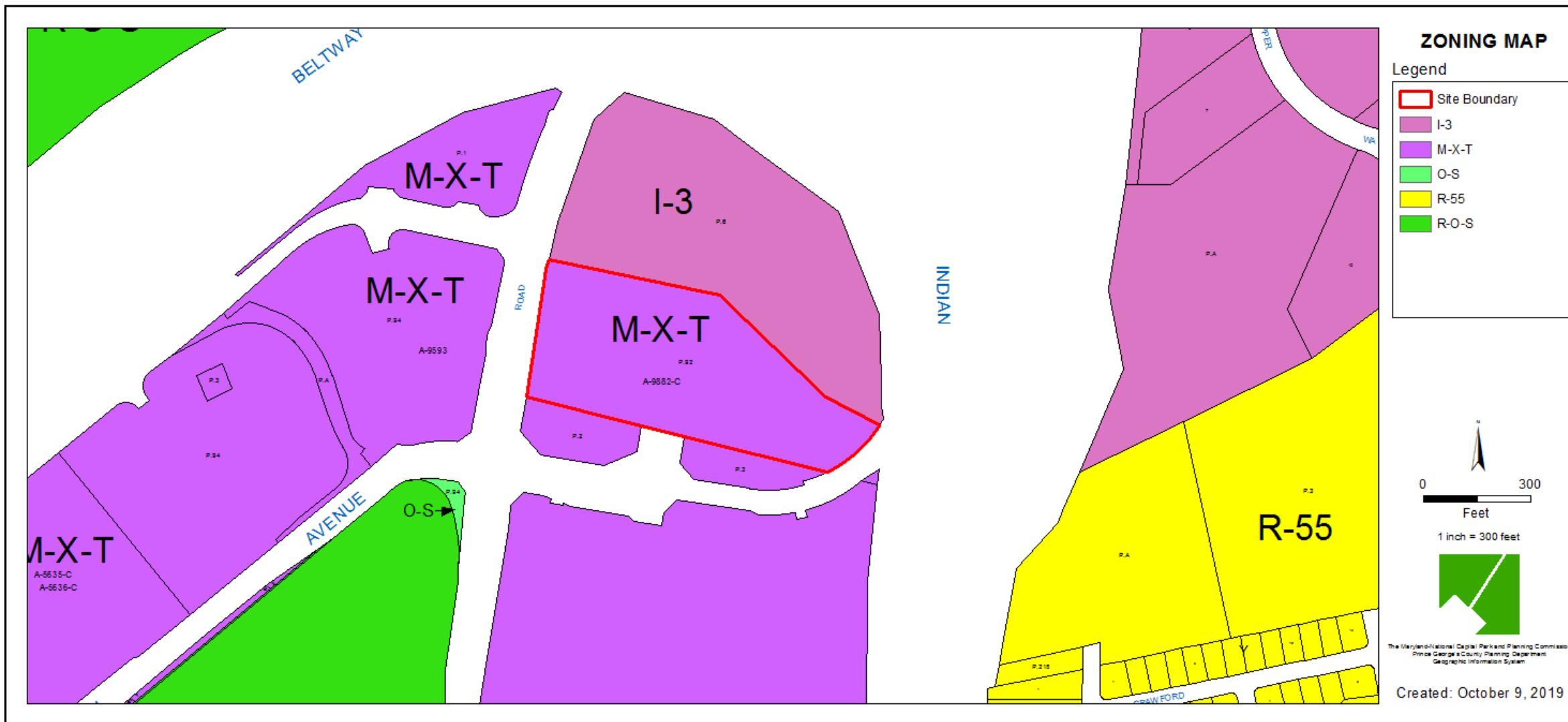
GENERAL LOCATION MAP



SITE VICINITY



ZONING MAP



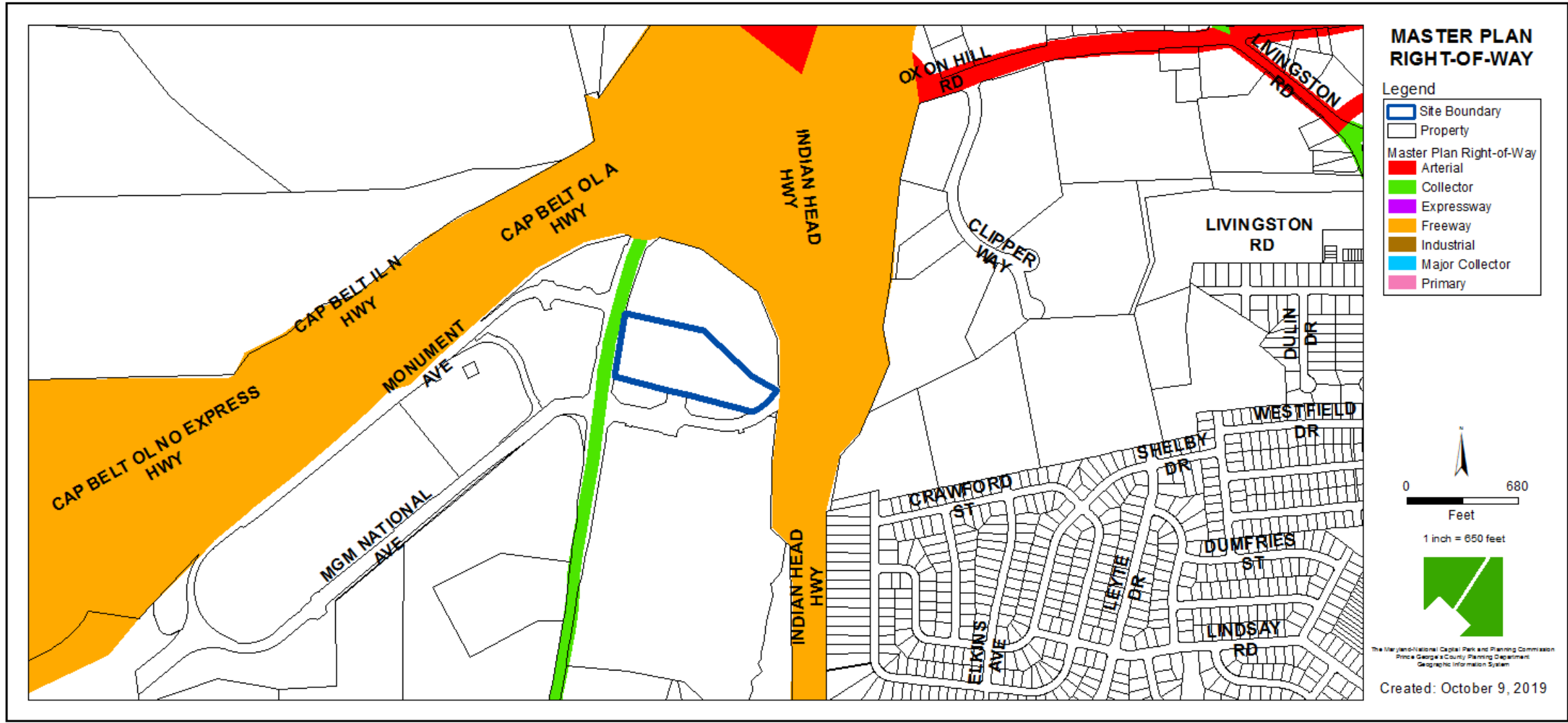
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW NORTH



BIRD'S-EYE VIEW SOUTH



BIRD'S-EYE VIEW EAST



BIRD'S-EYE VIEW WEST



Case No.: A-9882-C

Applicant: Salubria Limited
Partnership

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

ZONING ORDINANCE NO. 35 - 1994

AN ORDINANCE to amend the Zoning Map for the Maryland-
Washington Regional District in Prince George's County, Maryland,
subject to conditions.

WHEREAS, Application No. A-9882-C has been filed for pro-
perty described as approximately 54.7052 acres of land, in the
I-3 and R-R Zones, located south of the intersection of Oxon
Hill Road, the Capital Beltway (I-95) and Indian Head Highway
(Md. Rt. 210), Oxon Hill, to rezone the property to the M-X-T
Zone; and

WHEREAS, the application was advertised and the property
posted prior to public hearing, in accordance with all require-
ments of law; and

WHEREAS, the application was reviewed by the Technical Staff
and the Planning Board, who have filed recommendations with the
District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing
Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were
duly filed with and considered by the District Council; and

WHEREAS, having reviewed the record in this case, the
District Council has determined, based on consideration of the
entire record, that the subject property should be rezoned to the

M-X-T Zone; and

WHEREAS, in order to protect adjacent properties and the surrounding neighborhood, the rezoning herein is granted with conditions; and

WHEREAS, as the basis for this action, the District Council adopts the recommendations of the Planning Board as its findings and conclusions in this case.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is further hereby amended by rezoning the property which is the subject of Application No. A-9882-C from the I-3 and R-R Zones to the M-X-T Zone.

SECTION 2. Application No. A-9882-C is approved subject to the following conditions:

1. Any residential housing on the site shall be restricted to single-family detached and/or attached units.
2. Any hotel/motel or retail development shall be designed to be integrated with the existing office building through a common off-street parking plan and a compatible architectural theme. A common pedestrian path system shall be designed to link all segments of the proposed development. Any retail segment shall not be designed as a typical strip shopping center or large single-use pad site.
3. A 100-foot-wide landscaped buffer (as required by CR-45-1985) shall be provided along Oxon Hill Road and the southern boundary.
4. The Historic Site status of Salubria, as well as the extent of the environmental setting, shall be noted on all plans and other documents submitted for this site.
5. All subsequent submittals for this site shall be referred to the Historic Preservation Section staff and the Historic Preservation Commission for their review and comment prior to approval.

6. Any plans within the environmental setting must be approved by the Historic Preservation Commission through the Historic Area Work Permit process.
7. A stormwater management concept plan shall be approved by the Department of Environmental Resources (DER) prior to the approval of any preliminary plats of subdivision.
8. A 100-year floodplain study shall be approved by DER Watershed Protection Branch prior to the approval of a Conceptual Site Plan.
9. A Forest Stand Delineation shall be submitted and approved in conjunction with any Preliminary Plan of Subdivision or Conceptual Site Plan for this property.
10. A Type I Tree Conservation Plan shall be submitted and approved in conjunction with the Conceptual Site Plan or Preliminary Plan of Subdivision for this property.
11. Noise-related issues shall be addressed at the time of Conceptual Site Plan submittal. The plan shall include needed mitigation measures and provide adequate screening and buffering along Indian Head Highway (MD 210).
12. Development on the site shall not produce a greater number of vehicle trips than that identified in the previous approval for Salubris Office Park (SP-88069) and shall be subject to the same transportation conditions and improvements.
13. Within 60 days after this approval becomes final, the applicant shall submit a stabilization and maintenance plan to the Historic Preservation Commission, which plan must be implemented within 90 days after its approval by the Historic Preservation Commission unless the Historic Preservation Commission allows a longer time for implementation.
14. Prior to approval of a Conceptual Site Plan, the applicant shall submit a restoration plan for the Historic Site for approval by the Historic Preservation Commission.
15. Prior to issuance of any building permits, the applicant shall fund or implement the restoration plan for the Historic Site, to allow restoration simultaneous with build-out of any development.
16. Prior to the issuance of any building permits, the owner shall agree to provide reasonable access to the

Historic Preservation Commission or other expert groups or individuals recognized by the Historic Preservation Commission for the purposes of conducting archeological exploration on the Historic Site, at no expense to the owner.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall become effective on the date of its enactment.

Enacted this 24th day of May, 1994, for initial approval, by the following vote:

In Favor: Council Members Wineland, Bell, Del Giudice, Fletcher, MacKinnon, Mills and Pemberton

Opposed:

Abstained:

Absent: Council Member Castaldi

Vote: 7-0-0

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

BY: [Signature]
F. Kirwan Wineland, Chairman

ATTEST:

[Signature]
Joyce T. Sweeney
Clerk of the Council



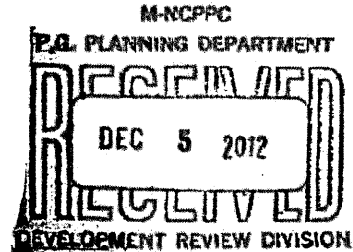
THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

November 5, 2012

Revised*

RE: A-9882*-C Salubria Center
Pinnacle Harbor, LLC, Applicant



NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of Zoning Ordinance No. 15 - 2012 setting forth the action taken by the District Council in this case on October 16, 2012.

CERTIFICATE OF SERVICE

This is to certify that on November 5, 2012 this notice and attached Council order were mailed, postage prepaid, to all persons of record.

Redis C. Floyd
Clerk of the Council



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

October 23, 2012

DISTRICT COUNCIL PRELIMINARY NOTICE OF CONDITIONAL ZONING APPROVAL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland, requiring notice of decision of the District Council, a copy of Zoning Ordinance No. 15 - 2012 granting preliminary conditional zoning approval of A-9982-C Salubria Center, is attached.

In compliance with the provisions of Section 27-157(b) of the Zoning Ordinance, the applicant must file a written acceptance or rejection of the land use classification as conditionally approved within ninety (90) days from the date of approval by the District Council. Upon receipt by the Clerk's Office of a written acceptance by the applicant, a final Order will be issued with an effective date for conditional approval shown as the date written acceptance was received by the Clerk's Office.

The failure to accept the conditions in writing within ninety (90) days from the date of approval shall be deemed a rejection. Rejection shall void the Map Amendment and revert the property to its prior zoning classification.

Written approval or rejection of conditions must be received by the Clerk's Office no later than the close of business (5:00 p.m.) on January 14, 2013.

CERTIFICATE OF SERVICE

This is to certify that on October 23, 2012, this notice and attached Order were mailed, postage prepaid, to the attorney/correspondent and applicant(s). Notice of final approval will be sent to all persons of record.

Redis C. Floyd
Clerk of the Council

County Administration Building – Upper Marlboro, Maryland 20772

Case No.: A-9882-C
Salubria Center

Applicant: Pinnacle Harbor, LLC

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

ZONING ORDINANCE NO. 15 - 2012

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, by an individual Zoning Map Amendment.

WHEREAS, Application No. A-9882-C was filed for property described as approximately 54.7052 acres of land located south of the intersection of Oxon Hill Road, the Capital Beltway (I-95) and Indian Head Highway (Md. Rt. 210), Oxon Hill, Maryland; and

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

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were duly filed with and considered by the District Council; and

WHEREAS, as the basis for this action, the District Council may approve a zoning map amendment if the zoning map amendment is contrary to an approved master plan; and

WHEREAS, as the basis for this action, the District Council adopts the recommendation, findings of fact, and conclusions of the Zoning Hearing Examiner, as its findings and conclusions in this case, except as otherwise provided herein.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. It is hereby recommended that Conditions 2 and 3 be amended and that A-9882-C be approved subject to the following conditions:

- (1) Any residential housing on the site shall be restricted to single-family detached and/or attached units.
- (2) For that portion of the site south of the freeway ramp, a common pedestrian path system shall be designed to link all segments of the proposed development. Any retail segment shall not be designed as a typical strip shopping center or large single-use site.
- (3) All future development plans for the subject property shall show buffering along Oxon Hill Road and the southern boundary of the site consistent with the following:
 - (a) Along the frontage along Oxon Hill Road on old Parcel 7 and that portion of old Parcel 8 north of the existing paved entrance drive onto the subject property, not being adjacent to Oxon Hill Manor, a minimum 20-foot wide landscape strip shall be maintained in accordance with the specifications of Section 4.6 of the Landscape Manual. The strip may incorporate a variety of buffering and screening methods, including, but not limited to, landscaping, and low walls. The type and quantity of plant materials and other methods to be utilized shall be reviewed and approved at the time of Detailed Site Plan.
 - (b) Along the frontage along Oxon Hill Road on old Parcel 8 south of the paved entrance drive and on Parcel 18, a 25-foot to 55-foot landscaped buffer in conformance with the County Landscape Manual with enhanced plantings across from the adjacent Oxon Hill Manor historic site, in accordance with Type "E" Bufferyard. Additionally, in accordance with a Type "E" Bufferyard, there shall be a ten foot building setback from the buffer.
 - (c) A minimum 100-foot woodland preservation area shall be provided along the southern boundary to act as a buffer between the proposed development and the school and residences to the south.
- (4) The Salubria Historic Site #80-002 and its 2.7 acre environmental setting shall be eliminated from the *Historic Sites and Districts Plan*.
- (5) The Historic Site status of Salubria, as well as the extent of the Environmental Setting, shall be noted on all plans and other documents submitted for this site.
- (6) All subsequent submittals for this site shall be referred to the Historic Preservation Section staff and the Historic Preservation Commission for their review and comment prior to approval.

- (7) A Stormwater Management Concept plan shall be approved by the Department of Environmental Resources (DER) prior to the approval of any Preliminary Plats of subdivision.
- (8) A 100-year floodplain study shall be approved by DER Watershed Protection Branch prior to the approval of a Conceptual Site Plan.
- (9) A Forest Stand Delineation shall be submitted and approved in conjunction with any Preliminary Plan of Subdivision or Conceptual Site Plan for the subject property.
- (10) A Type I Tree Conservation Plan shall be submitted and approved in conjunction with the Conceptual Site Plan or Preliminary Plan of Subdivision for the subject property.
- (11) Noise-related issues shall be addressed at the time of Conceptual Site Plan submittal. The Plan shall include needed mitigation measures and provide adequate screening and buffering along Indian Head Highway (MD 210).
- (12) Development on the site shall not produce a greater number of vehicle trips than that identified in the previous approval for Salubria Office Park (SP-88069) and shall be subject to the same transportation conditions and improvements.
- (13) Prior to the issuance of any building permits, the property owner shall agree to provide reasonable access to the Historic Preservation Commission or other expert groups or individuals recognized by the Historic Preservation Commission for the purpose of conducting archeological exploration on the Historic Site, at no expense to the owner.
- (14) Prior to issuance of building permits for 1) the 12,000-square-foot future extension of Building 6, which is inclusive of the total gross floor area and commercial gross floor area, or 2) any proposed expansion of the outlet center beyond 383,931 square feet, the applicant shall submit a revised detailed site plan for the proposed hotel, for the purpose of providing an improved architectural product, due to the prominence of the proposed hotel location across from the outlet center and a major gateway into National Harbor, to be reviewed and approved by the Planning Board and the District Council. The revised detailed site plan for the proposed hotel shall, for each building elevation, incorporate quality architectural materials and a high level of architectural detail in keeping with the quality hospitality architecture that has been constructed in National Harbor. The building elevations shall be revised to provide a substantial emphasis on quality masonry materials, and the south building elevation (facing the outlet center) shall be designed to appear more like a front elevation with additional architectural features. All elevations shall demonstrate a high degree of architectural detailing.

SECTION 2. This Ordinance shall take effect initially on the date of its enactment, as conditionally approved, and shall become final and effective when the applicant accepts in writing the conditions in Section 1.

Enacted this 16th day of October, 2012, by the following vote:

In Favor: Council Members Campos, Davis, Franklin, Harrison, Lehman, Olson, Patterson and Toles .

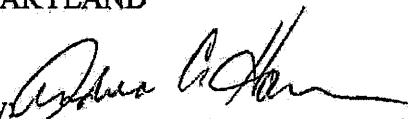
Opposed:

Abstained:

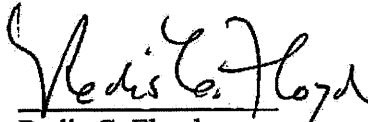
Absent: Council Member Turner.

Vote: 8-0

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

By 
Andrea C. Harrison, Chairman

ATTEST:


Redis C. Floyd,
Clerk of the Council

Case No.: A-9882-C
Salubria Center

Applicant: Pinnacle Harbor, LLC

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

FINAL CONDITIONAL ZONING APPROVAL

AN ORDINANCE to incorporate the applicant's acceptance of conditional zoning and to grant final conditional zoning approval.

WHEREAS, the District Council in approving Application No. A-9882-C, to amend conditions of the prior rezoning of the subject property, attached conditions; and

WHEREAS, the District Council, having reviewed the application and the administrative record, deems it appropriate to accept the applicant's consent to the conditions and to the final conditional rezoning.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. Final conditional zoning approval of Application No. A-9882-C is hereby granted. The applicant's written acceptance of the conditions referred to above, at the time of initial conditional zoning approval, is hereby incorporated into this amendment of the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

SECTION 2. Use of the subject property as conditionally reclassified shall be subject to all requirements in the applicable zones and to the requirements in the conditions referred to above. Failure to comply with any stated condition shall constitute a zoning violation and shall be sufficient grounds for the District Council to annul the rezoning approved herein; to revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; or to take any other action deemed necessary to obtain compliance.

SECTION 3. This Ordinance is effective November 2nd, 2012, the date of receipt of the applicant's acceptance of the conditions imposed.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

BY: Andrea C. Harrison
Andrea C. Harrison, Chairperson

ATTEST:

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

CERTIFICATE OF APPROVAL
Salubria Office Park
SP-87024


This Conceptual Site Plan was APPROVED by the Prince George's County Planning Board on October 8, 1987 in accordance with Part 3, Division 9 of Article 27 - Zoning of the Prince George's County Code, and subject to the following conditions:

1. The applicant shall obtain approval from the Department of Environmental Resources for the 100-year flood-plain line and a stormwater concept plan prior to approval of the detailed site plan.
2. The applicant shall construct an eight foot wide concrete bikeway in the right-of-way adjacent to their property along Oxon Hill Road. It shall be properly labeled in accordance with the County's Road Code and shall join the bikeway on the shoulder to the south using depressed curbs. Additional dedication shall be provided if necessary to accommodate this trail.
3. The applicant shall confer with the Transportation Planning Division in order to refine the design of the entrance on Oxon Hill Road in order to insure that it can accommodate the amount of traffic entering and leaving this development.

Any departure from this plan will require resubmission to the Planning Board for approval.

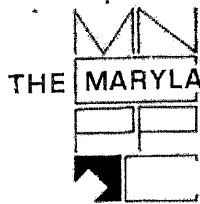
This approval is valid for three years.

Signed



John W. Rhoads
Chairman

Prince George's County Planning Board



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

September 30, 1987

MEMORANDUM

TO: Prince George's County Planning Board
 VIA: Robert D. Cline, Urban Design Coordinator *RC*
 FROM: Steven D. Adams, Senior Urban Designer *S.P.A.*
 SUBJECT: Salubria - SP-87024

The Urban Design staff has reviewed the Conceptual Site Plan for the Salubria Office Park in accordance with Subtitle 27 of the Prince George's County Code. Based on that review and the contents of this memorandum, the Urban Design staff recommends **DISAPPROVAL** of the proposed site plan.

LOCATION

The subject property is located in Planning Area 80, immediately south of the County Park and Ride lot, which is itself immediately south of the intersection of Indian Head Highway and Oxon Hill Road. Oxon Hill Road forms the western boundary of the site, Indian Head Highway the eastern boundary. The site is approximately 2000 ft. south of the Capital Beltway (I-95).

SITE DESCRIPTION

The Salubria property slopes away from Oxon Hill Road at approximately 2% - 3%. The slopes increase along a central swale that runs south-east toward Indian Head Highway and deposits run-off in a stream that runs parallel to the eastern boundary of the site. The stream is encompassed by 100-year floodplain which intrudes slightly into the extreme southeast corner of the site.

The site is moderately wooded and features mature mixed hardwoods near existing house sites and along streams and swales, with an extensive but thinly developed stand of evergreens along Oxon Hill Road.

As mentioned above, the County Park and Ride lot is located immediately north of the Salubria site. The Indian Head Highway is located east of the property; to the west is Oxon Hill Road and beyond that across Oxon Hill Road but south of the site of the proposed PortAmerica project, zoned M-X-T. Also PortAmerica is Oxon Hill Manor, an historic mansion and 55-acre special use park owned by the Maryland-National Capital Park and Planning Commission.

- 2 -

Immediately south of the proposed office park is the Salubria Manor House, an historic house (c. 1830) on R-R zoned land which is under the same ownership as the proposed office park.

BACKGROUND

Salubria Office Park is located in the South Potomac planning area. The Master Plan for the South Potomac and Henson Creek areas, Subregion VII, was adopted and approved in October, 1981 to guide development in the area. In 1985, the owner of the subject tract petitioned the District Council to rezone the property from R-R to I-3. The District Council granted the rezoning on March 26, 1985 (CR-45-1985), revising the Sectional Map Amendment for Planning Areas 76A, 76B, and 80.

Section 27-471(d) of the Zoning Code describing requirements of the I-3 Zone states that "A Conceptual Site Plan and a Detailed Site Plan shall be approved for all uses and improvements, in accordance with Part 3, Division 9 of this Subtitle." The subject Conceptual Site Plan has been submitted in fulfillment of this Zoning Code requirement.

SUMMARY OF THE PROPOSED DEVELOPMENT

The Salubria Office Park proposes 1,000,000 sq. ft. of office development and a 160-room, 90,000 sq. ft. hotel on a 35-acre site. The conceptual site plan submitted shows the main vehicular access from Oxon Hill Road, via a long, curving entrance drive (a 70 ft. public right-of-way) through the adjacent R-R zoned property to the south. No vehicular access is proposed from Indian Head Highway, but the plan does show an access drive through to the Park and Ride facility to the north.

The main vehicular access drive referred to above leads to a 22 ft. ring road which encircles a large part of the interior of the site. The ring road is bisected by a central avenue which crosses the site from south to north and along which all the office square footage is arrayed in five separate buildings. Four of these buildings are lined up west of the central avenue (on the Oxon Hill Road side). Each of these will be five stories high; two will contain 122,000 sq. ft. and two 128,000 sq. ft. On the eastern (Indian Head Highway) side of the central avenue, a single, 500,000 sq. ft. office building will tower over the others. It will rise 16 stories in all (eleven floors of office space atop five levels of parking) and will be flanked by 5-story parking structures to the north and south. A three-story hotel (160 rooms) stands by itself (outside the ring road) on the eastern edge of the site overlooking Indian Head Highway.

- 3 -

All of the structures described above will be built in six phases. Phases 1a. - 1d. will result in the four smaller office buildings. Phase 2a. and 2b. will accommodate the large office building, associated parking structures, and the hotel.

Large parking compounds for employees and visitors are located immediately inside and adjacent to the ring road and east and west of the office buildings. Parking for the hotel is located outside the ring road, immediately north of the hotel structure.

Automobile drop-off lanes are provided for all five office buildings from the central drive. Loading for the four smaller office buildings is also provided from the central drive; for the 16-story building, loading is provided from the other (east) side.

A large tract of existing woods is being preserved in the southeast corner of the site to provide a generous buffer between this office complex and the adjacent Salubria Mansion. North of this wooded area and south of the hotel a large stormwater management pond is proposed. In the southwest corner of the site, a smaller but nonetheless significant area of trees is also preserved to provide screening from the Oxon Hill Manor across Oxon Hill Road.

SITE DEVELOPMENT DATA

Existing Zoning	I-3
Gross Site Acreage	35.21 acres
Dedication for Public Roads	
On- and off-site public roads	0.95 acres
Indian Head Highway	1.05 acres
Oxon Hill Road	0.15 acres
100-Year Floodplain	0.28 acres
Net Site Acreage	32.33 acres
Building Coverage	16%
Green Space Required	8.1 acres (25%)
Green Space Provided	16.8 acres (54%)
Office Space Proposed	1,000,000 sq.ft.
Hotel Space Proposed	80,000 sq.ft.

EVALUATION

The Transportation Planning Division reports significant problems with the subject plan. This Division focused primarily on the ability of the entrance drive to accommodate the amount of traffic which would be generated by the development. The key point made by the Transportation

- 4 -

Planning Division is that Salubria would generate traffic during the a.m. and p.m. peak hours greatly in excess of the amount which could be handled by the one entrance drive shown on the plan. There is no assurance that even two entrance drives from Oxon Hill Road could accommodate expected traffic volume in and out of the site, nor is it clear to the Transportation Planning Division that there is any feasible way to design two entrance drives into the site from Oxon Hill Road.

The proposed connection with the County Park and Ride lot is not considered in the above calculations. The Department of Public Works and Transportation has stated its objectives to that connection and will require that it be removed from the plan.

Another problem concerning the entrance drive was identified by the Historic Preservation Commission, which reviewed the concept plan for Salubria Office Park because it is adjacent to a designated Historic Site (80-2), the Salubria mansion. The Commission opposes the location for the access road for the office park through the (R-R zoned) environmental setting of the adjacent historic site, "because the alignment of the road would destroy the environmental feature of the old access lane."

The Urban Design Section finds the Salubria site plan on the whole to be skillfully designed in terms of utility, esthetics, and the requirements of the I-3 zone. The plan as submitted does, however, suffer from the following two technical problems:

- a) The number of handicapped spaces shown on the plan is 35. In fact, 69 handicapped spaces are required, 65 for the offices and 4 for the hotel.
- b) The parking lot shown for the hotel is not in conformance with Section 27-471(f)(2) which allows no more than 25% (up to 40% at the Planning Board's discretion) of any parking lot to "be located in the yard to which the building's main entrance is oriented." The subject plan shows 100% of the hotel's parking in front of its main entrance.

The Natural Resources Division expressed several concerns about the subject plan. Those concerns will be essentially satisfied if the applicant obtains approval of the 100-year floodplain line and a stormwater concept plan from the Department of Environmental Resources prior to approval of the detailed site plan.

The Trails Coordinator observes that the trail connection along Oxon Hill Road is an important section of the countywide trail system as provided for in the Adopted and Approved Countywide Trails Plan. Consequently, the Trails Coordinator recommends that the applicant be required to construct and dedicate to public use an 8 foot wide concrete designated

- 5 -

bikeway within the right-of-way adjacent to Salubria, that this bikeway shall be properly labeled in accordance with the County Road Code, and shall join the bikeway to the south (on the shoulder of Oxon Hill Road) with a depressed curb.

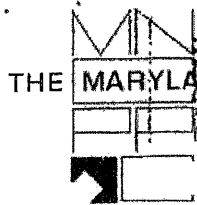
FINDINGS

1. The Transportation Planning Division finds that one access drive into the Salubria site from Oxon Hill Road is not adequate to accommodate the traffic volume in and out of the site that the proposed development would generate during the a.m. and p.m. peak hours.
2. The Department of Public Works and Transportation finds that the vehicular connection between Salubria and the County Park and Ride lot should be removed from the plan.
3. The Historic Preservation Commission opposes the location of the access road for the office park through the environmental setting of the adjacent historic site.
4. The Urban Design Section finds that: a) the plan should show 69 handicapped parking spaces, 65 for the offices and 4 for the hotel; and b) the parking lot for the hotel is not in conformance with Section 27-471(f)(2) of the Zoning Code.
5. The Natural Resources Division finds that the applicant should obtain approval from the Department of Environmental Resources for the 100-year floodplain line and a stormwater concept plan prior to approval of the detailed site plan.
6. The Trails Coordinator finds that the applicant should construct an 8 foot wide concrete bikeway in the right-of-way adjacent to their property in order to provide an important segment in the countywide trail system.

RECOMMENDATION

Based upon the preceding analysis and, in particular, Finding No. 1, the Urban Design Section recommends that the Planning Board DISAPPROVE the Conceptual Site Plan for Salubria, SP-87024.

SDA/pr



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

October 5, 1987

MEMORANDUM

TO: Prince George's County Planning Board *RDC*
 VIA: Robert D. Cline, Urban Design Coordinator
 FROM: Steven D. Adams, Senior Urban Designer *SDA*
 SUBJECT: Salubria - SP-87024 - Revised Recommendation

In response to a modified Conceptual Site Plan submitted by the applicant on October 1, 1987, the Urban Design Section has reviewed the revised plan for Salubria Office Park in accordance with Subtitle 27 of the Prince George's County Code. Based on that review and the contents of this memorandum, the Urban Design staff recommends APPROVAL of the proposed concept plan with conditions.

REVISED FINDINGS

1. In accordance with the wishes of the Department of Public Works and Transportation, the applicant has removed from the plan the vehicular connection between Salubria and the County Park and Ride lot.
2. The applicant has revised the plan to remove the access road for the office park from the environmental setting of the adjacent historic site.
3. Urban Design staff finds that the conceptual site plan meets all the requirements of the Zoning Ordinance for development in the I-3 Zone.
4. The conceptual site plan represents a reasonable and workable resolution of the site design guidelines of Subtitle 27, Division 9 of the Prince George's County Code.
5. The Natural Resources Division finds that the applicant should obtain approval from the Department of Environmental Resources for the 100-year floodplain line and a stormwater concept plan prior to approval of the detailed site plan.
6. The Trails Coordinator finds that the applicant should construct an eight foot wide concrete bikeway in the right-of-way adjacent to

their property in order to provide an important segment in the county-wide trail system.

7. The Transportation Planning Division finds that the applicant should confer with them in order to refine the design of the entrance on Oxon Hill Road in order to insure that it can accommodate the amount of traffic entering and leaving this development.

REVISED RECOMMENDATION

The Urban Design staff revises its previous recommendation and recommends that the Planning Board adopt the findings of this staff report and APPROVE the conceptual site plan for Salubria, SP-87024, with the following conditions:

1. The applicant shall obtain approval from the Department of Environmental Resources for the 100-year floodplain line and a stormwater concept plan prior to approval of the detailed site plan.
2. The applicant shall construct an eight foot wide concrete bikeway in the right-of-way adjacent to their property along Oxon Hill Road. It shall be properly labeled in accordance with the County's Road Code and shall join the bikeway on the shoulder to the south using depressed curbs. Additional dedication shall be provided if necessary to accommodate this trail.
3. The applicant shall confer with the Transportation Planning Division in order to refine the design of the entrance on Oxon Hill Road in order to insure that it can accommodate the amount of traffic entering and leaving this development.

SDA/lg




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


301-952-3972

October 18, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section, Development Review Division

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

FROM: Yabai Li, Senior Planner, Long-Range Planning Section, Community Planning Division 

SUBJECT: **DSP-88069-05 6710 Oxon Hill Road Property**

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Detailed Site Plan for property outside of an overlay zone.

Location: 6710 Oxon Hill Road, Oxon Hill, MD 20745

Size: 7.65 Acres

Existing Uses: Offices

Proposal: Utilize approximately 55,872 square feet of office space within an existing 116,284 square feet building for “medical office uses” with the provision of 448 parking spaces.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Established Communities. The vision for the Established Communities is to have the highest concentrations of economic activity in four targeted industry clusters: Healthcare and life sciences; business services; information, communication, and electronics; and the Federal Government.

DSP-88069-05 6710 Oxon Hill Road Property

Master Plan: The 2006 *Approved Master Plan for the Henson Creek-South Potomac Planning Area* recommends Mixed-Use land uses on the subject property.

**Planning Area/
Community:** 76B/Henson Creek

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

SMA/Zoning: The 2006 *Approved Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* retained the subject property in the Mixed-Use Transportation (M-X-T) zone.

ADDITIONAL INFORMATION

None.

c: Long-range Agenda Notebook



October 21, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section

VIA: Sherri Conner, Supervisor, Subdivision and Zoning Section *SC*

FROM: Tom Sievers, Senior Planner, Subdivision and Zoning Section *TS*

SUBJECT: DSP-88069-05, 6710 Oxon Hill Road (REVISED)

The subject property is located on Tax Map 104 in Grid F1 and is known as Tax Parcel 92 recorded in the Prince George's County Land Records in Liber 37881 Folio 561. The subject property is 7.65 acres and is zoned Mixed Use Transportation Oriented (M-X-T). The site is currently developed with an office building consisting of 117,700 square feet of office space.

Parcel 92 was originally part of proposed Parcel A of the Salubria Office Park as approved with preliminary plan of subdivision (PPS) 4-88087 in 1988. It also had an approved CSP (SP-87024), and DSP (SP-88069). The approved development was never platted or constructed, and the PPS expired. The property south of Parcel 92 was subsequently platted pursuant to Section 24-107(c)(10) of the Subdivision Regulations and further subdivided thereafter, resulting in the current configuration of Parcel 92.

The subject property was previously zoned I-3 and was rezoned in 1994 pursuant to a Zoning Map Amendment, A-9882-C. The subject application should be evaluated by the Urban Design Section for conformance to the conditions of A-9882-C.

The applicant requests this DSP for the reduction of the required parking spaces by 83 spaces, from 446 parking spaces to 363 spaces, for 55,872 square feet of office and 60,412 square feet of medical office uses within the existing building.

In accordance with Section 24-107(c)(7)(D), this site is exempt from filing a preliminary plan of subdivision and final plat. The existing building was constructed pursuant to a building permit issued in 1990 and constitutes more than 10% of the subject site. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Transportation Planning Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

301-952-3680

November 5, 2019

MEMORANDUM

TO: Andrew Bishop, Urban Design Review Section, Development Review Division

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

By for TM

SUBJECT: **DSP-88069-05: 6710 Oxon Hill Road Property**

Proposal

The applicant is seeking to validate parking for an office building in the M-X-T Zone. The building was originally developed as an office building in the I-3 Zone, and in recent years more space within the building has been leased to medical clinics and medical practitioners.

Background

There are no transportation-related findings related to traffic or adequacy associated with a detailed site plan (DSP). The site is on an existing lot platted pursuant to Preliminary Plan of Subdivision (PPS) 4-88087. The site is part of a larger site that was rezoned pursuant to Zoning Map Amendment (ZMA) A-9882-C.

The site plan is required by virtue of the site being in the M-X-T Zone (and it was required under the previous I-3 Zone as well). The site plan is required to address issues related to architecture, building siting, and relationships between the development and any open space. The site plan is also required to address general detailed site plan requirements such as access and circulation. The transportation-related findings are limited to the circumstance in which at least six years have elapsed since a finding of adequacy was made. Finally, parking within the M-X-T Zone must be analyzed consistent with Section 27-574 of the Zoning Ordinance, and the validation of the required parking for this site is the primary reason for this review.

Review Comments

This site, along with the land area to the south of this site, was rezoned from the I-3 Zone and the R-R Zone pursuant to ZMA A-9882-C. That ZMA includes the following transportation-related condition as revised by Zoning Ordinance No. 15-2012:

- 12. Development on the site shall not produce a greater number of vehicle trips than that identified in the previous approval for Salubria Office Park (SP-88069) and shall be subject to the same transportation conditions and improvements.**

During review of PPS 4-11028 for Salubria Center, compliance with Condition 12 was substantiated by means of the following language contained in the Planning Board resolution as amended:

“Condition 12 of the council order approving the rezoning sets a trip cap which is consistent with prior approvals and references several transportation-related conditions associated with past approvals. The transportation related conditions have been constructed as a part of the National Harbor development and the Woodrow Wilson Bridge project.

The trip cap is deemed to be met by the proposal. The condition requires that development of the site “shall not produce a greater number of trips than that identified in the previous approval.” The original approval included 500,000 square feet of office space of which 117,000 square feet has been built. The remaining 383,000 square feet is determined to generate 1,475 combined AM and PM peak hour trips.

The proposal as described in the traffic study includes a 400,000-square-foot retail center, a 100 room hotel, and 100,000 square feet of office space. Assuming a small pass-by trip percentage of 15 percent for the retail plus a reduction for internal trip satisfaction, the maximum proposed development as described in the trip generation table earlier in this memorandum would generate a total of 1,429 combined AM and PM peak hour trips. Therefore, it is determined that the proposal is within the trip cap established by the rezoning. A trip cap more consistent with current trip cap practices is required with this approval.”

The following table was developed as part of the review of PPS 4-11028:

Trip Generation Summary, 4-11028: Salubria Center								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Hotel	100	rooms	35	30	65	45	35	80
General Office	100,000	square feet	180	20	200	35	150	185
Retail/Factory Outlet	400,000	square feet	196	72	268	431	485	916
Less internal trips			-17	-16	-33	-28	-47	-75
Less pass-by for	15 percent		-30	-10	-40	-65	-72	-137
Total			364	96	460	418	55	969

If the table above is revised to add the office building on the subject site as a means of demonstrating the overall trip cap under ZMA A-9882-C (with 52 percent medical office and 48 percent general office as described in materials provided by the applicant), below are trip generation table results:

Trip Generation Summary, DSP-88069-05: Salubria Center Plus 6710 Oxon Hill Road								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Salubria Center								
Hotel	100	rooms	35	30	65	45	35	80
General Office	100,000	square feet	180	20	200	35	150	185
Retail/Factory Outlet	400,000	square feet	196	72	268	431	485	916
Less internal trips			-17	-16	-33	-28	-47	-75
Less pass-by for retail	15 percent		-30	-10	-40	-65	-72	-137
Total Approved Pursuant to PPS 4-11028			364	96	460	418	551	969
6710 Oxon Hill Road (using trip totals per applicant's parking study)								
General Office	55,872	square feet	101	11	112	20	84	104
Medical Office	60,412	square feet	139	33	172	72	157	229
Total Proposed by DSP-88069-05			240	44	284	92	241	333
Total Trips for Uses Rezoned by A-9882-C (Salubria Center Plus 6710 Oxon Hill Road)			604	140	744	510	792	1,302
Number of Vehicle Trips Produced: Current Proposal			AM Plus PM				2,046	
Number of Vehicle Trips Produced Per Trip Cap on A-9882-C			AM Plus PM				1,925	

The results in the table above indicate that the trips produced by substituting medical office uses in the general office building would result in a violation of the trip cap established by the rezoning. The subject application proposes 55,872 square feet of general office and 60,412 square feet of medical office, which would ultimately exceed the trip cap by 121 trips.

However, as shown in the applicant's exhibit, the Salubria Center has not fully developed in accordance with 4-11028; only 3,255 square feet of the approved 100,00 square feet of general office have been built, and 380,676 square feet of the approved 400,000 square feet of retail have been built. The 100-room hotel, while approved as a site plan, has not been built. Based on approved site plans and existing construction for all properties within the boundary of A-9882-C, including the proposed transition from general office space to medical office space for 6710 Oxon Hill Road, the trips generated would be 1,699 total AM and PM trips, which would not exceed the trip cap proposed by A-9882-C.

Should the subject site be approved for medical office use, the total remaining development approved under 4-11028 will exceed trip cap established by A-9882-C should it move forward. At the time of future development for the Salubria Center, the site will continue to be subject to the trip caps established under both 4-11028 and A-9882-C.

This may result in future complications if either the Salubria Center or 6710 Oxon Hill Road proposes additional development without analyzing total trips among the properties.

To remain within the trip cap established by A-9882-C and to maintain the number of trips allocated to the Salubria Center through the Preliminary Plan 4-11028, the medical office use would need to be limited to 32,826 square feet, assuming the remainder of 6710 Oxon Hill Road continues to be general office.

As a means of ensuring trip cap compliance with the zoning map amendment (ZMA), future site plans for development within the boundaries of A-9882-C, either the Salubria Center or the 6710 Oxon Hill Road Property, shall be required to demonstrate conformance with the trip cap associated with A-9882-C. This conformance shall fully consider the uses as built or proposed on each site.

Parking Analysis

Regarding parking, Section 27-574 of the Zoning Ordinance provides a methodology for determining parking requirements in the M-X-T Zone. The applicant has submitted a parking analysis for the proposed use of the building as 52 percent medical office and 48 percent general office. This analysis has been reviewed and the following comments are provided:

1. Because the applicant is proposing to replace general office with medical office, the site is not truly mixed-use, and so the concept on which Section 27-574 is based – the policy that different uses have peak utilizations at different hours of the day and week and can therefore share parking – does not apply to this site.
2. The submitted parking study computes a base parking requirement based on 55,872 square feet of general office and 60,412 square feet of medical office. The base parking requirement for this site and these uses is 448 spaces. The site contains 363 parking spaces.
3. The parking analysis includes a survey of parking utilization for the site based on the occupancy and leasing within the building, and concludes the current occupants utilize a maximum of 194 parking spaces on weekdays. The building is currently 72.5 percent leased.
4. The parking analysis concludes by stating that if the remaining square footage were to be leased as medical office, the code requirements for that space would require a maximum of 160 parking spaces and concludes that a maximum of 354 parking spaces is needed to serve the building.

The parking analysis has been reviewed in detail, and it has been determined that the information provided is reasonable. The base parking requirement appears to overstate the amount of parking needed to serve this site. The applicant concludes, given the range of parking reduction options that are available to applicants in Section 27-574(b)(4), that the base parking requirement could be the result of a transit or other trip reduction of 33 percent. While transit reduction of that scale does not seem reasonable for these uses at this location, such a reduction is borne out by the parking survey. Access to and from the site in this regard should be enhanced by improving bicycle and pedestrian facilities within the site. Based on the submitted parking analysis, 354 parking spaces is deemed to be sufficient to serve the mix of office uses that is proposed by the applicant.

This finding is made despite the proposed mix of office uses not currently supportable considering the zoning trip cap.

Conclusion

From the standpoint of transportation and in consideration of the findings contained herein, it is determined that this plan is acceptable if the application is approved.



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

October 28, 2019

Detailed Site Plan Review of Active Transportation
MEMORANDUM

TO: Andrew Bishop, Development Review Division

VIA: Fred Shaffer, Transportation Planning Section, Countywide Planning Division *FS*

FROM: Noelle Smith, Transportation Planning Section, Countywide Planning Division *NS*

SUBJECT: Detailed Site Plan Review for Master Plan Compliance

The following detailed site plan (DSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the *2006 Approved Henson Creek-South Potomac Master Plan* and sectional map amendment (area master plan) to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP- 88069-05

Development Case Name: 6710 Oxon Hill Road Property

Type of Master Plan Bikeway or Trail

Private R.O.W.*	<input type="checkbox"/>	Public Use Trail Easement	<input type="checkbox"/>
PG Co. R.O.W.*	<input checked="" type="checkbox"/>	Nature Trails	<input type="checkbox"/>
SHA R.O.W.*	<input type="checkbox"/>	M-NCPPC - Parks	<input type="checkbox"/>
HOA	<input type="checkbox"/>	Bicycle Parking	<input checked="" type="checkbox"/>
Sidewalks	<input checked="" type="checkbox"/>	Trail Access	<input type="checkbox"/>

Subject to 24-124.01: No

Preliminary Plan Background	
Building Square Footage (non-residential)	55,872 sq. ft within existing 116,284 sq. ft
Number of Units (residential)	n/a
Abutting Roadways	Oxon Hill Rd, National Avenue
Abutting or Nearby Master Plan Roadways	n/a
Abutting or Nearby Master Plan Trails	Wilson Bridge Trail, Oxon Cove Park Trail, existing bike lanes along Oxon Hill Road
Proposed Use(s)	Medical Office
Zoning	M-X-T
Centers and/or Corridors	Oxon Hill Road Corridor
Prior Approvals on Subject Site	SP-87024, DSP-88069, DPLS-175

DSP-88069-05: 6710 Oxon Hill Road Property
Page 2

Previous Conditions of Approval

Approved site plan (SP) SP-87024 included one condition of approval related to bicycle and pedestrian access. This condition of approval has been accurately included in the submitted DSP:

2. The applicant shall construct an eight-foot-wide concrete bikeway in the right-of-way adjacent to their property along Oxon Hill Road. It shall be properly labeled in accordance with the County's Road Code and shall join the bikeway on the shoulder to the south using depressed curbs. Additional dedication shall be provided if necessary, to accommodate this trail.

Comment: The subject property has an existing eight-foot-wide sidewalk along the frontage of Oxon Hill Road. Bike lanes have also been provided along the road by a recent Department of Public Works and Transportation Capital Improvement Program project.

Existing Conditions Sidewalks and Bike Infrastructure

The subject property has existing sidewalk and designated bike lanes along the frontage on Oxon Hill Road. The site also has an existing internal sidewalk network and along the site's frontage of National Avenue to the building entrance. No bicycle rack(s) are shown on the submitted site plan. Due to the proximity to the trail network, staff recommends the installation of a bicycle rack(s) accommodating a minimum of ten bicycles at a location convenient to the building entrance.

Connectivity to Adjacent/Nearby Properties

The adjacent property to the north, Oxon Hill Park and Ride, has an existing crosswalk connecting to the sidewalk on the northern border of the subject property. The adjacent property to the south at Tanger Outlets, has an existing crosswalk connecting to the sidewalk at the subject sites entrance. Two master plan trails are also in the vicinity of the site. The Wilson Bridge Trail and the Oxon Cove Park Trail are connected to the subject site via bike lanes along Oxon Hill Road.

The site is served by Capital Bikeshare, with one station located to the north at the Oxon Hill Park and Ride and another station located to the south at Tanger Outlets. The site is also served by bus at the adjacent park and ride and along Oxon Hill Road. Furthermore, there is an existing bus stop along the site's frontage of Oxon Hill Road as shown on the street view on the following page. The Department of Public Works and Transportation (DPW&T) has installed bike share stations along Oxon Hill Road to the north and south of the subject site. A pedestrian connection to the adjacent park and ride was also explored but DPW&T declined this improvement with an October 25 e-mail which stated:

"After further discussion, DPWT leadership concluded that is not in our interest to open up the fence at the Oxon Hill park-and-ride lot. The primary reason is that the lot would be more attractive for motorists/commuters who want to go to the medical center versus using transit."

However, staff has recommended an additional connection in the northwest corner of the subject site which will more directly link the subject property with the park and ride while avoiding the issue noted by DPW&T. A street view image shows the location of this potential connection and the proposed location is marked in red on the plan sheet.



The recommended location of the pedestrian connection to the park and ride is shown above.



The recommended locations of additional on-site sidewalks are marked in red above.

DSP-88069-05: 6710 Oxon Hill Road Property
Page 4

The subject application intensifies the use within the existing office building. This change increases the need for parking and require an enhanced emphasis on transit and active transportation. Furthermore, Section 27-542 includes the following purpose of the M-X-T Zone:

- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

Comment: Due to intensification of use and the goal of promoting active transportation and transit use; staff recommends additional sidewalk connections that link the building with the existing bus stop and park and ride.

Requirements of MPOT and/or the Area Master Plan

One master plan trail impacts the subject property; an existing bike lane along Oxon Hill Road. The Complete Streets section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians and provision of Complete Streets:

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.

The 2006 *Approved Henson Creek-South Potomac Master Plan and sectional map amendment* includes the following policies applicable to the subject site:

Policy 1: Incorporate appropriate pedestrian, bicycle, and transit-oriented design and transit-supporting design features in all new development within centers and Corridor Nodes.

Policy 3: Provide adequate pedestrian and bicycle linkages to schools, parks and recreation areas, commercial areas, and employment centers.

Comments: The existing conditions of the subject property are consistent with the MPOT and the area master plan. The bike lanes and wide sidewalk recommended have been constructed along Oxon Hill Road by the Department of Public Works and Transportation and sidewalks exist along National Avenue and to the building entrance. Two additional sidewalk connections are recommended to better connect the subject building with the existing bus stop along Oxon Hill Road and the adjacent park and ride.



The existing bus stop along the subject site's frontage of Oxon Hill Road is shown above.

Recommended Conditions of Approval:

1. Prior to signature approval of the Detailed Site Plan, the plans shall be revised to include the following improvements:
 - a. A sidewalk/designated walkway through the parking lot linking the building with the bus stop along Oxon Hill Road.
 - b. Provide a sidewalk connection in the northwestern corner of the subject site that provides more direct access from the subject site to the park and ride.
 - c. Provide a bicycle rack accommodating a minimum of ten bicycles at a location convenient to the building entrance.



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

October 7, 2019

MEMORANDUM

TO: Andrew Bishop, Urban Design

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

SUBJECT: Referral Comments for DSP-88069-06, 6710 Office Building - Spine Center

1. PARKING:

Parking Requirements in the M-X-T zone are determined by the Planning Board. As a guide however, and under the applicant's current approval for a 116,284 SF office building, Sec. 27, Part 11 of the Zoning Ordinance would dictate the following:

116,284 SF GFA (General non-medical office use)	REQUIRED	PROVIDED
1 space per 250 SF of the first 2,000 SF GFA =	8	
+ 1 space per 400 SF above the first 2,000 SF GFA=	<u>285.71</u>	
TOTAL:	293.71 294	363

It should be noted that the construction of the generator will shift the current parking but not decrease the number of spaces. It should also be noted that the applicant is in for a simultaneous revision to this DSP under case No. DSP-88069-05 that seeks the approval 55,872 SF of the existing 116,284 SF office space for medical use, leaving the remaining 60,412 SF as general office use. Under that scenario, the requirements would change as follows, leaving the applicant 72 parking spaces short, per Part 11 of the Zoning Ordinance:

60,412 SF GFA (Non-medical office use)	REQUIRED	PROVIDED
1 space per 250 SF of the first 2,000 SF GFA =	8	
+ 1 space per 400 SF above the first 2,000 SF GFA=	<u>146.03</u>	
	154.03 155	
55,872 SF GFA (Medical office use)		
1 space per 200 SF GFA=	<u>279.36</u> 280	
TOTAL:	435	363

2. SIGNS:

Signs are not being proposed with this revision, however, per Sec. 27-613(f)(1), the design standards for all signs attached to a building shall be determined by the Planning Board and no design standards are provided for freestanding signs in the M-X-T, per Sec. 27-614.



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3. ZONING REQUIREMENTS:

Zoning requirements in the M-X-T zone are determined by the Planning Board, which may consider similar uses in other Commercial Zones as a guideline.

4. LANDSCAPING:

Landscaping is not being proposed with this revision and would otherwise be required pursuant to the provisions of the Landscape Manual, per Sec. 27-548(d), but the provisions used would be based off Zoning Requirements the Planning Board determined applicable, as stated in comment No. 3, above.

5. PERMIT HISTORY:

Since its construction as an office building under permit #5688-1988-CGU there have been hundreds of permit applications and permit revisions applied for of varying types. A complete list of these permits and their specific purpose has been provided to the reviewer under separate cover but all are associated with general office or associated use.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco
301-952-3650

October 15, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Subdivision & Zoning Review Section

VIA: Megan Reiser, Acting Supervisor, Environmental Planning Section *MKR*

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section *MKR BrCS*

SUBJECT: **6710 Oxon Hill Road; Detailed Site Plan DSP-88069-05**

The Environmental Planning Section (EPS) has reviewed Detailed Site Plan (DSP) DSP-88069-05, received by the Countywide Planning Division on September 24, 2019. This application proposes to add a medical office use and validate on-site parking. The Environmental Planning Section recommends approval of the application with no conditions.

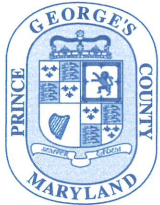
The site has a Natural Resource Inventory Equivalency Letter (NRI-259-15-01) and Woodland Conservation Exemption Letter (S-113-2019) which were issued on July 24, 2019. The site is currently developed with one building and associated surface level parking located to the east and west of the building. There is maintained lawn areas around the remainder of the property. No woodland or Regulated Environmental Features (REF) are located on this site. According to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), the site contains a Croom-Urban land complex and Urban land-Beltsville complex soils. The site does not contain any Marlboro clay or Christiana complexes. This site is not located within a Sensitive Species Protection Review Area (SSPRA) based on a review of the SSPRA GIS layer prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP). 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 Prince George's 2035 Approved General Plan (2014)*. According to the *Countywide Green Infrastructure Plan of the Approved Prince George's Resource Conservation Plan (May 2017)* there are Regulated Areas mapped on-site; however, there are no regulated environmental features located on-site that would have generated the mapping of this area as a Regulated Area. The entire site was developed in the late 1980's with the existing asphalt parking and one building; no streams or woodlands exist on-site.

The Environmental Planning Section finds this application to be in conformance with the environmental requirements of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) (WCO) and Subtitle 27 (Zoning Ordinance).

This project received a stormwater management (SWM) exemption for this DSP activity from Prince George's County Department of Permits, Inspection and Enforcement (DPIE) because the proposed disturbance is limited to less than 5,000 square feet.

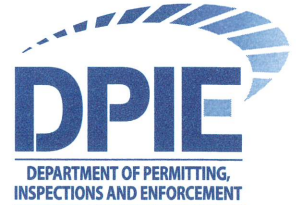
The Environmental Planning Section Recommends approval of DSP-88069-05.

If you have questions concerning these comments, please contact me at 3021-952-3240 or via email at alwin.schneider@ppd.mncppc.org.



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

October 3, 2019

TO: Andrew N. Bishop, Urban Design Section
Development Review Division, M-NCPPC

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

RE: Parking Analysis National Harbor 6710 Oxon Hill Road
Detailed Site Plan (DSP) No. DSP-88069-05

CR: Oxon Hill Road



mg 10/3/19

In response to the Detailed Site Plan No. 88069-05 revision referral request for subject site, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The current site zoned M-X-T is located on the east side of Oxon Hill Road, approximately 140 feet Northeast of MGM National Avenue.
- This portion of Oxon Hill Road is a State maintained roadway, coordination with State Highway Administration will be required at the time of proposed development.
- This DSP revision is solely for the parking analysis associated with a building use change. There is no proposed development at this time; 336 of the required 448 parking spaces will be provided at the time of proposed development.
- The approved DPIE Site Development Concept plan 28769-2019 dated August 29, 2019, and valid through August 29, 2022, is consistent with the proposed DSP 88069-05.
- DPIE has no objection to DSP-88069-05 provided there are no adverse effects to the surrounding areas due to a shortage of parking spaces.

Andrew N. Bishop
October 3, 2019
Page 2

If you have any questions or need additional information, please contact Mr. Nanji Formukong, District Engineer for the area, at 301.636.2060.

MCG:NF:csw

cc: Nanji Formukong, District Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
6710 Oxon Hill Road, LLC, 12500 Fair lakes Circle, Suite
400, Fairfax, VA 22033
Soltesz, 4300 Forbes Boulevard, Suite 230, Lanham, MD 20706

**Statement of Justification
6710 Oxon Hill Road
Detailed Site Plan DSP-88069-05**

Applicant:

Peterson Companies, LC
12500 Fair Lakes Circle, Suite 400
Fairfax, Virginia 22033
703-631-7512
Contact: Ronald Wagner

Attorney:

Gingles LLC
14401 Sweitzer Lane, Suite 570
Laurel, MD 20707
240-280-1513
Contact: Andre Gingles, Esquire

Transportation Engineer/Planner:

Lenhart Traffic Consulting, Inc.
645 Baltimore Annapolis Blvd, Suite 214
Severna Park, MD 21146
410-216-3333
Contact: Michael Lenhart, PE, PTOE

Engineer/ Planner:

Soltesz
4300 Forbes Boulevard
Lanham, MD 20706
301-794-7555
Contact: David Bickel, RLA

Statement of Justification
6710 Oxon Hill Road, DSP-88069-05
Page 1 of 11

Case Name & Number: 6710 Oxon Hill Road, DSP-88069-05

Description of Proposed Use:

The nature of the proposed application is to utilize approximately 55,872 sf of office space within an existing 116,284 sf building for "medical office uses". The existing office building and parking was developed in 1990 pursuant to approvals under its then existing zoning of I-3. Subsequently, the zoning was changed to M-X-T during the 2006 Master Plan/SMA. When constructed, 363 parking spaces were created to serve the offices uses. The proposed utilization of 55,872 square feet of space with medical office uses would require the provision of 448 parking spaces. Inasmuch as the M-X-T zone does not provide for the processing of a Departure from Parking and Loading Spaces, this DSP is proposed to provide an analysis or required parking pursuant to §27-574 of the Zoning Ordinance.

Description and Location of the Subject Property:

The subject property (the "Property") is a single parcel encompassing 7.65 acres and has a street address of 6710 Oxon Hill Road. As noted, the Property is zoned M-X-T, encompasses 116,284 sf of office space, and has 363 parking spaces. Parcel 92 is shown on Tax Map 104, Grid F-1. The Property has Category 3 designations for water and sewer and has an approved stormwater concept waiver, and no new development is proposed as part of this DSP.

Description of Applicable Code:

1. The purposes of the M-X-T zone, expressed in Section 27-542, are as follows:
 - (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;
 - (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;
 - (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;
- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;
- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;
- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;
- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;
- (9) To permit a flexible response to the market and promote economic vitality and investment; and
- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

Comment: No additional development has been proposed on the parcel subsequent to the change in zoning. The advent of substantial residential development at National Harbor has created additional market for various types of medical office uses, and the location of the Property makes it a desirable location due to its proximity to Interstates 495 and 295, as well as public transportation adjacent to the site. Utilization of existing buildings, while conserving land at this location for subsequent uses, will allow the Property to eventually become more mixed use as is the consequence of the adjacent National Harbor. We note the proximity of the adjacent National Harbor Tanger Outlets—which is predominantly retail. The three properties together allow the fulfilment of the M-X-T purposes to the collective area and provide significant market flexibility to the area that results in a 24-hour environment that feeds activity to each of the locations.

REGULATIONS:

1. **Maximum floor area ratio** may not exceed 0.40 FAR, uses may be located in more than one building and on more than one lot and the dimensions of improvements shall be as shown on

Statement of Justification
6710 Oxon Hill Road, DSP-88069-05
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an approved DSP thereby constituting the regulations for improvements.

Comment: The existing development does not exceed the maximum FAR. The DSP proposes no development (hence no optional method of development is proposed) at this time, the sole purpose being an analysis of the parking to evidence it being sufficient for the uses proposed for the existing office building. The uses are proposed to remain in the single building and no further subdivision of Parcel 92 is proposed at this time.

2. **Landscaping, screening, and buffering** of development in the M-X-T Zone, pursuant to Section 27-548 shall be provided as set forth in the Landscape Manual.

Comment: The DSP proposes no development at this time. As noted herein, the sole purpose of this DSP is to propose an analysis of the parking sufficient for the use of the existing office building.

3. **Private structures** may be located within the air space above, or in the ground below public rights-of-way.

Comment: None proposed.

4. **Townhouses and multifamily development** must satisfy the Regulations in Section 27-548.

Comment: No development (including residential development) is proposed.

5. **A DSP shall be approved** for all uses and improvements, in accordance with Part 3, Division 9 of the Subtitle.

Comment: No additional uses and improvements are being proposed; however, a DSP is being proposed solely to provide a parking analysis for the proposed parking.

6. **Regulations, Section 27-544(c)**

For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:

- (1) The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property

shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan.

- (2) The limitations on the lot size and lot width requirements in §27-548(h) shall not apply.

Comment: The Property was placed in the M-X-T Zone pursuant to an SMA approved in April 2006.

Section 27-273. - Submittal Requirements.

- (a) The Detailed Site Plan shall be submitted to the Planning Board by the owner of the property (or his authorized representative).
- (b) The Detailed Site Plan shall be prepared by an engineer, architect, landscape architect, or urban planner.
- (c) Upon filing the Plan, the applicant shall pay to the Planning Board a fee to help defray the costs related to processing the Plan. The scale of fees shall be determined by the Planning Board. A reduction in the fee may be permitted by the Planning Board if it finds that payment of the full amount will cause an undue hardship upon the applicant.
- (d) If more than one (1) drawing is used, all drawings shall be at the same scale (where feasible).
- (e) A Detailed Site Plan shall include the following:
 - (1) Location map, north arrow, and scale;
 - (2) Boundaries of the property, using bearings and distances (in feet) around the periphery;
 - (3) Zoning categories of the subject property and all adjacent properties;
 - (4) General locations and types of major improvements that are within fifty (50) feet of the subject property, and a general description of all land uses on adjacent properties;
 - (5) Existing topography, at not more than two (2) foot contour intervals;
 - (6) An approved Natural Resource Inventory (NRI);
 - (7) Street names, right-of-way and pavement widths of existing streets and interchanges within and adjacent to the site; and
 - (8) Existing rights-of-way and easements (such as railroad, utility, water, sewer, access, and storm drainage);
 - (9) Existing site and environmental features as shown on the approved NRI;
 - (10) A Type 1 Tree Conservation Plan prepared in conformance with Division 2 of Subtitle 25 and the Woodland and Wildlife Habitat Conservation Technical Manual or a

Standard Letter of Exemption;

- (11) Proposed system of internal streets, including right-of-way widths;
- (12) Proposed lot lines and the land use proposed for each lot;
- (13) General locations of areas of the site where buildings and parking lots are proposed to be located, and the general orientation of buildings on individual lots; and
- (14) A stormwater concept plan approved or submitted for review pursuant to Section 4-322 of this Code;
- (15) A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible.

Comment: There being no development proposed and the DSP being for the sole purpose of analyzing the proposed parking, only those requirements applicable to that purpose are included, inclusive of an analysis of parking, pursuant to §27-574 addressing parking for the M-X-T Zone and §27-583 addressing loading.

Section 27-574(a) of the Zoning Ordinance provides that "the number of parking spaces required in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations." This memorandum is to provide a parking assessment for the proposed development as required for the M-X-T zone in §27-574(a) of the Zoning Ordinance.

The number of parking spaces required is to be calculated in accordance with the methodology set forth in §27-574(b). The first step in determining the number of required spaces is to calculate the peak parking demand. In this regard, §27-574(b)(1) states as follows. "Determine the number of parking spaces required for each use proposed, based on the requirements of §27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to be known as the peak parking demand for each use. These peak parking numbers are calculated at the top of Exhibits 1a & 1b as directed in the "Schedule of Parking Spaces" requirements as shown in §27-568. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied)." Section (b)(2) and (b)(3) go on to recommend an hourly distribution of each use within the M-X-T zone to determine the hourly fluctuation and the resulting peak parking demand for the overall site. Section 27-574(b)(4) states that the base requirement may be reduced for multi-purpose trips (in this case that would be someone that visits or works at one of the general office spaces may also visit the medical office space, thereby reducing trips and parking demand), and that it may also be reduced due to the provision of some form of transit, such as rapid rail, bus, forced carpool, van pool, and developer provided services, and that the base parking requirement may be reduced

Statement of Justification
6710 Oxon Hill Road, DSP-88069-05
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by this number.

The bottom of Exhibit 1 shows a 24-hour weekday hourly parking demand for each individual use as obtained by the *ITE Parking Generation Manual 5th Edition*, and also contains the total overall hourly parking demand for the property. The parking demand study was conducted on three separate days to verify and support a further reduction in the base demand based upon the adjacency of transit facilities.

The property contains a 116,284 sf office building. The building has an existing occupancy rate of 72.5% (84,350 sf), with approximately 48% of the building (55,872 sf) leased as general office space and 24.5% of the building (28,478 sf) leased as medical office/clinic space. The building has an existing vacancy of 27.5% (31,934 sf), and the applicant proposes to lease the existing 31,934 sf of vacant space as medical office/clinic space. It should be noted that the Zoning Ordinance requires one space per 200 sf for medical office space which would indicate the need for 143 spaces to accommodate the existing medical office space. Also, the Zoning Ordinance requires one space per 250 sf for the first 2,000 sf and one space per 400 sf above 2,000 sf, which would indicate the need for 145 spaces to accommodate the current office space. Based on these calculations, the existing "occupied" space in the building should be generating the need for 288 parking spaces based on the current Zoning Ordinance calculations. A parking demand survey was conducted at the existing building with the results further discussed below. It was determined that the current occupied space generated a maximum demand of 194 vehicles, or roughly 33% less than what would be projected by the parking requirements of the Zoning Ordinance. It should be noted that the site is located immediately adjacent to the Oxon Hill Park & Ride lot, and there are numerous bus routes that serve the park and ride lot and the bus stop on Oxon Hill Road directly in front of this site, which is a significant factor in the reduced parking demands currently being experienced by this site.

Parking demand counts were conducted from 9:00 AM to 3:00 PM on Thursday, January 10, 2019, Wednesday, January 16, 2019, and Thursday, January 17, 2019. Exhibit 1 contains the results of the parking demand study. Exhibit 2 shows a bar graph representing the hourly parking demand for the existing tenants. The parking demand study revealed that the maximum parking demand for the existing tenancy was 194 parked vehicles. With a total of 363 parking spaces, there remains a surplus of 169 parking spaces to serve the 31,394 sf of vacancies. Based on a total of 84,350 sf that is currently occupied, this translates into a parking demand ratio of 2.30 parked vehicles per 1,000 sf. The maximum parking demand for the site was generally observed to occur between 1:00 PM and 2:00 PM. The property currently has a total of 363 marked parking spaces. This translates into a parking supply ratio of 3.12 parking spaces per 1,000 sf of the 116,284 sf building.

Analysis as required by the Zoning Ordinance:

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6710 Oxon Hill Road, DSP-88069-05
Page 7 of 11

Exhibit 2 shows the parking study as required by the Zoning Ordinance. The initial base requirement is 448 spaces based on the parking calculations from the schedule of parking in the Zoning Ordinance. The base requirement is further reduced by the transit adjacency as allowed in the Ordinance, and the reductions are based on the parking demand study which indicates that the actual parking demand is approximately 33% lower than what is required in the Zoning Ordinance. This results in a final base requirement of 300 parking spaces. The plan contains 363 parking spaces; therefore, the parking is adequate to accommodate the demand, and there would continue to be a surplus of 63 parking spaces based on the requirements of the Zoning Ordinance. However, this surplus is helpful to meeting "market leasing preference" desired by potential medical tenants and addresses the prospect of additional general office being converted to medical office.

Section 27-554, et. seq. and Section 27-577, et. seq. - Design Standards for Parking and Loading.

Comment: Approval of the prior DSP evidences the parking lot satisfied the applicable design standards when that DSP was proposed and approved, and the issuance of the subsequent use and occupancy permit and no zoning violations further evidences compliance with those requirements. No change to the parking and loading is proposed by this DSP.

Additionally, the Applicant would note the Property is not adjacent to any existing residential development. Other M-X-T development is situated to the south (Tanger Outlets at National Harbor) and west (National Harbor) of the Property. The County owned commuter lot is at the northern edge and Md. 210 abuts the Property's eastern boundary.

National Harbor is designated as a Regional Transit District—hence the M-X-T designation for the majority of properties along that portion of Oxon Hill Road. The multiple M-X-T zonings evidence an intended, if not eventual, collective use of parking that discourages parking numbers for all uses while recognizing parking can be efficiently used by the mixed variety of uses in the area.

Lastly, the Applicant would note the collective interests of the area property ownership inasmuch as affiliates of The Peterson Companies have land and parking interests in all of the M-X-T properties heretofore mentioned. This allows for a consolidated review of parking needs and operation of the area parking facilities—particularly as necessary to address peak flow periods. In this manner, the Applicant is in a unique position to assist in assuring the adequacy of parking for the area as it develops.

Statement of Justification
6710 Oxon Hill Road, DSP-88069-05
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Zoning Map Amendment A-9882-C Conditions:

1. Any residential housing on the site shall be restricted to single-family detached and/or attached units.

Comment: No residential is proposed.

2. For that portion of the site south of the freeway ramp, a common pedestrian path system shall be designed to link all segments of the proposed development. Any retail segment shall not be designed as a typical strip shopping center or large single-use site.

Comment: No development proposed.

3. All future development plans for the subject property shall show buffering along Oxon Hill Road and the southern boundary of the site consistent with the following:

- (a) Along the frontage along Oxon Hill Road on old Parcel 7 and that portion of old Parcel 8 north of the existing paved entrance drive onto the subject property, not being adjacent to Oxon Hill Manor, a minimum 20-foot wide landscape strip shall be maintained in accordance with the specifications of Section 4.6 of the Landscape Manual. The strip may incorporate a variety of buffering and screening methods, including, but not limited to, landscaping, and low walls. The type and quantity of plant materials and other methods to be utilized shall be reviewed and approved at the time of Detailed Site Plan.
- (b) Along the frontage along Oxon Hill Road on old Parcel 8 south of the paved entrance drive and on Parcel 18, a 25-foot to 55-foot landscaped buffer in conformance with the County Landscape Manual with enhanced plantings across from the adjacent Oxon Hill Manor historic site, in accordance with Type "E" Bufferyard. Additionally, in accordance with a Type "E" Bufferyard, there shall be a ten-foot building setback from the buffer.
- (c) A minimum 100-foot woodland preservation area shall be provided along the southern boundary to act as a buffer between the proposed development and the school and residences to the south.

Comment: No development is proposed.

Statement of Justification
6710 Oxon Hill Road, DSP-88069-05
Page 9 of 11

4. The Salubria Historic Site #80-002 and its 2.7 acre environmental setting shall be eliminated from the *Historic Sites and Districts Plan*.

Comment: Address in DSP-11025 and HAWP #16-03.

5. The Historic Site status of Salubria, as well as the extent of the Environmental Setting, shall be noted on all plans and other documents submitted for this site.

Comment: Noted on plan.

6. All subsequent submittals for this site shall be referred to the Historic Preservation Section staff and the Historic Preservation Commission for their review and comment prior to approval.

Comment: Urban Design staff is responsible for addressing this condition.

7. A Stormwater Management Concept plan shall be approved by the Department of Environmental Resources (DER) prior to the approval of any Preliminary Plats of subdivision.

Comment: The approved Stormwater Management Concept plan is noted on the DSP.

8. A 100-year floodplain study shall be approved by DER Watershed Protection Branch prior to the approval of a Conceptual Site Plan.

Comment: No Conceptual Site Plan is required for the pending DSP.

9. A Forest Stand Delineation shall be submitted and approved in conjunction with any Preliminary Plan of Subdivision or Conceptual Site Plan for the subject property.

Comment: No Preliminary Plan or Conceptual Site Plan is required for the pending DSP.

10. A Type I Tree Conservation Plan shall be submitted and approved in conjunction with the Conceptual Site Plan or Preliminary Plan of Subdivision for the subject property.

Comment: No Preliminary Plan or Conceptual Site Plan is required for the pending DSP.

11. Noise-related issues shall be addressed at the time of Conceptual Site Plan submittal. The Plan shall include needed mitigation measures and provide adequate screening and buffering along Indian Head Highway (MD 210).

Comment: No Preliminary Plan or Conceptual Site Plan is required for the pending DSP.

12. Development on the site shall not produce a greater number of vehicle trips than that identified in the previous approval for Salubria Office Park (SP-88069) and shall be subject to the same transportation conditions and improvements.

Comment: The Applicant's parking analysis, provided as part of the DSP, indicates no trip differential from that already approved for the site.

13. Prior to the issuance of any building permits, the property owner shall agree to provide reasonable access to the Historic Preservation Commission or other expert groups or individuals recognized by the Historic Preservation Commission for the purpose of conducting archeological exploration on the Historic Site, at no expense to the owner.

Comment: Not applicable. See also DSP-11025 and HAWP #16-03.

14. Prior to issuance of building permits for 1) the 12,000-square-foot future extension of Building 6, which is inclusive of the total gross floor area and commercial gross floor area, or 2) any proposed expansion of the outlet center beyond 383,931 square feet, the applicant shall submit a revised detailed site plan for the proposed hotel, for the purpose of providing an improved architectural product, due to the prominence of the proposed hotel location across from the outlet center and a major gateway into National Harbor, to be reviewed and approved by the Planning Board and the District Council. The revised detailed site plan for the proposed hotel shall, for each building elevation, incorporate quality architectural materials and a high level of architectural detail in keeping with the quality hospitality architecture that has been constructed in National Harbor. The building elevations shall be revised to provide a substantial emphasis on quality masonry materials, and the south building elevation (facing the outlet center) shall be designed to appear more like a front elevation with additional architectural features. All elevations shall demonstrate a high degree of architectural detailing.

Comment: Not applicable.

Statement of Justification
6710 Oxon Hill Road, DSP-88069-05
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Conclusion:

In conclusion, the Applicant submits that the proposed DSP represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the proposed development and its intended use. No new development is proposed, and the sole purpose of the DSP is to evidence the proposed parking satisfies the requirements of §27-574 and §27-583. Additionally, the Applicant is providing an "Informative Supplemental Analysis" based on its own Parking Demand Study and the ITE Parking General Manual to further support its request. Therefore, the Applicant requests the approval of the DSP.

Attachments (4)

Exhibit 1a

Exhibit 1b

Exhibit 2

Informative Supplemental Analysis

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum:**Date:** May 18, 2019

TO: M-NCPPC
County Administration Building
14741 Governor Oden Bowie Dr
Upper Marlboro, MD 20772

FROM: Mike Lenhart

RE: 6710 Oxon Hill Road - Oxon Hill, Maryland (DPS Revision)

This parking analysis has been prepared to evaluate the proposed Detailed Site Plan (DSP) revision for the referenced property which is located in the M-X-T zone and is subject to the parking requirements of 27-574 and 27-568 as discussed herein. The site is located along the east side of Oxon Hill Road between National Avenue and Harborview Avenue in Oxon Hill, Maryland. A aerial photo of the site is shown on the top of Exhibit 1 and a site plan is contained in the appendix to this report.

Section 27-574(a) of the Zoning Ordinance provides that “the number of parking spaces required in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.” This memorandum is to provide a parking assessment for the proposed development as required for the M-X-T zone in Section 27-574(a) of the Zoning Ordinance.

The number of parking spaces required is to be calculated in accordance with the methodology set forth in Section 27-574(b). The first step in determining the number of required spaces is to calculate the peak parking demand. In this regard, Section 27-574(b)(1) states as follows. “Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to be known as the peak parking demand for each use. These peak parking numbers are calculated at the top of Exhibits 1a & 1b as directed in the “Schedule of Parking Spaces” requirements as shown in Section 27-568. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied).” Section (b)(2) and (b)(3) go on to recommend an hourly distribution of each use within the M-X-T zone to determine the hourly fluctuation and the resulting peak parking demand for the overall site. 27-574b-4 states that the base requirement may be reduced for multi-purpose trips (in this case that would be someone that visits or works at one of the general office spaces may also visit the medical office space, thereby reducing trips and parking demand), and that it may also be reduced due to the provision of some form of transit, such as rapid rail, bus, forced carpool, van pool, and developer provided services, and that the base parking requirement may be reduced by this number.

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Discussion of Existing Conditions & Observations

The bottom of Exhibit 1 shows a 24 hour weekday hourly parking demand for each individual use as obtained by the *ITE Parking Generation Manual 5th Edition*, and also contains the total overall hourly parking demand for the property. The parking demand study was conducted on three separate days to verify and support a further reduction in the base demand based upon the adjacency of transit facilities.

The property contains a 116,284 square foot office building. The building has an existing occupancy rate of 72.5% (84,350 sq ft) with approximately 48% of the building (55,872 sq ft) leased as general office space and 24.5% of the building (28,478 sq ft) leased as medical office/clinic space. The building has an existing vacancy of 27.5% (31,934 sq ft), and the applicant proposes to lease the existing 31,934 sq ft of vacant space as medical office/clinic space. It should be noted that the Zoning Ordinance requires one space per 200 sq ft for medical office space which would indicate the need for 143 spaces to accommodate the existing medical office space. Also, the Zoning Ordinance requires one space per 250 sq ft for the first 2,000 sq ft and one space per 400 sq ft above 2,000 sq ft, which would indicate the need for 145 spaces to accommodate the current office space. Based on these calculations, the existing "occupied" space in the building should be generating the need for 288 parking spaces based on the current Zoning Ordinance calculations. A parking demand survey was conducted at the existing building with the results further discussed below. It was determined that the current occupied space generated a maximum demand of 194 vehicles, or roughly 33% less than what would be projected by the parking requirements of the Zoning Ordinance. It should be noted that the site is located immediately adjacent to the Oxon Hill Park & Ride lot, and there are numerous bus routes that serve the park and ride lot and the bus stop on Oxon Hill Road directly in front of this site which is a significant factor in the reduced parking demands currently being experienced by this site.

Parking demand counts were conducted from 9 AM to 3 PM on Thursday January 10, 2019, Wednesday January 16, 2019, and Thursday January 17, 2019. Exhibit 1 contains the results of the parking demand study. Exhibit 2 shows a bar graph representing the hourly parking demand for the existing tenants. The parking demand study revealed that the maximum parking demand for the existing tenancy was 194 parked vehicles. With a total of 363 parking spaces, there remains a surplus of 169 parking spaces to serve the 31,394 square feet of vacancies. Based on a total of 84,350 square feet that is currently occupied, this translates into a parking demand ratio of 2.30 parked vehicles per 1,000 square feet. The maximum parking demand for the site was generally observed to occur between 1:00 and 2:00 PM. The property currently has a total of 363 marked parking spaces. This translates into a parking supply ratio of 3.12 parking spaces per 1,000 square feet of the 116,284 square foot building.

Analysis as required by the Zoning Ordinance:

Exhibit 2 shows the parking study as required by the Zoning Ordinance. The initial base requirement is 448 spaces based on the parking calculations from the schedule of parking in the Zoning Ordinance. The base requirement is further reduced by the transit adjacency as allowed in the Ordinance, and the reductions are based on the parking demand study which indicates that the actual parking demand is approximately 33% lower than what is required in the Zoning Ordinance. This results in a final base requirement of 300 parking spaces. The plan contains 363 parking spaces therefore the parking is adequate to accommodate the demand and there would continue to be a surplus of 63 parking spaces based on the requirements of the Zoning Ordinance.

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Informative Supplemental Analysis Based on the Parking Demand Study

Based on the results of the parking demand study:

- The building has a parking supply ratio of 3.12 spaces per 1,000 square feet.
- The 116,284 square foot building is 72.5% occupied. Approximately 27.5% of the building is currently vacant, and 48% of the total floor area is currently leased to general office uses while 24.5% of the total floor area is currently leased to medical office/clinic type uses.
- The existing occupied space within the building (84,350 square feet) is currently experiencing a parking demand of 2.30 spaces per 1,000 square feet. Well below the existing parking supply of 3.12 spaces per 1,000 square feet.
- The vacant space in the building is approximately 31,934 square feet.
 - If the entire 31,934 square feet were leased to medical office uses, the parking code (Section 27-568) would specify a code requirement of one space per 200 square feet. This would require a total of 160 parking spaces needed to satisfy code for 100% of the vacant space to be leased as medical office/clinic.
 - The parking demand study confirmed that there are at least 169 vacant parking spaces available on-site at the peak period. Therefore, if the existing 31,934 square feet of vacant space were leased to medical users, then 160 of those 169 available spaces would be required to satisfy code requirements.
 - This would leave at least 9 parking spaces as surplus parking.
 - Whether the 31,394 square feet is evaluated at code (5 per 1,000) or at the measured demand (2.30 per 1,000), there is sufficient parking and there would be surplus spaces at 100% occupancy.
- Based on this information, the 31,394 square feet of currently vacant space can be fully leased to medical office/clinic type users and the site would still have a surplus of parking spaces.

Informative Supplemental Analysis Based on the ITE Parking Generation Manual.

As an informative supplement, we have also compared this information to the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. The Parking Generation Manual contains parking information for Medical-Dental Office Building (Land Use 720) and General Office Building (Land Use Code 701) for comparison to this property (See Appendix A for ITE info).

Medical Office Discussion

- The ITE parking information for medical office is based on a study of 117 similar medical office buildings with an average square footage of 46,000 square feet.
- The ITE parking studies show that the average peak parking demand for medical office uses is 3.23 vehicles per 1,000 square feet.
- The ITE Parking Generation Manual has a Parking Demand Equation for medical office as follows: $P = 3.34 \times (\text{kfsf}) - 5.21$.

General Office Discussion

- The ITE parking information for general office is based on a study of 148 similar general office buildings with an average square footage of 145,000 square feet.
- The ITE parking studies show that the average peak parking demand for general office uses is 2.39 vehicles per 1,000 square feet
- The ITE Parking Generation Manual has a Parking Demand Equation for general office as follows: $P = 2.15 \times (\text{kfsf}) + 34.60$

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Based upon the ITE peak parking formulas, the existing 55,872 square feet of general office space would generate a peak parking demand for 155 parking spaces. The existing 28,478 square feet of medical office plus the vacant 31,934 square feet (if leased as medical office) would yield a total of 60,412 square feet of medical office space, which would generate a peak parking demand for 197 parking spaces. The 155 and 197 parked vehicles would yield a total parking demand of 352 parking spaces which is within the existing parking supply of 363 spaces.

In conclusion, the results of the shared parking study according to the Zoning Ordinance, and based on the parking demand study and an evaluation of the ITE Parking Generation Manual reveal that the 116,284 square foot building has sufficient parking with 363 existing parking spaces to maintain the 55,872 square feet of general office space and lease the remaining 60,412 square feet as medical office/clinic type space.

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

Thanks,
Michael Lenhart, P.E., PTOE



TIME	1/10/2019	1/16/2019	1/17/2019	Maximum
9:00	147	151	139	151
9:15	153	153	143	153
9:30	160	161	144	161
9:45	168	162	147	168
10:00	171	168	147	171
10:15	173	167	155	173
10:30	176	171	158	176
10:45	177	174	163	177
11:00	178	177	166	178
11:15	181	173	168	181
11:30	183	177	173	183
11:45	180	176	177	180
12:00	172	179	174	179
12:15	169	181	183	183
12:30	166	180	179	180
12:45	168	188	181	188
1:00	172	191	188	191
1:15	174	193	193	193
1:30	175	189	194	194
1:45	178	186	188	188
2:00	179	190	185	190
2:15	187	184	187	187
2:30	185	177	183	185
2:45	186	181	179	186

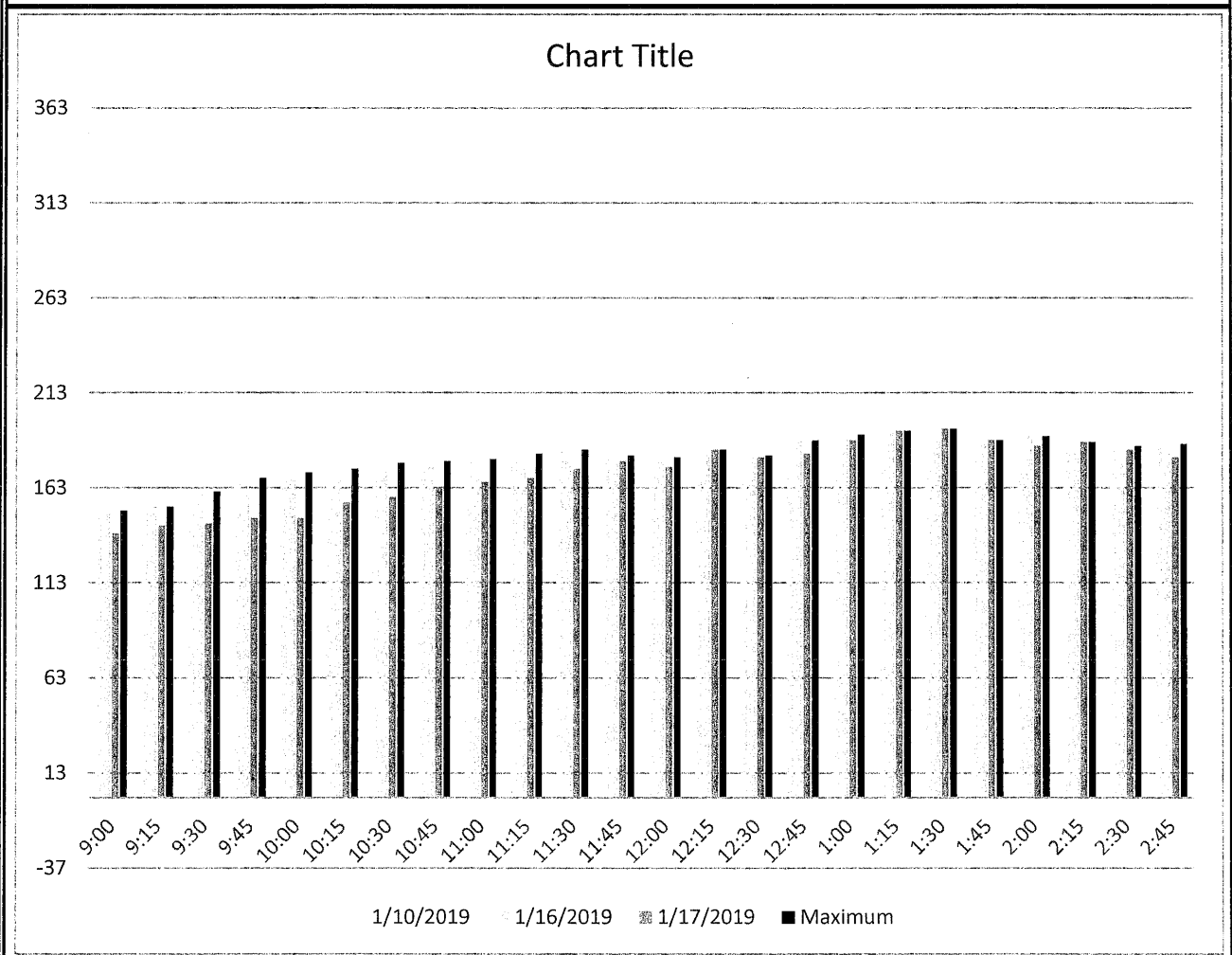
NOTE: Maximum parking at 1:30 on 1/17/2019.

Parking Analysis

Site Location & Results of
Parking Demand Study

**Exhibit
1a**

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



Parking Analysis

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

Results of
 Parking Demand Study

**Exhibit
 1b**

Land Use	Number of Units	Spaces Required per ZO	Spaces Shown on Plan
General Officee	55,872 sq ft	145	363
Medical Office Building	60,412 sq ft	303	

Initial Base Requirement:	448	363
Base Requirement with 33% reduction based on Transit Reductions as calculated from Existing Parking Demand Study:	300	

Parking Formula per ZO 27-568

General Office = 1 space per 250 SF for the first 2,000 SF and 1 space per 400 SF above 2,000 SF

Medical Office = 1 space per 200 SF

Time of Day	General Office Hourly Demand	General Office Spaces Needed	Medical Office Hourly Demand	Medical Office Spaces Needed	Total Demand Per Zoning Ordinance	Total Demand with 33% reduction for Transit	Supplied	Surplus
12:00-4:00 AM	0%	0	0%	0	0	0	363	363
5:00 AM	0%	0	0%	0	0	0	363	363
6:00 AM	0%	0	0%	0	0	0	363	363
7:00 AM	13%	19	12%	36	55	37	363	326
8:00 AM	48%	70	43%	130	200	134	363	229
9:00 AM	88%	128	88%	267	395	265	363	98
10:00 AM	100%	145	99%	300	445	298	363	65
11:00 AM	100%	145	100%	303	448	300	363	63
12:00 PM	85%	123	83%	251	374	251	363	112
1:00 PM	84%	122	74%	224	346	232	363	131
2:00 PM	93%	135	94%	285	420	281	363	82
3:00 PM	94%	136	93%	282	418	280	363	83
4:00 PM	85%	123	86%	261	384	257	363	106
5:00 PM	56%	81	54%	164	245	164	363	199
6:00 PM	20%	29	35%	106	135	90	363	273
7:00 PM	11%	16	27%	82	98	66	363	297
8:00 PM	0%	0	0%	0	0	0	363	363
9:00 PM	0%	0	0%	0	0	0	363	363
10:00 PM	0%	0	0%	0	0	0	363	363
11:00 PM	0%	0	0%	0	0	0	363	363
12:00 AM	0%	0	0%	0	0	0	363	363

Maximum Parked = 448

- NOTES: 1. Diurnal rates that are **bold and italicized** are not provided in ITE Parking Generation Manual, and are estimated for purposes of this 24 hour analysis.
 2. Parking generation diurnals, where available, were obtained from ITE Parking Generation Manual, 5th Edition

Traffic Impact Analysis

Shared Parking Analysis for 6710 Oxon Hill Rd
 Using Zoning Ordinance Methodology per 27-574 & 27-568

Exhibit
2

TIME	CARS IN LOT
9:00	147
9:15	153
9:30	160
9:45	168
10:00	171
10:15	173
10:30	176
10:45	177
11:00	178
11:15	181
11:30	183
11:45	180
12:00	172
12:15	169
12:30	166
12:45	168
1:00	172
1:15	174
1:30	175
1:45	178
2:00	179
2:15	187
2:30	185
2:45	186

TIME	CARS IN LOT
9:00	151
9:15	153
9:30	161
9:45	162
10:00	168
10:15	167
10:30	171
10:45	174
11:00	177
11:15	173
11:30	177
11:45	176
12:00	179
12:15	181
12:30	180
12:45	188
1:00	191
1:15	193
1:30	189
1:45	186
2:00	190
2:15	184
2:30	177
2:45	181

TIME	CARS IN LOT
9:00	139
9:15	143
9:30	144
9:45	147
10:00	147
10:15	155
10:30	158
10:45	163
11:00	166
11:15	168
11:30	173
11:45	177
12:00	174
12:15	183
12:30	179
12:45	181
1:00	188
1:15	193
1:30	194
1:45	188
2:00	185
2:15	187
2:30	183
2:45	179

Kosack, Jill

From: Andre Gingles <andre@ginglesllc.com>
Sent: Monday, November 04, 2019 1:57 PM
To: Kosack, Jill
Cc: Hunt, James; Bishop, Andrew; Masog, Tom; Barnett-Woods, Bryan
Subject: RE: DSP-88069-05: 6710 Oxon Hill Road Property
Attachments: Trip Generation Rates 6710 Oxon Hill Rd 10-31-2019.pdf; ATT00001.htm

Following up on my earlier response, I wanted to provide the attached chart and provide some additional information. The Applicant first disagrees that its DSP is for “development”—which is defined by the Ordinance—inasmuch the sole purpose for the DSP is a determination of adequate parking spaces for which the M-X-T zone provides such determination is via a DSP. Development on the parcel in question has already occurred and no additional development is proposed. However, even if “development” were being proposed, e.g. a separate medical office building were being developed or change in office tenant was development, the trip analysis would be as shown on the Applicant’s chart. That Chart provides the following:

- The top table shows the trip cap for SP-88069
- The second table shows the trip cap for 4-11028 (the Tanger development) which was a portion of SP-88069 but does not include the area of the office building at 6710 Oxon Hill Rd. Furthermore, only a portion of the development approved PPS 4-11028 has been fully entitled, e.g. approval of a DSP as required by the Zoning Ordinance. What has been entitled and built is detailed in the note under the second table.
- The third table shows the trips for all that has been fully entitled and built. That table assumes the building at 6710 Oxon Hill as 100% general office.
- The fourth and last table shows the trips for what has been fully entitled and built (approved PPS and approved DSP—as required for M-X-T development) with the proposed modification of 6710 Oxon Hill Road to include just over 50% medical office.
- The bottom of the exhibit shows the summary of the trips and that all scenarios fall within the trip cap of the combined AM and PM trips that was established in SP-88069 per condition 12 of A-9882-C.

The Zoning Condition applies to a property covered by two PPSs and two prior site plans—one initially for office and the second for the Tanger M-X-T, inclusive of amendments. The M-X-T zone does not entitle “development” until such time as a DSP is in place. Again, the Applicant remains of the strong opinion that its DSP for determination of parking is not “development” which is explicitly defined by the Zoning Ordinance. Nevertheless, even if the Parking DSP were considered development, the Zoning Condition is satisfied as this DSP does not result in trips on the SP-88069 property that is in excess of the zoning condition.

André J. Gingles | Gingles, LLC | 14401 Sweitzer Lane | Suite 570 | Laurel, MD 20707
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From: Andre Gingles
Sent: Wednesday, October 30, 2019 5:43 PM
To: Kosack, Jill <Jill.Kosack@ppd.mncppc.org>
Cc: Hunt, James <James.Hunt@ppd.mncppc.org>; Bishop, Andrew <andrew.bishop@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnett-woods@ppd.mncppc.org>
Subject: Re: DSP-88069-05: 6710 Oxon Hill Road Property

Thank you for reaching out and providing Staff's viewpoint. I do not think there is disagreement on the "facts and applicable condition", however I think we reach a different conclusion relative to the correct application and satisfaction of the condition. I am out of the office but will provide our findings no later than Friday.

André J. Gingles | Gingles, LLC | 14401 Sweitzer Lane | Suite 570 | Laurel, MD 20707
240 280 1203 direct | 240 280 1513 main | andre@ginglesllc.com

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On Oct 30, 2019, at 5:24 PM, Kosack, Jill <Jill.Kosack@ppd.mncppc.org> wrote:

Andre – Regarding issues raised in previous e-mails for this case, staff met and provides the following discussion. Please contact us to discuss.

In attempting to reach a recommendation on the above-mentioned case, we have noted that development on the site is subject to the conditions of Zoning Map Amendment (ZMA) A-9882-C. A revised Statement of Justification (SOJ) was provided on October 22; this revised SOJ attempted to address the conditions associated with the ZMA.

The transportation planning staff is still having difficulty reconciling the request under DSP-88069-05 with Condition 12 of the ZMA, which reads:

12. Development on the site shall not produce a greater number of vehicle trips than that identified in the previous approval for Salubria Office Park (SP-88069) and shall be subject to the same transportation conditions and improvements.

In response to the condition, the revised SOJ states, "The Applicant's parking analysis, provided as part of the DSP, indicates no trip differential from that already approved for the site." However, parking generation is not trip generation. It has never been the practice in this Department to demonstrate compliance with a trip cap using parking. Your client wishes to transition from a use with trip generation rates for general office to a use that is more trip intensive during peak hours. The revised SOJ is not addressing that change in any substantive way.

ZMA A-9882-C rezoned the area of the Salubria Office Park (I-3, and this area includes the subject site) plus an adjacent R-R parcel to the M-X-T Zone.

During review of Preliminary Plan of Subdivision (PPS) 4-11028 for Salubria Center, the Planning Board capped the site at 460 AM and 969 PM peak-hour trips (or a total of 1,429 combined AM and PM peak-hour trips). As a means of demonstrating conformance to the ZMA condition, this PPS made the following finding:

"Condition 12 of the council order approving the rezoning sets a trip cap which is consistent with prior approvals and references several transportation-related conditions associated with past approvals. The transportation related conditions have been constructed as a part of the National Harbor development and the Woodrow Wilson Bridge project.

The trip cap is deemed to be met by the proposal. The condition requires that development of the site "shall not produce a greater number of trips than that identified in the previous approval." The original approval included 500,000 square feet of office space of which 117,000

square feet has been built. The remaining 383,000 square feet is determined to generate 1,475 combined AM and PM peak hour trips.

The proposal as described in the traffic study includes a 400,000-square-foot retail center, a 100 room hotel, and 100,000 square feet of office space. Assuming a small pass-by trip percentage of 15 percent for the retail plus a reduction for internal trip satisfaction, the maximum proposed development as described in the trip generation table earlier in this memorandum would generate a total of 1,429 combined AM and PM peak hour trips. Therefore, it is determined that the proposal is within the trip cap established by the rezoning. A trip cap more consistent with current trip cap practices is required with this approval.”

In reviewing the subject application, which would allow a mix of general office and medical office uses within the existing building, the parking study proposes a mix of 55,872 square feet of general office and 60,412 square feet of medical office. Applying trip rates from the “Transportation Review Guidelines – Part 1” for these proposed uses, the building would generate 284 AM and 333 PM peak-hour trips (or a total of 617 combined AM and PM peak-hour trips). Adding these trips to the cap for PPS 4-11028, one obtains a total of 744 AM and 1,302 PM peak-hour trips (or a total of 2,046 combined AM and PM peak-hour trips).

The original proposal for SP-88069 included 500,000 square feet of general office space, generating 1,000 AM and 925 PM peak-hour trips (or a total of 1,925 combined AM and PM peak-hour trips). The transportation planning staff has therefore determined that the mix of general office and medical office proposed in the subject application would exceed the ZMA trip cap for the overall site.

The subject application must address the trip cap issue more substantively. Alternatively, your client must consider formal strategies or processes increase the number of trips available to this building. At this point, the staff is not in a position to recommend approval of the subject application.

We would note that based on our analysis a maximum of 32,826 square feet of medical office could be supported within the ZMA trip cap limitation.

Jill S. Kosack

Planning Supervisor | Development Review Division

<image001.jpg>

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4689 | jill.kosack@ppd.mncppc.org

<image002.png> <image003.png> <image004.png> <image005.png> <image006.png> <image007.png> <image008.png>

Trip Generation Rates

Hotel/Motel (Prince Georges County Rates)	Trip Distribution (In/Out)
Morning Trips = 0.65 x rooms	54/46
Evening Trips = 0.80 x rooms	56/44
General Office (0.4 FAR, Prince George's County Rates)	
Morning Trips = 2.0 x ksf	90/10
Evening Trips = 1.85 x ksf	19/81
Factory Outlet Center (ksf, ITE-823)	
Morning Trips = 0.67 x ksf	73/27
Evening Trips = 2.29 x ksf	47/53
Office (Medical/Professional, Prince George's County Rates)	
Morning Trips = 2.85 x ksf	81/19
Evening Trips = 3.8 x ksf	32/68

Approved in A-9882-C and SP-88069			AM Peak			PM Peak			AM + PM
SP-88069	General Office (0.4 FAR, Prince George's County Rates)	500,000 sq.ft.	In	Out	Total	In	Out	Total	
			900	100	1000	175	750	925	1925

NOTE: Condition 12 of A-9882-C states that the development on the site shall not produce a greater number of vehicle trips than that identified in the previous approval for Salubria Office Park (SP 88069) and shall be subject to the same transportation conditions and improvements.

Approved in 4-11028			AM Peak			PM Peak			AM + PM
PPS 4-11028			In	Out	Total	In	Out	Total	
	Hotel/Motel (Prince Georges County Rates)	100 rooms	35	30	65	45	35	80	1429
	General Office (0.4 FAR, Prince George's County Rates)	100,000 sq.ft.	180	20	200	35	150	185	
	Factory Outlet Center (ksf, ITE-823)	400,000 sq.ft.	196	72	268	431	485	916	
	Internal Trip Reduction:		-17	-16	-33	-28	-47	-75	
	Pass-by Trips to/from Factory Outlet Center (15 percent):		-30	-10	-40	-65	-72	-137	
Total Combined AM and PM trips within area of 4-11028:									1429

NOTE: PPS 4-11028 contains a finding that... "The proposed uses in 4-11028 would generate a total of 1,429 combined AM and PM peak hour trips, therefore it is determined that the proposal is within the trip cap established by the rezoning." It should be noted that the 100 ksf of general office was not built nor is there an approved DSP for the 100 ksf general office. Furthermore, the outlet center DSP is only for 380,676 sq ft retail and 3,255 sq ft office.

Built and/or Approved DSP's with 6710 as 100% General Office			AM Peak			PM Peak			AM + PM
6710 Oxon Hill Rd			In	Out	Total	In	Out	Total	
	General Office (0.4 FAR, Prince George's County Rates)	116,284 sq.ft.	210	23	233	41	174	215	448
PPS 4-11028	Hotel/Motel (Prince Georges County Rates)	100 rooms	35	30	65	45	35	80	1083
	General Office (0.4 FAR, Prince George's County Rates)	3,255 sq.ft.	6	1	7	1	5	6	
	Factory Outlet Center (ksf, ITE-823)	380,676 sq.ft.	186	69	255	410	462	872	
	Internal Trip Reduction:		-5	-4	-9	-13	-11	-24	
	Pass-by Trips to/from Factory Outlet Center (15 percent):		-28	-10	-38	-62	-69	-131	
Total Trips Based on Built Uses and/or Approved DSP's within area of SP-88069:									1531

Built and/or Approved DSP's With Conversion of 6710 to Mix of General Office and Medical Office			AM Peak			PM Peak			AM + PM
6710 Oxon Hill Rd			In	Out	Total	In	Out	Total	
	General Office (0.4 FAR, Prince George's County Rates)	55,872 sq.ft.	101	11	112	19	84	103	617
	Office (Medical/Professional, Prince George's County Rates)	60,412 sq.ft.	139	33	172	73	157	230	1082
PPS 4-11028	Hotel/Motel (Prince Georges County Rates)	100 rooms	35	30	65	45	35	80	
	General Office (0.4 FAR, Prince George's County Rates)	3,255 sq.ft.	6	1	7	1	5	6	
	Factory Outlet Center (ksf, ITE-823)	380,676 sq.ft.	186	69	255	410	462	872	
	Internal Trip Reduction:		-5	-4	-9	-13	-11	-24	
	Pass-by Trips to/from Factory Outlet Center (15 percent):		-28	-11	-39	-62	-70	-131	
Total Combined AM and PM trips within area of SP-88069:									1699

Summary of Findings:

Number of Vehicle Trips Produced within area of SP-88069 by Existing Uses and/or App'd DSP's	AM Plus PM	1531
Number of Vehicle Trips Produced within area of SP-88069 using Proposed General/Medical Office at 6710 Oxon Hill Rd	AM Plus PM	1699
Trip Cap on SP-88069 / A-9882-C	AM Plus PM	1925

Traffic Impact Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Trip Generation for Site	Exhibit 1
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Additional Back-up

For

DSP-88069-05

Oxon Hill Road Property



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

December 3, 2019

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JRH*
Jill Kosack, Supervisor, Urban Design Section, Development Review Division *JK*

FROM: Andrew Bishop, Senior Planner, Urban Design Section *AB*
Development Review Division

SUBJECT: **Item 6 - Detailed Site Plan DSP-88069-05 Oxon Hill Road Property**
Planning Board Agenda December 05, 2019 – Revisions to Technical Staff Report

A revised memorandum was received from the Transportation Planning Section, dated November 25, 2019, after publication of the original staff report dated November 7, 2019, which was published unchanged for both the November 21 and December 5 Prince George's County Planning Board hearings. Therefore, staff recommends the following revised findings and conditions of approval (added text underlined, deleted text [~~strikethrough~~):

Revised Finding Language, Finding 7a., page 6

a. Conformance with the M-X-T Zone requirements in Section 27-546(d) of the Zoning Ordinance is as follows:

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The submitted application is for validation of the on-site parking and will not affect the existing physical integration with the adjacent development. It is noted that existing sidewalks are provided on

most of the street frontages around the property. The DSP proposes a 5-foot-wide sidewalk on the southwestern portion of the site providing direct access to Oxon Hill Road. Staff ~~[recommends that]~~ considered adding an additional sidewalk connection ~~[be made]~~ in the northwest corner of the property near the entrance to the adjacent public park-and-ride to create ~~[creating]~~ more integration with that property, which includes a transit stop. ~~[A condition has been included in the Recommendation section of this report requiring the applicant to provide a pedestrian connection to Oxon Hill Road in the northwest corner of the property near the entrance to the park-and-ride.]~~ However, design challenges make this sidewalk in the northwest unreasonable relative to the scope of this DSP that proposes no exterior alterations or additional square footage. It can be found that the existing network of sidewalks, in addition to the sidewalk proposed by the applicant near the location of the existing bus stop on Oxon Hill Road to the west, integrate the site with the adjacent development, in conformance with this requirement.

Revised Finding Language, Finding 7a., page 7

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

The submitted application~~[s-are]~~ is for validation of existing parking; however, there is an existing sidewalk along the majority of Oxon Hill Road to the west and Tanger Boulevard to the south. A 5-foot-wide sidewalk is proposed on the southwestern side of the site, providing a direct connection from the building to Oxon Hill Road, and encourages pedestrian activity on the site and has been found to be sufficient, in addition to the existing pedestrian system, to support the uses on the property. ~~[The additional staff-recommended sidewalk connection in the northwest corner of the site will ensure the pedestrian system is comprehensive. These two improvements, in addition to the existing pedestrian system, will encourage pedestrian activity.]~~

Revised Finding Language, Finding 7b., page 8

- b. The DSP application is also in conformance with additional regulations of the M X T Zone, as follows:

Section 27-544. Regulations.

- (a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of**

this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

The existing building is in conformance with the regulations of the I-3 Zone, as were applied with the approval of DSP-88069. No new buildings are proposed with this application, only minor site improvements, which includes ~~[two]~~ one sidewalk connection[s] to Oxon Hill Road.

Revised Finding Language, Finding 7d., page 11

- d. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). The DSP proposes 363 parking spaces for the existing commercial building. Under Part II, Off-street Parking and Loading, of the Zoning Ordinance, a total of 435 spaces is usually required for the proposed office uses in conventional zones, and the existing parking does provide a sufficient number of parking spaces to meet this.

In a memorandum dated May 18, 2019, Lenhart Traffic Consulting Inc., provided the required parking analysis for this development. This analysis has been reviewed and the following comments are provided:

- (1) Because the applicant is proposing to replace general office with medical office, the site is not truly mixed-use, and so the concept on which Section 27-574 is based, (the policy that different uses have peak utilizations at different hours of the day and week and can therefore share parking) does not apply to this site.
- (2) The submitted parking study computes a base parking requirement based on 55,872 square feet of general office and 60,412 square feet of medical office. The base parking requirement for this site and these uses is 448 spaces. The site contains 363 parking spaces.
- (3) The parking analysis includes a survey of parking utilization for the site based on the occupancy and leasing within the building, and concludes the current occupants utilize a maximum of 194 parking spaces on weekdays. The building is currently 72.5 percent leased.
- (4) The parking analysis concludes by stating that if the remaining square footage were to be leased as medical office, the code requirements for that space would require a maximum of 160 parking spaces and concludes that a maximum of 354 parking spaces is needed to serve the building.

The parking analysis has been reviewed in detail, and it has been determined that the information provided is reasonable. The base parking requirement appears to overstate the amount of parking needed to serve this site. The applicant concludes, given the range of parking reduction options that are available to applicants in

Section 27-574(b)(4), that the base parking requirement could be the result of a transit or other trip reduction of 33 percent. While a transit reduction of that scale does not seem reasonable for these uses at this location, such a reduction is borne out by the parking survey. Access to and from the site in this regard should be enhanced by improving bicycle and pedestrian facilities within the site, such as by the proposed sidewalk connection to Oxon Hill Road in the southwest corner of the property [~~and the conditioned sidewalk connection in the northwest corner of the property~~]. Based on the submitted parking analysis, 354 parking spaces [is]are deemed to be sufficient to serve the mix of office uses [~~that is~~] proposed by the applicant.

Revised Finding Language, Finding 15d., page 16-17

- d. **Trails**—In a memorandum dated November 25, [~~October 28,~~] 2019 (Shaffer to Bishop), incorporated herein by reference, the Trails planner noted that the subject property has existing sidewalk and designated bike lanes along the frontage on Oxon Hill Road. The site also has an existing internal sidewalk network and along the site's frontage of Tanger Boulevard to the building entrance. No bicycle rack(s) are shown on the submitted site plan. Due to the proximity to the trail network, staff recommends the installation of a bicycle rack(s) accommodating a minimum of ten bicycles at a location convenient to the building entrance. It is noted that a pedestrian connection is proposed to the existing sidewalk on the western side of the property, near the existing bus stop on Oxon Hill Road. [~~Staff recommends that, due to the nature of the application which has been filed to validate the on-site parking, in accordance with Section 27-574 of the Zoning Ordinance, additional bicycle and pedestrian facilities are recommended on-site and are conditioned herein.~~]

Revised Conditions, page 18

1. Prior to certification, the applicant shall revise the detailed site plan or provide the specified documentation, as follows:
 - [~~d. Provide a sidewalk connection in the northwestern corner of the site from the sidewalk around the building to the sidewalk near the park-and-ride's entrance along Oxon Hill Road, to be approved by the Transportation Planning staff as designee of the Planning Board.~~]
 - [e.] d. Provide a bicycle rack accommodating a minimum of ten bicycles at a location convenient to the building entrance.




THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 www.mncppc.org/pgco

November 25, 2019

**Detailed Site Plan Review of Active Transportation
 MEMORANDUM**

TO: Andrew Bishop, Development Review Division

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

FROM: Fred Shaffer, Transportation Planning Section, Countywide Planning Division
 Noelle Smith, Transportation Planning Section, Countywide Planning Division

SUBJECT: Detailed Site Plan Review for Master Plan Compliance - Revision

The following detailed site plan (DSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the *2006 Approved Henson Creek-South Potomac Master Plan* and sectional map amendment (area master plan) to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP- 88069-05

Development Case Name: 6710 Oxon Hill Road Property

Type of Master Plan Bikeway or Trail

Private R.O.W.*	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> </u>	M-NCPPC - Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

Subject to 24-124.01: No

Preliminary Plan Background	
Building Square Footage (non-residential)	55,872 sq. ft within existing 116,284 sq. ft
Number of Units (residential)	n/a
Abutting Roadways	Oxon Hill Rd, National Avenue
Abutting or Nearby Master Plan Roadways	n/a
Abutting or Nearby Master Plan Trails	Wilson Bridge Trail, Oxon Cove Park Trail, existing bike lanes along Oxon Hill Road
Proposed Use(s)	Medical Office
Zoning	M-X-T
Centers and/or Corridors	Oxon Hill Road Corridor
Prior Approvals on Subject Site	SP-87024, DSP-88069, DPLS-175

Previous Conditions of Approval

Approved site plan (SP) SP-87024 included one condition of approval related to bicycle and pedestrian access. This condition of approval has been accurately included in the submitted DSP:

2. The applicant shall construct an eight-foot-wide concrete bikeway in the right-of-way adjacent to their property along Oxon Hill Road. It shall be properly labeled in accordance with the County's Road Code and shall join the bikeway on the shoulder to the south using depressed curbs. Additional dedication shall be provided if necessary, to accommodate this trail.

Comment: The subject property has an existing eight-foot-wide sidewalk along the frontage of Oxon Hill Road. Bike lanes have also been provided along the road by a recent Department of Public Works and Transportation Capital Improvement Program project.

Existing Conditions Sidewalks and Bike Infrastructure

The subject property has existing sidewalk and designated bike lanes along the frontage on Oxon Hill Road. The site also has an existing internal sidewalk network and along the site's frontage of National Avenue to the building entrance. No bicycle rack(s) are shown on the submitted site plan. Due to the proximity to the trail network, staff recommends the installation of a bicycle rack(s) accommodating a minimum of ten bicycles at a location convenient to the building entrance.

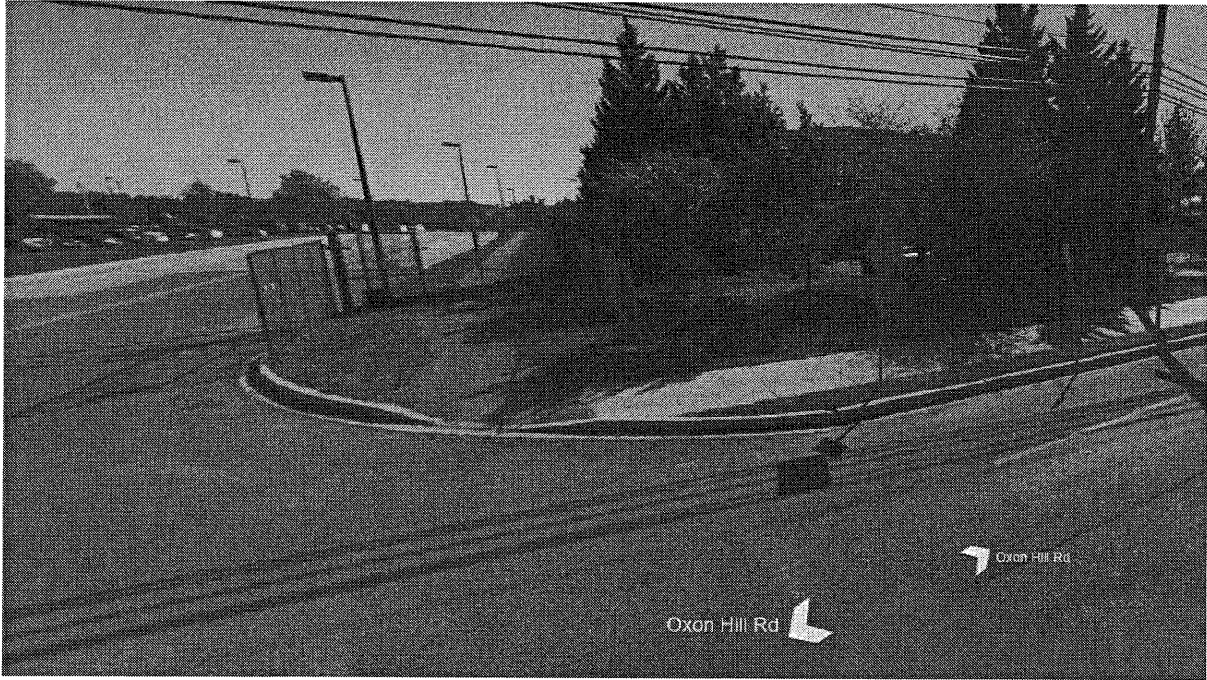
Connectivity to Adjacent/Nearby Properties

The adjacent property to the north, Oxon Hill Park and Ride, has an existing crosswalk connecting to the sidewalk on the northern border of the subject property. The adjacent property to the south at Tanger Outlets, has an existing crosswalk connecting to the sidewalk at the subject site's entrance. Two master plan trails are also in the vicinity of the site. The Wilson Bridge Trail and the Oxon Cove Park Trail are connected to the subject site via bike lanes along Oxon Hill Road.

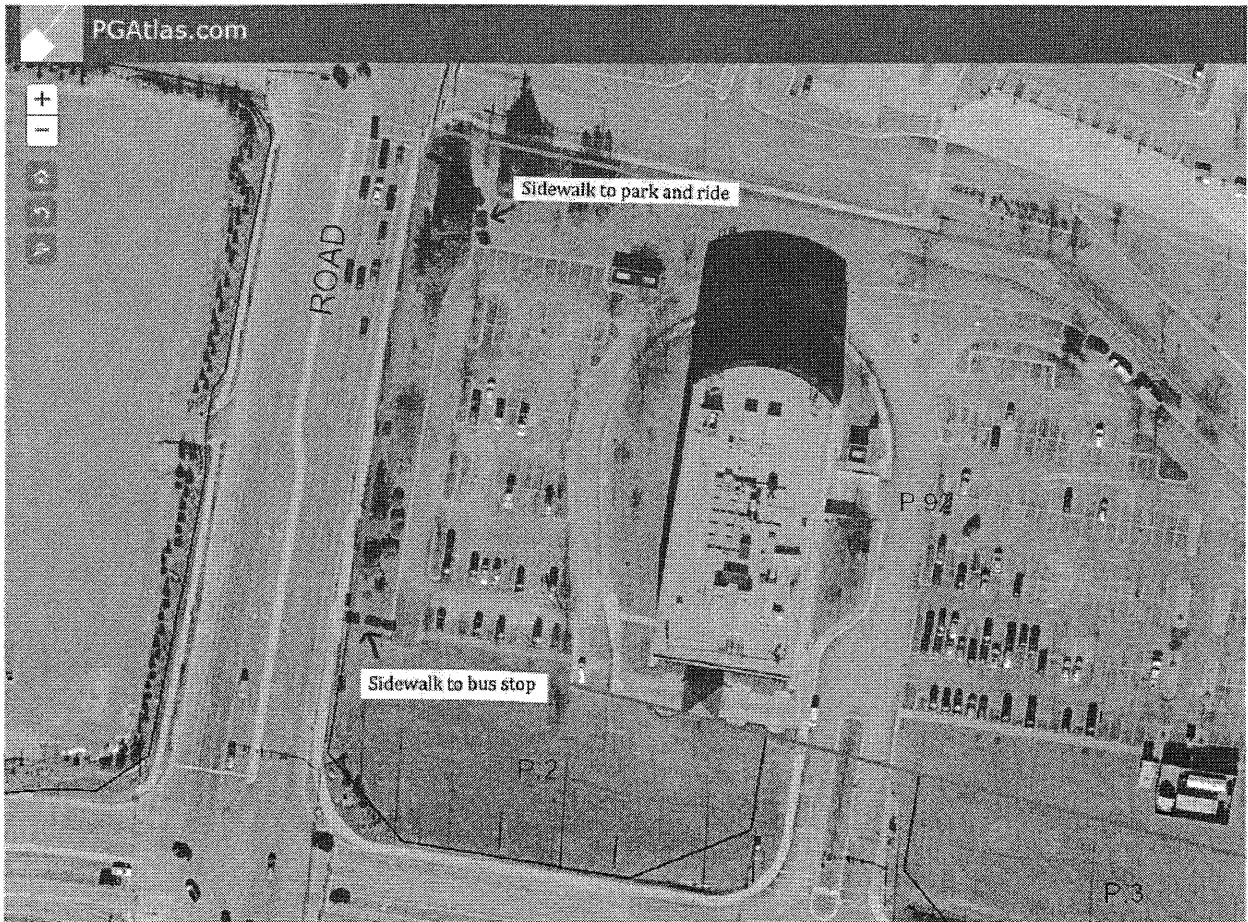
The site is served by Capital Bikeshare, with one station located to the north at the Oxon Hill Park and Ride and another station located to the south at Tanger Outlets. The site is also served by bus at the adjacent park and ride and along Oxon Hill Road. Furthermore, there is an existing bus stop along the site's frontage of Oxon Hill Road as shown on the street view on the following page. The Department of Public Works and Transportation (DPW&T) has installed bike share stations along Oxon Hill Road to the north and south of the subject site. A direct pedestrian connection to the adjacent park and ride was also explored but DPW&T declined this improvement with an October 25 e-mail which stated:

"After further discussion, DPWT leadership concluded that is not in our interest to open up the fence at the Oxon Hill park-and-ride lot. The primary reason is that the lot would be more attractive for motorists/commuters who want to go to the medical center versus using transit."

Staff has explored opportunities for an additional connection in the northwest corner of the subject site which will more directly link the subject property with the park and ride while avoiding the issue noted by DPW&T. A street view image shows the location of this potential connection and the proposed location is marked in red the on-satellite image.



The recommended location of the pedestrian connection to the park and ride is shown above.



The recommended locations of additional on-site sidewalks are marked in red above.

The potential location for a pedestrian connection between the parking lot and the park and ride entrance appears to reflect an existing and informal pedestrian pathway. A dirt path has formed between the parking lot and at the end of the fence of the park and ride entrance, suggesting that people exit the park and ride on the existing sidewalk and immediately turn south, heading toward the parking lot of the subject site.

The subject application intensifies the use within the existing office building. This change increases the need for parking and an enhanced emphasis on transit and active transportation. Furthermore, Section 27-542 includes the following purpose of the M-X-T Zone:

- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

Additionally, Section 27-546(d) includes the following findings for the approval of a detailed site plan in the M-X-T Zone:

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

Comment: While the potential sidewalk between the parking lot and the northwest corner of the subject site would provide a convenient pedestrian connection that would encourage transit use, it would create other additional challenges for development of the site.

There is a grade differential between the connection points, precluding a direct connection that would be compliant with the Americans with Disabilities Act (ADA); a sidewalk connection that would meet ADA standards would likely include switchbacks and would be less likely used as intended. Moreover, an ADA compliant sidewalk would require additional paved areas that will detrimentally impact the subject site's stormwater management and require additional environmental reviews. Should the potential pedestrian walkway not be ADA compliant, a paved staircase will be necessary. While the staircase would minimize additional pavement, a staircase can present challenges to accessibility. Additionally, the potential walkway would need additional pedestrian scaled lighting for safe use in the evenings and early mornings.

Staff also recommends an additional walkway between the building entrance and the bus stop on Oxon Hill Road (discussed below), which connects to the existing eight-foot-wide and lighted sidewalk and then to the park and ride entrance. Pursuant to Sec. 27-285(b)(1), the existing sidewalk along Oxon Hill Road represents a reasonable alternative to satisfy the site design guidelines without requiring unreasonable costs. An ADA compliant and lighted sidewalk would likely exceed reasonable costs for an application that proposes no exterior alterations or additional square footage. Should this site redevelop in the future, it will be necessary for the applicant to coordinate with the Department of Public Works & Transportation to provide a direct and ADA compliant connection to the park and ride while addressing any detrimental parking impacts.

Requirements of MPOT and/or the Area Master Plan

One master plan trail impacts the subject property; an existing bike lane along Oxon Hill Road. The Complete Streets section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians and provision of Complete Streets:

Policy 1:

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

Policy 2:

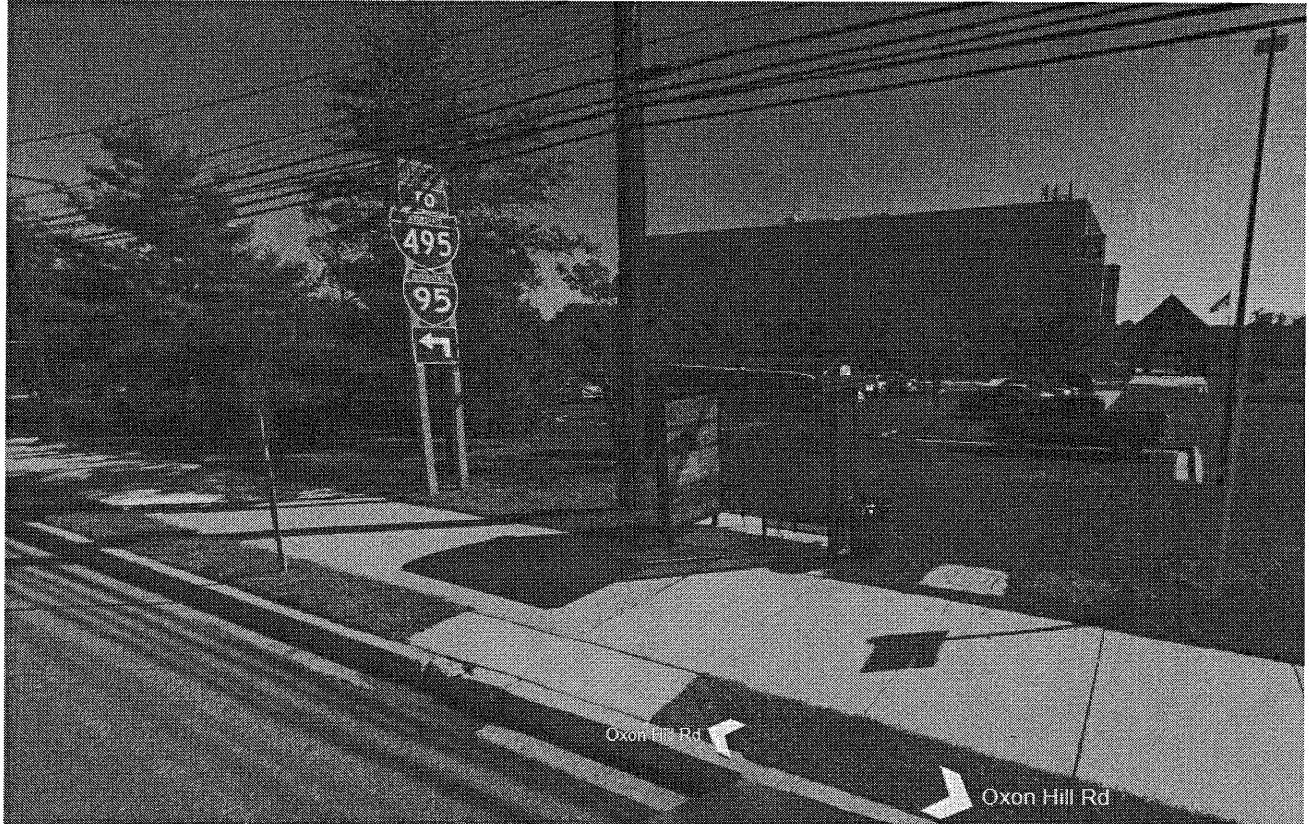
All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

The 2006 *Approved Henson Creek-South Potomac Master Plan and sectional map amendment* includes the following policies applicable to the subject site:

Policy 1: Incorporate appropriate pedestrian, bicycle, and transit-oriented design and transit-supporting design features in all new development within centers and Corridor Nodes.

Policy 3: Provide adequate pedestrian and bicycle linkages to schools, parks and recreation areas, commercial areas, and employment centers.

Comments: The existing conditions of the subject property are consistent with the MPOT and the area master plan. The bike lanes and wide sidewalk recommended have been constructed along Oxon Hill Road by the Department of Public Works and Transportation and sidewalks exist along National Avenue and to the building entrance. An additional sidewalk connection is recommended to better connect the subject building with the existing bus stop along Oxon Hill Road.



The existing bus stop along the subject site's frontage of Oxon Hill Road is shown above.

Recommended Conditions of Approval:

1. Prior to signature approval of the Detailed Site Plan, the plans shall be revised to include the following improvements:
 - a. A sidewalk/designated walkway through the parking lot linking the building with the bus stop along Oxon Hill Road.
 - b. Provide a bicycle rack accommodating a minimum of ten bicycles at a location convenient to the building entrance.

EXHIBIT'S LIST

Regular Planning Board Meeting

DECEMBER 5, 2019

Exhibits Transmitted to Development Review Division


AGENDA ITEM #6 – DETAILED SITE PLAN

DSP-88069-05 6710 OXON HILL ROAD PROPERTY

The following exhibits were accepted and entered into the record:

NO EXHIBITS

MARIE PROCTOR 12/5/2019



Sign and Date