

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



Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).

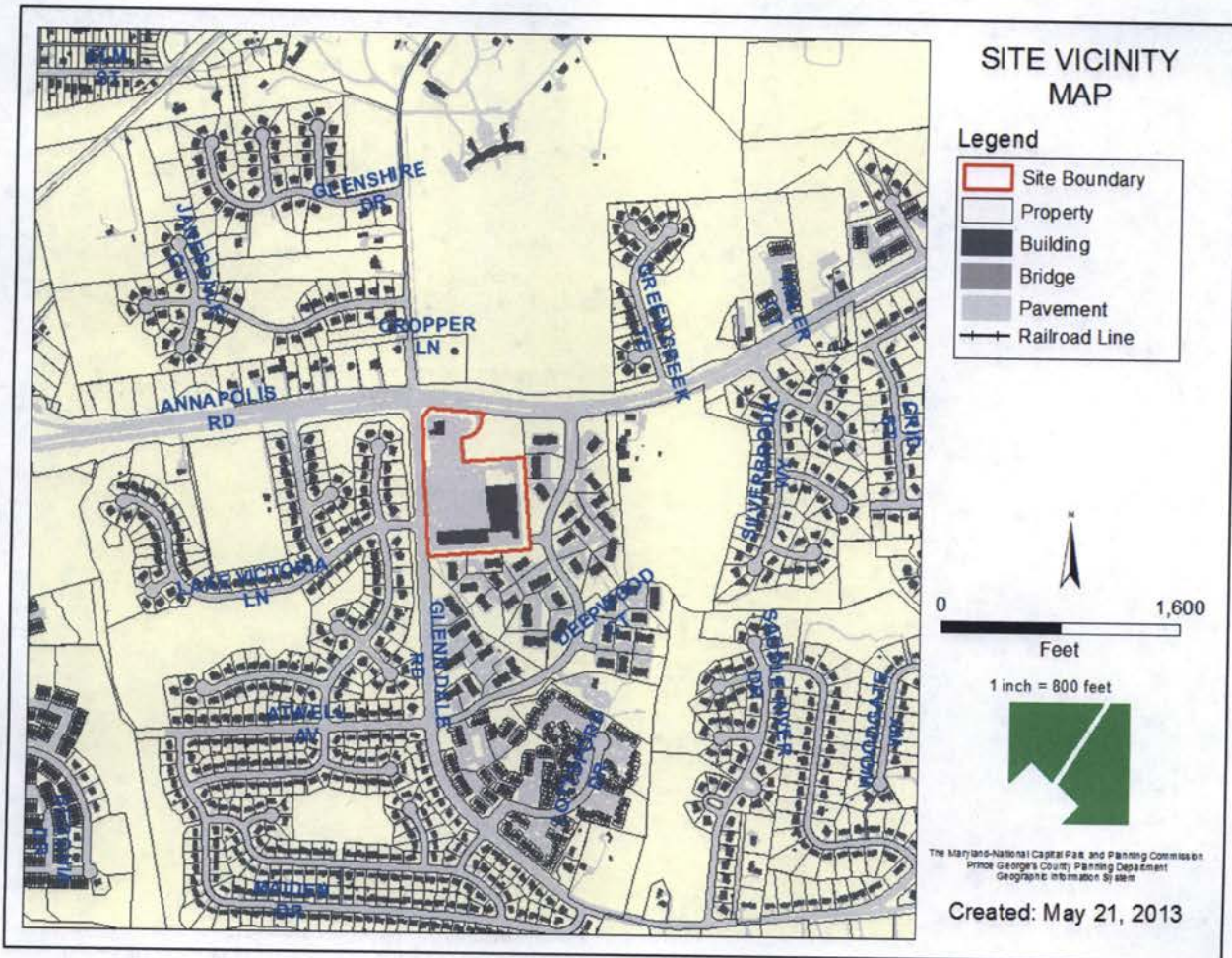
## Detailed Site Plan

## DSP-89063-07

Application	General Data	
<b>Project Name:</b> Duvall Village Shopping Center, Wal-Mart  <b>Location:</b> Southeastern quadrant of the intersection of Annapolis Road (MD 450) and Glenn Dale Road (MD 953).  <b>Applicant/Address:</b> Wal-Mart Real Estate Business Trust 2001 Southeast 10th Street Bentonville, AR 72716	Planning Board Hearing Date:	03/06/14
	Staff Report Date:	02/20/14
	Date Accepted:	12/16/13
	Planning Board Action Limit:	03/08/14
	Plan Acreage:	12.25
	Zone:	C-G
	Dwelling Units:	N/A
	Gross Floor Area:	77,916 sq. ft.
	Planning Area:	70
	Tier:	Developing
	Council District:	05
	Election District	13
	Municipality:	NA
200-Scale Base Map:	206NE10	

Purpose of Application	Notice Dates	
A 77,916-square-foot Wal-Mart	Informational Mailing:	03/13/13
	Acceptance Mailing:	12/12/13
	Sign Posting Deadline:	02/04/13

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Ruth Grover, MUP, AICP <b>Phone Number:</b> 301-952-4317 <b>E-mail:</b> Ruth.Grover@ppd.mncppc.org	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>	<b>DISAPPROVAL</b>	<b>DISCUSSION</b>
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-89063-07  
Type II Tree Conservation Plan TCPII 113-94-04  
Duvall Village Shopping Center, Wal-Mart

The Urban Design staff has completed its review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

1. The requirements of the Zoning Ordinance as follows:
  - a. Section 27-461 regarding permitted uses in commercial zones;
  - b. Section 27-462 regarding regulations in commercial zones;
  - c. Section 27-285(b) regarding required findings for detailed site plans; and
  - d. Section 27-568, regarding the number of parking spaces required generally.
2. The requirements of Preliminary Plans of Subdivision 4-87104 and 4-02103.
3. The requirements of Detailed Site Plan DSP-89063 and its revisions.
4. The requirements of Final Plat REP 205-19.
5. The requirements of the 2010 *Prince George's County Landscape Manual*.
6. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
7. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
8. Referral comments.

FINDINGS

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

1. **Request:** The subject application requests approval of a 77,916-square-foot Wal-Mart in the Duvall Village Shopping Center in the General Commercial, Existing (C-G) Zone:

2. **Development Data Summary:**

Zone Use(s)	EXISTING	PROPOSED
	C-G Integrated Shopping Center	C-G Wal-Mart within an Integrated Shopping Center
Acreage	14.64	14.64
Parcels	2	2
Wal-Mart Square Footage/GFA	56,238	77,916
Existing In-line Retail Square Footage/GFA	4,836	4,836
Bank Square Footage/GFA	26,591	26,591
Total Square Footage/GFA	87,665	109,343

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	459	513
including handicapped spaces	17	17 (including 14 handicapped van spaces)
Standard spaces (9.5' x 19')	N/A	445
Compact spaces (8.0' x 16.5')	N/A	51
Loading spaces	4	4

3. **Location:** The site is in Planning Area 70, Council District 5. More specifically, it is located in the southeastern quadrant of the intersection of Annapolis Road (MD 450) and Glenn Dale Road (MD 953).
4. **Surrounding Uses:** The subject property is bounded to the north by Annapolis Road (MD 450); to the west by Glenn Dale Road (MD 953); and to the east and south by single-family detached dwellings in the Residential Urban Development (R-U) Zone.
5. **Previous Approvals:** The subject site, which included the 2.39-acre environmental setting of Historic Site 70-017, Buena Vista, was rezoned from Planned Community/ General Commercial, Existing (R-P-C/C-2) to General Commercial, Existing (C-G) by Zoning Ordinance No. 73-1978 with conditions in 1978, in conjunction with companion cases Zoning Map Amendments A-9232, A-9234, and A-9235 for adjacent properties. Preliminary Plan of Subdivision 4-87104 for Duvall Village Shopping Center was approved by the Prince George's County Planning Board on September 24, 1987. In accordance with a rezoning condition (A-9233), Detailed Site Plan DSP-89063 was approved by the Planning Board on August 16, 1989. The DSP was revised six times thereafter. Detailed Site Plan DSP-89063 was approved by the Planning Board on August 16, 1989. Prince George's County Planning Board Resolution No. 89-44 was subsequently adopted by the Planning Board formalizing that approval. Detailed Site Plan DSP-89063/01 was approved at staff level on August 21, 1990 for minor changes to the

architecture, parking, and landscaping. Detailed Site Plan DSP-89063/03 was approved at staff level on April 6, 1995 for a modification of the historic setting. Detailed Site Plan DSP-89063/05 was approved by the Planning Board on November 6, 2003 for the Educational Systems Federal Credit Union and removal of the historic site and the Maryland-National Capital Park and Planning Commission (M-NCPPC) trail. Prince George's County Planning Board Resolution No. 03-241 was subsequently adopted by the Planning Board on November 13, 2003, formalizing that approval. On March 6, 2003, Parcel A (including Historic Site 70-017, Buena Vista) was subdivided into two parcels by the Planning Board through its approval of Preliminary Plan 4-02103. On February 20, 2002, the historic house was moved from this location, though on May 15, 2002 the Historic Preservation Commission decided to keep a ten-foot by four-foot easement for signage referencing the historic site to be located on the eastern parcel. The site also has an approved Stormwater Management Concept Plan, 19201-2012-00, approved by the Department of Public Works and Transportation (DPW&T) on October 1, 2012 and valid until October 1, 2015.

6. **Design Features:** The subject Wal-Mart is proposed to be part of the existing Duvall Village Shopping Center occupying an existing 56,238-square-foot unit augmented by a 21,678-square-foot addition, for a total of 77,916 square feet. A 4,836-square-foot bank pad site is located along the subject site's Annapolis Road (MD 450) frontage. An existing 26,591-square-foot strip shopping center would extend perpendicularly from the proposed Wal-Mart. Parking would be located in front of the Wal-Mart and the strip center, north of that main parking area and to the west of the pad site occupied by the bank on the northern end of the site.

The subject project, however, also encompasses a vacant Parcel B, recorded in Plat Book 205 at page 19, and located in the northeastern portion of the site, which appears to have been inadvertently omitted in the subject application. As Parcel B was part of the original and continues to be a part of the Duvall Village Shopping Center DSP, a proposed condition in the Recommendation section of this report would require that, prior to signature approval of the plans for the project, the boundary of the project be revised on page 5 of the overall plan and throughout the plan set to include Parcel B.

The proposed architecture of the Wal-Mart is a composite of a remodel of the existing building and an addition on its northern side. The architecture for the Wal-Mart includes a mix of architectural elements including metal, exterior insulation and finishing system (EIFS), concrete masonry units (CMU), and lapboard siding in several colors including red, light brown, dark brown, camel, and white.

The front façade offers a design with a central element with a peaked roof, with the Wal-Mart corporate logo on it, flanked by two areas of camel-colored lap siding punctuated by pilasters supported by double columns, giving some rhythm to this portion of the façade. The only other signage included in the subject application is the addition of a new sign panel on the existing freestanding sign that serves the entire shopping center as described in detail on Sheet 2 of the architectural plan set entitled "Site Signage Location."

To either side of the central element on the front façade is a repetitive rectilinear decorative element constructed of new split face CMU specified to be painted in the camel color, to be ornamented with individual awnings, specified as standing seam metal, flanked in turn by an element that has a parapet roofline, and a combination of camel-colored lap siding and EIFS pilasters. On the far right, or southern end of the façade, a second entrance and a loading area with four roll-up doors is evident, though the portion of the existing shopping center that would

be perpendicular to the proposed Wal-Mart would largely screen them from view. The architecture could be enhanced by replacement of the repetitive rectilinear elements, with a more attractive architectural treatment.

The rear façade is the existing red CMU, with green metal downspouts offering the only visual relief across its entire expansive width. The side elevations offer marginally more in the way of design, with a lighter color CMU at their base, a band separating the two floors, and some detailing in lapboard siding and green standing seam metal roof.

As the architecture for the project has been adequately described on Sheet 1 of the architectural plan set entitled "Elevations," a proposed condition in the Recommendation section of this staff report would require that Sheet 3 entitled "Disclosure" be removed from the plan set as it is superfluous and such disclosure is not needed as part of the DSP. Another proposed condition in the Recommendation section of this staff report would require some improvements in the architecture of the façades discussed above prior to signature approval.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the General Commercial, Existing (C-G) Zone and the site plan design guidelines of the Zoning Ordinance.
  - a. The subject application is in conformance with the requirements of Section 27-461(b), which governs permitted uses in commercial zones. The proposed Wal-Mart is a permitted use in the C-G Zone.
  - b. The proposal is also in conformance with the requirements of Section 27-462, Regulations, regarding additional regulations for development in commercial zones.
  - c. See Finding 15 regarding the project's conformance with the requirements of Section 27-285(b).
  - d. The proposal is also in conformance with the requirements of Section 27-568, Required number of parking spaces.
8. **Preliminary Plans of Subdivision 4-87104 and 4-02103:** Preliminary Plan 4-02103 was approved by the Planning Board on February 6, 2003. Resolution No. 03-22 was adopted on March 6, 2003, formalizing that approval. Preliminary Plan 4-87104 was approved by the Planning Board on September 24, 1987. Resolution No. 87-433 was subsequently adopted by the Planning Board, formalizing that approval. Each relevant condition of each approval is included in **boldface** type below followed by staff comment:

#### **Preliminary Plan of Subdivision 4-87104:**

3. **Prior to issuance of any building permits, all necessary improvements (construction of four lanes, closed section divided highway with auxiliary turn lanes at the intersection between Stations 155 and 180) to the intersection of MD 450 and Glenn Dale Road shall be in place or shall be programmed by the Maryland State Highway Administration or others in conjunction with the Maryland State Highway Administration.**

**Comment:** In a memorandum dated January 16, 2014, the Transportation Planning Section stated that it is worth noting that, while Condition 3 required improvements to the critical intersection of Annapolis Road (MD 450) at Glenn Dale Road (MD 953), there was no trip cap explicitly identified among any of the conditions of approval. In reviewing the Transportation staff referral, as well as the staff report prepared for the Planning Board hearing of 4-87104, it has been documented in these reports that the transportation analyses required for a finding of adequacy were based on the subject property being developed with 104,050 square feet of retail and 19,850 square feet of office. As of this writing, all of the conditioned improvements have been constructed.

**Preliminary Plan of Subdivision 4-02103:**

- 1. Development of the subject property shall be consistent with the stormwater management concept plan approved by the Department of Environmental Resources, CSD No. 958006-480.**

**Comment:** In a memorandum dated February 3, 2014, the Subdivision Review Section stated that General Note 3M on the SDP indicates that the site is subject to Stormwater Management Concept Plan 19201-2012-00, approved October 1, 2012. Additionally, staff is in receipt of Stormwater Management Concept Plan 19201-2012-00, approved October 1, 2012 and valid until October 1, 2015, which supports the site plan note. Apparently, the later approval replaced the earlier approval as the operative stormwater management approval for the site.

- 3. Prior to submission of a Detailed Site Plan, the applicant, the applicant's heirs, successors, or assignees shall consult with Historic Preservation staff regarding the optimum location for the historical marker and its Environmental Setting. (An appropriate location for the historical marker is south and east of the proposed concrete sidewalk, west of and at the foot of the retaining wall and fence).**

**Comment:** In a memorandum dated December 30, 2014, the archeological coordinator stated that the applicant proposed and had approved by the Historic Preservation Commission (HPC) a small area (ten feet by four feet) at the southwestern corner of Parcel B as the location for the historic marker at the time of preliminary plan approval. Further, she stated that the approved location is shown on the plat (REP-205-19) and that this condition had been satisfied.

- 4. The applicant shall prepare an exhibit showing the proposed size and location of the setting, as well as the text for the historical marker. This exhibit shall be reviewed by Historic Preservation staff, and the new Environmental Setting shall be approved by the Historic Preservation Commission (HPC) prior to approval of the Detailed Site Plan.**

**Comment:** In a memorandum dated December 30, 2013, the archeological coordinator stated that, at its October 21, 2003 meeting, the HPC voted unanimously (7-0) to approve the size and location of the required historic marker (ten feet by four feet) as shown on the plat, thereby satisfying this condition.

- 5. After the new Environmental Setting for Historic Site 70-017 has been reviewed and approved by HPC, and prior to approval of the first building permit for Parcel B, the applicant/owner of the property shall erect on that approved setting a historical marker with the text that has been approved by the staff of HPC.**

**Comment:** In a memorandum dated December 30, 2013, the archeological coordinator stated that the HPC approved the removal of the existing environmental setting and replacing it with a historical marker. The applicant is currently working with Historic Preservation staff on the proposed text for the historic marker. The text will be finalized at the time of submittal of a Historic Area Work Permit application for erection of the historical marker. At the archeological coordinator's suggestion, Condition 5 has been carried forward as a proposed condition in the Recommendation section of this staff report.

6. **Prior to signature approval of the Preliminary Plan of Subdivision, TCPI/12/03 shall be revised to:**
  - a. **Show the full extent of the existing woodlands.**
  - b. **Show the current version of the TCP1 notes.**
  - c. **Revise the Woodland Conservation Worksheet to indicate the entire site will be cleared.**
  - d. **Have the revised plan signed and dated by a Qualified Professional.**

**Comment:** Staff ensured that these requirements were met as required at the time of certificate approval of Preliminary Plan 4-12013.

7. **Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/12/03). The following note shall be placed on the Final Plat of Subdivision:**

**“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/12/03), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”**

**Comment:** Type II Tree Conservation Plan TCPII/113/94-01 has been submitted with the subject DSP. A review by the Environmental Planning Section indicates that the plan meets all applicable environmental requirements, subject to recommended conditions which have been included in the Recommendation section of this report. Therefore, it may be said that the proposed project is in conformance with TCP1/12/03.

9. **Detailed Site Plan DSP-89063 and its revisions:** Detailed Site Plan DSP-89063 was approved by the Planning Board on August 16, 1989. Resolution No. 89-414 was subsequently adopted by the Planning Board, formalizing that approval. Each relevant condition of that approval is included in **boldface** type below followed by staff comment:
8. **The applicant shall construct an eight-foot-wide hard surface pedestrian/bike trail along the entire frontage of Glenn Dale Road except for the last 50+ feet. This trail shall connect to the intersection with MD Route 450 to the north and the approved six-foot-wide path connection in the Glensford development to the south.**



**Comment:** In a memorandum dated February 6, 2014, the trails coordinator indicated that this trail was not provided at the time of construction of the original shopping center. Instead, the subject site was improved with a standard five-foot-wide sidewalk along its entire frontage. This condition may have been modified by the Maryland State Highway Administration (SHA) at the time of road construction permitting, although as it is now more than 23 years since that time it would be difficult to determine this conclusively. However, based on his analysis of 2011 aerial photographs for the corridor, it appeared that standard sidewalk along the site's frontage is consistent with frontage improvements elsewhere along Glenn Dale Road (MD 953). In fact, he stated that the entire eastern side of Glenn Dale Road has been improved with standard sidewalk from its intersection with Annapolis Road (MD 450) to just south of its intersection with Lottsford Drive. Therefore, despite the requirement of this prior approval, he recommended no changes to the existing sidewalks at this time and suggested that on-road bicycle facilities be considered comprehensively by SHA for the corridor when it resurfaces or otherwise improves Glenn Dale Road.

Detailed Site Plan DSP-89063/05 was approved by the Planning Board on November 6, 2003 for the Educational Systems Federal Credit Union and removal of the historic site and the M-NCPPC trail. Prince George's County Planning Board Resolution No. 03-241 was subsequently adopted by the Planning Board on November 13, 2003, formalizing that approval. Condition 3 of that approval, relevant to this approval, is included in **boldface** type below followed by staff comment:

3. **Prior to issuance of the Historic Area Work Permit for erection of the historic marker, the applicants and the applicants' heirs, successors, and/or assignees shall submit the text for the historic marker to be reviewed and approved by the Historic Preservation Commission.**

**Comment:** In a memorandum dated December 30, 2013, the archeology planner coordinator suggested that this condition be brought forward to the subject approval. Staff has included it in the Recommendation section of this staff report.

10. **Final Plat REP 205-19:** Parcel C was recorded in Plat Book REP 205-19 on February 14, 2005. The following plat note included in **boldface** type below and followed by staff comment is relevant to the approval of the subject DSP:

1. **Access to parcel "B" along the Annapolis Road frontage is denied and all access to Parcel "B" shall be through the common access easement pursuant to Section 24-128 (b) (9) of the Prince George's County Subdivision Regulations.**

**Comment:** In a memorandum dated February 6, 2014, the Subdivision Section stated that the record plat delineated the common access easement on Parcel C and indicated a denial of access along the Annapolis Road (MD 450) frontage on a portion of Parcel C. Further, they stated that the subject DSP correctly shows the location of the common access easement and indicates the denial of access along the frontage of Annapolis Road. They said, however, that the DSP should be revised to provide shading or hatching to more clearly identify the common access easement on the site plan and that Note 1 of the record plat should be added as a general note on the DSP.

A proposed condition in the Recommendation section of this staff report would require that, prior to signature approval, the DSP be revised to more clearly graphically identify the common easement on the site plan and that Note 1 of the record plat shall be added as a general note to the DSP.

11. **2010 Prince George's County Landscape Manual:** The proposed development is subject to the requirements of Section 4.2, Commercial and Industrial Landscaped Strip Requirements; Section 4.3(a), Landscaped Strip Requirements; and Section 4.7, Buffering Incompatible Uses of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Pursuant to County Council Bill CB-17-2013, the project is exempt from the requirements of Section 4.3(c), Interior Planting of Parking Lots.

The Urban Design staff reviewed the proposed landscape plan and found that the submittals are in general compliance with the applicable sections of the Landscape Manual.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the entire site is more than 40,000 square feet in area, more than 5,000 square feet of woodland was disturbed, and has previously approved Type I and Type II tree conservation plans (TCPI/TCPII).

The Environmental Planning Section completed a review of submitted TCPII-113-94-01 and found that the plan is in compliance with the WCO, provided certain conditions are included in the approval. As they have been included in the Recommendation section of this staff report, it may be said that the project conforms to the relevant requirements of the WCO.

13. **Prince George's County Tree Canopy Coverage Ordinance:** Pursuant to Council Bill CB-19-2013, the subject project is exempt from the requirements of the Tree Canopy Coverage Ordinance.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Historic Preservation Section**—In emailed comments received December 30, 2013, the Historic Preservation Section stated that the review of the subject project revealed that Historic Site 70-017 (Buena Vista) is located on Parcel B, part of the subject site. Though the house has been demolished, they stated that there is a ten- by four-foot environmental setting for an interpretive sign, which has never been erected, perhaps because the building expansion approved in DSP-89063/05, as formalized in PGCPB Resolution No. 03-241, was never completed. A proposed condition in the Recommendation section of this staff report would require that the interpretive sign be erected prior to issuance of the first building permit for the subject project.

- b. **Archeological Review**—In a memorandum dated December 30, 2013, the archeological planner coordinator offered the following background to the archeological aspects of the project:

With the adoption and approval of the 1981 *Prince George's County Historic Sites and Districts Plan*, Buena Vista, a Greek Revival-style plantation house of wood frame construction built in the mid-1850s, was designated as Historic Site 70-017. Its location was a 16.8-acre parcel of land at 4811 Glenn Dale Road in the Glenn Dale area. In December 1994, the Historic Preservation Commission (HPC) established a smaller environmental setting for Buena Vista (2.39 acres). In the late 1990s, a shopping center was constructed on the remainder of the 16.8-acre parcel, and the developers sought a plan for restoration and reuse of the Buena Vista house. After several proposals for

renovation and use of the house failed, the owner/developer of the shopping center (Manekin) reached an agreement with Henry and Nora Wixon, by which the house was legally conveyed to the Wixons and was then moved in February 2002 to the Wixons' 25-acre farm approximately one mile to the northeast. The HPC and staff worked with the Wixons and their architect in reviewing the plans for relocation, restoration, and addition to the Buena Vista house.

In her December 20, 2013 memorandum regarding the DSP-89063-07, Duvall Shopping Center Wal-Mart site, the archeological planner coordinator offered the following recommended archeologically-related findings regarding the subject project:

- (1) In May 2001, the HPC approved Historic Area Work Permit 9-01 for the relocation and proposed addition to the Buena Vista house with several conditions. Condition 2 of that approval is the following:

“At the next phase of development plans for the Duvall Village Shopping Center, or at the time of the amendment of the Detailed Site Plan, the Historic Preservation Commission shall redetermine and reduce the Environmental Setting of Historic Site 70-017(Site of Buena Vista) to include a small area of ground in the vicinity of the site, upon which a historical marker, visible to passersby, shall be erected by the owner of the property.”
- (2) In early 2003, the applicant submitted Preliminary Plan of Subdivision 4-02103 for the Duvall Village Shopping Center, including Parcel B, the former location of the Buena Vista house. This plan proposed a small (ten- by four-foot) area at the southwestern corner of Parcel B as the proposed location of the required historic marker (i.e., the proposed environmental setting of the Site of Buena Vista). Historic Preservation staff suggested a minor change in its location. In March 2003, the Planning Board approved Preliminary Plan 4-02103 as formalized by the adoption of PGCPB Resolution No. 03-22. See Finding 8 for a discussion of archeologically-related Conditions 3, 4, and 5 of that approval.
- (3) The applicant revised the proposed location of the historical marker (i.e., the proposed environmental setting) as suggested by Historic Preservation staff and as noted in Condition 3 of PGCPB Resolution No. 03-22, which was shown on DSP-89063/05. The applicant then submitted a request for determination of environmental setting for this location.
- (4) At the October 21, 2003 HPC meeting, the Commissioners reviewed the background of the case and the conditions of development that relate to the change in the historic site since the relocation of the Buena Vista house. Staff suggested that, as the ten- by four-foot area proposed as the environmental setting was sufficient and appropriate for the erection of a historical marker, was very close to the original location of the Buena Vista house, and would be clearly visible to passersby, it constituted an appropriate environmental setting of Historic Site 70-017 (Buena Vista).
- (5) Staff recommended that the HPC approve the size and location of the required historical marker, ten feet by four feet, as shown on the plan for DSP-89063/05, with the condition that the text for the marker be finalized and approved by HPC

prior to the submittal of an application for a historic area work permit for erection of the marker.

- (6) The resolution of approval for DSP-89063/05 (PGCPB No. 03-241) contains one condition, Condition 3, which relates to the historic site. See Finding 9 for a discussion of that requirement.

In conclusion, the archeological planner coordinator offered the following, suggesting that a condition be attached to the approval regarding a trigger for approval by the Historic Preservation Commission of the text to be placed on the historic marker:

- (1) At its October 21, 2003 meeting, the Historic Preservation Commission voted unanimously to approve the size and location of the required historical marker, ten feet by four feet, as shown on the plan for DSP-89063/05, with the condition that the text for the marker be finalized and approved by the Historic Preservation Commission prior to submittal of the historic area work permit for erection of the marker.
- (2) The applicant should submit text for the historical marker through the submission of an application for a historic area work permit.
- (3) Condition 3 of PGCPB Resolution No. 03-241 should be carried forward with this application.
- (4) The applicant should make the following corrections to the detailed site plan:
  - (a) Sheet 4, Note R should read: "The Site of Buena Vista (70-017) and its ten- by four-foot environmental setting is located on Parcel B."
  - (b) On Sheets 5, 7, 9, 11, 13, and 16, show the location of the site of Buena Vista and its ten- by four-foot environmental setting (as shown on Plat REP 205-19) and label the historic site "The Site of Buena Vista (70-017)."

**Comment:** The archeological planner coordinator's suggestions and proposed conditions have been included in the Recommendation section of this staff report.

- c. **Community Planning Division**—In a memorandum dated January 30, 2014, the Community Planning Division stated that the subject project is consistent with the 2002 *Prince George's County Approved General Plan* Urban Design policies for the Developing Tier and conforms to the community design recommendations of the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and Sectional Map Amendment* (area master plan). More specifically, they stated that the area master plan recognizes the Duvall Village Shopping Center as one of eight commercially-zoned areas within the sector plan area that should incorporate green building standards and should reuse existing commercial space, such as blighted or vacant buildings.

The Community Planning Division offered the following planning comments regarding the subject project:

- (1) There are no area master plan issues associated with this application. The area master plan states that, based on the condition of existing commercial areas and recently completed, pending, and planned development, commercial zoning amendments should focus on facilitating redevelopment in targeted commercially zoned areas, such as Duvall Village.
- (2) The shopping center is currently underutilized as there are a number of vacant spaces. The proposed request in this application would enhance the utilization of the existing shopping center, provide a sense of stability, and reduce or eliminate the use of vacant space by “seasonal/temporary” retailers. The area master plan provided these additional recommendations for commercial/employment center design that may be relevant to this application:
  - **Provide landscaped parking areas:** Landscaping should be incorporated into parking areas to soften edges and screen surface lots from public streets and internal pathways...Landscaping can also visually break up large areas of empty space and reduce heat effects in summer months.
  - **Create internal pedestrian pathways that connect parking areas to building entrances:** Special attention should be paid to moving pedestrians safely from parking areas to building entrances. Traditional parking lot design forces pedestrians to walk along parking aisles, creating potential conflicts with vehicles trying to exit and enter parking spaces. Separate pathways should be provided to remove pedestrians from the vehicular aisle area, connecting directly to pedestrian crosswalks and sidewalks that lead to building entrances.
  - **Incorporate internal access drives to reduce the number of curb cuts onto major roadways:** Internal traffic should be considered in the context of circulation patterns on adjacent properties and roadways. Access points for vehicles should be minimized to reduce the number of driveways connecting to roadways, which often lead to traffic hazards. Internal connections should be provided to allow vehicles to travel between adjacent commercial properties without having to enter a major roadway, then exit again within a short distance.
  - **Provide adequate screening for utility and service features:** Service and utility areas should not be visible from public rights-of-way and should not block building access, views, or pedestrian pathways. Screening devices should be compatible with the design character of the shopping center.
  - **Provide functional and attractive outdoor lighting:** Outdoor lighting should provide adequate illumination for building entrances, walkways, and parking areas, but should be sensitive to impacts on adjacent properties or into the sky. Lighting standards and fixtures should be human-scaled and compatible with the design character of the shopping center.

- **Ensure security and safety:** All parking lots and building entrances should have high degrees of visibility, appropriate lighting, and walkways. The use of crime prevention through environmental design (CPTED) is strongly encouraged.
- **Use high quality materials with compatible colors and textures:** Buildings should complement the design character of nearby properties. Materials, colors, and textures should create visual interest and contribute to a harmonious design.
- **Use design elements to break up long façades:** Windows, doors, and changes in textures can all be used to break long façades into smaller units that seem more inviting.
- **Create a unified signage system:** Buildings that are part of the same shopping center should have coordinated signage that emphasizes the visual design character of the center. Although signs do not have to have the same lettering, they should be of similar sizes and shapes. Signs with internal illumination, LCD (liquid crystal display) screens, or flashing/scrolling effects are not appropriate.
- **Promote energy efficient design:** If feasible, building design should incorporate energy-saving elements, such as solar panels, wastewater recycling, water-saving fixtures, and energy-efficient windows and HVAC (heating, ventilation, and air conditioning) systems.

In conclusion, Community Planning staff supports the expansion of the proposed Wal-Mart at Duvall Village as it is in conformance with the area master plan recommendations for the shopping center. The expansion would cover an existing grassy portion of the site and would not impose on any other existing structures. The proposal fills a retail vacancy in the shopping center and would serve as a necessary anchor. The economic benefits of the proposed Wal-Mart are also substantial, as it could bring many new jobs to the community.

- d. **Transportation Planning Section**—In a memorandum dated January 16, 2014, the Transportation Planning Section stated that they had reviewed the subject project and offered the following background to the transportation-related aspects of the project:

The property has been the subject of two preliminary plans of subdivision approvals, as well as, a DSP review and approval. See Finding 8 for a discussion of transportation-related Condition 3 of the approval of Preliminary Plan 4-87104.

The Transportation Planning Section went on to state that, on November 14, 2002, the Planning Board approved Preliminary Plan 4-02103 (PGCPB Resolution No. 03-22) with ten conditions. This preliminary plan was approved with a development density of 114,139 square feet of commercial development. Based on the staff report for this application, Preliminary Plan 4-02103 represented a resubdivision of an existing parcel and, because the parcel is partially developed and has an approved level of development which was the subject of an adequacy test in 1987 and no further development is proposed, the Planning Board deemed the application to have no net impact on surrounding roadways.

In the application that is currently pending, the applicant is proposing the expansion of an existing building (vacant grocery store) within a shopping center. The proposed expansion of 21,678 square feet (of which 12,519 square feet was previously approved) would bring the total area of development within the shopping center to 109,342 square feet. In light of the fact that the proposed shopping center expansion will fall below the development thresholds that were the subject of previous approvals, staff concludes that there will be no net increase in off-site traffic.

The Transportation Planning Section then offered the following comments regarding internal circulation on the site:

The expansion of the existing development that is being sought will have no impact on access to the site. All of the previous access points will remain and there will be no new access point provided. Regarding on-site circulation, staff has no issues.

In conclusion, the Transportation Planning Section stated that, from the standpoint of transportation, they would suggest that the subject plan is acceptable and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance. Further, they stated that, in accordance with their review, there are no transportation planning issues that require resolution prior to issuance of building permits for the project, but that the applicant should be advised that SHA may require that other transportation planning considerations be addressed before they issue the required access permit.

- e. **Subdivision Review Section**—In a memorandum dated February 3, 2014, the Subdivision Section stated that the subject property is known as Parcel C and located on Tax Map 45 in Grid C-4. Further, they noted that the site is currently improved with a 4,835-square-foot bank, a 26,591-square-foot retail center, and a 56,238-square-foot vacant store, and that the applicant proposes a 21,678-square-foot addition to the 56,238-square-foot vacant store, making the total gross floor area of development on the site 109,342 square feet.

Further, the Subdivision Section stated that the site is subject to the requirements of the approval of Preliminary Plan of Subdivision 4-02103 approved by the Planning Board on March 6, 2003 and which approval was formalized in PGCPB Resolution No. 03-22, and made subject to ten conditions, all of which are relevant to this approval. See Finding 8 for a full discussion of those conditions. The approval also contained 15 findings. See Finding 8 also for a full discussion of Finding 8 of the preliminary plan approval, which is relevant to the subject project.

The Subdivision Section then noted that Parcel C was recorded in Plat Book REP 205-19 on February 14, 2005. They also noted that the subject DSP correctly shows the bearings and distances and ten-foot-wide public utility easements on Parcel C, except for the southern property line. In that regard, they said that the DSP should show the bearings and distances on the southern property line for Parcel C as reflected on the record plat.

**Comment:** A proposed condition in the Recommendation section of the staff report would require that, prior to signature approval, the DSP be revised along the southern property line for Parcel C to mirror the record plat.

Further, the Subdivision Section indicated that the record plat contains notes, including Note 1 which is relevant to the subject review. See Finding 9 for a full discussion of that note.

In closing, the Subdivision Section stated that DSP-89063-07 is in substantial conformance to the requirements of approved Preliminary Plans 4-02103 and 4-87104 and record plats, if the comments they offered have been addressed; and that failure of the site plan and record plats to match, including bearings, distances, and lot sizes, will result in permits being placed on hold until the plans are corrected.

**Comment:** As the Subdivision Section's comments are proposed to be addressed by conditions in the Recommendation section of this staff report, it may be said that DSP-89063-07 is in substantial conformance to the requirements of approved Preliminary Plans of Subdivision 4-02103 and 4-87104.

- f. **Trails**—In a memorandum dated February 6, 2014, the trails coordinator stated that he reviewed the subject DSP for trail-related issues of the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and/or the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and Sectional Map Amendment* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements, and indicated that Prince George's County rights-of-way and sidewalks were an issue.

More particularly, the trails coordinator noted that the Complete Streets section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians:

**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 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 area master plan makes two recommendations for Glenn Dale Road (MD 953) with both bicycle facilities and sidewalks on pages 171 and 172 of the master plan, respectively, as follows:

- **Glenn Dale Road (MD 953): On-road bicycle facilities. Will improve non-motorized access to the WB&A Trail, the MD 450 sidepath, and the former Glenn Dale Hospital site.**
- **Glenn Dale Road: Construct standard or wide sidewalks.**

The subject site's frontage has been improved with the required right-of-way dedication and a standard sidewalk. The sidewalk accommodates pedestrians along the frontage of the subject site and provides access to the existing master plan trail along Annapolis Road (MD 450).

The original approval for the subject site included Condition 8 requiring a trail along Glenn Dale Road. See Finding 8 for a discussion of that condition.



The trails coordinator went on to analyze the internal pedestrian facilities in his memorandum dated January 6, 2014. More particularly, he offered the following:

- Crosswalks have been provided from the handicapped spaces to the building entrance or nearby sidewalks;
- A designated walkway has been striped leading from the public sidewalk along Glenn Dale Road to the proposed extension of the Wal-Mart building;
- A pedestrian zone is also designated immediately in front of the building entrance.

The trails coordinator stated that he supported the provision and retention of the above facilities and that, in recognition of the existing master plan trail along MD 450, a small amount of bicycle parking is recommended near the entrance to the Wal-Mart.

In conclusion, the trails coordinator stated that, from the standpoint of non-motorized transportation, the site plan is acceptable, fulfills the intent of the applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance if a condition requiring bicycle rack(s) accommodating a minimum of five bicycle parking spaces are located conveniently to the entrance of the subject Wal-Mart.

A proposed condition in the Recommendation section of this staff report would require the bicycle parking suggested by the trails coordinator and supported by the area master plan's transportation goal of encouraging alternative means of transportation be indicated on the plans prior to certificate approval of the plans.

- g. **Environmental Planning Section**—In a memorandum received February 10, 2014, the Environmental Planning Section offered the following background for the project:

This site was previously reviewed by the Environmental Planning Section for Preliminary Plan of Subdivision 4-02103 and associated Type I Tree Conservation Plan TCPI-012-03. Detailed Site Plan DSP-89063 and Type II Tree Conservation Plan TCPII-113-94 were also reviewed for the site. The preliminary plan and TCPI were approved with conditions, which are found in PGCPB Resolution No. 03-22. There have been several revisions to the DSP since the original DSP and TCPII was approved in 1989. The most recent approval was DSP-89063/05.

The site is not subject to the environmental regulations in Subtitles 25 and 27 of the Prince George's County Code that became effective on September 1, 2010 and February 1, 2012.

A review of the information available indicates that wetlands, streams, 100-year floodplain, and steep and severe slopes are not found to occur on the property. This site is located within the Western Branch sub-watershed which is part of the Patuxent Watershed. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. The site contains approximately 0.78 acre of woodland and 2.32 acres of

reforested woodland according to the currently approved TCPII. This site is located in the Developing Tier as reflected in the *Prince George's County Approved General Plan* (General Plan). According to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), the predominant soils found to occur on-site include Collington-Wist-Urban land complexes; Sassafras-Urban land complexes; Udorthents, highway; Urban land-Collington-Wist complex; and Urban land-Sassafras complex. According to available information, Marlboro clay and Christiana complexes are not found to occur on this property. The site has frontage on Glen Dale Road, which is designated as a collector in the 2009 *Approved Countywide Master Plan of Transportation* and is not regulated for noise; however, Annapolis Road (MD 450) is a master-planned arterial roadway within close proximity to the site that is regulated for noise. Both of these roads are designated as scenic and historic roads according to PG Atlas. The site is not located in the Joint Base Andrews imaginary runway surface area. The site is located in the Developing Tier of the General Plan.

The Environmental Planning Section then offered the following environmental review of the subject project.

- (1) The site has a forest stand delineation (FSD) that was submitted as part of the DSP review in 1994. The FSD showed that the site originally contained 1.68 acres of fragmented woodland areas. The FSD stated that numerous specimen trees existed on-site, but no total was provided.

A natural resources inventory (NRI) is not required at this time because the site is grandfathered from the current environmental regulations contained in Subtitle 27 with regard to the submittal requirements for a NRI.

- (2) The site is subject to the Woodland Conservation Ordinance because it has a previously approved tree conservation plan. The previously approved TCPII was also submitted to fulfill the landscape requirements of the site and thus shows woodland conservation treatment areas and required landscape buffers with associated plantings. Based on a review of the DSP, it appears that there will be no change in the approved limits of disturbance (LOD) on the TCP, indicating that the previously approved 0.78 acre of preservation and 2.32 acres of woodland planting will remain intact on the site; however, these areas have not been sufficiently identified and labeled on the plan. The TCPII will need to be revised to clarify some information, and restore information approved on the previous plan.

The plan shows a very large label on Parcel B. This previously approved plan showed that this parcel contained woodland preservation and a significant amount of woodland planting; however, the label makes these areas unreadable due to its opaque placement on the plan. Additionally, none of the approved woodland conservation treatment areas identifying the 0.78 acre of woodland preservation and 2.32 acres of woodland afforestation are identified. Revise the TCPII to identify and demonstrate where the required 3.10 acres of preservation and reforestation/afforestation will be provided on the site. Identify these woodland conservation areas on the revised TCPII, and distinguish the preservation and reforestation/afforestation areas from the landscaped areas. Demonstrate on the plan that the total acreage required for these two woodland conservation types has been satisfied.

- (3) According to the NRCS Web Soil Survey, the predominant soils found to occur on-site include the Collington-Wist-Urban land complex, 0 to 5 percent slopes; Collington-Wist-Urban land complex, 15 to 25 percent slopes; Sassafras-Urban land complex, 0 to 5 percent slopes; Sassafras-Urban land complex, 5 to 15 percent slopes; Udorthents, highway, 0 to 65 percent slopes; Urban land-Collington-Wist complex, 0 to 5 percent slopes; and Urban land-Sassafras complex, 0 to 5 percent slopes. According to available information, Marlboro clay and Christiana complexes are not found to occur on this property.

**Comment:** This information is provided for the applicant's benefit. The county may require a soils report in conformance with Council Bill CB-94-2004 during the building permit review process.

- (4) The stormwater management design is conceptually and technically required to be reviewed and approved by the Department of Permitting, Inspections and Enforcement (DPIE) to address surface water runoff issues in accordance with Subtitle 32, Water Quality Resources and Grading Code, which requires that environmental site design be implemented to the maximum extent practicable. An approved Stormwater Management Concept Plan (19201-2012-00) shows three micro bioretention areas, an existing underground stormwater detention area, and two existing infiltration trenches throughout the development. The fee-in-lieu of providing on-site attenuation/quality control measures for the site is \$1,120.00 and the permit expires October 1, 2015.

The LOD shown on the approved stormwater management concept plan along the northeastern corner of Parcel C differs significantly from that shown on the DSP and TCPII for the proposed addition. Specifically, the LOD shown on the approved concept plan shows clearing in the existing afforestation area on-site that is shown to be retained on the TCPII. Furthermore, the approved stormwater management concept plan shows a proposed retaining wall in the afforestation area that is not reflected on the DSP and TCPII.

The Environmental Planning Section then suggested that the TCPII should be revised to match the approved concept plan by expanding the LOD and adding the retaining wall to the plan, or obtain a new stormwater management concept approval based on the TCPII LOD.

**Comment:** Proposed conditions in the Recommendation section of this staff report have been included to address the Environmental Planning Section's concerns as outlined above.

- h. **Prince George's County Fire/EMS Department**—In a memorandum dated February 6, 2014, the Fire/EMS Department offered comment on private road design, needed accessibility, and the location and performance of fire hydrants.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated January 31, 2014, DPIE stated that, in response to Detailed Site Plan DSP-89063-07, they wanted to offer the following referral comments:

- The property is located in the southeastern quadrant of Annapolis Road (MD 450) and Glenn Dale Road (MD 953). Glenn Dale Road and Annapolis Road are state-maintained highways; therefore, coordination with SHA is required and the project does not directly impact any county-maintained roadways;
- The proposed development is not consistent with the requirements of approved Stormwater Management Concept Plan 19201-2012 dated October 1, 2021.

**Comment:** A proposed condition in the Recommendation section of this technical staff report would require that, prior to signature approval, the applicant revise the site plan and/or stormwater management concept plan so they are able to garner and submit to the Planning Board (or its designee) a writing that the proposed site plan is consistent with an approved stormwater management concept plan for the site.

- j. **Prince George's County Police Department**—In a memorandum dated January 6, 2014, the Police Department stated that, after reviewing the plans and visiting the site, they found no crime prevention through environmental design (CPTED) issues that needed attention. They noted, however, that the trees located next to the existing pole-mounted light fixture near the loading dock are in need of pruning or removal, as they block light transmission to the service roadway and loading dock areas. He said that this is an example of both a lack of site maintenance and improper selection and placement of selected trees planted.

**Comment:** A proposed condition in the Recommendation section of this report would require that, prior to signature approval of the plans, the applicant provide evidence that the trees interfering with the proper functioning of the light fixtures have been appropriately pruned. Conformance to this requirement shall be determined by the Planning Board or its designee.

- k. **Prince George's County Health Department**—In a memorandum dated January 15, 2014, the Health Department completed a desktop health impact assessment review of the DSP submission for the above-referenced site and has the following comments/recommendations:

- (1) Research suggests that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light on existing residential areas that are located behind and beside the site.
- (2) Increased traffic volumes in the area can be expected as a result of the inclusion of the Wal-Mart on the site. Scientific reports have found that road traffic is considered a chronic environmental stressor and may impact people living in the adjacent communities. In addition, there should be clearly marked pedestrian crossings in the roads between the community and shopping center.
- (3) Indicate the dust control procedures to be implemented during the construction phase of this project. No dust should be allowed to cross over property lines and impact adjacent properties.

- (4) Indicate the noise control procedures to be implemented during the construction phase of this project. No construction noise should be allowed to adversely impact activities on the adjacent properties.
- (5) Barriers should be created between the shopping center and the adjacent communities to eliminate the migration of trash and refuse to the adjacent communities from the shopping center.

**Comment:** Conditions are proposed below in response to the Health Department's suggestions in those areas where the Planning Board has appropriate authority.

- l. **Maryland State Highway Administration (SHA)**—In a memorandum dated January 8, 2014, SHA offered numerous comments that have either been addressed through revisions to the plans, in the Recommendation section of this staff report, or through SHA's separate permitting process.
  - m. **Washington Suburban Sanitary Commission (WSSC)**—In emailed comments received December 26, 2013, WSSC offered standard comments, comments regarding existing and proposed pipe labeling, existing water and sewer on-site and on-site connections, existing water and sewer easements on-site, the possibility that some water and sewer lines on-site may require abandonment and relocation, and that site utility on-site review is required for water and sewer service.
  - n. **Verizon**—In an email dated January 3, 2014, a representative of Verizon stated that they would like a ten-foot-wide public utility easement, indicated free and clear of any obstructions adjacent and parallel to and contiguous with all public rights-of-way.
  - o. **Baltimore Gas and Electric (BG&E)**—At the time of this writing, we have not received comment from BG&E regarding the subject project.
15. Based on the above and in accordance with Section 27-285(b) of the Zoning Ordinance, the detailed site plan 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.

## 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-89063-07 and Type II Tree Conservation Plan TCPII 113-94-04 for Duvall Village Shopping Center, Wal-Mart, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall make the following revisions to the plans and provide the specified additional documentation:
  - a. Sheet 4, Note R shall be revised to read: "The Site of Buena Vista (70-017) and its ten- by four-foot environmental setting is located on Parcel B."

- b. Sheets 5, 7, 9, 11, 13, and 16 shall show the location of the site of Buena Vista and its ten- by four-foot environmental setting (as shown on Plat REP 205-19) and shall label the historic site as "The Site of Buena Vista (70-017)."
- c. The applicant shall revise the plans to provide parking for a minimum of five bicycles at a location convenient to the entrance of the subject Wal-Mart. The location and design of the racks shall be approved by the Planning Board or its designee.
- d. The applicant shall revise the plans to clearly indicate all items requiring screening and the screening required by Section 4.4 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The final approval of the screening shall be approved by the Planning Board or its designee to conform to the requirements of the Landscape Manual.
- e. A list of any energy-saving elements, such as solar panels, wastewater recycling, water-saving fixtures, and energy-efficient windows and heating, ventilation, and air conditioning (HVAC) systems shall be provided as a note on the plans.
- f. The applicant shall revise the plans so that the southern property line of Parcel C as represented on the DSP mirrors the southern property line on the record plat recorded in Plat Book REP 205-19.
- g. The applicant shall revise the stormwater management concept plan and obtain documentation from the Department of Permitting, Inspections and Enforcement (DPIE) stating that the proposed development is in conformance to the requirements of that revised stormwater management concept plan. If the applicant wishes to revise the site plan to conform to the existing approved stormwater management concept plan, the applicant shall pursue a formal revision to the plan.
- h. The DSP shall be revised to more clearly graphically identify the common access easement on the site plan, and Note 1 from the record plat recorded in Plat Book REP 205-19 shall be added as a general note to the DSP.
- i. The applicant shall remove the Tree Canopy Coverage Ordinance schedule from the plan set as the project is exempt from its requirements.
- j. The applicant shall remove the architectural disclosure sheet from the plan set.
- k. The architecture shall be revised in consultation with the Urban Design staff to replace the repetitive rectilinear decorative elements flanking the main entrance on the front elevation with more attractive decorative elements, such as lattices and/or ornamental masonry.
- l. The Type II tree conservation plan (TCPII) shall be revised to clearly show the previously approved plantings and woodland conservation areas. Specifically, the areas on Parcel B and the plantings along the western boundary of Parcel C shall be shown and labeled appropriately with the correct woodland conservation type and acreage.
- m. The TCPII shall be revised to show the proposed building footprint to be consistent with the footprint shown on the DSP.

- n. The TCPII shall be revised to identify and demonstrate where the required 3.10 acres of preservation and reforestation/afforestation will be provided on the site. Identify these woodland conservation areas on the revised TCPII and distinguish the preservation and reforestation/afforestation areas from the landscaped areas. Demonstrate on the plan that the total acreage required for these two woodland conservation types has been satisfied.
  - o. The approval block on the TCPII shall be revised to correctly show the previous approvals typed in the box with the correct dates as follows:
 

00	PGCPB95-100	4/027/95
01	H. Miller	6/27/95
02	H. Miller	6/10/99
03	L. Shirley	10/29/03
  - p. The TCPII shall be revised to reflect the design shown on the concept plan consistent with the proposed DSP and TCPII. Revise the TCPII worksheet as necessary.
  - q. The boundary of the project shall be revised on page 5 (Overall Plan) of the DSP and throughout the plan set to include Parcel B.
  - r. The asphalt pedestrian pathway currently striped from the southern access to the property to the building shall be revised to a concrete standard sidewalk.
2. Any new outdoor lighting provided for the site shall be functional and attractive and shall provide adequate illumination without causing negative off-site impacts. Existing overgrown vegetation proximate to the existing outdoor light fixtures shall be pruned so as to not interfere with their proper functioning.
  3. Prior to issuance of the historic area work permit for erection of the historic marker, the applicant and the applicant's heirs, successors, and/or assignees shall submit the text for the historic marker to be reviewed and approved by the Historic Preservation Commission.
  4. Prior to approval of the next building permit for Parcel C, the applicant/owner of the property shall erect on the approved setting a historical marker with the text that has been approved by the Historic Preservation Commission.

**ITEM:**

**CASE: DSP-89063-07**

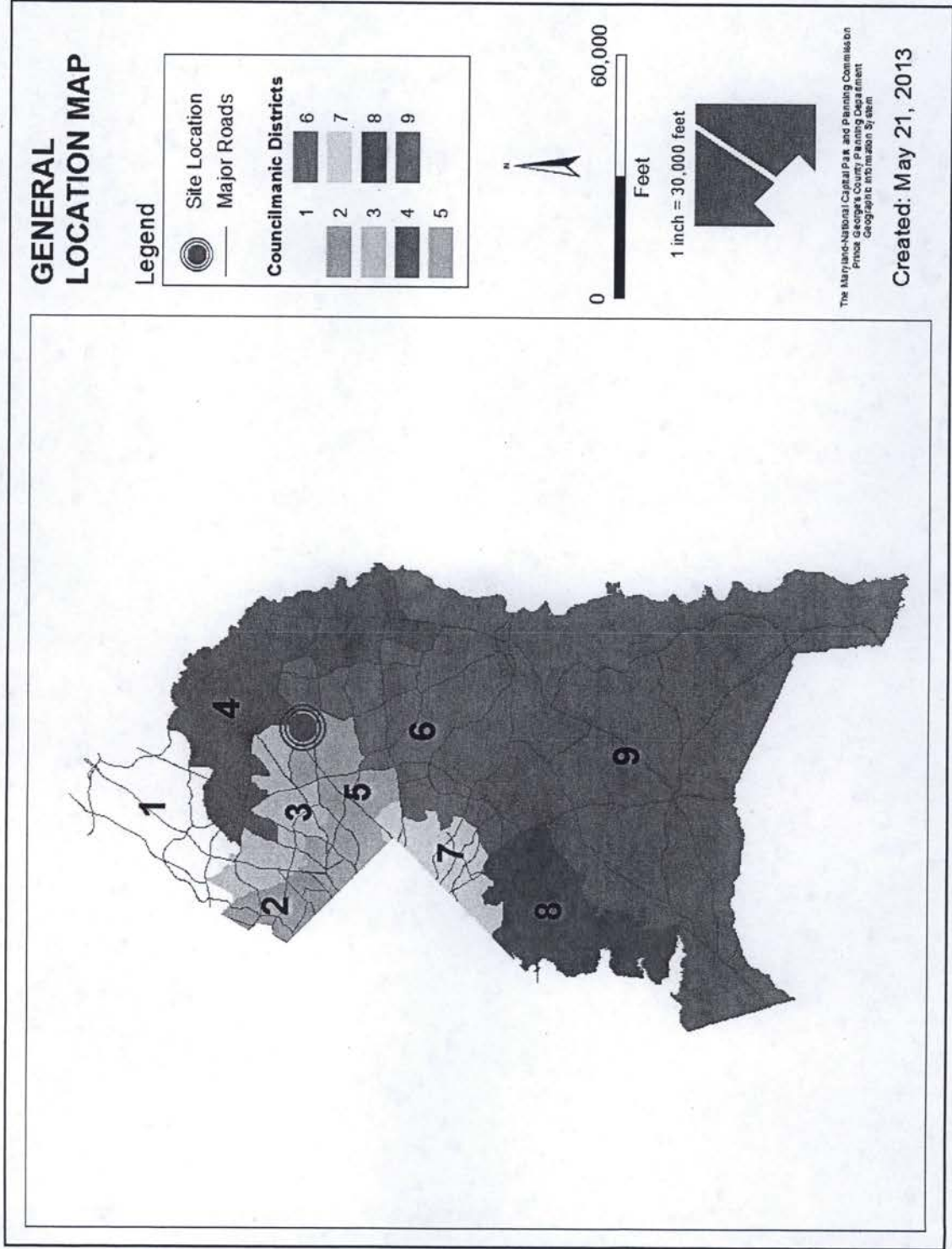
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WAL-MART #3196**



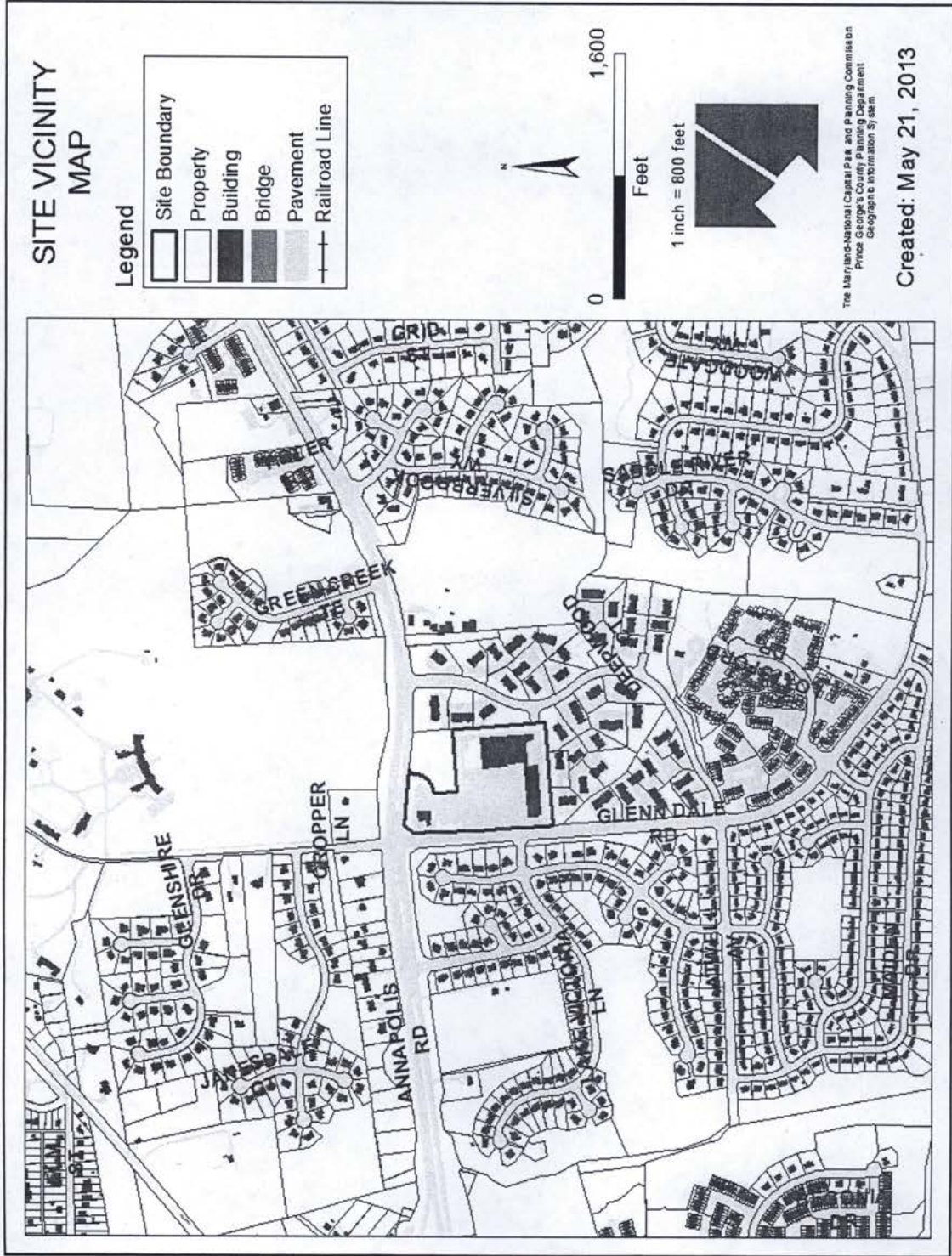
**THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT**



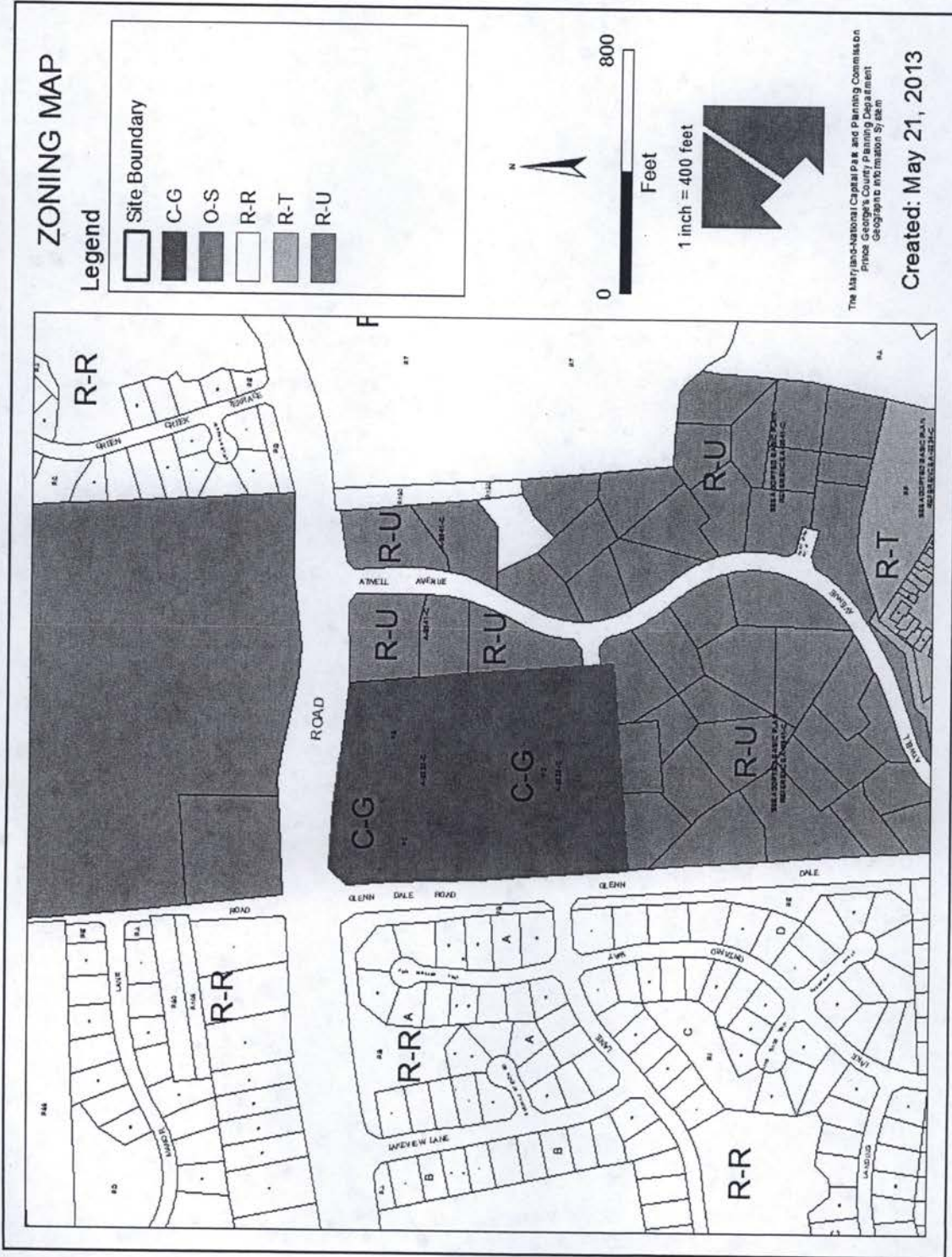
# GENERAL LOCATION MAP



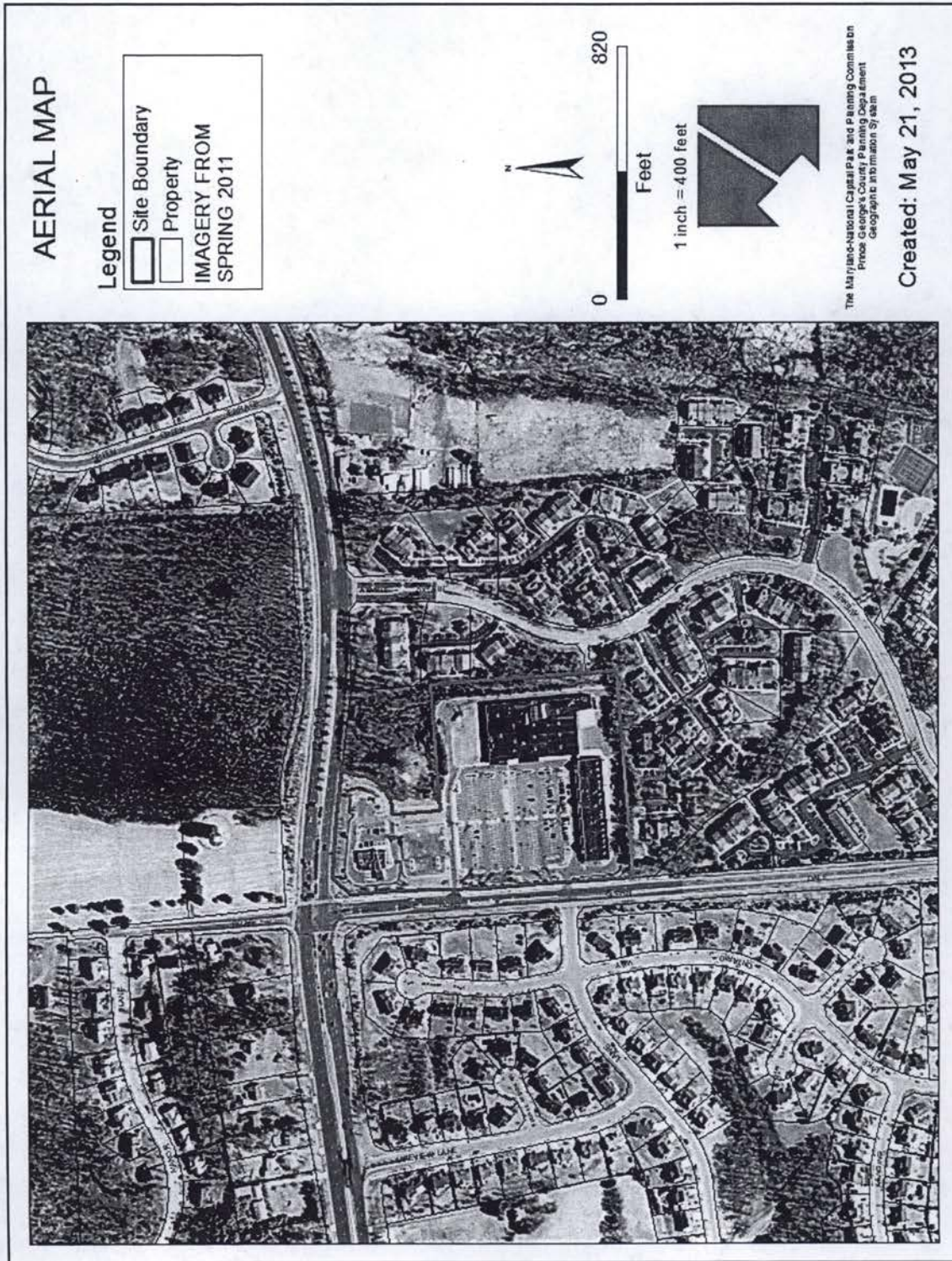
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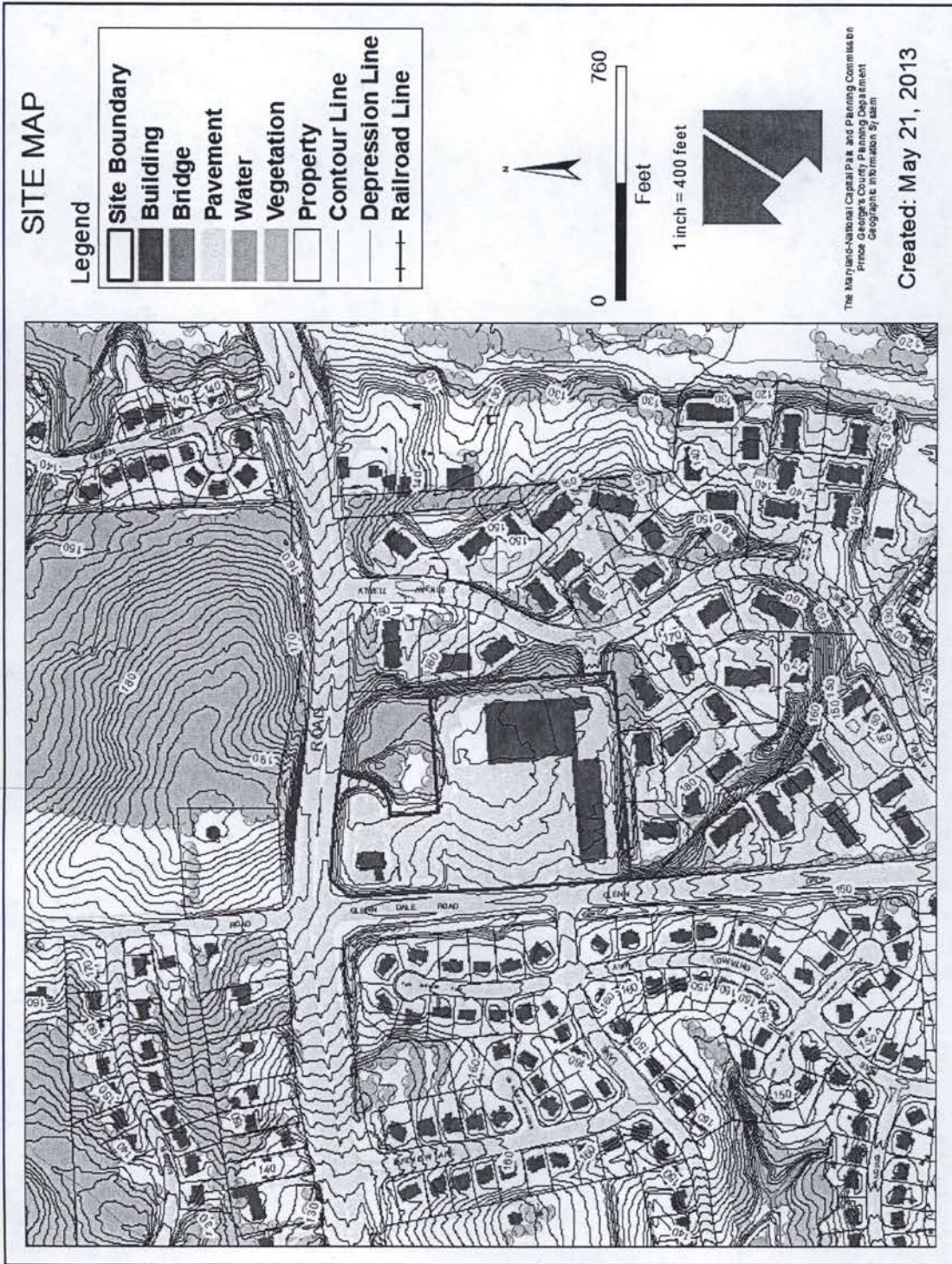
# ZONING MAP



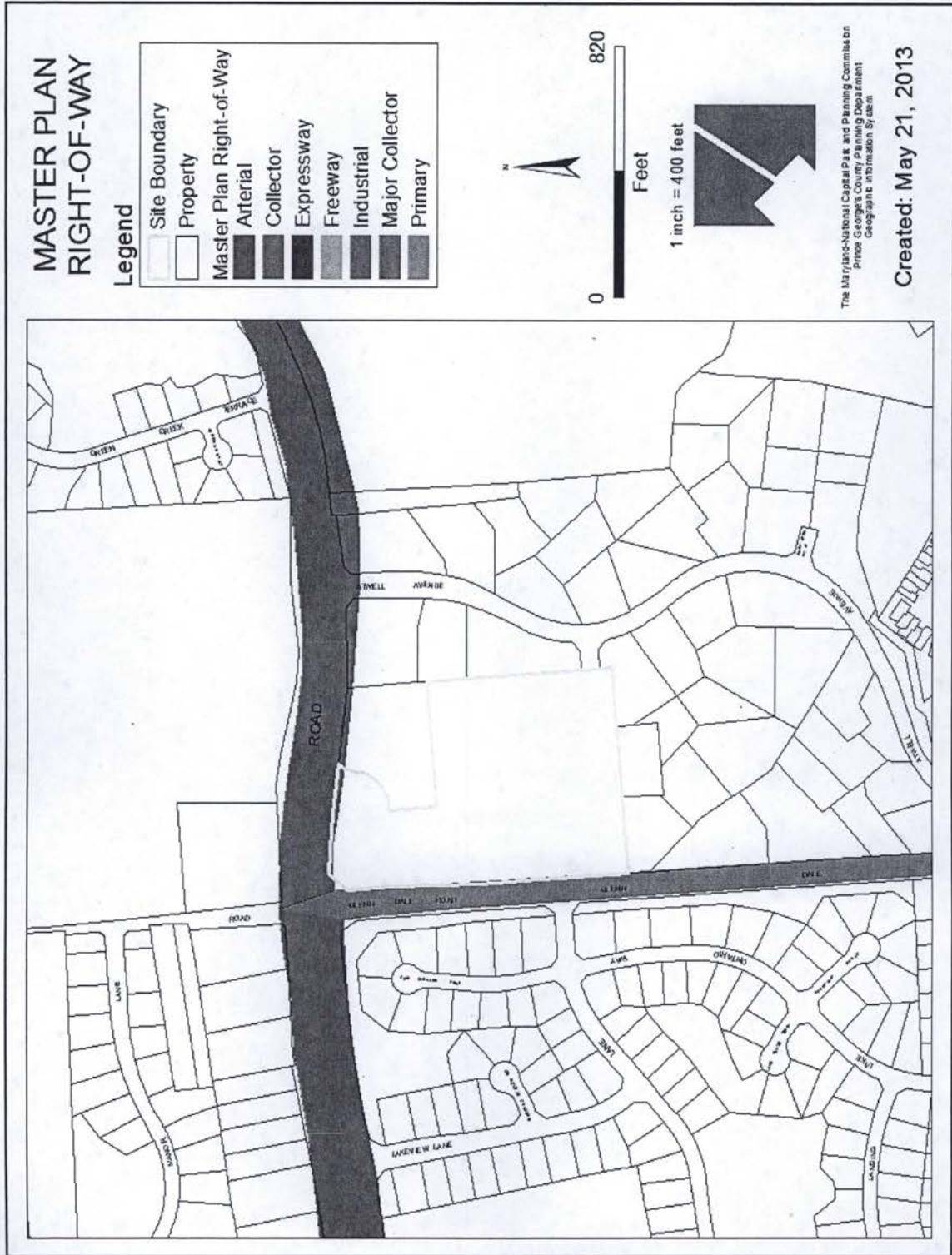
# AERIAL MAP



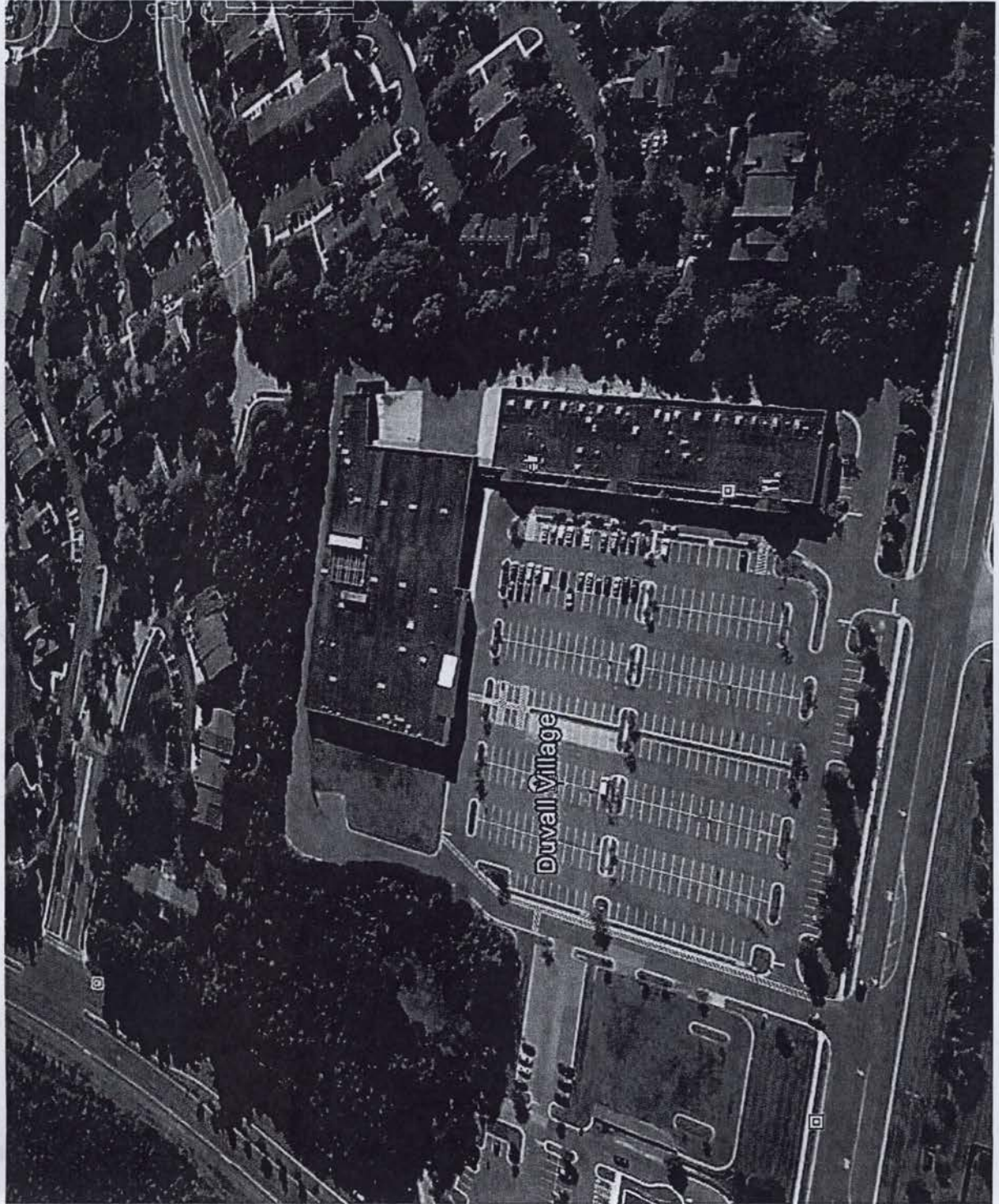
# SITE MAP



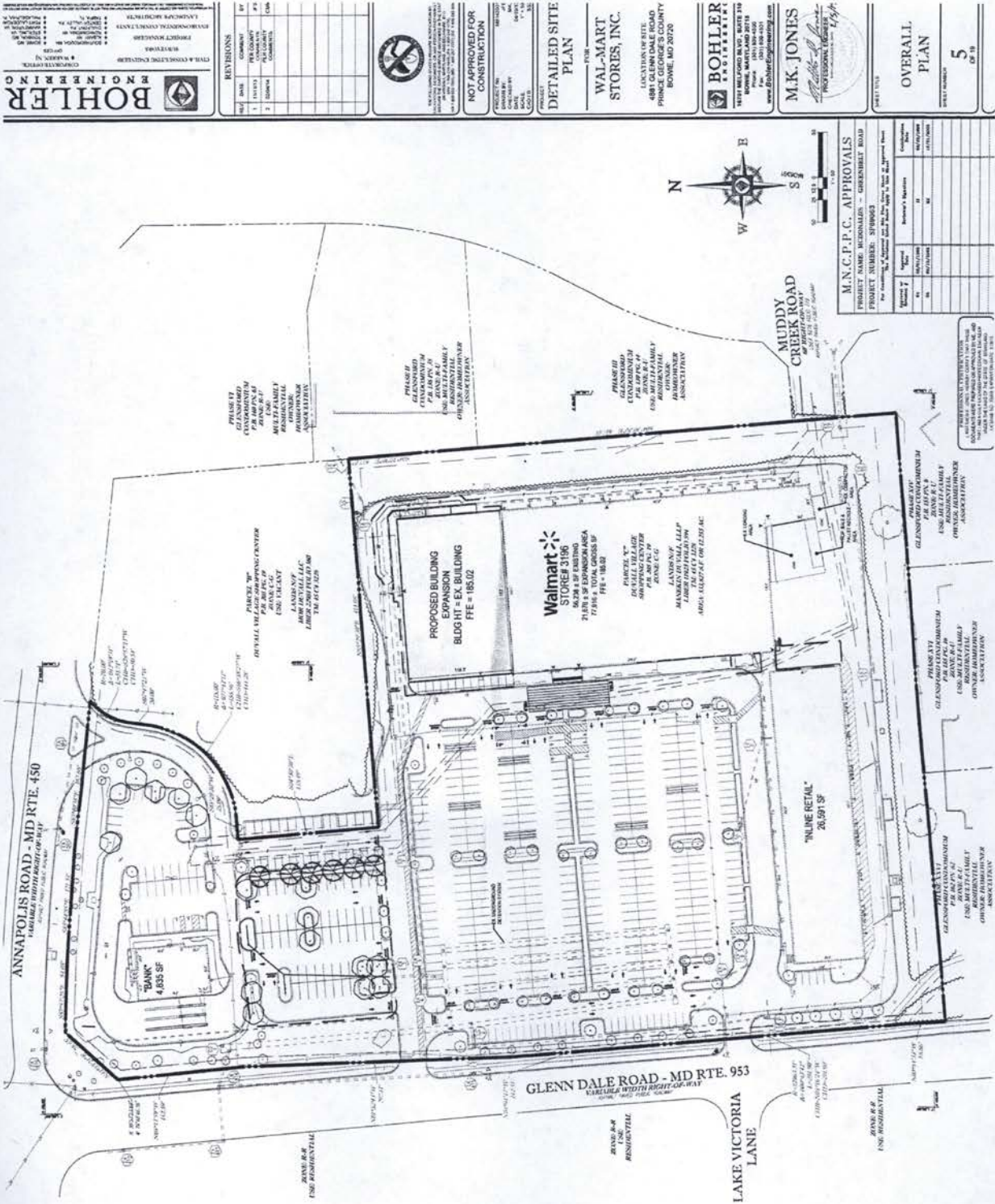
# MASTER PLAN RIGHT-OF-WAY MAP



# BIRD'S-EYE VIEW



# SITE PLAN



**BOHLER ENGINEERING**  
 CIVIL & ENGINEERING CONSULTANTS  
 10000 WOODBURN ROAD  
 SUITE 100  
 BOWIE, MARYLAND 20716  
 TEL: (410) 326-7000  
 FAX: (410) 326-7001  
 WWW.BOHLENGINEERING.COM

**REVISIONS**

REV	DATE	COMMENT	BY
1	1/15/14	ISSUE FOR PERMITTING	BOHLER
2	2/11/14	REVISED PER PERMITTING COMMENTS	BOHLER



**NOT APPROVED FOR CONSTRUCTION**

**DETAILED SITE PLAN**

**WAL-MART STORES, INC.**  
 LOCATION OF SITE:  
 10000 WOODBURN ROAD  
 BOWIE, MARYLAND 20716

**BOHLER ENGINEERING**  
 WEST MELLWOOD BLVD, SUITE 100  
 BOWIE, MARYLAND 20716  
 TEL: (410) 326-7000  
 WWW.BOHLENGINEERING.COM

**M.K. JONES**  
 PROFESSIONAL ENGINEER  
 LICENSE NO. 1434

**OVERALL PLAN**

SHEET NUMBER: **5**  
 OF 18

**M.N.C.P.P.C. APPROVALS**

PROJECT NAME: WOODBURN - GREENBELT ROAD  
 PROJECT NUMBER: 319606

Agency	Project No.	Date	Remarks
MD DOT			
MD DEPARTMENT OF TRANSPORTATION			
MD DEPARTMENT OF GENERAL SERVICES			
MD DEPARTMENT OF ENVIRONMENTAL & NATURAL RESOURCES			
MD DEPARTMENT OF PUBLIC SAFETY			
MD DEPARTMENT OF HEALTH & HUMAN SERVICES			
MD DEPARTMENT OF MARYLAND AGRI-CULTURE & RURAL AFFAIRS			
MD DEPARTMENT OF MARYLAND ARCHITECTURE & PROFESSIONAL REGULATION			
MD DEPARTMENT OF MARYLAND COMMUNITY DEVELOPMENT			
MD DEPARTMENT OF MARYLAND EDUCATION			
MD DEPARTMENT OF MARYLAND FIRE & PATROL			
MD DEPARTMENT OF MARYLAND HEALTH CARE REGULATION			
MD DEPARTMENT OF MARYLAND LABOR & INDUSTRY RELATIONS			
MD DEPARTMENT OF MARYLAND LAND MANAGEMENT			
MD DEPARTMENT OF MARYLAND NATURAL RESOURCES			
MD DEPARTMENT OF MARYLAND PUBLIC SAFETY			
MD DEPARTMENT OF MARYLAND TRANSPORTATION			
MD DEPARTMENT OF MARYLAND UTILITIES			

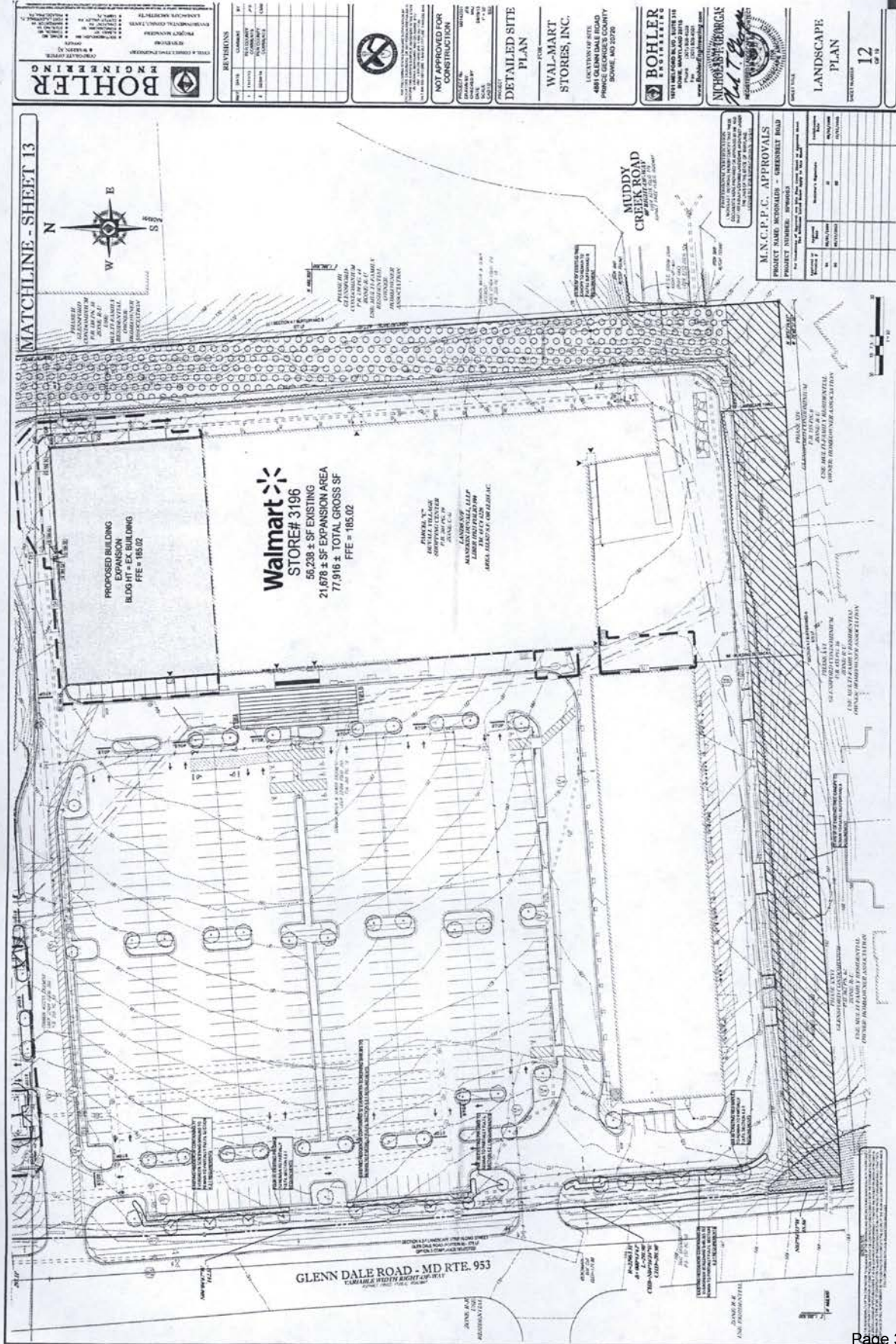
2/11/2014

Slide 9 of 18





# LANDSCAPE PLAN



**BOHLER ENGINEERING**  
 1000 W. BIRCH AVE. SUITE 100  
 ROCKVILLE, MD 20850  
 TEL: 301.781.1234  
 FAX: 301.781.1235  
 WWW.BOHLERENGINEERING.COM

NO.	DATE	REVISIONS
1		
2		
3		
4		

**NOT APPROVED FOR CONSTRUCTION**

**DETAILED SITE PLAN**  
 FOR  
**WAL-MART STORES, INC.**  
 LOCATION OF SITE: 1000 W. BIRCH AVE. SUITE 100, ROCKVILLE, MD 20850  
 PROJECT NO.: 1000 W. BIRCH AVE. SUITE 100, ROCKVILLE, MD 20850

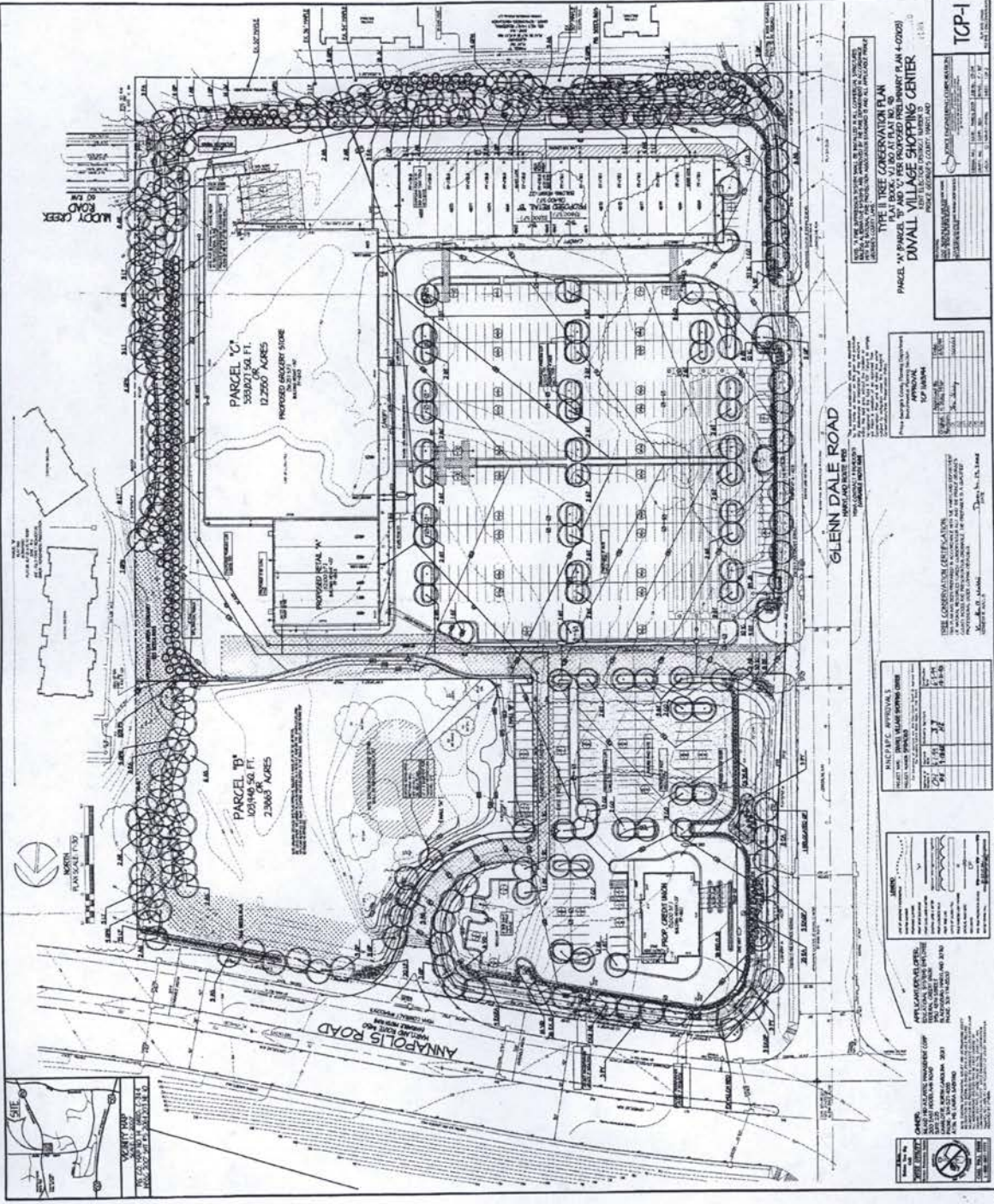
**BOHLER ENGINEERING**  
 1000 W. BIRCH AVE. SUITE 100  
 ROCKVILLE, MD 20850  
 TEL: 301.781.1234  
 FAX: 301.781.1235  
 WWW.BOHLERENGINEERING.COM

**M.N.C.P.C. APPROVALS**  
 PROJECT NAME: WOODHILL - GREENHILL FIELD  
 PROJECT NUMBER: 1000 W. BIRCH AVE. SUITE 100, ROCKVILLE, MD 20850

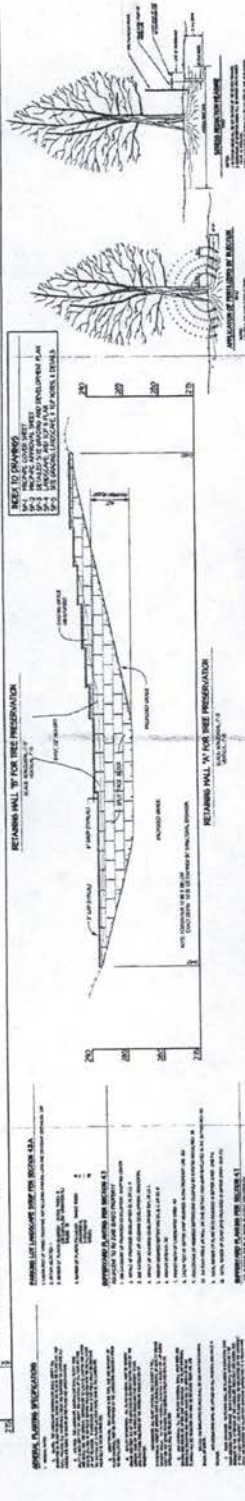
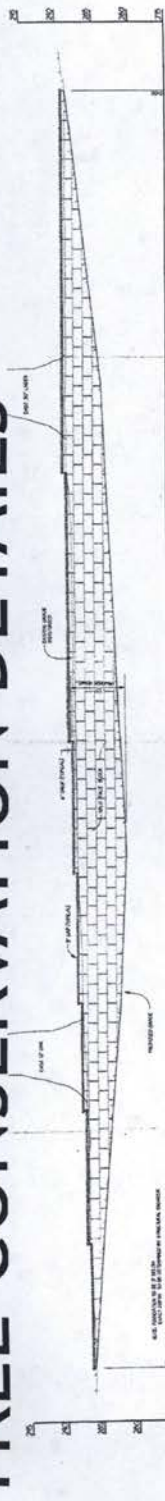




# TREE CONSERVATION PLAN II



# TREE CONSERVATION DETAILS



**SPECIAL SPECIFICATIONS**

1. THE WALL SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:

2. THE WALL SHALL BE CONSTRUCTED WITH A MINIMUM HEIGHT OF 4 FEET AND A MAXIMUM HEIGHT OF 6 FEET.

3. THE WALL SHALL BE CONSTRUCTED WITH A MINIMUM TOP WIDTH OF 12 INCHES AND A MAXIMUM TOP WIDTH OF 18 INCHES.

4. THE WALL SHALL BE CONSTRUCTED WITH A MINIMUM BASE WIDTH OF 18 INCHES AND A MAXIMUM BASE WIDTH OF 24 INCHES.

5. THE WALL SHALL BE CONSTRUCTED WITH A MINIMUM SLOPE OF 1:1 AND A MAXIMUM SLOPE OF 1.5:1.

6. THE WALL SHALL BE CONSTRUCTED WITH A MINIMUM FINISH GRADE OF 1.00 AND A MAXIMUM FINISH GRADE OF 1.50.

7. THE WALL SHALL BE CONSTRUCTED WITH A MINIMUM FINISH GRADE OF 1.00 AND A MAXIMUM FINISH GRADE OF 1.50.

8. THE WALL SHALL BE CONSTRUCTED WITH A MINIMUM FINISH GRADE OF 1.00 AND A MAXIMUM FINISH GRADE OF 1.50.

9. THE WALL SHALL BE CONSTRUCTED WITH A MINIMUM FINISH GRADE OF 1.00 AND A MAXIMUM FINISH GRADE OF 1.50.

10. THE WALL SHALL BE CONSTRUCTED WITH A MINIMUM FINISH GRADE OF 1.00 AND A MAXIMUM FINISH GRADE OF 1.50.

**PLANT LIST**

NO.	SYMBOL	PLANT NAME	SIZE	QUANTITY
1	○	DOGWOOD	4" DBH	1
2	○	DOGWOOD	4" DBH	1
3	○	DOGWOOD	4" DBH	1
4	○	DOGWOOD	4" DBH	1
5	○	DOGWOOD	4" DBH	1
6	○	DOGWOOD	4" DBH	1
7	○	DOGWOOD	4" DBH	1
8	○	DOGWOOD	4" DBH	1
9	○	DOGWOOD	4" DBH	1
10	○	DOGWOOD	4" DBH	1

**GENERAL NOTES**

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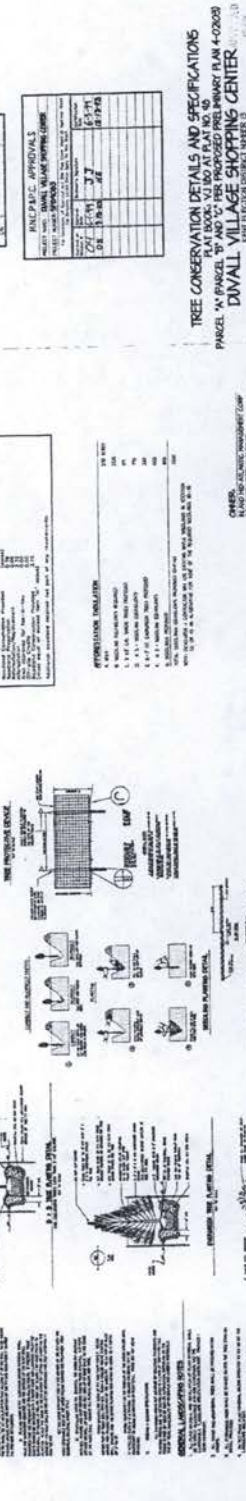
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10. THE WALL SHALL BE CONSTRUCTED WITH A MINIMUM FINISH GRADE OF 1.00 AND A MAXIMUM FINISH GRADE OF 1.50.

**PERMITS AND APPROVALS**

NO.	DATE	APPROVAL
1	11/11/2014	DRD
2	11/11/2014	DRD
3	11/11/2014	DRD
4	11/11/2014	DRD
5	11/11/2014	DRD
6	11/11/2014	DRD
7	11/11/2014	DRD
8	11/11/2014	DRD
9	11/11/2014	DRD
10	11/11/2014	DRD

**PROJECT INFORMATION**

PROJECT: TREE CONSERVATION DETAILS

DATE: 11/11/2014

SCALE: AS SHOWN

DRAWN BY: [Name]

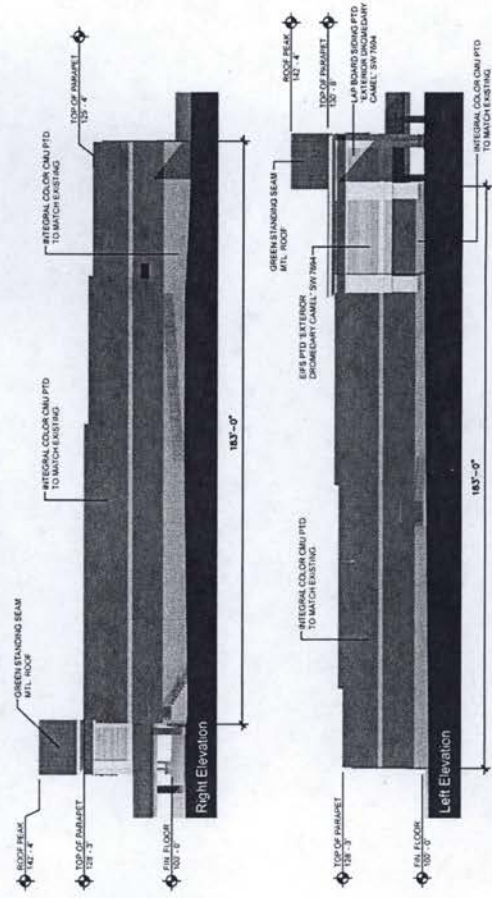
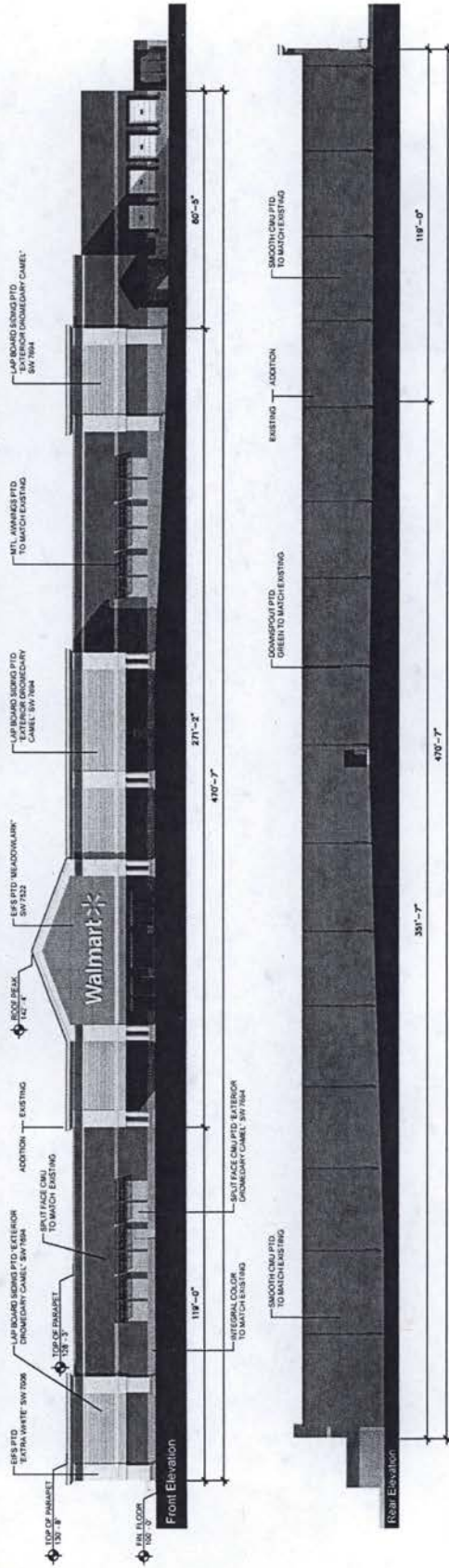
CHECKED BY: [Name]

**DRD**

THE DEVELOPMENT REVIEW DIVISION

TCP-2

# ARCHITECTURAL ELEVATIONS



Sign	#	Type	Color	Height	Illumination	Sq. Ft.	Total Sq. Ft.
Walmart Spark	1	Identity	White	5'-6"	Channel Lit	298.00	298.00
			Yellow	8'-0"	Channel Lit	298.00	298.00



David L. Hoffman, FAIA January 21, 2014

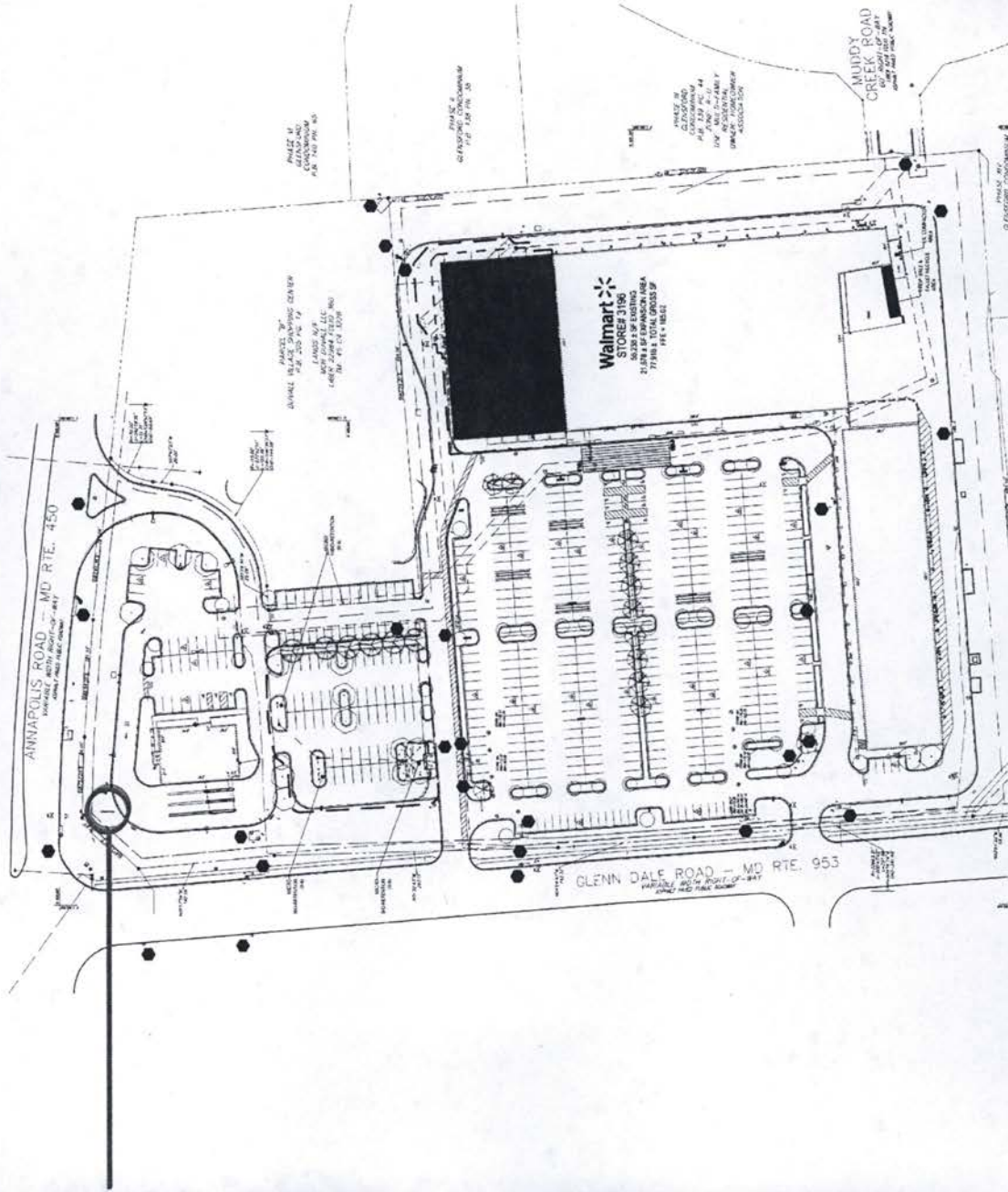
Duval Village Bowie, MD Store #1893

Elevations 1

THIS DOCUMENT IS FOR INFORMATION ONLY AND NOT FOR CONSTRUCTION. THE BUILDING IMAGES SHOWN ARE A REPRESENTATION OF THE PROPOSED DESIGN ONLY. THE BUILDING IMAGES CAN BE SUBJECT TO CHANGE WITHOUT NOTICE. THE BUILDING IMAGES CAN BE SUBJECT TO CHANGE WITHOUT NOTICE. THE BUILDING IMAGES CAN BE SUBJECT TO CHANGE WITHOUT NOTICE.



# SITE SIGNAGE LOCATION AND DETAILS



Proposed Sign

Dimensions are estimated based on field information.



Existing Sign



# EXISTING BUILDING PARTIAL FRONT ELEVATION I



# EXISTING BUILDING PARTIAL FRONT ELEVATION II

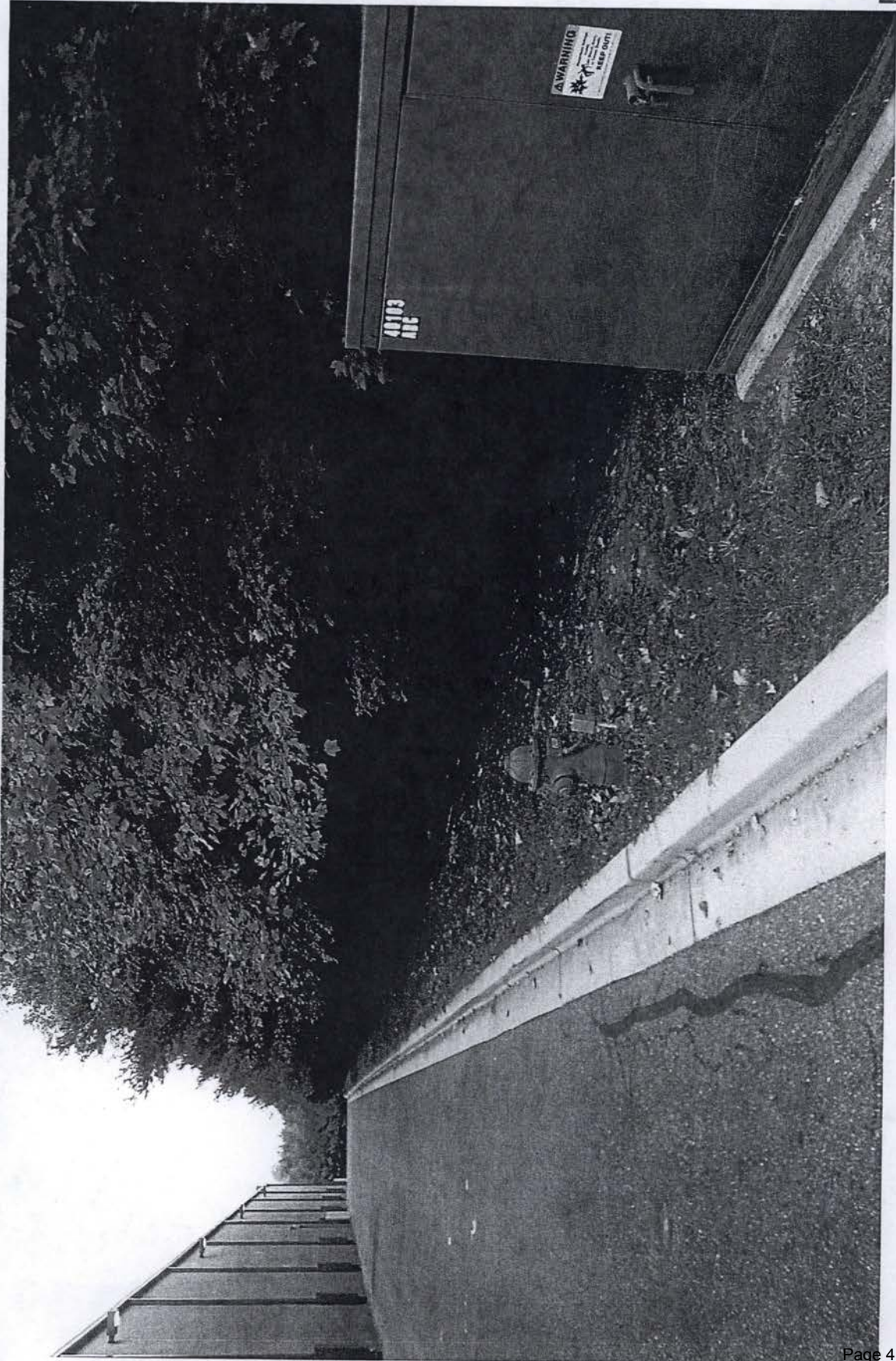


**EXISTING BUILDING LEFT SIDE ELEVATION;  
PROPOSED LOCATION OF ADDITION**





# EXISTING BUILDING REAR ELEVATION



May 24, 2013

Referral Request – Response

The Historic Preservation Section review of DSP-89063-07 Duvall Village Shopping Center - Wal-Mart - found Buena Vista (Historic Site 70-017) is located on Parcel B. The house is no longer extant, but there is a 10' x 4' environmental setting for an interpretive sign. I can find no documentation that the sign was erected because the building expansion approved in DSP-89063/05 was never completed (PGCPB 03-241). It also appears that Parcel B has a different owner than the shopping center.

Cecelia Garcia Moore  
Principal Planning Technician  
Historic Preservation Section  
301-952-3756

I:\HISTORIC\REFERRALS\13\Cecelia's Referrals\Development Review Division Referrals\DSP\DSP-89063-07 Duvall Village Shopping Center - Walmart.docx

I:\HISTORIC\REFERRALS\13\Cecelia's Referrals\Development Review Division Referrals\DSP\DSP-03063-01 Worship World Church.docx



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Historic Preservation Section

(301) 952-3680  
www.mncppc.org

December 30, 2013

MEMORANDUM

TO: Ruth Grover, Planner Coordinator  
Urban Design Section  
Development Review Division

FROM: Jennifer Stabler, Archeology Planner Coordinator *JAS*  
Historic Preservation Section  
Countywide Planning Division

SUBJECT: **DSP-89063/07 Duvall Village Shopping Center, Walmart**

**Background**

With the adoption and approval of the *Historic Sites & Districts Plan* in 1981, Buena Vista, a Greek Revival-style plantation house of wood frame construction built in the mid-1850s, was designated as Historic Site 70-017. Its location was a 16.8-acre parcel of land at 4811 Glenn Dale Road in the Glenn Dale area. In December 1994, the Historic Preservation Commission established a smaller Environmental Setting (2.39 acres) for Buena Vista. In the late 1990s a shopping center was constructed on the remainder of the 16.8-acre parcel, and the developers sought a plan for restoration and reuse of the Buena Vista house. After several proposals for renovation and use of the house failed, the owner/developer of the shopping center (Manekin) reached an agreement with Henry and Nora Wixon, by which the house was legally conveyed to the Wixons, and was then moved, in February 2002, to the Wixons' 25-acre farm approximately one mile to the northeast. The Historic Preservation Commission and staff worked with the Wixons and their architect in reviewing the plans for relocation, restoration and addition to the Buena Vista house.

**Findings**

1. In May 2001, the Historic Preservation Commission approved the Historic Area Work Permit (9-01) for the relocation and proposed addition to the Buena Vista house with several conditions. Condition 2 of that HAWP approval is the following:

*At the next phase of development plans for the Duvall Village Shopping Center, or at the time of the amendment of the Detailed Site Plan, the Historic Preservation Commission shall redetermine and reduce the Environmental Setting of Historic Site 70-17 (Site of Buena Vista) to include a small area of ground in the vicinity of the site, upon which a historical marker, visible to passersby, shall be erected by the owner of the property.*

2. In early 2003, the applicant submitted a Preliminary Plan of Subdivision (4-02103) for the Duvall Village Shopping Center, including Parcel B, the former location of the Buena Vista house. This plan proposed a small (10 by 4-foot) area at the southwest corner of Parcel B as the proposed location of the required historical marker (i.e., the proposed Environmental Setting of the Site of

Buena Vista). Historic Preservation staff suggested a minor change in its location. In March 2003, the Planning Board approved Preliminary Plan 4-02103. The Resolution (PGCPB No. 03-22) of approval by the Planning Board includes three conditions (3, 4 and 5) that relate to the Historic Site:

3. *Prior to submission of a Detailed Site Plan, the applicant, the applicant's heirs, successors, or assignees shall consult with Historic Preservation staff regarding the optimum location for the historical marker and its Environmental Setting. (An appropriate location for the historical marker is south and east of the proposed concrete sidewalk, west of and at the foot of the retaining wall and fence).*

**Comment:** The applicant proposed and had approved by the HPC a small area (10 feet by 4 feet) at the southwest corner of Parcel B as the location for the historic marker at the time of Preliminary Plan of Subdivision approval. The approved location is shown on the plat (REP 205-19). This condition has been satisfied.

4. *The applicant shall prepare an exhibit showing the proposed size and location of the setting, as well as the text for the historical marker. This exhibit shall be reviewed by Historic Preservation staff, and the new Environmental Setting shall be approved by the Historic Preservation Commission (HPC) prior to approval of the Detailed Site Plan.*

**Comment:** At its 21 October 2003 meeting, the Historic Preservation Commission voted unanimously (7-0) to approve the size and location of the required historical marker, ten feet by four feet, as shown on the plat, with the condition that the text for the marker be finalized and approved by the Historic Preservation Commission prior to submittal of the Historic Area Work Permit for erection of the marker. This condition has been satisfied.

5. *After the new Environmental Setting for Historic Site 70-17 has been reviewed and approved by HPC, and prior to approval of the first building permit for Parcel B, the applicant/owner of the property shall erect on that approved setting a historical marker with the text that has been approved by the staff of HPC.*

**Comment:** The HPC approved the removal of the existing Environmental Setting and replacing it with a historical marker. The applicant should work with Historic Preservation staff on the proposed text for the historic marker. The text will be finalized at the time of submittal of a Historic Area Work Permit application for erection of the historical marker. Condition 5 should be carried forward as a condition of approval of this Detailed Site Plan.

3. The applicant revised the proposed location of the historical marker (i.e., the proposed Environmental Setting) as suggested by Historic Preservation staff and as noted in Condition 3 of Planning Board Resolution 03-22; this revised location was shown on DSP-89063/05. The applicant then submitted a *Request for Determination of Environmental Setting* for this location.
4. At the 21 October 2003 meeting of the Historic Preservation Commission (HPC), the Commissioners reviewed the background of the case, and the conditions of development that relate to the change in the Historic Site since the relocation of the Buena Vista house. Staff concluded that the 10-by-4-foot area proposed as the Environmental Setting was sufficient and appropriate for the erection of a historical marker, was very close to the original location of the

Buena Vista house, and would be clearly visible to passersby; it would therefore constitute an appropriate Environmental Setting of Historic Site 70-17 (Site of Buena Vista).

5. Staff recommended that the HPC approve the size and location of the required historical marker, ten feet by four feet, as shown on the plan for DSP-89063/05, with the condition that the text for the marker be finalized and approved by the Historic Preservation Commission prior to submittal of the Historic Area Work Permit for erection of the marker.
6. The Resolution (PGCPB No. 03-241) of approval by the Planning Board for DSP-89063/05 includes one condition (3) that relates to the Historic Site:
  3. *Prior to issuance of the Historic Area Work Permit for erection of the historic marker, the applicants and the applicants' heirs, successors, and/or assignees shall submit the text for the historic marker to be reviewed and approved by the Historic Preservation Commission.*

### **Conclusions**

1. At its 21 October 2003 meeting, the Historic Preservation Commission voted unanimously (7-0) to approve the size and location of the required historical marker, ten feet by four feet, as shown on the plan for DSP-89063/05, with the condition that the text for the marker be finalized and approved by the Historic Preservation Commission prior to submittal of the Historic Area Work Permit for erection of the marker.
2. The applicant should submit text for the historical marker through the submission of a Historic Area Work Permit.
3. Condition 3 of PGCPB No. 03-241 should be carried forward with this application.
4. The applicant should make the following corrections to the detailed site plan:
  - a. Sheet 4, Note R should read: The Site of Buena Vista (70-017) and its 10-x-4 foot environmental setting is located on Parcel B.
  - b. Sheets 5, 7, 9, 11, 13, and 16: Show the location of the Site of Buena Vista and its 10-x-4-foot environmental setting (as shown on Plat REP205-19) and label the historic site – “The Site of Buena Vista (70-017).”

### **Recommendation**

Historic Preservation staff recommends approval of DSP-89063/07 with one condition:

1. Prior to issuance of the Historic Area Work Permit for erection of the historic marker, the applicants and the applicants' heirs, successors, and/or assignees shall submit the text for the historic marker to be reviewed and approved by the Historic Preservation Commission.

Prince George's County Planning Department  
Community Planning Division



January 30, 2014

**MEMORANDUM**

TO: Ruth Grover, Urban Design  
Development Review Division

VIA: Martin Matsen, Supervisor, Community Planning Division *YMH*

FROM: Betty Smoot, Planner, Community Planning Division

SUBJECT: **DSP-89063/07 – Duvall Village Shopping Center, Wal-Mart**

**DETERMINATIONS**

This application is consistent with the 2002 *General Plan* Urban Design policies for the Developing Tier.

This application is in conformance with the community design recommendations of the 2010 *Approved Sector Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity*.

**BACKGROUND**

Location: Duvall Village Shopping Center is located near the intersection of Glenn Dale Road and Annapolis Road.

Size: 12.25 acres (total site area)

Existing Zoning: C-G (General Commercial, Existing)

Existing Uses: Commercial Retail/Vacant Building

Proposal: Request for 21,678 square-foot expansion on vacant 56,238 square-foot building, amending previously approved Detailed Site Plan (89063/05).

**GENERAL PLAN, MASTER PLAN, AND SMA**

2002 General Plan: The subject property in this application is located in the Developing Tier. Growth policies in the Developing Tier encourage low- to moderate- density suburban

residential communities and limit commercial uses to designated Centers, and employment areas that are transit serviceable.

Master Plan: The 2010 *Approved Sector Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity*. The application is in conformance with the commercial land use and commercial areas recommendations within the sector plan. The sector plan recognizes Duvall Village as one of eight commercially zoned areas within the sector plan area that should incorporate green building standards and should reuse existing commercial space, such as blighted or vacant buildings. Goals for these commercial and employment areas include:

1. Retain and attract an appropriate range of neighborhood-serving commercial uses.
2. Encourage redevelopment or improvements to existing buildings, sites, and streetscapes to create quality shopping and neighborhood environments.
3. Create attractive, pedestrian-oriented commercial centers.

Planning Area/  
Community: P.A.70/Glenn Dale

Land Use: Commercial

Environmental: Refer to the Environmental Planning Section referral for comments on the environmental element. Please note certain portions of the site are within the county's green infrastructure network.

Historic Resources: There are no identified historic resources on the subject property. However, the Old Buena Vista Site, a historic site with established environmental settings, is located on the adjacent parcel north of the proposed Wal-Mart.

Transportation: The subject property is located at the southeast quadrant of Glenn Dale Road, a collector, and Annapolis Road (MD 450), an arterial. Access to the site is largely focused at Glenn Dale Road, however, a limited access point from MD 450 eastbound also exist. Sector plan transportation goals pertinent to this request include:

1. Encourage alternative means of transportation within the sector plan area.
2. Improve pedestrian safety throughout the area.

Public Facilities: There are no identified public facilities on or adjacent to the subject property.

Parks & Trails: There are no identified parks on the subject property; however, M-NCPPC parkland has been identified adjacent to the property on MD 450.

Recommended trail and bicycle facility improvements included on-road bicycle facilities on Glenn Dale Road and construction of standard or wide sidewalks on Glenn Dale Road.

Aviation: This property is not within any aviation policy area nor is it within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area.

SMA/Zoning: The 2010 *Approved Sector Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity* retained the C-G zone on the subject property.

## PLANNING COMMENTS

There are no master plan issues associated with this application. The 2010 *Approved Sector Plan for Glenn Dale-Seabrook-Lanham and Vicinity* states that based on the condition of existing commercial areas and recently completed, pending, and planned development, commercial zoning amendments should focus on facilitating redevelopment in targeted commercially zoned areas, such as Duvall Village.

The shopping center is currently underutilized as there are a number of vacant spaces. The proposed request in this application would enhance the utilization of the existing shopping center, provide a sense of stability, and reduce or eliminate use of vacant space by “seasonal/temporary” retailers. The sector plan provided these additional recommendations for commercial/employment Center Design that may be relevant to this application:

- **Provide landscaped parking areas:** Landscaping should be incorporated into parking areas to soften edges and screen surface lots from public streets and internal pathways. Landscaping can also visually break up large areas of empty space and reduce heat effects in summer months.
- **Create internal pedestrian pathways that connect parking areas to building entrances:** Special attention should be paid to moving pedestrians safely from parking areas to building entrances. Traditional parking lot design forces pedestrians to walk along parking aisles, creating potential conflicts with vehicles trying to exit and enter parking spaces. Separate pathways should be provided to remove pedestrians from the vehicular aisle area, connecting directly to pedestrian crosswalks and sidewalks that lead to building entrances.
- **Incorporate internal access drives to reduce the number of curb cuts onto major roadways:** Internal traffic should be considered in the context of circulation patterns on adjacent properties and roadways. Access points for vehicles should be minimized to reduce the number of driveways connecting to roadways, which often lead to traffic hazards. Internal connections should be provided to allow vehicles to travel between adjacent commercial properties without having to enter a major roadway, and exit again within a short distance.
- **Provide adequate screening for utility and service features:** Service and utility areas should not be visible from public right-of-way and should not block building access, views, or pedestrian pathways. Screening devices should be compatible with design character of the shopping center.
- **Provide functional and attractive outdoor lighting:** Outdoor lighting should provide adequate illumination for building entrances, walkways, and parking areas, but should be sensitive to impacts on adjacent properties or into the sky. Lighting standards and fixtures should be human-scaled and compatible with the design character of the shopping center.
- **Ensure security and safety:** All parking lots and building entrances should have high degrees of visibility, appropriate lighting and walkways. The use of CPTED is strongly encouraged.



- **Use high quality materials with compatible colors and textures:** Buildings should complement the design character of nearby properties. Materials, colors and textures should create visual interest and contribute to a harmonious design.
- **Use design elements to break up long facades:** Windows, doors, and changes in textures can all be used to break long facades into smaller units that seem more inviting.
- **Create a unified signage system:** Buildings that are part of the same shopping center should have coordinated signage that emphasizes the visual design character of the center. Although signs do not have to have the same lettering, they should be of similar sizes and shapes. Signs with internal illumination, LCD screens, or flashing/scrolling effects are not appropriate.
- **Promote energy efficient design:** If feasible, building design should incorporate energy-saving elements, such as solar panels, wastewater recycling, water-saving fixtures, and energy-efficient windows and HVAC systems.

In conclusion, community planning staff supports the expansion of the proposed Wal-Mart at Duvall Village as it is in conformance with sector plan recommendations for the shopping center. The expansion would cover an existing grassy portion of the site and would not impose on any other existing structures. The proposal fills a retail vacancy in the shopping center and would serve as a necessary anchor. The economic benefits of the proposed Wal-Mart are also substantial, as it could bring many new jobs to the community.

cc: Ivy A. Lewis, Community Planning Division  
Long Range Notebook



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**


Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section


(301) 952-3680  
www.mncppc.org

January 16, 2014

**MEMORANDUM**

TO: Ruth Grover, Urban Design Section, Development Review Division

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

FROM:  Glen Burton, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-89063/07 Duvall Village Shopping Center, Wal-Mart

The Transportation Planning Section has reviewed the Detailed Site Plan application referenced above. The subject property consists of 12.25 acres within the C-G Zone. The property is located in the southeast quadrant of the Annapolis Road (MD 450) – Glenn Dale Road (MD 953) intersection. The application proposes the expansion of an existing (vacant) building by an additional 21,678 square feet. The planned use for the expanded building will be a department store.

**Background**

The property has been the subject of two preliminary plans of subdivision approval as well as a detailed site plan review and approval. On September 24, 1987, the Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-87104 (PGCPB 87-433) with five conditions. Among the conditions of approval is the following pertaining to transportation:

3. *Prior to issuance of any building permits, all necessary improvements (construction of four lanes, closed section divided highway with auxiliary turn lanes at the intersection between Stations 155 and 180) to the intersection of MD 450 and Glenn Dale Road shall be in place or shall be programmed by the Maryland State Highway Administration or others in conjunction with the Maryland State Highway Administration.*

It is worth noting that while Condition 3 required improvements to the critical intersection of MD 450 at MD 953, there was no trip cap explicitly identified among any of the conditions of approval. In reviewing the transportation staff referral, as well as the staff report prepared for the Planning Board hearing of both 4-87104, it has been documented in these reports that the transportation analyses required for a finding of adequacy were based on the subject property being developed with 104,050 square feet of retail, and 19,850 square feet of office. As of this writing, all of the conditioned improvements have been constructed.

On November 14, 2002, the Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-02103 (PGCPB 03-22) with ten conditions. This preliminary plan was approved with a development density of 114,139 square feet of commercial development. Based on the staff report for this application, Preliminary Plan 4-02103 represented a resubdivision of an existing parcel, and because the parcel is partially developed and has an approved level of development which was the subject of an

adequacy test in 1987, and no further development is proposed, the Prince George's County Planning Board deemed the application to have no net impact on surrounding roadways.

In the application that is currently pending, the applicant is proposing the expansion of an existing building (vacant grocery store) within a shopping center. The proposed expansion of 21,678 square feet (of which 12,519 square feet was previously approved) would bring the total area of development within the shopping center to 109,342 square feet. In light of the fact that the proposed expansion of shopping center will fall below the development thresholds that were the subject of previous approvals, staff concludes that there will be no net increase in off-site traffic.

#### **Site and Circulation Comments**

The expansion of the existing development that is being sought will have no impact on the access to the site. All the previous access points will remain and there will be no new access point provided. Regarding on-site circulation, staff has no issues.

#### **Conclusion**

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in Section 27-285.

In accordance with this review, there is no transportation planning issues that require resolution prior to building permit. The applicant shall be advised that permits pursuant to this site plan require review of the Maryland State Highway Administration (SHA), and any access permit requirements must be addressed.

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

February 11, 2014

MEMORANDUM

TO: Ruth Grover, Urban Design Section  
VIA: Whitney Chellis, Subdivision Section *WC*  
FROM: Quynn Nguyen, Subdivision Section *QN*  
SUBJECT: Referral for the Duvall Village Shopping Center, Walmart, DSP-89063-07

The subject property is known as Parcel C and located on Tax Map 45 in Grid C-4. The site is 12.25 acres and is zoned General Commercial (G-C). The site is currently improved with a 4,835-square-foot bank, a 26,591-square-foot retail center, and 56,238-square-foot Walmart store. The applicant is revising the detailed site plan for the construction of a 21,678-square-foot addition to the Walmart Store. Total gross floor area of development on site including proposed addition would be 109,342 square feet.

The site is subject to the approved Preliminary Plan of Subdivision (PPS) 4-02103 and the resolution was adopted by the Prince George's County Planning Board on March 6, 2003 (PGCPB Resolution No. 03-22). The resolution contains ten conditions and the following conditions in bold relate to the review of this application:

- 1. Development of the subject property shall be consistent with the stormwater management concept plan approved by the Department of Environmental Resources, CSD# 958006480.**

General Note 3. M. on the DSP indicates that the site is subject to Stormwater Management Concept Plan, #19201-2012-00 (approved 10/01/12).

- 2. Prior to the issuance of a building permit, the applicant, the applicant's heirs, successors, or assignees shall provide the installation of one "Share the Road with a Bike" sign in accordance with state requirements, and upon state approval, along Glenn Dale Road. If the state declines the signage, this condition shall be void.**

Conformance to Condition 2 should be reviewed and determined by Transportation Planning Section

- 3. Prior to submission of a Detailed Site Plan, the applicant, the applicant's heirs, successors, or assignees shall consult with Historic Preservation staff regarding the optimum location for the historical marker and its Environmental Setting. (An appropriate location for the historical marker is south and east of the proposed concrete sidewalk, west of and at the foot of the retaining wall and fence).**

4. **The applicant shall prepare an exhibit showing the proposed size and location of the setting, as well as the text for the historical marker. This exhibit shall be reviewed by Historic Preservation staff, and the new Environmental Setting shall be approved by the Historic Preservation Commission (HPC) prior to approval of the Detailed Site Plan.**
5. **After the new Environmental Setting for Historic Site 70-17 has been reviewed and approved by HPC, and prior to approval of the first building permit for Parcel B, the applicant/owner of the property shall erect on that approved setting a historical marker with the text that has been approved by the staff of HPC.**

The historic environmental setting easement is located on Parcel B. Conformance to Conditions 3- 5 should be reviewed and determined by Historic Preservation Section.

6. **Prior to signature approval of the Preliminary Plan of Subdivision, TCPI/12/03 shall be revised to:**
  - a. **Show the full extent of the existing woodlands.**
  - b. **Show the current version of the TCPI notes.**
  - c. **Revise the Woodland Conservation Worksheet to indicate the entire site will be cleared.**
  - d. **Have the revised plan signed and dated by a Qualified Professional.**

The preliminary plan of subdivision was signature approved.

7. **Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/12/03). The following note shall be placed on the Final Plat of Subdivision:**

**“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/12/03), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”**

Conformance to Condition 7 and the approved Type II Tree Conservation Plan should be reviewed and determined by Environmental Planning Section.

8. **The final plat of subdivision shall reflect a note indicating that access along the Annapolis Road frontage of Parcel B is denied and that access to Parcel B is pursuant to Section 24-128(b)(9) of the Subdivision Regulations.**

The DSP is for Parcel C and Parcel B is not included within the limited of this DSP. Parcel C is recorded in Plat Book REP 205-19. The record plat reflects a common access easement on Parcel C to be utilized by Parcel B and is discussed further below.

9. **The final plat of subdivision shall reflect a note indicating that development of the subject property must be in accordance with SP-89063 or as amended by any subsequent revisions thereto.**

Conformance to Condition 9 should be reviewed and determined by Urban Design Section

10. **Fire suppression system shall be installed in all commercial structures (unless alternative systems are approved by the Fire Department) in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.**

Condition 10 should be added as a general note on the DSP.

The resolution also contains 15 findings. Finding 8 is for adequate transportation facilities of the subject site. Specifically, Finding 8 discussion states the following:

**The application is a proposal to resubdivide an existing commercial parcel into two parcels. The parcel to be resubdivided is the existing Duvall Village Shopping Center, which is recorded at VJ 180 @ 98. The shopping center is approved for development with 117,000 square feet of space (including the historic building), and no additional development beyond that previously approved is proposed by this application.**

The purpose of the approved PPS 4-02103 is to resubdivide an existing parcel into two parcels and no additional development was proposed with that application. The development for the site was evaluated for adequate public facilities with the previously approved Preliminary Plan of Subdivision 4-87104 for the site. Under the approved PPS 4-87104, a development threshold limitation was analyzed for the proposed development of 104,050 square feet of retail shopping center and 19,850 square feet of office space for subject site, which would generate 40 AM and 703 PM peak hour trips base a memorandum dated September 16, 1987 (Mokhtari to Sloan), which is found in the record of the case. This DSP is proposing 21,678-square-foot addition to the Walmart Store, which makes the total gross floor area of development on site to be 109, 342 square feet. Conformance of this DSP to the development threshold limitation analysis (PPS-4-87104) should be reviewed and determined by Transportation Planning Section.

Parcel C was recorded in Plat Book REP 205-19 on February 14, 2005. The DSP correctly shows the bearings and distances, and ten-foot public utilities easement on Parcel C as reflected on the record plat except for the southern property line. The DSP should show the bearings and distances on southern property line for Parcel C as reflected on the record plat. The record plat contains plat notes that are addressed above. In addition, the plat contains the following note which relates to the review of this DSP:

1. **Access to Parcel "B" along the Annapolis Road frontage is denied and all access to Parcel "B" shall be through the common access easement, pursuant to Section 24-128(b)(9) of the Prince George's County Subdivision Regulations.**

The record plat delineated the common access easement on Parcel C and indicated a denied of access along the Annapolis Road frontage on a portion of Parcel C. The DSP correctly shows the location of the common access easement and indicates the denial of access along the frontage of Annapolis Road. The DSP should provide a shading or hatching over the common access easement so it can be clearly identified on the site plan. The Note 1 of the record plat should be added as a general note on the DSP.

The DSP-89063-07 is in substantial conformance with the approved preliminary plans (4-02103 and 4-87104) and recorded plats, if the above comments have been addressed. Failure of the site plan and record plats to match, including bearings, distances, and lot sizes, will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.



LINE	BEARING	DISTANCE
L1	S 87°27'30" E	11.31
L2	N 67°37'14" W	45.71
L3	N 64°30'30" W	15.46
L4	S 87°37'30" W	7.89
L5	N 64°30'30" W	24.99
L6	N 11°17'29" W	12.48
L7	S 87°37'30" W	30.82
L8	N 67°37'14" W	46.32
L9	N 64°30'30" W	15.43
L10	S 87°37'30" W	15.00
L11	N 67°37'14" W	15.46
L12	S 87°37'30" W	15.01
L13	N 64°30'30" W	23.04
L14	S 87°37'30" W	43.84
L15	N 67°37'14" W	23.56
L16	S 87°37'30" W	126.81
L17	S 87°37'30" W	241.23
L18	S 87°37'30" W	119.68
L19	S 87°37'30" W	214.99
L20	S 87°37'30" W	17.55
L21	S 87°37'30" W	72.50
L22	S 87°37'30" W	242.50
L23	S 87°37'30" W	110.43
L24	S 87°37'30" W	199.00
L25	S 87°37'30" W	42.84
L26	S 87°37'30" W	137.01
L27	S 87°37'30" W	243.32
L28	S 87°37'30" W	148.87
L29	S 87°37'30" W	36.11
L30	S 87°37'30" W	158.49
L31	S 87°37'30" W	78.85
L32	S 87°37'30" W	41.09
L33	S 87°37'30" W	191.20
L34	S 87°37'30" W	30.84
L35	S 87°37'30" W	31.62
L36	S 87°37'30" W	28.20
L37	S 87°37'30" W	238.46
L38	S 87°37'30" W	43.00
L39	S 87°37'30" W	324.48

NUMBER	ARC	MIN	DELTA	BEARING	CHORD	
C1	115.00°	155.96	82.63°	77°42'07"	N 46°30'27" E	144.28
C2	70.00°	51.71	27.10	47°19'33"	N 28°51'09" E	50.54
C3	22.84331	291.91	146.56	08°43'47"	N 04°16'24" W	201.90
C4	85.00	108.46	123.17	127°42'47"	S 21°30'09" W	153.81
C5	40.00	17.47	8.88	250°15'	S 81°59'27" E	17.33

FOR PUBLIC WATER AND SEWER SYSTEMS ONLY

The Maryland National Capital Park and Planning Commission  
Prince George's County Planning Board

APPROVED: *[Signature]*  
Chairman

APPROVED: *[Signature]*  
Assistant Secretary

Department of Environmental Resources  
Prince George's County, Maryland

APPROVED: *[Signature]*  
Director of Design

RECORDED: 2-14-05  
PLAT BOOK: R-22105  
PLAT NO.: 19

1-2010  
1-2010  
1-2010

APPROVAL OF THIS PLAN IS GRANTED UPON A REASONABLE  
EXPECTATION THAT PUBLIC WATER AND SEWER SERVICES  
WILL BE AVAILABLE WHEN NEEDED AND IS CONTINGENT  
ON FULFILLING ALL OF THE COMMITMENTS CONTAINED  
IN THE WASHINGTON SUBURBAN GROWTH COMMISSION  
PROJECT / AUTHORIZATION NUMBER 95 05 045

GENERAL NOTES

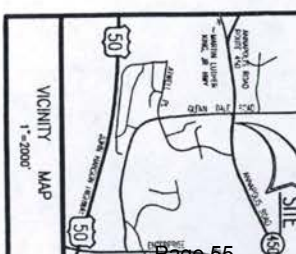
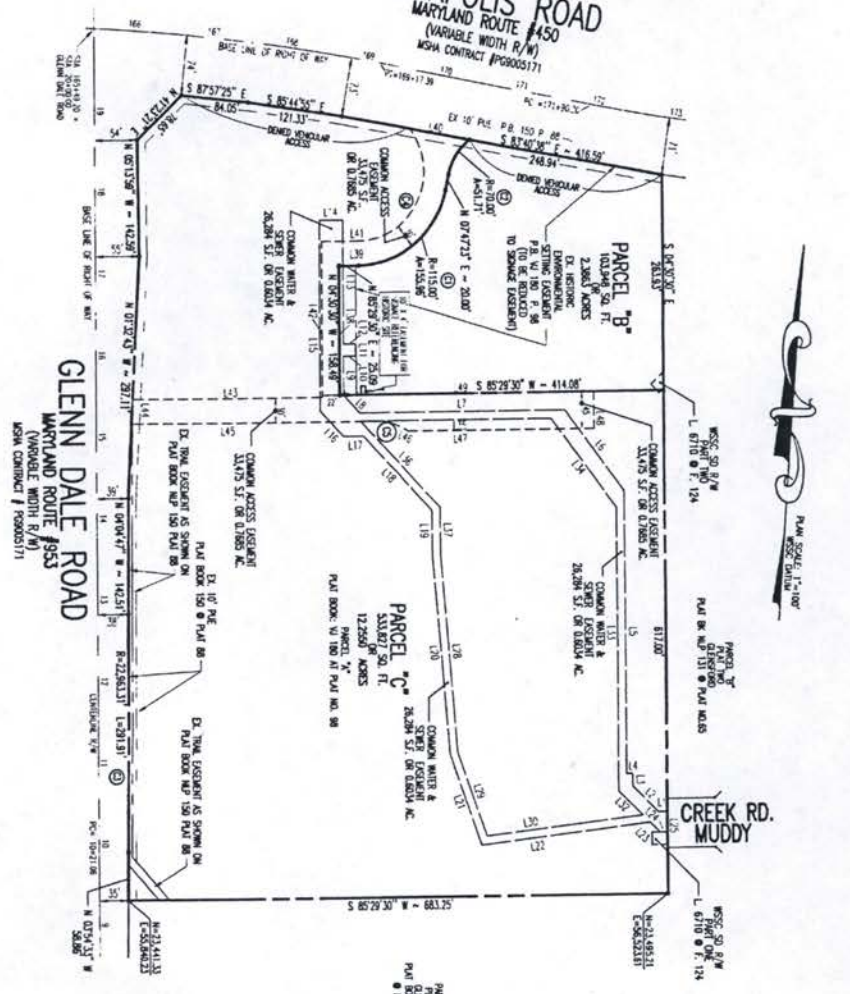
1. ACCESS TO PARCELS TO ALONG THE ANNAPOLIS ROAD FRONTAGE IS SHOWN AND ALL ACCESS TO PARCELS TO BE THROUGH THE COMMON ACCESS EASEMENT. PARCELS TO BE THROUGH SECTION 24-1200(07)(9) OF THE PRINCE GEORGE'S COUNTY SUBDIVISION REGULATIONS.
2. DEVELOPMENT IS SUBJECT TO RESERVATIONS SHOWN ON THE APPROVED PLAN. THE CONSERVATION PLAN (07/12/03), OR AS AMENDED BY THE CITY OF WASHINGTON SUBURBAN GROWTH COMMISSION PROJECT / AUTHORIZATION NUMBER 95 05 045, OR ANY OTHER PLAN OR INSTRUMENT WHICH MAY BE A CONDITION OF ANY APPROVED PLAN OR INSTRUMENT.
3. THE REVISIONS OF THE SUBJECT PROJECT MUST BE IN ACCORDANCE WITH 9-2806(a)(5) OR AS AMENDED BY ANY SUBSEQUENT ORDINANCE THEREIN.
4. FROM THE ISSUANCE OF A GRADING PERMIT, THE APPLICANT, THE APPLICANT'S HEIRS, SUCCESSORS, OR ASSIGNEES SHALL FORTIFY THE INSTALLATION OF ONE "SHOULDER" ROAD WITH A "SHOULDER" SIGN IN ACCORDANCE WITH STATE REQUIREMENTS, AND UPON OBTAINING APPROVAL, ALONG GLENN DALE ROAD. IF THE SHOULDER SIGN IS NOT INSTALLED, THIS CONDITION SHALL BE VOID.
5. FROM THE ISSUANCE OF ANY GRADING PERMIT FOR PARCELS TO, THE APPLICANT/OWNER OF THE PROPERTY SHALL EFFECT A HISTORICAL MARKER FOR COMMON NUMBERS 5 OF RD 628B N° 09 22 AND COMMON NUMBERS 5 OF RD 628B N° 09 241 CDP # 570022/105

**FILED**

DATE: 11-27-05

DATE OF MEETING: 11-27-05

DATE OF MEETING: 11-27-05



JOYCE ENGINEERING CORPORATION  
15700 WOODBURN AVE., SUITE 100, WOODBURN, MD 21797  
TEL: (301) 591-3333 FAX: (301) 591-3334 WWW: WWW.JEPCORP.COM

LAND SURVEYING, LAND PLANNING, CONSULTATION, MANAGEMENT

RECEIVED: 11-27-05

11-27-05

PARCELS "B" AND "C"  
A RE-SUBDIVISION OF PARCEL "A"  
PLAT BOOK 180 AT PLAT 98

DUWALL VILLAGE  
SHOPPING CENTER

KENT ELECTION DISTRICT NUMBER 13  
PRINCE GEORGE'S COUNTY, MARYLAND  
SCALE: 1"=100'  
DATE: SEPTEMBER, 2004

WILLIAM A. JOYCE, PROFESSIONAL LAND SURVEYOR  
LAND SURVEYING AND RESTORATION NO. 10074

10605

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE PLAN SHOWN HEREON IS CORRECT, THAT IT IS A SUBDIVISION OF ALL THE LANDS CONTROLLED BY JOSEPH N. SCHWABER AND RECORDED WITH THE RECORDS OF THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, MARYLAND, IN BOOK 11021 AT FOLIO 512.

THAT IT IS ALSO A RE-SUBDIVISION OF PARCELS "A" AS SHOWN ON A SUBDIVISION PLAT DATED THAT OF RECORD IN PLAT BOOK 180 AT PLAT 98.

THAT THE TOTAL AREA INCLUDED IN THIS PLAN OF SUBDIVISION IS 637.775 SQUARE FEET OR 14.6413 ACRES OF LAND.

DATE: 11/27/05

DATE: 11/27/05

OWNER'S DEDICATION

WE, RANDY DANIEL LUTZ (PROPERTY OWNER) AND MARGARET DUWALL LUTZ, OWNERS OF THE PROPERTY SHOWN AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE, HEREBY ADOPT THIS PLAN OF SUBDIVISION, ESTABLISH THE URBAN BLANK RESTORATION LINES, THE COMMON WATER AND SEWER EASEMENTS, AND THE COMMON ACCESS EASEMENT, AS SHOWN HEREON.

PROPERTY MARKERS WILL BE PLACED IN ACCORDANCE WITH SECTION 24-1200(07)(9) OF THE PRINCE GEORGE'S COUNTY CODE.

THESE ARE NO OTHER ACTIONS AT LAW, LIENS, MORTGAGES, TRUSTS, EASEMENTS OR RIGHTS OF ANY KIND AFFECTING THE PROPERTY INCLUDED IN THIS PLAN OF SUBDIVISION, EXCEPT FOR A CERTAIN INTEREST, AND THE PARTIES OF INTEREST HERETO HAVE HEREBY AFFIRMED THEIR SURRENDER, WAIVER AND ASSENT TO THIS PLAN OF SUBDIVISION.

RANDY DANIEL LUTZ

DATE: 11/27/05

DATE: 11/27/05

RSP 205-19

**OWNER'S DEDICATION**

we, CLM Graciele Associates, Limited Partnership, a Delaware Limited Partnership, by CLM Equity Corporation, general partner, by Melissa DeLeon, Chairman, Graciele, and by the undersigned, hereby dedicate to the State of Maryland, Prince George's County, the certain parcels of land and easements (P.G.C. 150-88) as set forth in the certain document entitled "Dedication of Terms and Provisions of the Historic Site" (P.G.C. 150-88) which is incorporated by reference into this document. The certain parcels of land and easements, as shown hereon, to be dedicated and maintained by the owners hereon, shall be dedicated and maintained as follows:

- (1) of the subdivision regulations of the Prince George's County (Maryland) Code.
- (2) There are no such, sections, leases, liens, mortgages, or trusts in the property, or other encumbrances, which would affect the dedication of the certain parcels of land and easements hereon shown.
- (3) of the subdivision regulations of the Prince George's County (Maryland) Code.
- (4) of the subdivision regulations of the Prince George's County (Maryland) Code.
- (5) of the subdivision regulations of the Prince George's County (Maryland) Code.
- (6) of the subdivision regulations of the Prince George's County (Maryland) Code.
- (7) of the subdivision regulations of the Prince George's County (Maryland) Code.

DATE: 8/15/89

BY: *Alfred W. Blumenthal*  
 Alfred W. Blumenthal  
 General Partner and Secretary

WE HEREBY STATED IN THIS PLAN OF DEDICATION.

*Conrad M. Manso*  
 Conrad M. Manso  
 Witness

*John E. Hight*  
 John E. Hight  
 Witness

CLM Graciele Associates  
 Limited Partnership  
 By: *Alfred W. Blumenthal*  
 Alfred W. Blumenthal  
 General Partner and Secretary



COORDINATE	POINT	BEARING	DISTANCE	POINT	BEARING	DISTANCE	POINT
1	1	N 24° 30' 00" W	50.00	2	N 24° 30' 00" W	50.00	3
2	2	S 89° 30' 00" W	100.00	3	S 89° 30' 00" W	100.00	4
3	3	N 24° 30' 00" W	50.00	4	N 24° 30' 00" W	50.00	5
4	4	S 89° 30' 00" W	100.00	5	S 89° 30' 00" W	100.00	6
5	5	N 24° 30' 00" W	50.00	6	N 24° 30' 00" W	50.00	7
6	6	S 89° 30' 00" W	100.00	7	S 89° 30' 00" W	100.00	8
7	7	N 24° 30' 00" W	50.00	8	N 24° 30' 00" W	50.00	9
8	8	S 89° 30' 00" W	100.00	9	S 89° 30' 00" W	100.00	10

CATHERINE B. SIMPSON  
 L. 5588 P. 721

MAINTAIN NATIONAL CAPITAL PARK & PLANNING COMMISSION  
 PRINCE GEORGE'S COUNTY PLANNING BOARD

RECORDED  
 12-11-89  
 PLAT BOOK  
 N.P.C. 150  
 PLAT NO.  
 88

APPROVED  
 DIRECTOR OF ENVIRONMENTAL RESOURCES  
 PRINCE GEORGE'S COUNTY, MARYLAND  
 DIRECTOR OF ZONING

1 PARCEL

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 12-11-89  
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 N.P.C. 150  
 PLAT NO.  
 88

APPROVED  
 DIRECTOR OF ENVIRONMENTAL RESOURCES  
 PRINCE GEORGE'S COUNTY, MARYLAND  
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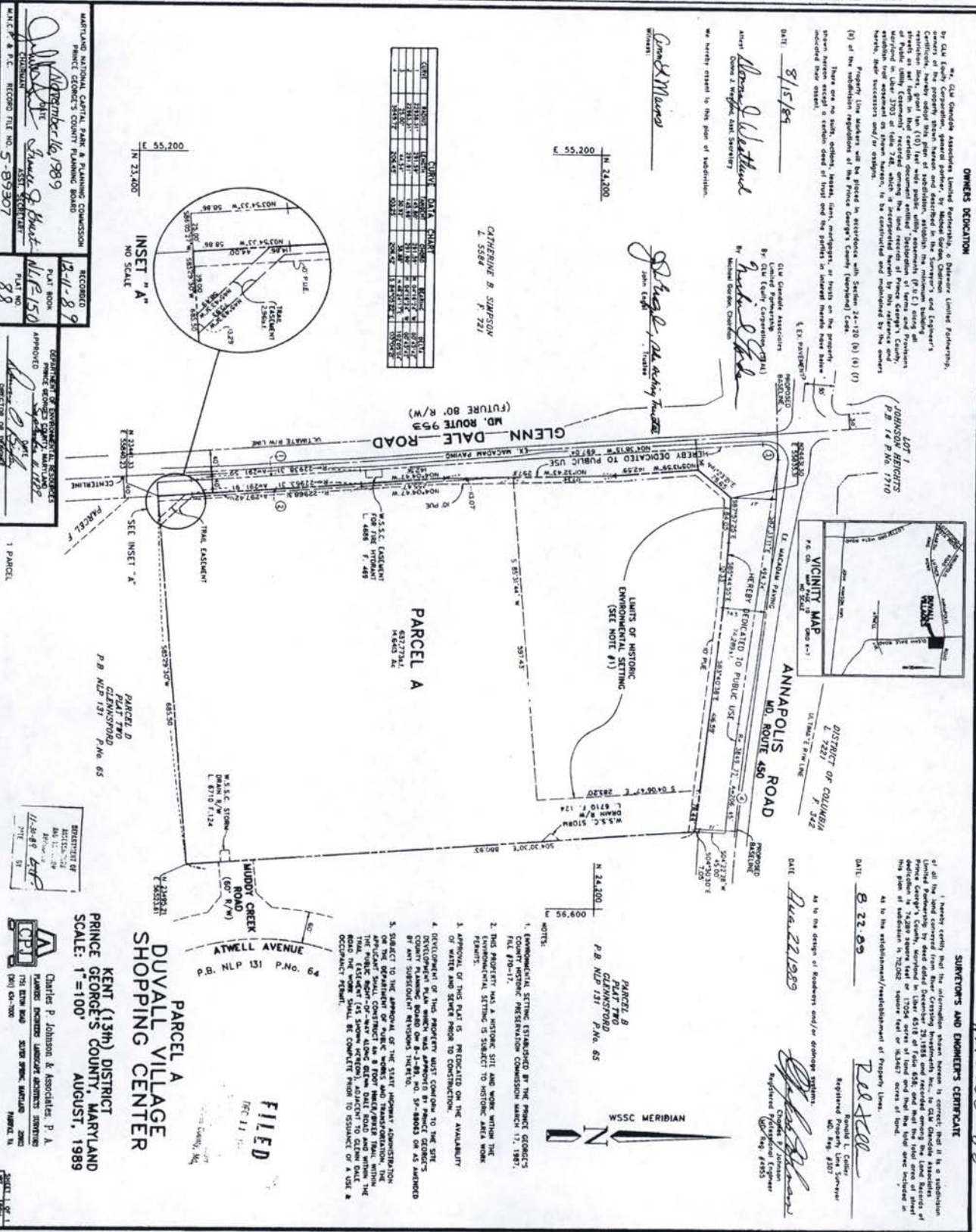
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 PLAT NO.  
 88

APPROVED  
 DIRECTOR OF ENVIRONMENTAL RESOURCES  
 PRINCE GEORGE'S COUNTY, MARYLAND  
 DIRECTOR OF ZONING



**SURVEYORS AND ENGINEER'S CERTIFICATE**

I, the undersigned, being duly sworn, depose and say that the foregoing is a true and correct copy of the original plan of subdivision and dedication of the certain parcels of land and easements (P.G.C. 150-88) as set forth in the certain document entitled "Dedication of Terms and Provisions of the Historic Site" (P.G.C. 150-88) which is incorporated by reference into this document. The certain parcels of land and easements, as shown hereon, to be dedicated and maintained by the owners hereon, shall be dedicated and maintained as follows:

DATE: 8-22-89

AS TO THE CORNER OF BOUNDARIES AND/OR DESIGN SYSTEMS:  
 DATE: 8-22-89

REGISTERED  
 MEASURING ENGINEER  
 No. Reg. 4107

REGISTERED  
 MEASURING ENGINEER  
 No. Reg. 4155

REGISTERED  
 MEASURING ENGINEER  
 No. Reg. 4155

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 MEASURING ENGINEER  
 No. Reg. 4155

MSA SDU 12-SD-2973

N.P.C. 150-88





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

September 16, 1987

MEMORANDUM

TO: John W. Sloan, Development Review Division  
VIA: Lester Wilkins, Transportation Planning Division  
FROM: Faramarz Mokhtari, Transportation Planning Division  
SUBJECT: Duvall Village Shopping Center (4-87104)

The subject property is located in the southeast quadrant of the intersection of MD. 450 and Glenn Dale Road. The proposed development of 104,050 square feet of retail shopping center and 19,850 square feet of office space would generate 40 a.m. peak hour trips and 703 p.m. peak hour trips of which 371 generated by the retail portion would be intercepted from traffic already on the road.

As requested, we have reviewed the submitted traffic study and concur with the study conclusion that the proposed development is not expected to cause adverse traffic impacts on the existing street network provided MD. 450 and its intersection with Glenn Dale Road are upgraded. It should be noted that currently Maryland State Highway Administration is studying the widening of MD. 450 to a multi-lane divided highway from Whitfield Road to MD. Route 3. It should also be noted that the approval of three other subdivision plans in the immediate area have been conditioned in formation of a joint public/private partnership to provide for these improvements. It is therefore recommended that the approval of this subdivision plan be conditioned on the following:

Prior to the issuance of any building permits, all necessary improvements to MD. Route 450 and its intersection with Glenn Dale Road shall be in place or shall be programmed by the Maryland State Highway Administration.



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

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

Countywide Planning Division  
Environmental Planning Section  
301-952-3650

February 7, 2014

**MEMORANDUM**

TO: Ruth Grover, Senior Planner, Urban Design Section

VIA: Katina Shoulars, Supervisor, Environmental Planning Section *AS*

FROM: Marc Juba, Senior Planner, Environmental Planning Section *MNS*

SUBJECT: **Duvall Village Shopping Center, DSP-89063-07 and TCPII-113-94-04**

The Environmental Planning Section has reviewed Detailed Site Plan DSP-89063-07 and Type II Tree Conservation Plan TCPII-113-94-04, Duvall Village Shopping Center, stamped as received on December 17, 2013.

The Environmental Planning Section recommends approval of Detailed Site Plan DSP-89063-07 and Type II Tree Conservation Plan TCPII-113-94-04 subject to conditions listed at the end of this memorandum.

**Background**

This site was previously reviewed by the Environmental Planning Section for Preliminary Plan of Subdivision 4-02103 and associated Tree Conservation Plan TCPI-012-03. A Detailed Site Plan DSP-89063 and Tree Conservation Plan TCPII-113-94 were also reviewed for the site. The Preliminary Plan and TCPI were approved with conditions which are found in PGCPB No. 03-22. There have been several revisions to the DSP since the original DSP and TCPII was approved in 1989. The most recent approval was DSP-89063-05.

This revision requests the approval of an existing 56,238 square foot building for use as a department store (Wal-Mart), and the addition of 21, 678 square feet to the existing store.

**Grandfathering**

The site is not subject to the environmental regulations in Subtitles 25 and 27 that became effective on September 1, 2010 and February 1, 2012.

**Site Description**

The overall 16.34 acre site is located in the southeast quadrant of the MD 450 and Glenn Dale Road intersection and is zoned C-S-C (Commercial Shopping Center). A review of the information available indicates that wetlands, streams, 100-year floodplain and steep and severe

slopes are not found to occur on the property. This site is located within the Western Branch sub-watershed which is part of the Patuxent Watershed. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. The site contains approximately 0.78 acres of woodland and 2.32 acres of reforested woodland according to the currently approved TCPII. This site is located in the Developing Tier as reflected in the adopted General Plan. According to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), the predominant soils found to occur on-site include Collington-Wist-Urban land complexes; Sassafras-Urban land complexes; Udorthents, highway; Urban land-Collington-Wist complex; and Urban land-Sassafras complex. According to available information, Marlboro clay and Christiana complexes are not found to occur on this property. The site has frontage on Glen Dale Road, which is designated as a 'collector' in the Master Plan of Transportation and is not regulated for noise; however, Annapolis Road (MD 450) is a master planned arterial roadway within close proximity to the site that is regulated for noise. Both of these roads are designated as scenic and historic roads according to PG Atlas. The site is not located in the JB Andrews Imaginary Runway Surface. The site is located in the Developing Tier of the 2002 adopted General Plan.

### **Summary of Previous Conditions of Approval**

#### **Preliminary Plan 4-02103**

The Planning Board approved Preliminary Plan 4-02103 and TCPI-12-03 on November 13, 2003 subject to conditions listed in PGCPB No. 03-22, File No. 4-02103. Environmental conditions included in this resolution are not applicable to the current application.

#### **Detailed Site Plan 89063-05**

The Planning Board approved Detailed Site Plan 89063-05 and TCPII-113-94-01 on November 13, 2003 subject to conditions listed in PGCPB No. 03-241, File No. DSP-89063/05. Environmental conditions included in this resolution are not applicable to the current application.

### **Environmental Review**

**As revisions are made to the plans submitted the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.**

1. The site has a Forest Stand Delineation that was submitted as part of the DSP review in 1994. The FSD showed that the site originally contained 1.68 acres of fragmented woodland areas. The FSD stated that numerous specimen trees existed onsite but no total was provided.

A Natural Resource Inventory (NRI) is not required at this time because the site is grandfathered from the current environmental regulations contained in Subtitle 27 with regard to the submittal requirements for a NRI.

**Comment:** No additional information is required with regard to the existing Forest Stand Delineation.

2. The site is subject to the Woodland Conservation Ordinance because it has a previously approved tree conservation plan. The previously approved TCPII was also submitted to fulfill the landscape requirements of the site and thus shows woodland conservation treatment areas and required landscape buffers with associated plantings. Based on a review of the DSP, it appears no change in the approved limits of disturbance (LOD) on the TCP will be changed, indicating that the previously approved 0.78 acres of preservation and 2.32 acres of woodland planting will remain intact on the site; however, these areas have not been sufficiently identified and labeled on the plan. The TCPII will need to be revised to clarify some information, and restore information approved on the previous plan.

The plan shows a very large label on Parcel B. This previously approved plan showed that this parcel contained woodland preservation and a significant amount of woodland planting; however, the label makes these areas unreadable due to its opaque placement on the plan. Additionally, none of the approved woodland conservation treatment areas identifying the 0.78 acres of woodland preservation and 2.32 acres of woodland afforestation are identified. Revise the TCPII to identify and demonstrate where the required 3.10 acres of preservation and reforestation/afforestation will be provided on the site. Identify these woodland conservation areas on the revised TCPII, and distinguish the preservation and reforestation/afforestation areas from the landscaped areas. Demonstrate on the plan that the total acreage required for these two woodland conservation types has been satisfied.

**Recommended Condition:** Prior to certification of the DSP, the TCPII shall be revised to clearly show the previously approved plantings and woodland conservation areas. Specifically, the areas on Parcel B and the plantings along the western boundary of Parcel C shall be shown and labeled appropriately with the correct woodland conservation type and acreage.

**Recommended Condition:** Prior to certification of the DSP, the TCPII shall be revised to show the proposed building footprint to be consistent with the footprint shown on the detailed site plan.

**Recommended Condition:** Prior to certification of the DSP, the TCPII shall be revised to identify and demonstrate where the required 3.10 acres of preservation and reforestation/afforestation will be provided on the site. Identify these woodland conservation areas on the revised TCPII, and distinguish the preservation and reforestation/afforestation areas from the landscaped areas. Demonstrate on the plan that the total acreage required for these two woodland conservation types has been satisfied.

**Recommended Condition:** Prior to certification of the DSP, the approval block on the TCPII shall be revised to correctly show the previous approvals typed in the box with the correct dates as follows:

00	PGCPB95-100	4/027/95
01	H. Miller	6/27/95
02	H. Miller	6/10/99
03	L. Shirley	10/29/03

3. According to the US Department of Agriculture (USDA) Natural Resource Conservation

Service (NRCS) Web Soil Survey (WSS), the predominant soils found to occur on-site include the Collington-Wist-Urban land complex, 0 to 5 percent slopes; Collington-Wist-Urban land complex, 15 to 25 percent slopes; Sassafras-Urban land complex, 0 to 5 percent slopes; Sassafras-Urban land complex, 5 to 15 percent slopes; Udorthents, highway, 0 to 65 percent slopes; Urban land-Collington-Wist complex, 0 to 5 percent slopes; Urban land-Sassafras complex, 0 to 5 percent slopes. According to available information, Marlboro clay and Christiana complexes are not found to occur on this property.

**Comment:** This information is provided for the applicant's benefit. The county may require a soils report in conformance with CB-94-2004 during the building permit process review.

4. The stormwater management design is conceptually and technically required to be reviewed and approved by the Department of Permitting, Inspections and Enforcement (DPIE) to address surface water runoff issues in accordance with Subtitle 32 Water Quality Resources and Grading Code, which requires that Environmental Site Design be implemented to the maximum extent practicable. An approved Stormwater Management Concept plan (19201-2012-00) shows three micro bio-retention areas, an existing underground stormwater detention area, and two existing infiltration trenches throughout the development. The fee-in-lieu of providing on-site attenuation/quality control measures for the site is \$1,120.00 and the permit expires October 1, 2015.

The LOD shown on the approved Stormwater Management Concept plan along the northeastern corner of Parcel C differs significantly from that shown on the DSP and TCPII Plan for the proposed addition. Specifically, the LOD shown on the approved concept plan shows clearing in the existing afforestation area onsite that is shown to be retained on the TCPII. Furthermore, the approved Stormwater Management Concept plan shows a proposed retaining wall in the afforestation area that is not reflected on the DSP and TCPII.

Either revise the TCPII to match the approved concept plan by expanding the LOD and adding the retaining wall to the plan, or obtain a new Stormwater Management Concept approval based on the TCPII plan's LOD.

**Recommended Condition:** Prior to certification of the DSP, the DSP and TCPII shall be revised to reflect the design shown on the concept plan consistent with the proposed DSP and TCP2. Revise the TCPII worksheet as necessary.

#### **Summary of Recommended Conditions**

The Environmental Planning Section recommends approval of DSP-89063-07 and TCPII-113-94-04 subject to the following conditions:

1. Prior to certification of the DSP, the TCPII shall be revised to clearly show the previously approved plantings and woodland conservation areas. Specifically, the areas on Parcel B and the plantings along the western boundary of Parcel C shall be shown and labeled appropriately with the correct woodland conservation type and acreage.
2. Prior to certification of the DSP, the TCPII shall be revised to show the proposed building footprint to be consistent with the footprint shown on the detailed site plan.

3. Prior to certification of the DSP, the TCPII shall be revised to identify and demonstrate where the required 3.10 acres of preservation and reforestation/afforestation will be provided on the site. Identify these woodland conservation areas on the revised TCPII, and distinguish the preservation and reforestation/afforestation areas from the landscaped areas. Demonstrate on the plan that the total acreage required for these two woodland conservation types has been satisfied.
  
4. Prior to certification of the DSP, the approval block on the TCPII shall be revised to correctly show the previous approvals typed in the box with the correct dates as follows:

00	PGCPB95-100	4/027/95
01	H. Miller	6/27/95
02	H. Miller	6/10/99
03	L. Shirley	10/29/03
  
5. Prior to certification of the DSP, the DSP and TCPII shall be revised to reflect the design shown on the concept plan consistent with the proposed DSP and TCP2. Revise the TCPII worksheet as necessary.

If you have any questions concerning these comments, please contact me at 301-780-8173 or by e-mail at [marc.juba@ppd.mncppc.org](mailto:marc.juba@ppd.mncppc.org).

MJ:ks




**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section

(301) 952-3680  
www.mncppc.org

February 6, 2014

**MEMORANDUM**

TO: Ruth Grover, Development Review Division  
FROM:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division  
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following Detailed Site Plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan in order to provide the Master Plan Trails.

Detailed Site Plan Number: DSP-89063/07

Name: Wal-Mart Stores, Inc. (Duvall Village Shopping Center)

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 type="checkbox"/>
Sidewalks	<input checked="" type="checkbox"/>	Trail Access	<input type="checkbox"/>

\*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the preliminary plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

**Review Comments (Master Plan Compliance and Prior Approvals)**

The subject application is comprised of 12.25 acres in the CG zone and is located along the south side of MD 450 and east side of Duval Road (MD 953). The subject site is within the area covered by the *Approved Sector Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity* (area master plan). The application proposes an addition 21,678 square feet of commercial space to some existing commercial space for a Walmart store. The site is located within an existing shopping center.

The Complete Streets Section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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 *Approved Sector Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity* makes two facility recommendations for the Glenn Dale Road (MD 953), with both bicycle facilities and sidewalks recommended as copied below:

Glenn Dale Road (MD 953) - On-road bicycle facilities. Will improve non-motorized access to the WB&A Trail, the MD 450 sidepath, and the former Glenn Dale Hospital site (area master plan, page 171).

Glenn Dale Road - Construct standard or wide sidewalks (area master plan, page 172).

The subject site's frontage has been improved with the required right-of-way dedication and a standard sidewalk. The sidewalk accommodates pedestrians along the frontage of the subject site and provides access to the existing master plan trail along MD 450.

It should be noted that the original approval for the subject included a condition requiring a trail along Glenn Dale Road. This condition (Condition 8) is copied below from the resolution of approval for DSP-89063 (PGCPB No. 89-414):

8. The applicant shall construct an 8-foot-wide hard surface pedestrian/bike trail along the entire frontage of Glenn Dale Road except for the last 50+ feet. This trail shall connect to the intersection with MD Route 450 to the north and the approved 6-foot-wide path connection in the Glensford development to the south.

This trail was not provided at the time of construction of the original shopping center application. The subject site was improved with a standard (five-foot wide) sidewalk along its entire frontage. This condition may have been modified by the Maryland State Highway Administration at the time of road construction permit, although as it is now over 23 years since the original approval it is difficult to determine that for certain. However, staff analyzed the 2011 aerial photos for the corridor and determined that the standard sidewalk along the site's frontage is consistent with the frontage improvements provided elsewhere along Glenn Dale Road. All of the east side of Glenn Dale Road has been improved with a standard sidewalk from MD 450 to just south of Lottsford Drive. No changes to the existing sidewalk are recommended at this time, in keeping with the improvements elsewhere along the road. On-road bicycle facilities can be considered by SHA comprehensively for the corridor at the time of road resurfacing or improvement.

Regarding the internal parking lot of the subject site, crosswalks have been provided from the handicapped spaces to the building entrance or nearby sidewalks. And, a designated walkway has been striped leading from the public sidewalk along Glenn Dale Road to the proposed extension of the Wal-Mart building. A pedestrian zone is also designated immediately in-front of the building entrance. The retention of these facilities as shown on the submitted plans is supported. In recognition of the existing master plan trail



along MD 450, a small amount of bicycle parking is recommended near the entrance to the Walmart facility.

### **Conclusion**

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a detailed site plan as described in Section 27-285 if the following conditions were to be placed. Prior to signature approval, the plans shall be revised to include the following:

- a. Provide a bicycle rack(s) accommodating a minimum of five bicycle parking spaces at a location convenient to the entrance of the subject Walmart. The location and design of the rack(s) shall be approved by the Urban Design Section and the Trails Coordinator prior to signature approval.





THE PRINCE GEORGE'S COUNTY GOVERNMENT  
Fire/EMS Department



Office of the Fire Marshal

Date: 2/6/2014

TO: Ruth Crover Planner, Urban Design Section  
Development Review Division

FROM: Kenny Oladeinde, Project Coordinator  
Office of the Fire Marshal

RE: DSP-89063/07



The following Preliminary Plan Referral has been reviewed by this office according to Departmental Procedures and Operational Guidelines of the Prince George's County Fire/ Emergency Medical Services Department.

Description: Wal-Mart  
Duwall Village Center

Please be advised Subtitle 11-276, titled required Access for *Fire Apparatus*, which states:

“(a) All premises which the Fire/EMS Department may be called upon to protect in case of fire or other emergencies and which are not readily accessible to fire apparatus from public streets shall be provided with suitable gates, access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus, and in accordance to Subtitle 4, the County Building Code Section 4-222.”

Private roads shall be: “(a) At least 22 feet in width.”

Subtitle 11-277, title *Fire Lanes States*:

“(b) Whenever the Fire Chief or his authorized representative shall find that any private entrance, exit sidewalk, vehicular driveway, interior private driveway, sidewalk, fire lane, or fire hydrant is obstructed by snow, debris, construction material, trash containers, vehicles, or other matter likely to interfere with the ingress or operation of the Fire Department or other emergency vehicles in case of fire, he may order the obstruction removed. To effectuate this Subsection, the Fire Chief or his authorized representative may order "no parking" fire lane signs erected and may designate the placement thereof. He may order that curbs be painted a distinctive color.”

6820 Webster Street  
Landover Hills, Maryland 20784



Page Two

Please note and direct the owner to comply with aforementioned Subtitle. I have highlighted on the submitted drawings all areas which may contribute to the loss of emergency vehicle access due to its configuration. These locations shall be marked with painted yellow curbs and posted 'No Parking Fire Lane by order of the Prince George's County Fire/EMS Department' signs. The developer should contact the Fire /EMS Department's Office of Office of the Fire Marshal to assist in designating the fire lanes.

In addition, please be advised Subtitle 4-164. Fire Protection Systems; Section 912, Yard Hydrants. (a) Section 912.1 is added to read as follows: "Location and Performance of Fire Hydrants." Every building of more than one thousand (1,000) square feet in area shall be provided with sufficient fire hydrants located such that no exterior portion of the building is located more than five hundred (500) feet from a fire hydrant. The distance shall be measured as a hose line would be laid along paved streets, through parking lot entrances, and around obstructions, in accordance with the determination of the authority having jurisdiction. A fire hydrant is required within two hundred (200) feet of any required fire department connection, as hose is laid. The fire department connection must be located on the front, address side of the building and be visible from a fire hydrant or as approved by the Fire Code Official. Each hydrant shall provide a minimum of one thousand (1,000) gpm at a residual pressure of twenty (20) psi.

**Also areas may be highlighted on the drawing in noted colors to show areas that do not accommodate the turning radius of a 43-foot wheel base vehicle or other comments. These areas need to be widened to allow emergency apparatus to turn.**

Any courts or dead-end created should provide 43-foot turning radius within 200 feet of the end of the road.

These requirements should be incorporated into the final plat and a condition of release of the use and occupancy permit. If I may be of further assistance, please contact me at (301)-583-1830

mko

H: \DSP-89063/\phi7

Copy to: Christine Osei, Public Facilities Planner, Special Projects Section,  
Countywide Planning Department, Maryland National Capital Park and  
Planning Commission.



Rushern L. Baker, III  
County Executive

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



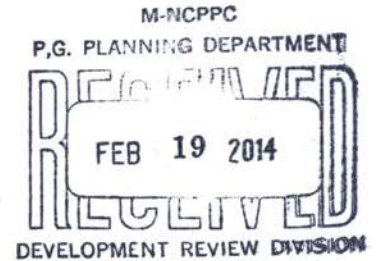
MEMORANDUM

January 31, 2014

**TO:** Ruth Grover, Urban Design  
Development Review Division, M-NCPPC

**FROM:** *for* Dawit Abraham, P.E., Associate Director  
Site/Road Plan Review Division, DPIE

**RE:** Duval Village Shopping Center, Wal-Mart  
Detailed Site Plan, DSP-89063-07



In response to the detailed Site Plan No. DSP-89063-07 referral, the Department of Public Works and Transportation (DPW&T) offers the following:

- The property is located on the southeast quadrant of Annapolis Road (MD 450) and Glenn Dale Road (MD 953). MD 953 and MD 450 are State-maintained highways; therefore, coordination with the Maryland State Highway Administration is required. This project does not impact any County-maintained roadways.
- The proposed site plan is not consistent with approved Stormwater Management Concept Plan No. 19201-2012, dated October 1, 2012.

If you have any questions or need additional information, please feel free to contact Steven Snyder, District Engineer for the area, at 301.636.2060.

DA:SS:dar

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE  
Mariwan Abdullah, Engineer, S/RPRD, DPIE  
Wal-Mart Real Estate Business, 2001 SE 10<sup>th</sup> Street,  
Bentonville, AZ, 72716  
Bohler Engineering, 28 Blackwell Park, Warrenton, VA 20186



**PRINCE GEORGE'S COUNTY  
POLICE DEPARTMENT**

**MEMORANDUM**

DATE: January 6, 2014

TO: Ruth Grover, Planner Coordinator  
Urban Design Section  
Development Review Division

FROM: Corporal Richard Kashe #2357  
Prince George's County Police Department  
Community Services Division

SUBJECT: **DSP-89063/07, Duvall Village Shopping Center Walmart**

After reviewing the plans and visiting the site, there are CPTED issues that need attention. The trees, located next to the existing pole mounted light fixture near the loading dock, are in need of pruning or removal. These trees are blocking light transmission to the service roadway and loading dock area. I have attached pictures showing the above listed concerns. This issue is an example of both a lack of site maintenance and improper selection and placement of selected trees planted.









*Division of Environmental Health*

Date: January 15, 2014

To: Ruth Grover, Urban Design, M-NCPPC

From: Evelyn Hoban, Division Manager, and Division of Environmental Health

Re: DSP-89063/07 Duvall Village Shopping Center, Wal-Mart

The Division of Environmental Health of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the above referenced site and has the following comments/recommendations:

1. Research suggests that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light on existing residential areas that are located behind and beside the site.
2. Increased traffic volumes in the area can be expected as a result of the inclusion of the Wal-Mart on the site. Scientific reports have found that road traffic is considered a chronic environmental stressor and may impact people living in the adjacent communities. In addition, there should be clearly marked pedestrian crossings in the roads between the community and the shopping center.
3. Indicate the dust control procedures to be implemented during the construction phase of this project. No dust should be allowed to cross over property lines and impact adjacent properties.
4. Indicate the noise control procedures to be implemented during the construction phase of this project. No construction noise should be allowed to adversely impact activities on the adjacent properties.
5. Barriers should be created between the shopping center and the adjacent communities to eliminate the migration of trash and refuse to the adjacent communities from the shopping center.

---

If you have any questions or need additional information, please contact me at 301-883-7602 or [ehhoban@co.pg.md](mailto:ehhoban@co.pg.md).



Bushera L. Baker, III  
County Executive

Environmental Engineering Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)



Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

Maryland Department of Transportation

James T. Smith, Jr., Secretary  
Melinda B. Peters, Administrator

January 8, 2014

Ms. Ruth Grover  
Urban Design Section  
The Maryland-National Capital Park  
and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

RE: Prince George's County  
Walmart Duvall Village Shopping Center  
SHA Tracking No: 13APPG057XX  
County Tracking No: DSP-89063/07  
MD 450  
Mile Point: 7.87

Dear Ms. Grover:

Thank you for the opportunity to review the Detailed Site Plan submittal, dated December 19, 2013, proposing the expansion of Walmart at Duvall Village Shopping Center in Prince George's County. The State Highway Administration (SHA) offers the following comments:

The SHA is not in a position to provide detailed comments regarding the proposed development at this time. The proposed site will be accessed from MD 450 – Annapolis Road and MD 953 – Glenn Dale Road both of which are a state owned, operated and maintained roadway. The project must provide a Traffic Impact Study which will establish all entrance, roadway improvements, signal warrant, (installation/modification if warranted and justified), and right-of-way required by SHA that could affect the development plan and site layout. Once the TIS is approved, the project may proceed through the Pre-Permit Engineering Plan Review process. Future submission of roadway development plans submitted to SHA-AMD should be on 22x34 size plan sheets. At the completion of the plan review phase, the developer must apply for and obtain an access permit from the SHA Access Management Division (AMD).

We would like to work with the developer to complete the TIS Phase, which will allow better definition of the roadway improvements and impacts to the development plan. Until the SHA completes the TIS review, it is premature for SHA to provide approval of the development plan at this time.

Additionally, we would like to provide you with resources for the preparation of the Site Development package which will be submitted after TIS approval. The SHA web page provides a wealth of information that is a good resource for plan preparation. Please see some of those links below:

- SHA Access Management home page <http://www.roads.maryland.gov/index.aspx?Pageid=861>
- SHA Development Process flow charts  
[http://www.roads.maryland.gov/ohd2/EAPD\\_flow\\_charts\\_Aug\\_20\\_2010.pdf](http://www.roads.maryland.gov/ohd2/EAPD_flow_charts_Aug_20_2010.pdf)
- The Access Management Division Plan Submission Checklist  
<http://www.roads.maryland.gov/ohd2/Plan-check-list.pdf>
- The SHA Business Standards and Specifications, which include many of the standards, specifications, and other information that projects should follow for the plans, related to a development and access permit project design and construction.  
<http://www.roads.maryland.gov/Index.aspx?PageId=689&d=5>

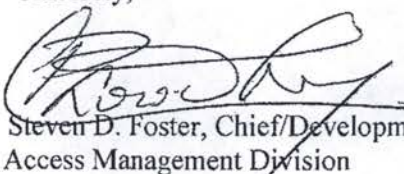
My telephone number/toll-free number is 410-545-5600  
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Ms. Ruth Grover  
SHA Tracking # 13APPG057XX  
Page 2  
January 8, 2014

- The engineer should also follow the AASHTO publications such as “A Policy on Geometric Design of Highways and Streets” and the “Roadside Design Guide”
- Bicycle Policy and Guidelines (recently update)  
[http://roads.maryland.gov/ohd2/bike\\_policy\\_and\\_design\\_guide.pdf](http://roads.maryland.gov/ohd2/bike_policy_and_design_guide.pdf)  
Americans with Disabilities Act (ADA) <http://roads.maryland.gov/index.aspx?pageid=86>

Please provide this office with 7 copies of the study for our review, along with a CD containing a PDF version of the study which should be sent directly to Mr. Steve Foster attention Ms. Erica Rigby of our Technical Review Team within the Access Management Division. Please reference the SHA tracking number on future submissions. If you have any questions, or require additional information, please contact Mr. Pranoy Choudhury at 410-545-8895, by using our toll free number in Maryland only at 1-800-876-4742 (x8895) or via email at [pchoudhury@sha.state.md.us](mailto:pchoudhury@sha.state.md.us).

Sincerely,

 01/8/14  
for Steven D. Foster, Chief/Development Manager  
Access Management Division

SDF/PC

cc: Mr. Victor Grafton, SHA-District 3 Utility Engineer  
Mr. Tom Masog, MNCPPC, [tom.masog@ppd.mncppc.org](mailto:tom.masog@ppd.mncppc.org)  
Mr. Venu Nemani, SHA-District 3 Traffic  
Ms. Erica Rigby, SHA-Access Management Division  
Mr. John Wright, Bohler Engineering, 28 Blackwell Park Lane, Suite 201, Warrenton, VA-20186

# DETAILED SITE PLAN

## DSP#-89063/07

### FOR

# WAL-MART STORES, INC.

#### LOCATION OF SITE

4881 GLENN DALE ROAD  
DUVALL VILLAGE SHOPPING CENTER  
TAX MAP 45, GRID C4, PARCEL C  
PRINCE GEORGE'S COUNTY  
BOWIE, MD 20720



OWNER: WAL-MART STORES, INC.  
 4881 GLENN DALE ROAD  
 BOWIE, MD 20720  
 TEL: (410) 251-0800  
 FAX: (410) 251-0800  
 WWW.WALMART.COM

#### REVISIONS

NO.	DATE	DESCRIPTION
1	11/17/07	ISSUED FOR PERMIT

#### CONTACT INFORMATION

**BOHLER ENGINEERING**  
 28 BLACKWELL PARK LANE, SUITE 201  
 WARENTON, VIRGINIA 20186  
 PHONE: (540) 548-4500  
 FAX: (540) 548-0321  
 www.BohlerEngineering.com

APPLICANT: BOHLER ENGINEERING  
 28 BLACKWELL PARK LANE, SUITE 201  
 WARENTON, VIRGINIA 20186  
 PHONE: (540) 548-4500  
 FAX: (540) 548-0321

PREPARED BY: BOHLER ENGINEERING  
 28 BLACKWELL PARK LANE, SUITE 201  
 WARENTON, VIRGINIA 20186  
 PHONE: (540) 548-4500  
 FAX: (540) 548-0321

PROFESSIONAL CERTIFICATION  
 JOHN C. WRIGHT, P.E.  
 LICENSE NO. 60543  
 STATE OF MARYLAND

BOHLER ENGINEERING  
 28 BLACKWELL PARK LANE, SUITE 201  
 WARENTON, VIRGINIA 20186  
 PHONE: (540) 548-4500  
 FAX: (540) 548-0321

PROJECT: WAL-MART STORES, INC.  
 4881 GLENN DALE ROAD  
 PRINCE GEORGE'S COUNTY  
 BOWIE, MD 20720

SHEET NUMBER: 1 OF 11

#### STANDARD ABBREVIATIONS

SYMBOL	DESCRIPTION
AS	ASBESTOS
AV	AVIATION
B	BUILDING
...	...

#### STANDARD ABBREVIATIONS (continued)

...	...
...	...
...	...

LOCATION MAP  
 CORNER OF DUVALL VILLAGE SHOPPING CENTER  
 SCALE: 1" = 500'

OWNER: WAL-MART STORES, INC.  
 4881 GLENN DALE ROAD  
 BOWIE, MD 20720  
 TEL: (410) 251-0800  
 FAX: (410) 251-0800  
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PROJECT: WAL-MART STORES, INC.  
 4881 GLENN DALE ROAD  
 PRINCE GEORGE'S COUNTY  
 BOWIE, MD 20720

SHEET NUMBER: 1 OF 11

# DETAILED SITE PLAN

## DSP#-89063/07

### CONTACT INFORMATION

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 28 BLACKWELL PARK LANE, SUITE 201  
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PROJECT: WAL-MART STORES, INC.  
 4881 GLENN DALE ROAD  
 PRINCE GEORGE'S COUNTY  
 BOWIE, MD 20720

### LOCATION OF SITE

4881 GLENN DALE ROAD  
 DUVALL VILLAGE SHOPPING CENTER  
 TAX MAP 45, GRID C4, PARCEL C  
 PRINCE GEORGE'S COUNTY  
 BOWIE, MD 20720

#### REVISIONS

NO.	DATE	DESCRIPTION
1	11/17/07	ISSUED FOR PERMIT

OWNER: WAL-MART STORES, INC.  
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 BOWIE, MD 20720  
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 WARENTON, VIRGINIA 20186  
 PHONE: (540) 548-4500  
 FAX: (540) 548-0321

PREPARED BY: BOHLER ENGINEERING  
 28 BLACKWELL PARK LANE, SUITE 201  
 WARENTON, VIRGINIA 20186  
 PHONE: (540) 548-4500  
 FAX: (540) 548-0321

PROFESSIONAL CERTIFICATION  
 JOHN C. WRIGHT, P.E.  
 LICENSE NO. 60543  
 STATE OF MARYLAND

BOHLER ENGINEERING  
 28 BLACKWELL PARK LANE, SUITE 201  
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 www.BohlerEngineering.com

PROJECT: WAL-MART STORES, INC.  
 4881 GLENN DALE ROAD  
 PRINCE GEORGE'S COUNTY  
 BOWIE, MD 20720

SHEET NUMBER: 1 OF 11

#### SHEET INDEX

SHEET TITLE	SHEET NUMBER
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#### M.N.C.P.C. APPROVALS

PROJECT NAME: DUVALL VILLAGE SHOPPING CENTER  
 PROJECT NUMBER: 89063  
 APPROVAL DATE: \_\_\_\_\_  
 APPROVAL BY: \_\_\_\_\_  
 REVIEWER SIGNATURE: \_\_\_\_\_  
 REVIEWER TITLE: \_\_\_\_\_  
 REVIEWER LICENSE NO.: \_\_\_\_\_

#### PROFESSIONAL CERTIFICATION

JOHN C. WRIGHT, P.E.  
 LICENSE NO. 60543  
 STATE OF MARYLAND

#### REVISIONS

NO.	DATE	DESCRIPTION
1	11/17/07	ISSUED FOR PERMIT

#### CONTACT INFORMATION

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PROJECT: WAL-MART STORES, INC.  
 4881 GLENN DALE ROAD  
 PRINCE GEORGE'S COUNTY  
 BOWIE, MD 20720

SHEET NUMBER: 1 OF 11

**BOHLER ENGINEERING**

1100 W. WASHINGTON BLVD. SUITE 200  
 WASHINGTON, INDIANA 46784  
 TEL: 317.841.1100 FAX: 317.841.1101  
 WWW.BOHLERENGINEERING.COM

PROJECT MANAGER: [Name]  
 DESIGNER: [Name]  
 CHECKER: [Name]  
 DATE: [Date]

REVISIONS

NO.	DATE	DESCRIPTION
1	11/15/11	ISSUED FOR PERMITS

**NOT APPROVED FOR CONSTRUCTION**

THIS PLAN IS NOT TO BE USED FOR CONSTRUCTION UNLESS IT IS APPROVED BY THE LOCAL JURISDICTION.

**WAL-MART STORES, INC.**

DETAILED SITE PLAN

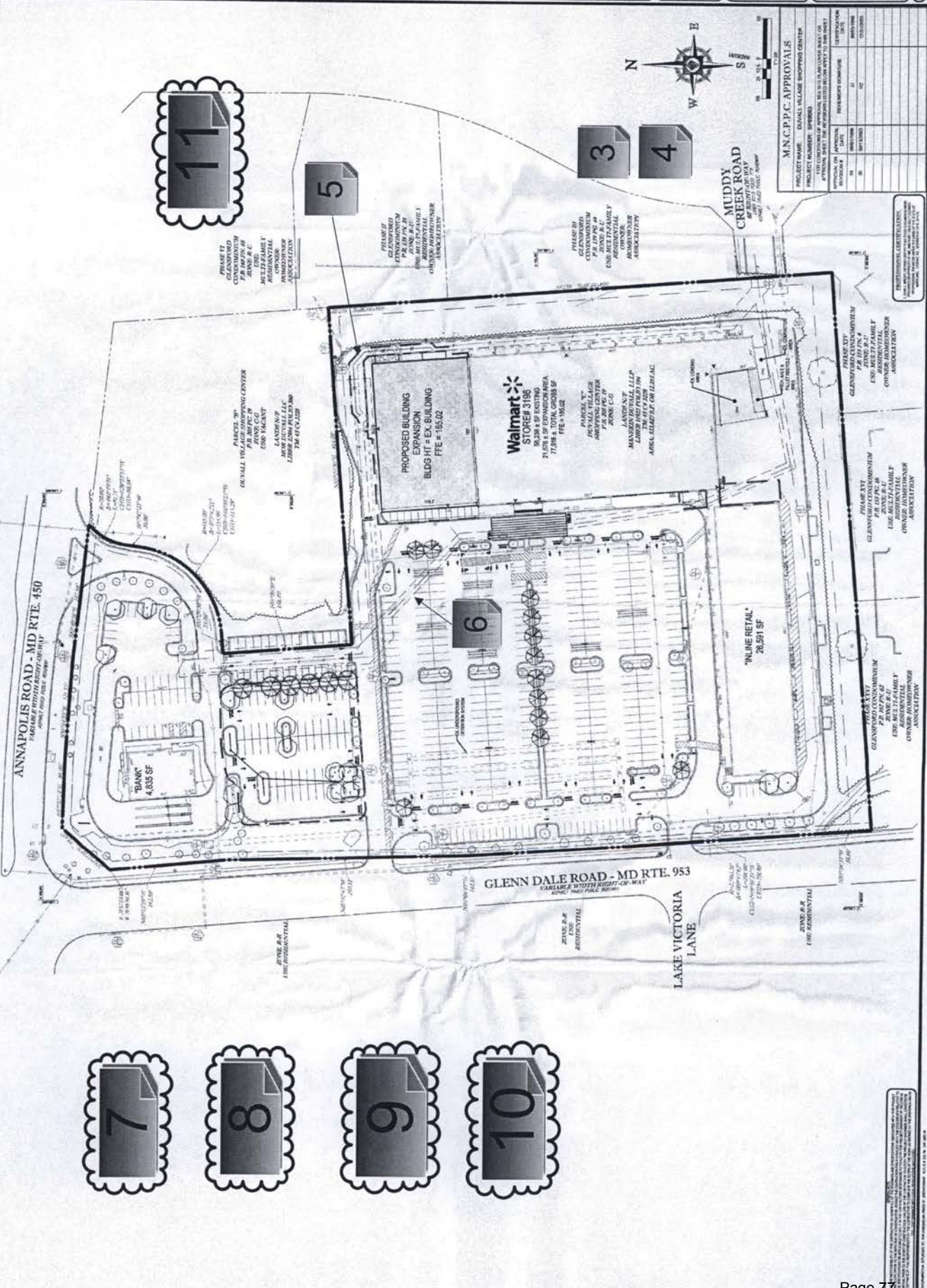
LOCATION OF SITE: 4881 GLENN DALE ROAD, PRINCE GEORGES COUNTY, MONTGOMERY, MARYLAND 20770

**BOHLER ENGINEERING**

1100 W. WASHINGTON BLVD. SUITE 200  
 WASHINGTON, INDIANA 46784  
 TEL: 317.841.1100 FAX: 317.841.1101  
 WWW.BOHLERENGINEERING.COM

**OVERALL PLAN**

5 OF 7



**M.N.C.P.C. APPROVALS**

PROJECT NUMBER	DATE	APPROVAL	APPROVED BY

PREPARED BY: [Name]  
 CHECKED BY: [Name]  
 DATE: [Date]

**7**

**8**

**9**

**10**

1 - DSP-89063-07 Walmart-Duvall

Created by: Art Parent  
On: Thursday, December 26, 2013 3:01:13 PM

WSSC Plan Review Comments

----- 0 Replies -----

2 - DSP-89063-07 Walmart-Duvall

Created by: Art Parent  
On: Thursday, December 26, 2013 3:06:23 PM

WSSC Standard Comments for all Plans:

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
  - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
  - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
  - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
  - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
  - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
  - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
  - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

----- 0 Replies -----

### 3 - Existing service

Created by: Bryan Hall  
On: Tuesday, December 31, 2013 12:06:10 PM

This site is currently being served by existing and active water and sewer connection(s).

----- 0 Replies -----

### 4 - Existing pipe labels

Created by: Bryan Hall  
On: Tuesday, December 31, 2013 12:06:05 PM

Existing mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

----- 0 Replies -----

### 5 - Existing water and sewer on-site

Created by: Bryan Hall  
On: Tuesday, December 31, 2013 12:05:46 PM

The site has existing water and sewer pipes that will need to be relocated due to the proposed building expansion. To relocate any existing water and/or sewer a site utility plan would be required. See WSSC website for electronic submittal of a site utility plan and all appropriate fees.

----- 0 Replies -----

### 6 - Existing water and sewer easement

Created by: Bryan Hall  
On: Tuesday, December 31, 2013 12:05:19 PM

There is an existing private water and sewer easement recorded among the land records on parcel "C". This easement is only 10-feet wide and does not meet our current requirements. An additional 10 feet of easement to bring the total width to 20-feet wide will be requested when the applicant submits for a site utility plan review.

----- 0 Replies -----

### 7 - Site currently served by active W&S on-site/connections.

Created by: Bruce MacLaren

On: Tuesday, December 31, 2013 4:11:16 PM

This site is currently being served by existing and active water and sewer connection(s).

----- 0 Replies -----

**8 - Label W&S lines with correct pipe sizes, materials, and contract #.**

Created by: Bruce MacLaren

On: Tuesday, December 31, 2013 4:15:08 PM

Existing mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

----- 0 Replies -----

**9 - Existing On-Site W&S lines may require abandonment and relocation.**

Created by: Bruce MacLaren

On: Tuesday, December 31, 2013 4:42:07 PM

Existing On-Site W&S lines may require abandonment and relocation. If this is necessary, this must be done according to WSSC standards. Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.

----- 0 Replies -----

**10 - Site Utility ("On-Site") review is required for W&S service.**

Created by: Bruce MacLaren

On: Tuesday, December 31, 2013 4:49:51 PM

Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-4003 for submittal requirements or view our website. Abandonment and/or Relocation of the existing "On-Site" W&S lines may be required, as well.

----- 0 Replies -----

**11 - Covenant agreement may be required.**

Created by: Bruce MacLaren

On: Tuesday, December 31, 2013 4:55:39 PM

A single service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.



## Grover, Ruth

---

**From:** Brooks, Wallace L <wallace.l.brooks@verizon.com>  
**Sent:** Friday, January 03, 2014 9:08 AM  
**To:** Grover, Ruth  
**Cc:** Varsa, Gabor I (Gabor)  
**Subject:** Duvall Village Shopping Center Walmart DSP-89063/07 (SDRC DATE 1/3/2014)

Ms.Grover

Verizon comments as it relates to the above referenced project is as follows:

We(Verizon) would like to request that at this site, a 10' PUE be included adjacent, parallel, and contiguous to the R/W along all roadways dedicated for public street purposes, free and clear of any surface obstructions.

If I can be of further assistance please feel free to contact me.

Thanks,  
Wallace Brooks  
Verizon Engineering  
13101 Columbia Pike,FDC-1  
Silver Spring,MD 20904-5248  
PH:301-282-7037

# THE PRINCE GEORGE'S COUNTY GOVERNMENT



DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION  
OFFICE OF ENGINEERING  
9400 PEPPERCORN PLACE, SUITE 420  
LARGO, MARYLAND 20774  
(301) 883-5730



## STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: DUVALL VILLAGE SHOPPING CENTER CASE #: 19201-2012-00  
APPLICANT'S NAME: DDR CORP.  
ENGINEER : Bohler Engineering, P.C.

### REQUIREMENTS:

Technical Review is required for PUBLIC/PRIVATE Storm Drain/SWM Construction.

Type of Storm Drainage/SWM Construction is PRIVATE.

These additional approvals are required: None.

These fees apply: REVIEW, FEE-IN-LIEU.

These bonds apply: None.

Required water quality controls: BIORETENTION, INFILTRATION.

Required water quantity controls: 1 YEAR ATTENUATION(S).

A maintenance agreement is required.

No special conditions apply.

Required easements: None.

Storm Water Management fee payment of \$1,120.00 in lieu of providing on-site attenuation/quality control measures.  
(Fee-In-Lieu subject to change during technical review.)

### CONDITIONS OF APPROVAL:

*Please see second page.*

APPROVED BY:

Rey De Guzman

APPROVAL DATE: October 1, 2012  
EXPIRATION DATE: October 1, 2015

### FOR OFFICE USE ONLY

ADC MAP:	5412 A-8	200' SHEET:	206NE10
STREET NAME:	GLENN DALE RD		
WATERSHED:	22-Folly Branch		
NUMBER OF DU'S:	0	COST PER DWELLING:	0



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

NATURAL RESOURCE INVENTORY (NRI)  
EQUIVALENCY LETTER FOR A DEVELOPMENT ACTIVITY  
PRINCE GEORGE'S COUNTY

<b>Map Number:</b> 206NE10	<b>Date Issued:</b> September 10, 2012
<b>Location:</b> Duvall Village Shopping Center Glenn Dale Road & Annapolis Road City of Bowie Tax Map 45 Grid C4	<b>Expiration Date:</b> September 10, 2017
	NRI-114-12 Associated TCP2 Number: TCP2-113-94-01

TO: John Wright  
Bohler Engineering  
28 Blackwell Park Lane, Suite 201  
Warrenton, VA 20186

FROM: Chuck Schneider, Planner, Environmental Planning Section

The request for an NRI Equivalency Letter for a specific development activity has been reviewed and is hereby **approved**. The property is known as Duvall Village Shopping Center located on the southeast corner of the intersection of Glenn Dale Road & Annapolis Road, City of Bowie, MD and further identified as Tax Map 45 Grid C4. The property is zoned C-9 and totals 12.25 acres in size. The evaluation of this request was based on a revised concept plan dated September 5, 2012. The existing on-site information was verified using the 2011 Color Imagery aerial photography and the PGAtlas.com environmental layers. This letter is valid for five years from the date of issuance, or until such time as a different development activity is proposed on the site, whichever is less.

The proposed development activity is an expansion to an existing commercial structure and update stormwater management structures within the parking lot. If it is determined that the proposed activity, or a revision to the proposed activity, will result in a significant change to the previously approved limits of disturbance as shown on the approved TCP2, this NRI Equivalency Letter shall be declared null and void, and a new application for an Equivalency Letter or NRI plan shall be required. This letter is issued solely for the activity shown on the Concept Plan and described above.

This Equivalency Letter is issued based on the following information:

1. The site has an approved and implemented Type 2 Tree Conservation Plan and Wildlife Habitat Conservation Ordinance; and
2. A concept plan showing site plan and stormwater management information dated September 5 2012 shows the proposed activity and that no regulated environmental features are located on the subject property.

**A copy of this Equivalency Letter must be submitted for all stormwater management and development review applications that would otherwise require a Natural Resource Inventory.**

ACS:acs

WAL-MART STORES, INC.

DUVALL VILLAGE SHOPPING CENTER

DETAILED SITE PLAN 89063/07

STATEMENT OF JUSTIFICATION

**February 4, 2014**



**Owner**

DDR Duvall, LLLP  
3300 Enterprise Parkway  
Beachwood, OH 44122

**Applicant**

Wal-Mart Real Estate Business Trust  
2001 SE 10<sup>th</sup> Street  
Bentonville AR 72716  
479-204-2186

**Attorneys**

Gingles, LLC  
11785 Beltsville Drive  
Beltsville, MD 20705  
Andre Gingles, Esq.  
301-572-5001

Troutman Sanders LLP  
222 Central Park Avenue, Suite 2000  
Virginia Beach, VA 23462  
Tom Kleine, Esq.  
757-687-7500

**Engineer**

Bohler Engineering  
16701 Melford Boulevard, Suite 310  
Bowie, MD 20715  
Matthew Jones, PE  
301-809-4500

**Land Planner**

Del Balzo Development Services, LLC  
12 South Adams Street  
Rockville, MD 208  
Joseph Del Balzo, AICP  
410-916-9633

**Architect**

Law Kingdon Architecture  
345 Riverview, Suite 200  
Wichita, KA 67203  
Jeffrey Suchan, AIA  
800-876-5521

## INTRODUCTION AND PROPERTY DESCRIPTION

Walmart Stores, Inc., the "Applicant," is herein requesting approval of a Detailed Site Plan for the 21,678 square-foot expansion on the north end of a vacant 56,238 square-foot building in an 87,238 square foot shopping center. A building expansion of 12,519 square feet was already approved through Detailed Site Plan 89063/05. That expansion was never constructed. This application proposes an expansion in generally the same location as that already approved.

The property ("Property") is in the C-G Zone; the application is filed in accordance with Sections 27-274 and 27-285(b) of the Prince George's County Code ("Zoning Ordinance"). The Property is located in the southeast corner of the Annapolis Road (MD 450)/Glenn Dale Road in Glenn Dale, Maryland. It is identified locally as Duvall Village Center. It is found on Tax Map 45, Grid C-4. It is known as the Duvall Village Shopping Center subdivision, Record Plat, REP 205@19, which was a resubdivision of Record Plat 180@98

The Duvall Village Shopping Center was constructed in 1998. The existing building is a former grocery store, vacant, brick and masonry structure, and part of an "L"-shaped retail inline shopping center of predominantly the same materials. Directly to the north is a stormwater pond and a bank in the C-G Zone. Directly across Glendale Road to the west is Lakeview, a newer subdivision constructed in the early 2000s. Lakeview is in the R-R Zone, and is a subdivision of single-family detached homes, most of which have brick fronts. To the east and south of the property Glensford, a condominium townhouse community in the R-U Zone, constructed in the mid 1990s.

## NATURE OF THE REQUEST

The existing shopping center consists of a 4,835 square-foot bank building, a 26,591 square-foot inline retail center, a vacant 56,238 square-foot former grocery store, and parking. The existing shopping center is 87,238 square feet with an additional 12,519 square feet approved by Detailed Site Plan 889063/05. The Applicant seeks approval of a Detailed Site Plan to expand the vacant building by 21,678 square feet, in an area already approved for 12,519 square feet, and occupy it with a Department Store. Additional parking is also proposed to accommodate the expansion.

DEVELOPMENT DATA

	Existing	Proposed
Zone	C-G	C-G
Use	Vacant building and strip shopping center	Department Store within an integrated shopping center
Total Site Area	12.25 acres	12.25 acres
Total Building Gross Floor Area (GFA) for entire center.	99,757 square feet	109,342 square feet
Total Building Gross Floor Area (GFA) for proposed use.	56,238 square feet	77,916 square feet

Parking Data		
Required		438
Proposed		497

PREVIOUS APPROVALS

Detailed Site Plan DSP-89063 was approved in 1989 for a shopping center. Several revisions have been approved, the most recent, DSP 89063/05 was approved in 2003, removing the historic site and trail and allowing the expansion of 12,519 square feet.

Preliminary Plan 4-02103 was approved in 2003, resubdividing Parcel "A" into Parcels "B" and "C." The Property is Parcel "C."

GENERAL PLAN AND SECTOR PLAN

The 2002 *Approved General Plan for Prince George's County* ("General Plan") places the property in the Developing Tier. The vision for the Developing Tier is to "maintain a pattern of low- to moderate density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable," (Page 36).

Recognizing the existing uses on the property, the *Approved Sector Plan* ("Sector Plan") made no recommendations for changes to the site. The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Sectional Map Amendment* retained the C-G Zone on the property.

COMPLIANCE WITH EVALUATION CRITERIA

Design Guidelines (Section 27-274)

The design guidelines below reference Conceptual Site Plans, but they apply to Detailed Site Plans through Section 27-285(b).

**Sec. 27-274. Design guidelines.**

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

**(1) General.**

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

RESPONSE: There is no Conceptual Site Plan.

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

RESPONSE: No residential units are proposed.

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

**(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:**

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**
- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**



RESPONSE: The proposal is a redevelopment and expansion of an existing building. The parking lot exists in front of the building and relocating the building is not a reasonable alternative. Parking aisles are oriented perpendicular to the building, minimizing the need for pedestrians to cross the aisles. The pavement in the parking lot is broken up by a significant amount of landscaping in accordance with the Landscape Manual; no large uninterrupted expanses of pavement are proposed.

**(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:**

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

RESPONSE: The existing loading spaces are located to the south of the building and are proposed to remain. Loading access is located to the west, 50 feet from the residential property to the east. The proposed access will be extended to accommodate the building addition, but will still be at least 50 feet from adjacent residential land. Dense woods, including a mix of deciduous and evergreen trees, occupy the entire 50 feet setback and provide ample screening, even in winter, when leaves are down.

Because the loading spaces and access areas are in the rear of the building, they are separated from parking areas and no undue interference with vehicles or pedestrians is likely. They are clearly marked with internal signage. They are screened from Glenn Dale Road by the building itself, and screened from the adjacent residential uses by dense woods.

**(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**

- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
- (ii) Entrance drives should provide adequate space for queuing;**

- (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
- (iv) Parking areas should be designed to discourage their use as through-access drives;**
- (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
- (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
- (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
- (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

RESPONSE: There are two, full movement access points from Glenn Dale Road and one right-in/right-out access from Annapolis Road. The Annapolis Road entrance primarily serves the bank, but can be used to get to the shopping center at large. These are existing entrances and no changes are proposed. They safely, efficiently and conveniently served both pedestrians and drivers in the past and no change to that is expected. In general, entrance drives are designed to move around parking areas, rather than through them, creating a good transition from road to parking.

Parking spaces for the handicapped are provided near the entrances, with clearly delineated pedestrian walkways from them to the store entrances. Special striping

is proposed to guide all pedestrians to the store entrance, alerting drivers to the pedestrian area.

Parcel pick up will generally be directed to the loading access area, and no drive-through window is proposed.

**(3) Lighting.**

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

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

RESPONSE: The lighting plan shows lights that are located to illuminate the pedestrian and parking areas sufficiently to promote safety. Extra lighting is provided at entrances and the property address. There are no significant natural or built features (other than the sign) that require additional lighting on this developed site. (See Sheets 15 and 16.)

**(4) Views.**

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

RESPONSE: There are no scenic views from any public area. However, the new architecture will upgrade the existing building by providing a mix of masonry and glass, and new signage and lighting. Existing and proposed landscaping in the parking lot and along the streets soften the views from Glenn Dale Road significantly.

**(5) Green area.**

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

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

RESPONSE: There is little green area on this developed site. Green area existing is not meant for public use, but is designed for buffereing and interior parking lot landscaping.

**(B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest**

**extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

RESPONSE: There are no regulated features on site.

**(6) Site and streetscape amenities.**

**(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**

- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
- (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
- (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
- (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**
- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**
- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

RESPONSE: Trash receptacles and lighting fixtures will be coordinated and compatible with other onsite facilities (See Sheet 18). No additional amenities are proposed inasmuch as the current center is not designed as an urban, pedestrian and bicycle oriented retail, but rather a suburban style integrated shopping center. The DSP does not propose a tear-down, but rather a modest expansion and refurbishment to an existing vacant building in a small suburban shopping center.

**(7) Grading.**

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

RESPONSE: The site is developed. No significant grading is proposed.

**(8) Service areas.**

- (A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:**
- (i) Service areas should be located away from primary roads, when possible;**
  - (ii) Service areas should be located conveniently to all buildings served;**
  - (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**

- (iv) **Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

RESPONSE: The only service area for the proposed store is located in the southeast corner of the property, screened from the road by the onsite buildings and screened from the adjoining residential uses by dense mixed woods.

**(9) Public spaces.**

- (A) **A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:**

- (i) **Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
- (ii) **The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
- (iii) **Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
- (iv) **Public spaces should be readily accessible to potential users; and**
- (v) **Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

RESPONSE: The center is a fairly small neighborhood retail venue with no public space system or amenity required or proposed with the initial development. Even with the proposed expansion, this will remain a small scale, neighborhood retail shopping center. There is a continuous sidewalk along the fronts of all uses in the shopping center and continuous pedestrian access exists to connect the major uses in the shopping center with each other. This sidewalk will be extended in front of the proposed expansion. Striping is proposed at the store entrances to guide pedestrians to and from the store and parking lot.

**(10) Architecture.**

- (A) **When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the**

**architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.**

**(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**

**(C) These guidelines may be modified in accordance with Section 27-277.**

RESPONSE: No specific architectural considerations are referenced with this application. The architecture proposed, primarily masonry with glass, EIFS and lap board siding, with clearly defined, well articulated entrances, blends well with the existing center, providing a unified architectural theme in the center. The expansion area complements the existing architecture in both scale and detailing. With few exceptions, the shopping center is mostly brick and masonry façade. Some building façade is visible from residential lots across Glenn Dale Road to the west, but a significant amount of landscaping in the parking lot and along Glenn Dale Road softens views. The architecture is shown in the Detailed Site Plan.

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

RESPONSE: No residential dwellings are proposed.

#### REGULATED ENVIRONMENTAL FEATURES

There are no streams, wetlands, floodplain or any other regulated environmental features on the site.

#### WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

There is no defined woodland or wildlife habitat on the site. Existing woods are bufferyards and are proposed to remain in their entirety. An approved Type II Tree Conservation Plan, TCP II-113-94 is approved. The proposal is in conformance with the Type II Tree Conservation Plan. No additional disturbance is proposed.



## TREE CANOPY COVERAGE ORDINANCE

Per Section 25-128 of the Prince George's County Code, a minimum of 5,745 square feet of Tree Canopy Coverage is required for this site. The proposed plan provides 5,850 square feet, exceeding the minimum requirement.

## REQUIREMENTS OF THE LANDSCAPE MANUAL

The proposal includes a new parking lot in the northwest portion of the site, and an existing parking lot in front of the existing building. The new parking area to the northwest of the building contains landscaping in compliance with the requirements of the Landscape Manual. Per bill #CB-19-2013, revising the Prince George's County Landscape Manual, the existing parking lot is not required to be updated with this revision.

The site plan demonstrates that bufferyards abutting residentially zoned land to the east and south, and landscaped strips along streets are in compliance with the requirements of the Landscape Manual.

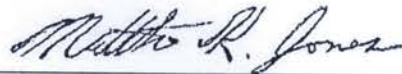
## CONCLUSION

Section 27-285(b)(1) reads:

**“The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.”**

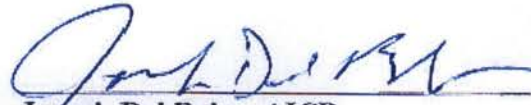
Based on the findings presented in this statement of justification, and as required by Section 27-285(b)(1), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. The site plan proposes the expansion of a vacant building so that it can be occupied by a department store. The expansion and use fit appropriately in the existing shopping center and satisfy all requirements and guidelines. Therefore, we respectfully request its approval.

Statement of Justification  
Detailed Site Plan DSP-89063/07  
February 4, 2014



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**Matthew K. Jones, P.E.**  
**Bohler Engineering**  
**16701 Melford Boulevard, Suite 310**  
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**Consultant to Bohler Engineering**



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

PGCPB No. 87-433

File No. 4-87104

R E S O L U T I O N

WHEREAS, River Crossing Investment, Inc., is the owner of a 16.3467-acre parcel of land known as Duvall Village Shopping Center (Parcel A), said property being in the 13th Election District of Prince George's County, Maryland, and being zoned C-G; and

WHEREAS, on May 14, 1987, GLM Companies, Contract Purchaser, filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-87104 was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on September 24, 1987, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on September 24, 1987, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board approved Preliminary Plat of Subdivision 4-87104 with the following modifications:

1. Approval of a conceptual stormwater management plan by the Department of Environmental Resources prior to Final Plat of Subdivision.
2. Approval subject to the resolution of the amount of land for dedication on Annapolis Road (Md. Route 450) and Glenn Dale Road (Md. Route 193) to the Maryland State Highway Administration prior to the approval of the detailed site plan.
3. Prior to the issuance of any building permits, all necessary improvements (construction of four lanes, closed section divided highway with auxiliary turn lanes at the intersection between

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Stations 155 and 180) to the intersection of Md. Route 450 and Glenn Dale Road shall be in place or shall be programmed by the Maryland State Highway Administration or others in conjunction with the Maryland State Highway Administration.

4. The eight-foot trail easement shown on the Illustrative Site Plan submitted with the preliminary plan shall be shown on the Final Plat of Subdivision. The developer and/or his assigns shall construct and maintain this trail.
5. Detailed site plan approval by the Planning Board prior to the Final Plat of Subdivision to address, but not be limited to, the following: tree preservation; minimizing grading; and preservation of the setting of the Historic Site Buena Vista, which is on the subject site.

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

1. The subdivision, as modified, meets the legal requirements of Subtitle 24 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. According to the established Planning Board policies, a conceptual stormwater management plan is appropriate for the site. The effects of this subdivision on downstream areas must be studied.
3. Certain specific road improvements and road dedication for both Annapolis Road (Md. Route 450) and Glenn Dale Road (Md. Route 193) are required in order for transportation facilities to be adequate to serve this proposed development.
4. The Trails Coordinator recommended an eight-foot trail easement to be constructed and maintained by the developer and/or his assigns.
5. Detailed site plan review and approval is required for this site.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Botts, seconded by Commissioner Keller, with Commissioners Botts, Keller and Rhoads voting in favor of the motion, and with

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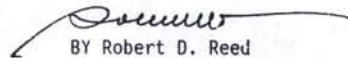
Commissioners Yewell and Dabney absent, at its regular meeting held on  
Thursday, September 24, 1987, in Upper Marlboro, Maryland.

APPROVED AS TO LEGAL SUFFICIENCY

\_\_\_\_\_  
M-NCPPC Legal Department

Date \_\_\_\_\_

Thomas H. Countee, Jr.  
Executive Director

  
BY Robert D. Reed  
Community Relations Officer

THC/RDR/EK:lg

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on January 23, 1992, regarding Detailed Site Plan SP-89063/02 for Duvall Village Shopping Center, the Planning Board finds:

1. The plan proposes a shopping center and preservation of the existing historic house. Two freestanding buildings are proposed in the northwestern portion of the site, one of which is for a restaurant and one for an office/bank. The main retail building is an L-shaped structure along the east and south property lines, with a supermarket as the anchor store near the western end and a two-story office/retail space at the northern end.
2. The historic house is proposed to be used as office space and surrounded by open space within which a number of large, old trees will be saved. A trail system is provided along Glenn Dale Road through the Environmental Setting area and extends to the adjacent subdivision. The plan shows one main entrance on MD 450 and two access points along Glenn Dale Road.
3. The development program is as follows:

Zone		C-G
Gross Tract Area		16.347 $\nabla$ acres
Proposed Use		Shopping Center
Proposed Building Floor Area		133,457 sq. ft.
Two Freestanding Buildings:		
Restaurant		3,860 sq. ft.
Office	2,900 sq. ft.	
Bank	3,000 sq. ft.	
Main Building		
Retail	112,665 sq. ft.	
Restaurant		3,200 sq. ft.
Office	7,832 sq. ft.	
Historic House		
Office	2,000 sq. ft.	

Number of Parking Spaces Required	542
Number of Parking Spaces Provided	545
Number of Loading Spaces Required	4
Number of Loading Spaces Provided	4
Interior Green Area Required	10%
Interior Green Area Provided	10%

4. Detailed Site Plan SP-89063 for Duvall Village Shopping Center was approved by the Planning Board on August 3, 1989 with conditions. A revised site plan (SP-89063/01) was subsequently approved on August 21, 1989 for minor revisions to parking space layout, landscaping, and architecture design. Approval Conditions 2 through 13 of the subject application are carried over from previous site plan approvals.
5. The purpose of the subject revision is to modify Finding 1 of Planning Board Resolution 89-414 for Duvall Village Shopping Center to exclude the office component of the shopping center from the first development phase so that the retail components can proceed with modified road improvement requirements. The Site Plan remains the same. Finding 1 states:

"The Preliminary Plat (4-87104) for Duvall Village Shopping Center was approved by the Planning Board on September 24, 1987. Condition 3 requires that "prior to the issuance of any building permits, all necessary improvements (construction of four lanes, closed section divided highway with auxiliary turn lanes at the intersection between Station 155 and 180) to the intersection of MD 450 and Glenn Dale Road shall be in place or shall be programmed by the State Highway Administration." This condition requires that the necessary improvements be in place or shall be funded as a line item in an approved State Highway Administration Consolidated Transportation Program or in an approved Prince George's County Capital Improvement Program or a signed agreement between a Road Club and the State Highway Administration, having a specified time of construction for improvements at MD 450 and Glenn Dale Road."

6. The traffic generated by the proposed development would impact the intersections of MD 450/MD 953 and MD 450/MD 193. The intersections identified above are not programmed for improvement in the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. The intersection of MD 450/MD 953, when analyzed with total future traffic as developed using the Guidelines, was not found to be operating at LOS D or better during the

PM peak hour. With road improvements specified in Condition 1, the intersection of MD 450/MD 953 will operate at LOS C during the PM peak hour.

7. The plan shows adequate road dedication along Annapolis Road (MD 450) and Glenn Dale Road (MD 953).
8. The Historic Site Buena Vista is located within the subject property. In the spring of 1987, the Historic Preservation Commission approved an Environmental Setting of about 3.4 acres on the site for the historic house.
9. The proposed plan reflects that sufficient design consideration has been given to the preservation of the setting of the Historic Site Buena Vista.
10. The proposed development is not subject to the provisions of the Woodland Conservation Ordinance because it has a valid Detailed Site Plan approved prior to November 21, 1989.
11. The plan, as amended in accordance with the Conditions, is in general conformance with development regulations for the C-G Zone in regard to building setbacks, parking spaces and green areas. The plan represents a reasonable alternative for satisfying the Site Design Guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

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

1. Prior to the issuance of any building permits, the applicant, his heirs, successors and/or assigns, shall show that one of the following actions are accomplished:
  - a. All necessary improvements (construction of a minimum of four lanes, divided highway with auxiliary turn lanes at the intersection between stations 155 and the State Highway Administration's final design plans) to the intersection of MD 450 and MD 953 shall be in place or under construction or 100 percent programmed for construction by the State Highway Administration or others in conjunction with the State Highway Administration; or
  - b. The interim improvements to the intersection of MD 450 and MD 953 as identified below have been 100 percent programmed for construction by the State Highway Administration in the first two years of their Consolidated Transportation Program:



"a new westbound through lane from 860 feet east of the intersection to 860 feet west of the intersection and a new eastbound right-turn lane from 860 feet west of the intersection to the intersection; or

- c. The above-identified interim improvements to the intersection have been bonded, or other financial assurances acceptable to the State Highway Administration and The Maryland-National Capital Park and Planning Commission have been given to assure completion by others, and a development schedule has been established to assure concurrent intersection construction with on-site construction; or
- d. The applicant's (his heirs, successors and/or assigns) proposed plans, which provide for the following improvements to the intersection of MD 450 and MD 953, have been bonded or other financial assurances have been given to assure completion and a development schedule has been established to assure concurrent intersection construction with on site construction:

"a left-turn lane, a through lane and a through/right-turn combination lane (three-lane approach) on eastbound MD 450; a left-turn lane and a through/right-turn combination lane (two-lane approach) on westbound MD 450; a left-turn lane, a through lane and a right-turn lane (three-lane approach) on northbound MD 953. The length of all turn lanes and discontinuous through lanes shall be determined by the State Highway Administration."

No building permit shall be issued for the non-retail section of the site plan, with the exception of the existing historical house, unless the improvements to the intersection are modified and implemented to provide adequacy for the AM peak hour to the satisfaction of the State Highway Administration and The Maryland-National Capital Park and Planning Commission.

2. To the extent they are not included in the improvements in Condition 1 and are not in place prior to the issuance of any building permit, the applicant, his heirs, successors and/or assigns, shall, concurrent with on-site construction, provide left-turn lanes into the property as well as acceleration and deceleration lanes on Glenn Dale Road along the entire property in accordance with State Highway Administration standards.
3. No access onto MD 450 will be allowed until the over vertical on MD 450 near the property is reduced, MD 450 is reconstructed, or suitable access lanes acceptable to the State Highway Administration are provided to and from the proposed entrance on MD 450 and the entrance shall be limited to right-in/right-out movements only.

4. The Environmental Setting shall be shown on the Final Plat of Subdivision.
5. A note shall be placed on the Final Plat of Subdivision that this property has a Historic Site and that work within the Environmental Setting is subject to Historic Area Work Permits.
6. Prior to Final Plat of Subdivision, a plan for the security and maintenance of the Historic Site shall be submitted to the Historic Preservation Commission to ensure its protection throughout the construction process for the shopping center. Such a plan could be in the form of a historic maintenance agreement.
7. Interpretative markers describing the history and significance of Buena Vista shall be incorporated into the signage for the shopping center, particularly at the bicycle path entrances, the Environmental Setting, and on the 7-foot retaining wall on the MD 450 side of the Environmental Setting.
8. The applicant, his heirs, successors and/or assigns, shall construct an 8-foot wide hard surface pedestrian/bike trail along the entire frontage of Glenn Dale Road except for the last 50 feet. This trail shall connect to the intersection of Glenn Dale Road/MD 450 to the north and the approved 6-foot wide path connection in the Glensford development to the south.
9. The applicant, his heirs, successors and/or assigns, shall continue negotiation with the Artery Organization for the pedestrian path connections between the shopping center and the residential subdivision.
10. The trail and all associated amenities shall be constructed to standards set forth in the Parks and Recreation Facilities Guidelines. Two weeks prior to applying for the first building permit, the applicant, his heirs, successors and/or assigns, shall post a bond or other suitable financial guarantee, as determined by the Planning Board or its designee, to assure the construction of the trail and associated recreational facilities to established Park standards. Said bond shall be submitted to The Maryland-National Capital Park and Planning Commission.
11. Prior to the issuance of any permits, the limit of disturbance line shall be surveyed and staked in the field. A snow fence shall be erected along the length of the limit to keep grading equipment from accidentally wandering into the undisturbed areas.
12. Prior to the issuance of any grading permits, the applicant, his heirs, successors and/or assigns, shall have a tree root zone study for particular trees, identified by the Natural Resources Division, prepared by an independent tree specialist. This study shall include a determination concerning the likelihood of long-term survival of each tree studied. If any

recommendations resulting from the study indicate that certain trees among those identified on the plan for preservation cannot be preserved, the trees shall be removed from the plan and replanted with trees between four- and six-inch caliper, the total caliper measurement of newly planted trees to be at least equal to the caliper of the trees to be removed.

13. The proposed development shall not include any free-standing fast food or convenient stores.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland- National Capital Park and Planning Commission on the motion of Commissioner Brown, seconded by Commissioner McNeill, with Commissioners Brown, McNeill, Stone, Sydnor and Rhoads voting in favor of the motion, at its regular meeting held on Thursday, January 23, 1992, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 13th day of February 1992.

R. Malcolm Bridgeman  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

RMB:FJG:MM:lg

RESOLUTION

WHEREAS, Manekin Duval L.L.L.P. is the owner of a 14.64 acre parcel of land known as Parcel A, Plat VJ 180 @ 98, Tax Map 45, Grid C-4 said property being in the 13th Election District of Prince George's County, Maryland, and being zoned C-G; and

WHEREAS, on November 14, 2002, Manekin Duvall, L.L.L.P. filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-02103 for Duvall Village Shopping Center was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on November 14, 2002, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on February 6, 2003, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/12/03), and further APPROVED Preliminary Plan of Subdivision 4-02103, Duvall Village Shopping Center for Parcels B and C with the following conditions:

1. Development of the subject property shall be consistent with the stormwater management concept plan approved by the Department of Environmental Resources, CSD# 958006480.
2. Prior to the issuance of a building permit, the applicant, the applicant's heirs, successors, or assignees shall provide the installation of one "Share the Road with a Bike" sign in accordance with state requirements, and upon state approval, along Glenn Dale Road. If the state declines the signage, this condition shall be void.
3. Prior to submission of a Detailed Site Plan, the applicant, the applicant's heirs, successors, or assignees shall consult with Historic Preservation staff regarding the optimum location for the historical marker and its Environmental Setting. (An appropriate location for the historical marker is south and east of the proposed concrete sidewalk, west of and at the foot of the retaining wall and fence).

4. The applicant shall prepare an exhibit showing the proposed size and location of the setting, as well as the text for the historical marker. This exhibit shall be reviewed by Historic Preservation staff, and the new Environmental Setting shall be approved by the Historic Preservation Commission (HPC) prior to approval of the Detailed Site Plan.
5. After the new Environmental Setting for Historic Site 70-17 has been reviewed and approved by HPC, and prior to approval of the first building permit for Parcel B, the applicant/owner of the property shall erect on that approved setting a historical marker with the text that has been approved by the staff of HPC.
6. Prior to signature approval of the Preliminary Plan of Subdivision, TCPI/12/03 shall be revised to:
  - a. Show the full extent of the existing woodlands.
  - b. Show the current version of the TCPI notes.
  - c. Revise the Woodland Conservation Worksheet to indicate the entire site will be cleared.
  - d. Have the revised plan signed and dated by a Qualified Professional.
7. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/12/03). The following note shall be placed on the Final Plat of Subdivision:

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/12/03), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”
8. The final plat of subdivision shall reflect a note indicating that access along the Annapolis Road frontage of Parcel B is denied and that access to Parcel B is pursuant to Section 24-128(b)(9) of the Subdivision Regulations.
9. The final plat of subdivision shall reflect a note indicating that development of the subject property must be in accordance with SP-89063 or as amended by any subsequent revisions thereto.
10. Fire suppression system shall be installed in all commercial structures (unless alternative systems are approved by the Fire Department) in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.

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

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.

2. The subject property is located on the southeast corner of the intersection of Annapolis Road (MD 450) and Glenn Dale Road (MD 953).
3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	C-G	C-G
Use(s)	Commercial	Commercial
Acreage	14.6413	14.6413
Parcels	1	2
Square Footage	82,657	31,482 (additional) 114,139 total

4. **Environmental**—The Environmental Planning Section reviewed the subject Preliminary Plan of Subdivision, stamped as accepted for processing by the Countywide Planning Division on November 22, 2002, and TCPI/12/03 stamped as revised January 24, 2003. The Environmental Planning Section has reviewed this site in conjunction with a Type II Tree Conservation Plan (II/113/94) and a Detailed Site Plan (SP-89063), which were both approved.

A review of the available information indicated that 100-year floodplain, wetlands, streams, or steep and severe slopes are not found to occur on the property. The predominant soils found to occur according to the Prince George's County Soil Survey include soils in the Adelphia, Collington and Sassafrass series. These soils pose few difficulties for development. According to available information, Marlboro clay is not found to occur on this property. The sewer and water service categories are S-3 and W-3 according to information obtained from the Department of Environmental Resources dated November 1, 2001. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. No transportation-related noise impacts have been found to impact this property. There are no scenic or historic roads in the vicinity of this property.

This property is located in the Lottsford Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted *General Plan*.

A Forest Stand Delineation (FSD) was reviewed with the previously approved Type II Tree Conservation Plan. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland on-site, and the site contains a previously approved TCP (TCPII/113/94). A TCPI is required with the review of preliminary plans. This property has a Woodland Conservation requirement of 3.10 acres, which is proposed to be satisfied with a combination of on-site afforestation and off-site mitigation.

TCPI/12/03 contains some minor errors that must be corrected prior to signature approval of the preliminary plan. The TCPI does not show the full extent of the woodlands on this site as approved on TCPII/113/94. The TCPI must show the full extent of the existing woodlands. In addition, several of the TCPI notes contain incorrect information. The current version of the TCPI notes must be used. The Woodland Conservation Worksheet also indicates that 0.78 acres of preservation will be used to meet the woodland conservation requirements; however, all of the woodlands are shown to be cleared. The Woodland Conservation Worksheet must be revised to indicate the entire site will be cleared.

5. **Community Planning**—The site is located in Planning Area 70 in the Annapolis Road community and is subject to *Glenn Dale-Seabrook-Lanham and Vicinity Master Plan*. The 2002 *General Plan* placed the property in the Developing Tier. No master plan or *General Plan* issues are raised by this application; however, previous site and building design and other conditions that were approved in previous cases for this overall site should be recognized as part of this resubdivision.
6. **Parks and Recreation**— The subject application is exempt from Mandatory Dedication of Parkland requirements because no residential uses are proposed.
7. **Trails**— Three master plan trails/bikeways impact the subject site. The *Adopted and Approved Glenn Dale-Seabrook-Lanham and Vicinity Master Plan* recommends a master plan trail along MD 450, a Class III Bikeway along MD 953, and a trail along the southern edge of the subject site. The master plan trail along MD 450 has already been completed along the north side of the road by SHA as part of a road improvement project. The existing sidewalk along MD 953 will accommodate pedestrians.

Based on discussions with the applicant and due to community concerns, there are no recommendations for the trail along the southern edge of the subject site. The community has opposed the trail connection to Muddy Creek Road. The existing trail along MD 450 will continue to accommodate pedestrian and bicycle movement to the east and west in the vicinity of the subject site.

Because Glenn Dale Road is a state right-of-way and is planned to accommodate a Class III bikeway, the applicant, and the applicant's heirs, successors, or assignees should provide appropriate signage in the form of one "Share the Road with a Bike" sign in accordance with state requirements.

8. **Transportation**—The Transportation Planning Section reviewed the subject application. The subject property consists of approximately 14.64 acres of land in the C-G Zone.

The application is a proposal to resubdivide an existing commercial parcel into two parcels. The parcel to be resubdivided is the existing Duvall Village Shopping Center, which is recorded at VJ

180 @ 98. The shopping center is approved for development with 117,000 square feet of space (including the historic building), and no additional development beyond that previously approved is proposed by this application.

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

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

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

The traffic generated by the proposed preliminary plan would impact the intersection of MD 450 and Glenn Dale Road, which is signalized. This intersection is not programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. This intersection was, however, improved within the past five years.

The staff has no available counts at the critical intersection. Nonetheless, because the application is a resubdivision of an existing parcel, and because the parcel is partially developed and has an approved level of development which was the subject of an adequacy test in 1987, and no further development is proposed, the Prince George's County Planning Board could deem the application to have no net impact on surrounding roadways. Staff believes there is sufficient evidence that the subdivision would have no net traffic impact on the critical intersection.

The introduction of an additional access along the Annapolis Road frontage of Parcel B could pose a potentially hazardous or dangerous traffic situation. The final plat of subdivision should reflect a note indicating that access along the Annapolis Road frontage of Parcel B should be denied and that access to Parcel B is pursuant to Section 24-128(b)(9) of the Subdivision Regulations.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved.

9. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools*



(CR-23-2001) and concluded that the subject application is exempt from APF test for schools because it is a commercial use.

10. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities.
  - a. The existing fire engine service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 2.06 minutes, which is within the 3.25-minute travel time guideline.
  - b. The existing ambulance service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 2.06 minutes, which is within the 4.25-minute travel time guideline.
  - c. The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 2.06 minutes, which is within the 7.25-minute travel time guideline.
  - d. The existing ladder truck service at Bowie Fire Station, Company 39, located at 154554 Annapolis Road, has a service travel time of 8.08 minutes, which is beyond the 4.25-minute travel time guideline.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, the Fire Department recommends that a fire suppression system be installed in all commercial structures in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.

11. **Police Facilities**—The proposed development is within the service area for Police District II-Bowie. In accordance with Section 24-122.01 (c) (1) (A) and (B) of the Subdivision Regulations of Prince George's County, the staff concludes that the existing county police facilities will be adequate to serve the proposed Duvall Village Shopping Center development. This police facility will adequately serve the population generated by the proposed subdivision.
12. **Health Department**—The Division of Environmental Health reviewed the subject application and had no comments to offer.
13. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, determined that on-site stormwater management is required. A Stormwater Management Concept Plan, #958006480, was approved with conditions on March 25, 1999, to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.

14. **Historic Sites and Cemeteries**—This preliminary plan involves the Duvall Village Shopping Center, and in particular the 2.3863-acre Environmental Setting of Historic Site 70-17, Buena Vista (this Environmental Setting was determined by the Historic Preservation Commission on December 20, 1994). The historic Buena Vista house was moved from this site on February 20, 2002, and relocated approximately one mile to the northeast of its original site. The new location of the Buena Vista house is at 5710 Bell Station Road. By decision of the Historic Preservation Commission in May and July of 2002, the relocated house is now known as Historic Site 70-81 (Buena Vista at the Wixon Farm), and its Environmental Setting comprises 4.7 acres of Parcel #56, Tax Map 45.

At the May 15, 2002 meeting of the Historic Preservation Commission, the Commission approved by unanimous vote the Historic Area Work Permit for the relocation and proposed addition to the Buena Vista house, with several conditions. One of those conditions is the following:

“At the next phase of development plans for the Duvall Village Shopping Center, or at the time of the amendment of the Detailed Site Plan, the Historic Preservation Commission shall redetermine and reduce the Environmental Setting of Historic Site 70-17 (Site of Buena Vista) to include a small area of ground in the vicinity of the site, upon which a historical marker, visible to passersby, shall be erected by the owner of the property.”

The revised preliminary plan has been corrected (for Parcel B) to read: “Historic Environmental Setting Easement P.B. VJ 180 P.98 (to be reduced to signage easement).” A small (ten feet by four feet) “Easement for Signage referencing Historic Site” is shown at the southwest corner of Parcel B, located in a small grassy area just south of a proposed parking pad, west of and below the retaining wall and fence, and west of a proposed concrete sidewalk. The required DSP should show the proposed size and location of the setting for the historical marker, after consultation with Historic Preservation staff. The DSP should be reviewed by Historic Preservation staff and approved by the Historic Preservation Commission. A better and more easily visible location for the historical marker would be a short distance to the east of the proposed location, east of the concrete sidewalk but west of and at the foot of the retaining wall and fence. This location should be shown on the DSP.

General Note #18 on the preliminary plan states that there are no cemeteries or graves on this site.

15. **Detailed Site Plan**— A condition of the rezoning of the property (A-9233) requires Detailed Site Plan (DSP) approval. All existing development has been subject to a DSP (SP-89063) and all future development will be subject to revisions to that DSP.

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

\* \* \* \* \*

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File No. 4-02103  
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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Scott, seconded by Commissioner Eley, with Commissioners Scott, Eley, Lowe and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, February 6, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 6th day of March 2003.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:AH:rmk

## Grover, Ruth

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**From:** Jeff Suchan <jsuchan@law-kingdon.com>  
**Sent:** Wednesday, February 19, 2014 5:26 PM  
**To:** mjones@bohlereng.com; Grover, Ruth  
**Cc:** jwright@bohlereng.com; nspeach@bohlereng.com; Andre J. Gingles  
**Subject:** 3196 Duvall Village, MD - Environmental Considerations

Ruth,

Walmart is continuously looking for new ways to make their buildings more energy efficient and environmentally sustainable. For the proposed project in Duvall Village, MD, we are currently proposing the following:

1. Micro bio retention areas in the northern parking field
2. Asphalt Paving Mix Design will spec a higher percentage of RAP (Recycled Asphalt Pavement)
3. Use of native species for proposed plants, no irrigation (water conservation)
4. A percentage of fly ash will be used in the concrete material used on site.
5. Re-use of the existing building
6. Construction and demolition materials recycling
7. Replacement of the existing black EPDM roof with a white membrane.
8. Energy management system to monitor and control the heating, air conditioning, refrigeration and lighting systems.
9. Efficient HVAC systems – The new HVAC system will utilize high efficiency packaged HVAC units.
10. A dehumidification system in the building allows the refrigeration system to operate more efficiently.
11. The low flow plumbing fixtures will reduce water use, and will also save energy thru less pump energy consumption.
12. Waste heat from on-site refrigerant equipment will be reclaimed to supply 70% of the hot water needs.
13. Secondary loop refrigeration – reduces overall pounds of refrigerant required by approximately 67%.
14. Walmart utilizes R407a refrigerant that has a lower GWP than the supermarket industry standard R404a.
15. Refrigeration equipment utilizes variable frequency drives, digital controls and floating suction pressure to make the systems run more efficiently and with less energy.
16. Highly efficient LED lighting for much of the project, including site lighting, building sign lighting, exterior wall packs, refrigerated cases, walk-in coolers and freezers, restrooms, and produce lighting.
17. Bi-level switching in office areas, and occupancy sensors in walk-ins, offices, and restrooms.
18. Photocell and time clock controls for exterior lighting systems.
19. The Walmart truck fleet utilizes trucks that have separate motors for refrigeration so trucks are not required to idle. This reduces carbon emissions and sound.

Please let me know if you need any additional information.

Thanks,

Jeffrey R. Suchan, AIA  
Project Director



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March 5, 2014

Ms. Elizabeth Hewlett, Chair  
M-NCPPC  
Prince George's Planning  
14761 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

Re: Duvall Shopping Center Wal-Mart, Case No. DSP-89063-07

Dear Ms. Hewlett,

As a homeowner and Vice President of Glensford Condominium Homeowner's Association, I am writing this letter to express my concerns regarding the proposal to build a Wal-Mart right in our back yard – Duvall Village Shopping Center. We were informed about this proposal only two weeks ago not through Park and Planning, but through concerned citizens in our community who noticed a sign regarding the Hearing which is scheduled to take place on March 6, 2014.

As a Community, we are deeply concerned about this planned development which may have a negative impact on the property value of our homes. In addition, there are two Wal-Marts in close proximity, one of which is only seven miles away "in Bowie". The other is six miles away in Landover Hills.

Some additional concerns with this new development are:

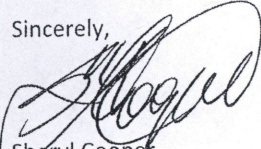
The increase in traffic; pedestrian access to our community which could raise the crime in the area; the increased cost to our security as most stores are open until midnight; the inconveniences of construction, which includes an expansion to the existing site resulting in noise, trash, etc; the loading docks are directly behind several homeowners' properties; an increase in illegal parking in our community as there will not be enough spaces to accommodate parking for Wal-Mart and Half Note patrons, especially during Half Note's busiest nights.

Because our Community was not notified, we would appreciate it if this proposed development be postponed in order for the surrounding communities to assess the impact this new Wal-Mart will have in the Glendale/Bowie neighborhood.

Please feel to contact me at 301-213-2509 or scooper@bsfllp.com.

Thank you for your attention to this matter.

Sincerely,

  
Sheryl Cooper

Cc: Ruth Grover  
Andre Gingles, LLC  
State Senator Joanne Benson