

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.

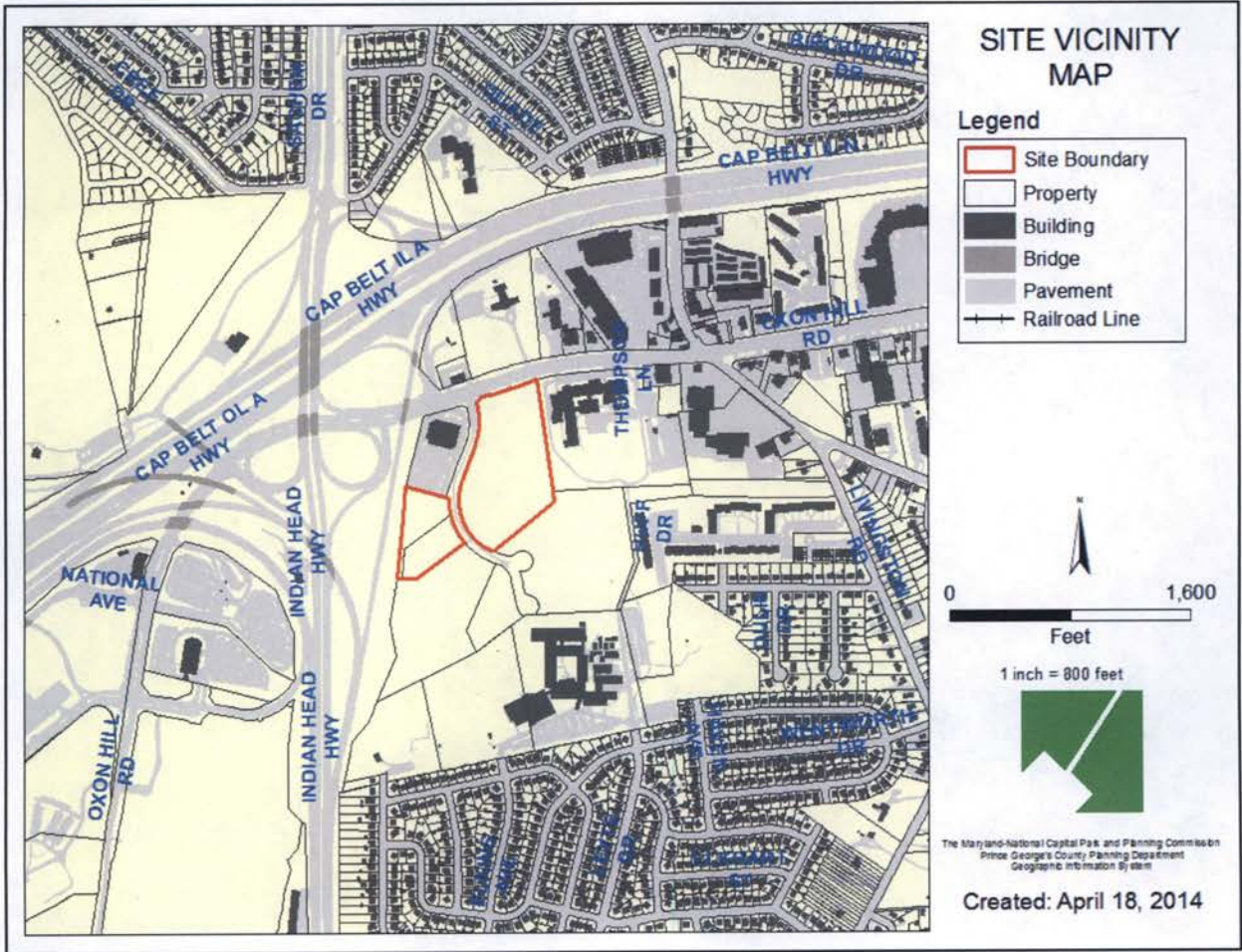
Detailed Site Plan

DSP-13048

Application	General Data	
Project Name: Potomac Business Park, Super Walmart Location: Southeast corner of the intersection of Oxon Hill Road (MD 414) and Clipper Way. Applicant/Address: Oxon Hill Associates, LLC 12500 Fair Lakes Circle, Suite 400 Fairfax, VA 22033	Planning Board Hearing Date:	05/15/14
	Staff Report Date:	04/24/14
	Date Accepted:	03/04/14
	Planning Board Action Limit:	Waived
	Plan Acreage:	15.44
	Zone:	I-3
	Dwelling Units:	N/A
	Gross Floor Area:	100,310 sq. ft.
	Planning Area:	76B
	Tier:	Developed
	Council District:	08
	Election District:	12
	Municipality:	N/A
200-Scale Base Map:	209SE01	

Purpose of Application	Notice Dates	
A 100,310-square-foot department or variety store combined with a food and beverage store.	Informational Mailing:	01/13/14
	Acceptance Mailing:	03/03/14
	Sign Posting Deadline:	04/15/14

Staff Recommendation		Staff Reviewer: Jill Kosack Phone Number: 301-952-4689 E-mail: Jill.Kosack@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-13048
Type 2 Tree Conservation Plan TCP2-122-95
Potomac Business Park, Super Walmart

The Urban Design staff has completed the 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:

- a. The requirements of the Zoning Ordinance in the Planned Industrial/Employment Park (I-3) Zone.
- b. The requirements of Conceptual Site Plan SP-87116.
- c. The requirements of Preliminary Plan of Subdivision 4-88054.
- d. The requirements of the 2010 *Prince George's County Landscape Manual*.
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- g. Referral comments.

FINDINGS

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

1. **Request:** This application includes a request for approval of a 100,310-square-foot department or variety store combined with a food and beverage store, specifically a Super Walmart, on 15.44 acres in the Planned Industrial/Employment Park (I-3) Zone.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zones	I-3	I-3
Uses	Vacant	Department/Variety
Acreage	15.44	15.44
Lots	3 (Lots 6, 7, and 8)	3 (Lots 6, 7, and 8)
Parcels	0	0
Square Footage/GFA	0	100,310

Other Development Data

Parking Required **507 spaces**

Retail (Normal Parking)—100,310 square feet	
1 space/150 for first 3,000 square feet	20 spaces
1 space/ 200 square feet above 3,000 square feet	487 spaces

Parking Provided **507 spaces**

Standard Spaces	400 spaces
Compact Spaces	94 spaces
Handicapped Spaces	10 spaces
Van-Accessible Handicapped Spaces	3 spaces

Loading Spaces Required **3 spaces**

100,310 sq. ft. @ 1 space for up to 10,000 sq. ft., +1 space for up to 100,000 sq. ft., +1 space for remainder

Loading Spaces Provided **3 spaces**

3. **Location:** The subject site, which consists of three noncontiguous lots, Lots 6, 7, and 8, is generally located on the southeast corner of the intersection of Oxon Hill Road (MD 414) and Clipper Way (formerly Felker Avenue) within Planning Area 76B, Council District 8, and the Developed Tier.
4. **Surrounding Uses:** Lots 6, 7, and 8 are part of the existing Potomac Business Park, which is currently partially graded, but developed only with a stormwater management pond. Lot 6 is located on the east side of Clipper Way and is bounded to the north by the public right-of-way of Oxon Hill Road (MD 414) and beyond it by a church in the Rural Residential (R-R) Zone; to the west by the public right-of-way of Clipper Way and beyond it by a hotel in the Commercial Shopping Center (C-S-C) Zone and Lots 7 and 8; to the south by the I-3-zoned, undeveloped, Potomac Business Park, Lot 9; and to the east by the I-3-zoned, public, John Hanson Montessori School. Contiguous Lots 7 and 8 are located to the southwest of Lot 6, across Clipper Way, and are bounded to the north by the C-S-C-zoned property developed with a hotel; to the west by the public right-of-way of Indian Head Highway (MD 210); to the south by the I-3-zoned, Potomac Business Park, Parcel A, developed with a stormwater management pond; and to the east by the public right-of-way of Clipper Way and Lot 6 beyond it.
5. **Previous Approvals:** In November 1987, the Prince George's County Planning Board approved Conceptual Site Plan SP-87116 for the Potomac Business Park, including this property, subject to

seven conditions. In June 1988, the Planning Board approved Preliminary Plan of Subdivision 4-88054 (PGCPB Resolution No. 88-250) for the Potomac Business Park property, subject to 20 conditions. The preliminary plan was then reconsidered in January 1996, and an amended resolution was issued (PGCPB Resolution No. 88-250(A)) subject to 20 conditions. The property was recorded in Plat Book VJ 160-87 on October 30, 1991. The property was re-recorded in Plat Book VJ 178-69 on February 26, 1997, as a plat of correction. The property was again re-recorded in Plat Book MMB 233-87 on April 18, 2011 as a plat of resubdivision.

The Planning Board reviewed and approved a previous Detailed Site Plan, DSP-11011, and associated applications for a 100,779-square-foot department or variety store on the subject Lots 6 and 8 on May 24, 2012. The DSP was appealed and heard by the Prince George's County District Council on November 5, 2012. The District Council remanded the case to the Planning Board in an order issued on January 28, 2013, and the DSP was subsequently withdrawn.

County Council Bill CB-64-2012 was adopted on November 7, 2012, which changed the use table requirements for a department or variety store in the I-3 Zone, making it a special exception use in certain circumstances. Special Exception SE-4738 was recently submitted requesting approval on the subject property for a department or variety store over 85,000 square feet with a food and beverage component in the I-3 Zone. The special exception was recommended for approval with conditions by technical staff, and was heard by the Zoning Hearing Examiner (ZHE) on March 19 and 20, April 8, and May 1, 2014. At the time of this technical staff report, a final decision from the ZHE has not been issued, nor has the special exception been scheduled for a District Council hearing, as required. The proposed use on the subject DSP is not allowed in the I-3 Zone without approval of the special exception application first. Therefore, approval of SE-4738, and conformance with it, will be required prior to final certification approval of the subject DSP.

6. **Design Features:** The subject property consists of three vacant lots, Lots 6, 7, and 8, within the larger Potomac Business Park development, which is completely vacant at this time. Lot 6 sits on the southeastern corner of the intersection of Oxon Hill Road (MD 414) and Clipper Way. It is roughly rectangular in shape, except along its western frontage on Clipper Way which is curvilinear, and it contains regulated environmental features along the southern end. Lots 7 and 8 sit on the western side of Clipper Way, southwest of Lot 6, and extend in a triangular shape towards Indian Head Highway (MD 210) to the west.

The submitted DSP proposes construction of a single-story, 26.67-foot-high, 100,310-square-foot department or variety store and associated parking on Lots 6, 7, and 8. The building itself sits at the northern end of Lot 6 within approximately 50 feet of the right-of-way of Oxon Hill Road, with the main 290-space parking lot and its two access drives off of Clipper Way to the south. The building has two main entrances, one in the southwestern corner facing Clipper Way and one along the southern façade facing the main parking area. The loading dock and trash area are tucked into the southeastern corner of the building. Lots 7 and 8 contain only a large 217-space parking lot set in the middle of the lots to meet setback requirements. Proposed concrete retaining walls along the southern edge of the parking lot on Lot 6 accommodate the grading on-site and leave the environmental features undisturbed. Stormwater is being accommodated at the off-site stormwater management pond that serves the entire business park. One freestanding sign is proposed on-site at the corner of Oxon Hill Road and Clipper Way. It is ground-mounted, approximately five feet high by eight feet wide, and is proposed to be finished with a brown brick veneer to match the building, with white and yellow lettering that reads "Walmart." The site plan seems to indicate well-designed pedestrian areas between the proposed building and Oxon Hill Road and Clipper Way; however, these areas are not labeled or detailed sufficiently on the DSP

to determine exactly what is proposed. The design of this area is tied into a special exception requirement, so once the final determination regarding the design is made, full details and labeling should be provided on the DSP for all of the features.

The proposed Walmart building is a general prototypical design with a flat roof. The overwhelming majority of the exterior will be constructed of brown tones of brick veneer with trim and details in brown and white tones of split-face concrete block and exterior insulation finishing system (EIFS). The front elevation, facing west towards Clipper Way, has multiple façade depths to accommodate the entrance vestibule and multiple minor variations in roof heights. The front elevation also contains multiple storefront windows, a steel canopy demarcating the front entrance area, and two proposed building-mounted signs. The larger sign above the main entrance consists of white and yellow internally-lit cabinets for each letter in the word "Walmart" and a star symbol; the smaller sign, which is to the side of the main entrance, also consists of white internally-lit cabinets for each letter spelling out "Market & Pharmacy." Staff recommends further articulation in the roofline above the signage and entranceways of the building to create more visual interest and help define the various parts of the building. The northern elevation of the building, which faces Oxon Hill Road, continues the same façade materials and includes multiple panels in the darker brown brick veneer and multiple storefront windows to break up the façade. It also includes one building-mounted sign at the western end consisting of white and yellow internally-lit cabinets for each letter in the word "Walmart" and a star symbol. The southern elevation, which faces the main parking area, is finished in brown split-face concrete block and includes a few storefront windows around a building entrance, along with a small building-mounted sign that consists of white internally-lit cabinets for each letter spelling out "Market & Pharmacy." This façade, which will be highly visible to all customers arriving via vehicle, is largely a blank wall with minimal architectural detail or fenestration. More visual interest should be created in the southern façade by adding the same level of architectural details as is found on the northern and western façades, including improvements to the roofline above the signage and entranceway. The eastern elevation, which faces the adjacent school site, is finished in a dark brown concrete block with some EIFS detail, but is largely blank as it will be the least visible side and screened from view of the adjacent property.

The proposed architecture on the northern and western façades utilizes a multiplicity of materials and design components that fail to present an aesthetically-pleasing unified whole. The façades along the northern, western, and southern sides of the building should be revised to arrange the materials, design elements, and massing in an architectural composition in which the parts relate better to one another and the architectural materials are cohesively organized, which is not the case with the current building design. Visual interest should be created by attention to the form and massing of the building, the use of quality and contrasting materials and colors, and the regular application of architectural detail. This same discussion was included in the SE-4738 technical staff report, with a recommended condition to revise the proposed architecture as described. For clarification purposes, more specific conditions have been included in the Recommendation section of this report regarding improvements that should be made to the architectural design prior to certification of the DSP.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the Planned Industrial/Employment Park (I-3) Zone and the site plan design guidelines of the Zoning Ordinance.

a. The DSP was reviewed for conformance to the requirements of Section 27-471 for the I-3 Zone. The subject DSP application is required by Section 27-471(d)(1). The submitted plan is in conformance with the specific requirements of Section 27-471 as follows:

(b) **Landscaping, screening, and buffering of development in the I-3 Zone shall be provided as set forth in the Landscape Manual.**

(1) **Additional buffering and screening may be required to protect the park-like setting of the Planned Industrial/Employment Park from adjoining or interior incompatible land uses.**

Comment: Conformance with the 2010 *Prince George's County Landscape Manual* is discussed in Finding 10 below. Buffering and screening along adjacent properties was the subject of multiple conditions of approval of the relevant CSP and preliminary plan as discussed in Findings 8 and 9 below, respectively.

(c) **Outside uses.**

(1) **With the exception of off-street parking and loading areas, recreational facilities (unless otherwise provided), airports, agricultural uses, sidewalk cafes (as an accessory use), surface mining operations, towers (poles, whips, and antennas), vehicle rental lots, and public utility uses, all uses allowed in the Table of Uses shall be located in wholly enclosed buildings. Outdoor storage is prohibited.**

Comment: All such activities on the subject development are proposed to be in a wholly enclosed building. No outdoor sales activities are proposed.

(f) **Regulations.**

(2) **Not more than twenty-five (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an additional fifteen percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.**

Comment: On the subject development, the department store building's main entrance faces west on Lot 6, towards Clipper Way. The loading spaces are all located along the eastern side of the building. All of the proposed parking for the store on Lot 6 is located to the south of the building, along its side. The parking lot on Lots 7 and 8 is located to the southwest of the building and not located within the yard to which its main entrance is oriented.

(3) **No loading docks shall be permitted on any side of a building facing a street, except where the lot is bounded by three (3) or more streets.**

Comment: On the subject development, all of the three proposed loading docks for the department or variety store are located on the eastern side of the building on Lot 6, facing the adjacent property and not a street.

(h) Required access.

- (1) Each Planned Industrial/Employment Park (including each property in separate ownership) shall have frontage on, and direct vehicular access to, a street having a right-of-way width of at least seventy (70) feet.**

Comment: The subject property has direct frontage on and access to Clipper Way, a 70-foot-wide right-of-way.

- b. The DSP was reviewed for conformance to the requirements of Section 27-473 for allowed uses in the I-3 Zone. A department or variety store is a special exception use in the I-3 Zone, in conformance with Footnote 27. Footnote 27 allows for certain cases where a special exception is not required, mainly when the use is less than 85,000 square feet, which does not apply to the subject development. Special Exception SE-4738 was submitted for the subject development and is still currently under review. Conformance to the additional requirements for special exceptions in Section 27-348.02 (Department or Variety Stores, Department or Variety Stores Combined with Food and Beverage Stores) was discussed in the technical staff report for SE-4738. The DSP must be in conformance with the final approval for SE-4738 prior to certification.
- c. The DSP is in conformance with the applicable requirements of Section 27-474 regarding regulations in the I-3 Zone, including minimum net lot area of two acres, minimum lot frontage of 150 feet, and maximum building coverage of 45 percent. The plan is in conformance with all of the other Zoning Ordinance requirements.

8. **Conceptual Site Plan SP-87116:** On November 19, 1987, the Planning Board approved Conceptual Site Plan SP-87116 subject to seven conditions, of which the following are applicable to the review of this DSP and warrant discussion as follows:

1. **A 100-year floodplain approval is required by the Department of Environmental Resources prior to submission of a Detailed Site Plan or Record Plat (whichever occurs first) for development deemed to have any relationship to the floodplain.**

Comment: In this case, a record plat has already been filed and recorded for Lots 6, 7, and 8 which shows a platted floodplain on the southern end of Lot 6 only.

2. **Perennial streams flowing through the site shall be protected by a minimum 50-foot undisturbed buffer on each side. This buffer shall be expanded to include the 100-year floodplain, adjacent slopes in excess of 25 percent, and adjacent non-tidal wetlands. This undisturbed buffer shall not apply to the minimum area necessary for the extension of Felker Avenue.**

Comment: The plan as submitted shows the existing stream and its associated 75-foot-wide stream buffer on each side of the stream. The plan shows the buffer expanded to include all associated wetlands, wetland buffers, and 100-year floodplain, which makes up the primary management area. There are no impacts proposed with this application. The impacts associated

with Clipper Way (formerly Felker Avenue) were addressed as part of a previous application for a grading permit.

- 3. Due to the quality vegetation on site, the applicant should submit a Forest Stand Delineation for all wooded areas to be reviewed by the Natural Resources Division prior to the submission of a Detailed Site Plan.**

Comment: An approved natural resources inventory (NRI), which includes a detailed forest stand delineation, was reviewed and approved for the subject site.

- 4. A 50-foot-wide nondisturbance area shall be established along all Commission (Maryland-National Capital Park and Planning Commission), Board of Education and other residentially-zoned properties where the Forest Stand Delineation performed November 16, 1987, indicated tree stands 1, 2 and 5.**

Comment: The 50-foot-wide nondisturbance buffer area mentioned in this condition was identified on the approved record plat for a portion of the eastern property line of Lot 6, which borders a Board of Education property, and is included in the subject application. While the submitted DSP does not show any disturbance in this area, it does not show the platted buffer and should be revised to do so.

- 5. An adequate buffer shall be provided along all Commission (Maryland-National Capital Park and Planning Commission), Board of Education and other residentially-zoned properties. The type and extent of this buffer shall be determined at the time of Detailed Site Plan.**

Comment: The subject property, Lots 6, 7, and 8, contains only one area that borders any of the property types identified in this condition. The eastern property line of Lot 6 adjoins a Board of Education property developed with a pre-kindergarten through eighth grade school. The submitted DSP shows a minimum 20-foot-wide landscaped strip, planted with a mix of proposed trees, a six-foot-high composite board-on-board fence between the site development and the property line at the northern end, and retention of existing woodlands at the southern end where there are environmental features. This issue is further discussed in the following condition response; however, staff recommends that the proposed buffer be deemed adequate adjacent to the Board of Education property.

- 6. Fencing shall be provided along all properties owned by the Board of Education. The type and extent of this fencing shall be determined at the time of Detailed Site Plan.**

Comment: As described in the previous condition response, the subject property only has one border with a Board of Education property, the eastern edge of Lot 6. The submitted DSP proposes a six-foot-high, composite, board-on-board fence along this entire property line, except through the environmental features at the southern end of the lot, where it would not be feasible. The fence as proposed, though, does substantially block cross-lot access from the adjacent Board of Education property to the subject development by connecting to a proposed retaining wall at the southern end and the building at the northern end. Staff recommends that the proposed fencing be deemed adequate adjacent to the Board of Education property.

- 7. Vehicular ingress/egress for all lots shall be determined at the time of Preliminary Plat of Subdivision.**

Comment: This issue is examined further in Finding 9 below in relation to the determinations made at the time of preliminary plan.

9. **Preliminary Plan of Subdivision 4-88054:** On January 4, 1996, the Planning Board reconsidered and reapproved Preliminary Plan of Subdivision 4-88054 (PGCPB Resolution No. 88-250(A)) subject to 20 conditions, of which the following are applicable to the review of this DSP and warrant discussion as follows:

1. **Approval of an on-site conceptual stormwater management plan by the Department of Environmental Resources prior to the submission of a Detailed Site Plan or Final Plat of Subdivision, whichever occurs first.**

Comment: An approved Stormwater Management Concept Plan (17180-2001-01), dated July 1, 2013 and expiring on July 1, 2016, was submitted with the subject application.

2. **Perennial streams flowing through the site shall be protected by a minimum 50-foot undisturbed buffer on each side. This buffer shall be expanded to include the 100-year floodplain, adjacent slopes in excess of 25 percent or greater, and adjacent nontidal wetlands. This undisturbed buffer shall not apply to the minimum area necessary for the extension of Felker Avenue.**

Comment: The plan as submitted shows the existing stream and its associated 75-foot-wide stream buffer on each side of the stream. The plan shows the buffer expanded to include all associated wetlands, wetland buffers, and 100-year floodplain, which makes up the primary management area. There are no impacts proposed with this application. The impacts associated with Clipper Way (formerly Felker Avenue) were addressed as part of a previous application for a grading permit.

3. **Due to the quality vegetation on-site, the applicant should submit a Forest Stand Delineation for all wooded areas to be reviewed by the Natural Resources Division prior to the submission of a Detailed Site Plan.**

Comment: An approved NRI, which includes a detailed forest stand delineation, was reviewed and approved for the subject site.

4. **A 50-foot-wide nondisturbance area shall be established along all Commission (The Maryland-National Capital Park and Planning Commission), Board of Education and other residentially zoned properties where the Forest Stand Delineation performed November 16, 1987, indicates tree stands 1, 2 and 5.**

Comment: The 50-foot-wide nondisturbance buffer area mentioned in this condition was identified on the approved record plat for a portion of the eastern property line of Lot 6, which borders a Board of Education property, and is included in the subject application. While the submitted DSP does not show any disturbance in this area, it does not show the platted buffer and should be revised to do so.

5. **An adequate buffer shall be provided along all Commission (The Maryland-National Capital Park and Planning Commission), Board of Education and other residentially zoned properties. The type and extent of this buffer shall be determined at the time of Detailed Site Plan.**

Comment: See the discussion in response to CSP Condition 5 in Finding 8 above.

6. **Fencing shall be provided along all properties owned by the Board of Education. The type and extent of this fencing shall be determined at the time of Detailed Site Plan.**

Comment: See the discussion in response to CSP Condition 6 in Finding 8 above.

7. **Conformance to approved Conceptual Site Plan, SP-87116.**

Comment: Conformance to the approved Conceptual Site Plan, SP-87116, is discussed in Finding 8 above.

8. **Prior to signature approval of the preliminary plat, the applicant shall revise the plat to show both Lots 1 and 2 to have frontage on Felker Avenue. The plan shall show that all lots will have frontage on Felker Avenue.**

Comment: All of the lots that are the subject of this application, Lots 6, 7, and 8, have frontage on Clipper Way (formerly Felker Avenue).

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

“No direct access to Oxon Hill Road is permitted. All access shall be off of Felker Avenue.”

Comment: The DSP does not propose any direct access to Oxon Hill Road (MD 414). However, Condition 9 should be added as a site note on the DSP, and the denial of access should be labeled on the site plan as reflected on the record plat. Therefore, a condition has been included in the Recommendation section of this report requiring this addition prior to certification.

13. **The applicant shall post a bond, letter of credit or suitable financial guaranty in the amount of \$360,000 prior to record plat approval as its financial contribution for improvements to MD 210, Oxon Hill Road, the Capital Beltway and associated ramps as shown in Exhibit 2 of the 1988 PortAmerica traffic study.**

14. **Prior to the issuance of a building permit for each lot, the applicant shall pay to Prince George’s County a percentage of the financial contribution guaranteed pursuant to Condition 13, with a total payment not to exceed \$360,000. The amount paid shall be as follows:**

- | | | |
|----|--------|-----------|
| a. | Lot 1: | \$54,400 |
| b. | Lot 2: | \$78,100 |
| c. | Lot 3: | \$180,900 |
| d. | Lot 4: | \$23,300 |
| e. | Lot 5: | \$23,300 |

In the event that a construction contract is awarded for any of the following improvements prior to receipt of the total amount to be paid to Prince George’s County pursuant to Condition 14, the balance of the total amount shall become payable at the request of Prince George’s County:

- a. **Ramp H (as identified on Exhibit 2 of the 1988 PortAmerica traffic study) from PortAmerica to the northbound I-295 S-curve ramp.**
- b. **Ramp A-1 from northbound I-95/I-495 to PortAmerica Road B.**
- c. **Ramp M from PortAmerica to northbound I-95/I-495.**

Comment: The two previous conditions require a financial contribution to several critical ramps that were components of the improvements to the MD 210/Oxon Hill Road/Capital Beltway (I-95/495) interchange. The bonding in Condition 13 was completed prior to final plat. The payment under Condition 14 became due at the time a construction contract was awarded for the improvements. Such contract was awarded several years ago and the improvements are complete and open to the public. While this condition is enforceable at the time of building permit, it would appear that the time to collect these funds passed when the improvements came under contract. Insofar as any agreement for future payment to the county may govern this condition, the county must enforce that agreement.

- 15. **No building permit shall be issued for any building or buildings in excess of 300,000 square feet of general office space or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development, except as provided in the following conditions.**

Comment: This condition sets a trip cap of 600 AM peak hour trips and 555 PM peak hour trips for the site. The proposed use generates 203 AM and 383 PM peak hour trips. The following table demonstrates that the AM/PM peak-hour trip cap would not be exceeded by the proposed use:

Potomac Business Park/Trip Generation Summary, DSP-13048				
Land Use	Use Quantity	Metric	AM Peak Hour	PM Peak Hour
			Total Trips	Total Trips
Office	32,615	square feet	65	60
Discount Superstore	100,310	square feet	186	436
Less pass-by for retail	-26 percent	square feet	-48	-113
Total			203	383
Trip Cap			600	555
Unused Trips			397	172

- 17. **Should any improvements to the intersection beyond those already programmed be approved by the Maryland State Highway Administration to MD 414/MD 210, the applicant will be permitted to be issued building permits for a building or buildings in excess of 300,000 square feet of general office space, or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development to the extent otherwise permitted by law, rule or regulation, for as many square feet as it contributes to the cost of construction of the improvement based on a pro rata share of traffic capacity created at the intersection by the improvement.**

Comment: This condition indicates that the trip cap may be expanded in accordance with a larger contribution to the cost of the MD 210/MD 414 improvements, with the contribution to be commensurate with a determination of additional capacity at that location. Given that the specified improvements are constructed and open to traffic, the time for contributing to the improvements is long past. Therefore, it is determined that this condition is no longer a consideration.

18. The applicant shall agree to provide the entire cost of signal installation for the intersection of MD 414 with Felker Avenue, when deemed necessary by the Maryland State Highway Administration.

Comment: This condition must be enforced at the time of building permit. It is noted, however, that the applicant has already provided a signal warrant study to the Maryland State Highway Administration (SHA). At this time, SHA is reviewing the final improvements and a decision is likely prior to the time of building permit.

20. Approval of the floodplain by the Department of Environmental Resources prior to submission of a Detailed Site Plan or Final Plat of Subdivision, whichever occurs first.

Comment: In this case, a record plat has already been filed and recorded for Lots 6, 7, and 8 which shows a platted floodplain on the southern end of Lot 6 only.

10. Prince George's County Landscape Manual: The proposed development is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

- a. **Section 4.2, Requirements for Landscaped Strips along Streets**—The DSP is subject to Section 4.2, Requirements for Landscaped Strips along Streets, along its Oxon Hill Road (MD 414), Clipper Way, and Indian Head Highway (MD 210) frontages. The submitted plan provides the appropriate schedules, which show the requirements being met with the proposed development. However, a Section 4.2 schedule is not provided for the site's frontage on Clipper Way, south of the southernmost parking lot entrance. This should be provided showing the requirements being fully met in this area. Additionally, a proposed ornamental grass, *Panicum virgatum*, is incorrectly being counted towards meeting the shrub planting requirement within multiple landscaped strips. This should be revised so that the shrub requirement is being fully met with shrubs and not ornamental grasses. Conditions requiring these revisions have been included in the Recommendation section of this report.
- b. **Section 4.3, Parking Lot Requirements**—The DSP is subject to the requirements of Section 4.3, Parking Lot Requirements, because it involves new parking areas in excess of 7,000 square feet. The submitted site plan provides the appropriate schedules, which show the requirements being met by the proposed development. However, the schedule provided for Parking Lot B incorrectly indicates that the additional requirements for parking lots larger than 50,000 square feet are not applicable. Parking Lot B meets the requirement; the schedule just needs to be revised to correctly reflect this. Therefore, a condition requiring this revision has been included in the Recommendation section of this report.

- c. **Section 4.4, Screening Requirements**—The submitted site plan indicates new exterior trash facilities and loading spaces located adjacent to the southeastern corner of the building that are to be screened in conformance with these requirements.
- d. **Section 4.7, Buffering Incompatible Uses**—The DSP is subject to the requirements of Section 4.7, Buffering Incompatible Uses, because it involves a new building and because it is directly adjacent to uses defined as incompatible in the Landscape Manual. The submitted plan provides the appropriate schedules, which show the requirements being met along the eastern property line of Lot 6 and the northern property line of Lot 8 as required. However, the schedule provided for Buffer III, along the northern edge of Lot 8, indicates incorrectly that it is for Lot 6. Therefore, a condition requiring this to be revised has been included in the Recommendation section of this report.
- e. **Section 4.9, Sustainable Landscaping Requirements**—The DSP is subject to the requirements of Section 4.9, Sustainable Landscaping Requirements, for all of the proposed plantings. The plan includes a schedule and notes demonstrating conformance to these requirements.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan, TCP2-122-95, has been submitted with the subject application. This plan was previously reviewed with previous DSP applications for the subject property, but was never approved.

The site has a woodland conservation threshold of 2.10 acres and an overall requirement of 2.20 acres, after proposing to clear only 0.41 acre. The project proposes to meet the requirement with 0.97 acre of woodland preservation and 0.29 acre of woodland planting. Because the remaining requirement of 0.93 acre is less than one acre, it may be met with fee-in-lieu at an assessment of \$0.90 cents per square foot. The TCP shows the rate at \$0.30 cents per square foot and states that the site is grandfathered; however, the site is not grandfathered because it has no previously approved tree conservation plans.

Some minor plan revisions are required. There are several features that need to be identified such as the unnamed roadway, Clipper Way, and the adjacent regional stormwater management pond. Revisions to the approval block are required. The on-site reforestation and acreage areas need to be individually labeled on the plan view and plant schedule to ensure that the correct amount of planting species are planted in each area. Conditions have been included in the Recommendation section of this report requiring these revisions.

12. **Prince George's County Tree Canopy Coverage Ordinance:** The project is subject to the requirements of Subtitle 25, Division 3: The Tree Canopy Coverage Ordinance. The requirement for the subject property is ten percent of the gross tract area, or 0.40 acre (17,424 square feet), for Lots 7 and 8; and 1.14 acres (49,833 square feet) for Lot 6, based on the I-3 zoning. The appropriate schedules were provided on the submitted DSP showing the tree canopy coverage (TCC) requirement being met on-site for Lot 6 through woodland conservation and proposed trees, and on Lots 7 and 8 through the provision of proposed trees.
13. **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 a memorandum dated March 5, 2014, the Historic Preservation Section stated that the subject project would have no effect on identified historic sites, resources, or districts.
- b. **Archeological Review**—In a memorandum dated March 31, 2014, the archeology planner coordinator provided a brief history of the subject property and historic sites within a one-mile radius and offered the following findings, conclusions and recommendations:

Findings

- (1) During the early 1800s, the subject property was part of the 112-acre farm compiled by Charles Beall, a free African American. It was very unusual for a free African American to have the ability to acquire such a large tract of land in the early 1800s. In the late 1700s, Beall was able to purchase the freedom of his wife and children, as well as two other African Americans. Beall also donated a one-half acre lot to the Methodist Church for the construction of a place of worship. Both black and white congregants worshipped together in the building, although they were segregated on each side of the church. Blacks and whites worshipped together in this building until after the Civil War when there was a dispute over ownership. The African American congregation eventually built their own church, St. Paul's Methodist Church, located at the intersection of St. Barnabas and Tucker Roads.

Charles Beall sold his 112 acre farm to McKinsey Talbert in 1825. Talbert was the uncle of Dr. John H. Bayne, owner of Salubria. In the early 20th century, the subject property was under the ownership of William E. Miller, founder of Rosecroft Raceway. Some of Miller's equestrian facilities are visible in the 1938 aerial photographs.

- (2) Historic Preservation Policy 3 in the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* is intended to increase the opportunities for heritage tourism and promote public awareness and appreciation of the area's historic sites and resources and the Broad Creek Historic District. To do this, the subject application should include the location and details for an interpretive sign within the proposed development.
- (3) Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties to include archeological sites. This review is required when state or federal monies or federal permits are required for a project.

Conclusion

Because of the significant history associated with the subject property, the applicant should develop interpretive signage to incorporate into the proposed development as a means of public outreach and education. The subject property is associated with other historic properties in the vicinity and could add to a unified narrative on the historical development of the Oxon Hill area.

Recommendations

- (1) The applicant should revise the DSP to provide for at least one location for interpretive signage. The wording of the signage shall be subject to approval by the Maryland-National Capital Park and Planning Commission (M-NCPPC) staff archeologist.
- (2) Prior to issuance of the use and occupancy permit for the proposed development, the applicant shall install the interpretive signage and provide proof to the Historic Preservation Section that the installation is complete.
- (3) If state or federal monies or federal permits are required for this project, Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties to include archeological sites. The applicant shall provide proof to Historic Preservation staff that they have forwarded all necessary materials to the Maryland Historical Trust and the federal agency responsible for the funds or permits for their review of potential effects on historical resources on the subject property prior to approval of any grading permits.

Comment: The applicable comments have been included in the Recommendation section of this report as conditions.

- c. **Community Planning Division**—In a memorandum dated March 28, 2014, the Community Planning Division provided the following analysis of the proposal:

This application is consistent with the 2002 *Prince George's County Approved General Plan* Development Pattern policies for the Developed Tier. This application generally conforms to the land use recommendations of the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*. The subject property is within the Oxon Hill Regional Center future mixed-use rezoning area in order to implement the concepts and guidelines contained in the plan text. The master plan designates this area a transition area and recommends future development at lower scale densities and intensities than the core area, in order to serve potential future light rail transit station stops.

This property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area. The property is within Imaginary Surface F, establishing a height limit of 500 feet above the runway surface. This property is outside of the 65 and above dBA Ldn noise contours, so noise attenuation is not required. The property is not in an accident potential zone, so no controls on use or density are required. These categories do not prevent any of the proposed development and should be noted on the DSP.

The site plan details generally support a reasonably compact pedestrian-accessible retail use that is consistent with the overall goals of the master plan. Building orientation, parking configuration, landscaping, and sign details generally respond to the issues and concerns brought forth at previous site plan reviews.

Comment: A condition regarding the ILUC controls has been included in the Recommendation section of this report.

- d. **Transportation Planning Section**—In a memorandum dated March 27, 2014, the Transportation Planning Section indicated that they reviewed the DSP and included an analysis of transportation-related conditions of the approved preliminary plan, which has been included in Finding 9 above. They also provided the following summary:

Access to the site is provided by Clipper Way, and that street forms a three-way intersection with Oxon Hill Road (MD 414). Staff notes that two of the parking lot islands include five-foot-wide sidewalks. Staff recommends the same treatment in the parking lot island to the east of Clipper Way. This island is approximately 320 feet in length. The widening of this curb island may require more compact parking spaces than are being provided.

Two double left-turn lanes and one right-turn lane are shown on the northbound Clipper Way approach to Oxon Hill Road. A separate left-turn lane is shown on westbound Oxon Hill Road and a through/right-turn lane is shown on eastbound Oxon Hill Road at Clipper Way.

Oxon Hill Road is listed in the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* as a four- to six-lane arterial roadway. This roadway is recommended for a right-of-way of 146 to 154 feet to accommodate roadway and transit needs. Given that the adjacent section is outside of the Oxon Hill core area as designated in the master plan, the smaller right-of-way (without the widest sidewalks) would govern. The plan shows Oxon Hill Road to have a right-of-way of variable width. The tax maps indicate an existing right-of-way ranging from 130 feet (near the eastern property line) to 143 feet. The additional right-of-way required along the frontage is between 1.5 feet and 8 feet; this additional right-of-way can easily be accommodated along the site's clear frontage. No structures (parking or otherwise) are proposed within the ultimate right-of-way of Oxon Hill Road. Clipper Way (formerly Felker Avenue) is an undesignated industrial/commercial roadway with an acceptable right-of-way of 70 feet.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance. The applicant is working with SHA to complete the installation of a traffic signal at Oxon Hill Road and Clipper Way; the applicant is responsible for the entire cost of the traffic signal prior to building permit approval.

Comment: The DSP has been revised to show a sidewalk through one of the parking lot islands within the parking lot on Lots 7 and 8 as recommended.

- e. **Subdivision Review Section**—In a memorandum dated April 11, 2014, the Subdivision Review Section provided an analysis of the site plan's conformance with Preliminary Plan of Subdivision 4-88054. This analysis is discussed in detail in Finding 9 above.

Lots 6, 7, and 8 were recorded in Plat Book MMB 233-87 on April 18, 2011. The site plan should be revised to show the bearings and distances and the ten-foot-wide public utility easement on each of the lots as reflected on record plat. The record plats contain 12 notes, and the following notes relate to the review of this application:

9. **A detailed site plan for each lot shall be approved by the Prince George's County Planning Board prior to the issuance of each building and shall conform to the overall site development plan which was approved by the Prince George's County Planning Board on November 19, 1987, SP-87116 or as amended by any subsequent revision thereto.**

Comment: The subject application has been submitted in fulfillment of this requirement, and conformance to SP-87116 is discussed in Finding 8 above.

11. **No direct access to Oxon Hill Road is permitted. All access shall be off Felker Avenue, unless approved by MSHA.**

Comment: The site plan does not show access to Oxon Hill Road (MD 414); all access is off of Clipper Way (formerly Felker Avenue).

The Subdivision Section recommends the following conditions:

- (1) Prior to approval of the DSP, the following technical corrections should be required:
- (a) Show the ten-foot-wide public utility easement abutting all public rights-of-way or provide an approved color-coded utility plan.
 - (b) Show the bearings and distances for Lots 6, 7, and 8 as reflected on the record plat.
 - (c) Label the denial of access to Oxon Hill Road on the site plan as reflected on the record plat and add a general note stating the following:

“No direct access to Oxon Hill Road is permitted. All access shall be off of Clipper Way.”

Detailed Site Plan DSP-13048 is in substantial conformance with approved Preliminary Plan 4-88054, if the above comments have been addressed. Failure of the site plan and record plat 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.

Comment: The applicable comments have been included in the Recommendation section of this report as conditions.

- f. **Trails**—In a referral dated March 19, 2014, the trails coordinator provided an analysis of the DSP as follows:

The Transportation Planning Section has reviewed the subject site plan for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (functional master plan) and the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements.

The functional master plan recommends that Oxon Hill Road (MD 414) contain continuous sidewalks, on-road bike lanes, and a transit line. The functional master plan includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers.

The subject property is within the Developed Tier. The Complete Streets section of the functional master plan includes policies regarding sidewalk construction and the accommodation of pedestrians. These policies include the provision of standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers. In addition, “all road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation.”

Sidewalks exist along the subject property’s frontage of Oxon Hill Road and Clipper Way. The proposal includes improved sidewalks surrounding the development, internal walking areas fronting on Oxon Hill Road and Clipper Way, and many internal sidewalks leading from the main entrance of the building to the parking lot areas. There is a large amount of paved walking area adjacent to the building on Oxon Hill Road and Clipper Way.

The sidewalks and crosswalks appear to be adequate for the proposed use and will provide passage from the proposed parking areas. A crosswalk has been provided to connect the main parking area to the satellite (overflow) parking area, and this crosswalk appears to be sufficient for the proposed use. Additional dedication or acquisition along Oxon Hill Road in the future may be required by others to implement the functional master plan recommendations for future transit line and bike lanes. The bike lanes will be accommodated within this additional future right-of-way.

Conclusion

It is recommended that the applicant provide bicycle parking to be in conformance with the county policies contained in the functional master plan.

- (1) The applicant and the applicant’s heirs, successors, and/or assignees shall provide ten u-shaped bicycle parking racks for a total of 20 bicycle parking spaces. The spaces shall be located close to the building’s main entrance and be mounted in a concrete base.

Comment: The DSP has been revised to show two bicycle racks, with a total of 20 parking spaces, close to the building’s main entrance.

- g. **Permit Review Section**—The Permit Review Section offered several comments, which are either not applicable at this time, have been addressed through revisions to the plans, or are addressed through proposed conditions of approval of this DSP.
- h. **Environmental Planning Section**—The Environmental Planning Section, in a memorandum dated April 17, 2014, provided an analysis of the site plan’s conformance with the environmentally-related conditions of approval of Preliminary Plan 4-88054, which is discussed in detail in Finding 9 above. They also provided an analysis of the site’s conformance with the Woodland and Wildlife Heritage Conservation Ordinance,

which is discussed in detail in Finding 11 above. The following is a summary of the other environmental comments:

The subject site has an approved Natural Resources Inventory (NRI-012-11) dated February 28, 2011 that was included with the application package. The site contains streams, wetlands, and 100-year floodplain. The overall area of the NRI, which is larger than the subject application, contains two forest stands (total 12.28 acres); however, only a portion of Stand 1 is located on the subject site. The subject site contains a total of 4.21 acres of woodland and three specimen trees. The existing conditions of the site are correctly shown on the NRI and are correctly reflected on the plans submitted with this application. No additional information is required with regard to the existing conditions of the site.

The site contains significant environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 27-(285)(b)(4) of the Zoning Ordinance. The on-site regulated environmental features include streams and their associated 75-foot-wide buffers, wetlands and their associated 25-foot-wide buffers, and 100-year floodplain. Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property.

The proposed development in the application does not propose any impact to regulated environmental features. The existing impacts to the primary management area as shown on the plans are within a previously dedicated land area of Clipper Way (formerly Felker Avenue) that has been developed under previous approvals, which are not subject to the requirements of this application.

A copy of approved Stormwater Management Concept Plan 17180-2001-01, dated July 1, 2013, was submitted with the subject application. The concept plan appears to show stormwater to be directed to an existing stormdrain system that is ultimately conveyed to a regional stormwater management pond. Some stormwater will enter the stream via sheet flow. According to the approval letter, no quantity or quality control is required. The Type 2 tree conservation plan (TCP2) is consistent with the concept plan.

- i. **Zoning Review Section**—The Zoning Review Section indicated that the DSP is subject to SE-4738, which has not been approved by ZHE or the District Council.
- j. **Prince George's County Fire/EMS Department**—At the time of the writing of this staff report, the Fire/EMS Department had not provided comments on the subject application.
- k. **Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this staff report, DPIE had not provided comments on the DSP application. However, they did provide comments on the SE-4738 application, which were included in that record. In relation to that case, they provided standard comments regarding improvements within the public right-of-way, coordination with existing utilities, and required permits. Additionally, they commented that the special exception site plan was consistent with the approved Stormwater Management Concept Plan 17180-2001-01 and that they had no objection to the proposed special exception.

- l. **Prince George's County Police Department**—In a memorandum dated March 14, 2014, the Police Department commented that the submitted photometric plan shows fewer light fixtures in the parking lots than on the site plan.

Comment: The plans have since been revised so that the photometric plans match the DSP plans in regard to freestanding lights.

- m. **Prince George's County Health Department**—At the time of the writing of this staff report, the Health Department had not provided comments on the subject application.

- n. **Maryland State Highway Administration (SHA)**—In an e-mail dated March 11, 2014, SHA indicated that the Access Management Division is currently reviewing the design engineer's most recent plan submission. They agreed in concept with the proposed improvements shown within the SHA right-of-way on the DSP. However, Access Management has not granted final plan approval at this time. That being said, the plans may be subject to revisions reflecting their requirements. Therefore, SHA did not recommend approval of the DSP at this time.

Comment: SHA agreed generally with the improvements shown within their right-of-way on the submitted DSP. Therefore, the plan can be approved at this time as all improvements shown within public rights-of-way are always subject to final approval from the appropriate jurisdiction. A revision to the DSP will be required if those changes were to require significant changes within the property limits.

- o. **Prince George's County Board of Education**—In a fax received April 22, 2014, the Board of Education commented that there should be more evergreen trees at the property line adjacent to their property.

Comment: The buffer along the eastern property line of Lot 6, adjacent to the Board of Education property, proposes a total of 21 shade trees, 26 evergreen trees, and 17 ornamental trees. Staff believes it is important to include a mix of plant types in the buffer to provide an effective and attractive buffer. However, a larger portion of the proposed plants should be evergreen per the Board of Education's request. Therefore, a condition has been included in the Recommendation section of this report requiring the addition of at least 20 evergreen trees along the shared property line.

- p. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated March 19, 2014, WSSC provided a standard response on issues such as pipe, meter, and easement requirements.

Comment: The plans have since been revised to address the minor spacing and locational issues mentioned by WSSC.

- q. **Verizon**—In an e-mail dated March 21, 2014, Verizon commented that they would like to request that a ten-foot-wide public utility easement be included adjacent, parallel, and contiguous to the right-of-way along all public and private roadways and alleys, free and clear of any surface obstructions and with a slope less than four-to-one at this site.

- r. **Potomac Electric Power Company (PEPCO)**—At the time of the writing of the staff report, PEPCO had not provided comments on the subject application.

- s. **Town of Forest Heights**—At the time of the writing of the staff report, the Town of Forest Heights had not provided comments on the subject application.
14. Based upon the foregoing analysis and as required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan will, if approved with conditions proposed below, represent 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.
15. Per Section 27-285(b)(4) of the Zoning Ordinance, a required finding for approval of a detailed site plan is as follows:

The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.

Comment: In a memorandum dated April 17, 2014, the Environmental Planning Section indicated that the regulated environmental features on the subject property have been preserved or restored to the fullest extent possible.

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-13048 and Type 2 Tree Conservation Plan TCP2-122-95 for Potomac Business Park, Super Walmart, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the applicant shall:
 - a. Revise the DSP to be in conformance with approved Special Exception SE-4738, Potomac Business Park.
 - b. Revise the DSP to show the platted 50-foot-wide nondisturbance buffer along the eastern property line of Lot 6.
 - c. Revise the DSP to provide for at least one location for interpretive signage. The wording of the signage shall be subject to approval by The Maryland National Capital Park and Planning Commission (M-NCPPC) staff archeologist.
 - d. Revise the DSP to note the applicable Interim Land Use Control (ILUC) areas.
 - e. Revise the DSP to show the ten-foot-wide public utility easement abutting all public rights-of-way, or provide an approved color-coded utility plan.
 - f. Revise the DSP to show the bearings and distances for Lots 6, 7, and 8 as reflected on the record plat.

- g. Revise the DSP to label the denial of access to Oxon Hill Road (MD 414) as reflected on the record plat, and add a general note stating the following:
 - “No direct access to Oxon Hill Road is permitted. All access shall be off of Clipper Way.”
- h. Revise the DSP to label the dimensions of the proposed handicapped parking spaces.
- i. Revise the DSP to provide all building dimensions.
- j. Revise the DSP to label the centerlines and dimension the existing and ultimate widths of all adjacent rights-of-way.
- k. Revise the DSP to clearly reflect a curb cut in the area of accessible access between the handicapped parking spaces and the building.
- l. Revise the landscape plan to label Buffer III for Lot 8, not Lot 6.
- m. Revise the landscape plan to provide a Section 4.2 schedule for the frontage of Lot 6 along Clipper Way, south of the southernmost driveway entrance.
- n. Revise the landscape plan to remove ornamental grasses from being counted towards meeting the shrub planting requirements of the *2010 Prince George’s County Landscape Manual*.
- o. Revise the Section 4.3 schedule for Parking Lot B to demonstrate conformance to the additional requirements for parking lots larger than 50,000 square feet.
- p. Revise the landscape plan to provide an additional 20 evergreen trees within the buffer area along the eastern property line of Lot 6.
- q. Revise the architecture to provide further articulation in the roofline above the signage and entranceways of the building.
- r. Revise the architecture to add more detail and fenestration to the southern elevation, similar to the northern and western elevations.
- s. Revise the northern, western, and southern elevations of the architecture to arrange the materials, design elements, and massing in an architectural composition where the parts are cohesively organized with a regular application of architectural element and detail.
- t. Submit a lighting study that addresses the reduction of spillover lighting into the environmental regulated areas and the total lighting output of the individual lots, including all freestanding and building-mounted fixtures. The plan shall show the use of full cut-off optics and downward facing light fixtures. The photometric plan shall show no more than 0.5 foot-candles of light at the outer property lines of the subject property.

2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:
 - a. Revise the worksheet to change the fee-in-lieu rate to \$0.90 cents and remove Note 31 from the plan.
 - b. Identify Clipper Way (formerly Felker Avenue).
 - c. Identify the adjacent regional stormwater management pond.
 - d. Identify the two reforestation areas on the plan view with an "A" and "B" and give an area (square foot or acreage) for each location.
 - e. Add a revised quantity table to the plant schedule showing how many species will be planted in Areas A and B.
 - f. Have the revised plan signed and dated by the qualified professional preparing the plan.
3. Prior to issuance of a use and occupancy permit for the proposed development, the applicant shall install the interpretive signage and provide proof to the Historic Preservation Section of the Maryland-National Capital Park and Planning Commission that the installation is complete.

ITEM:

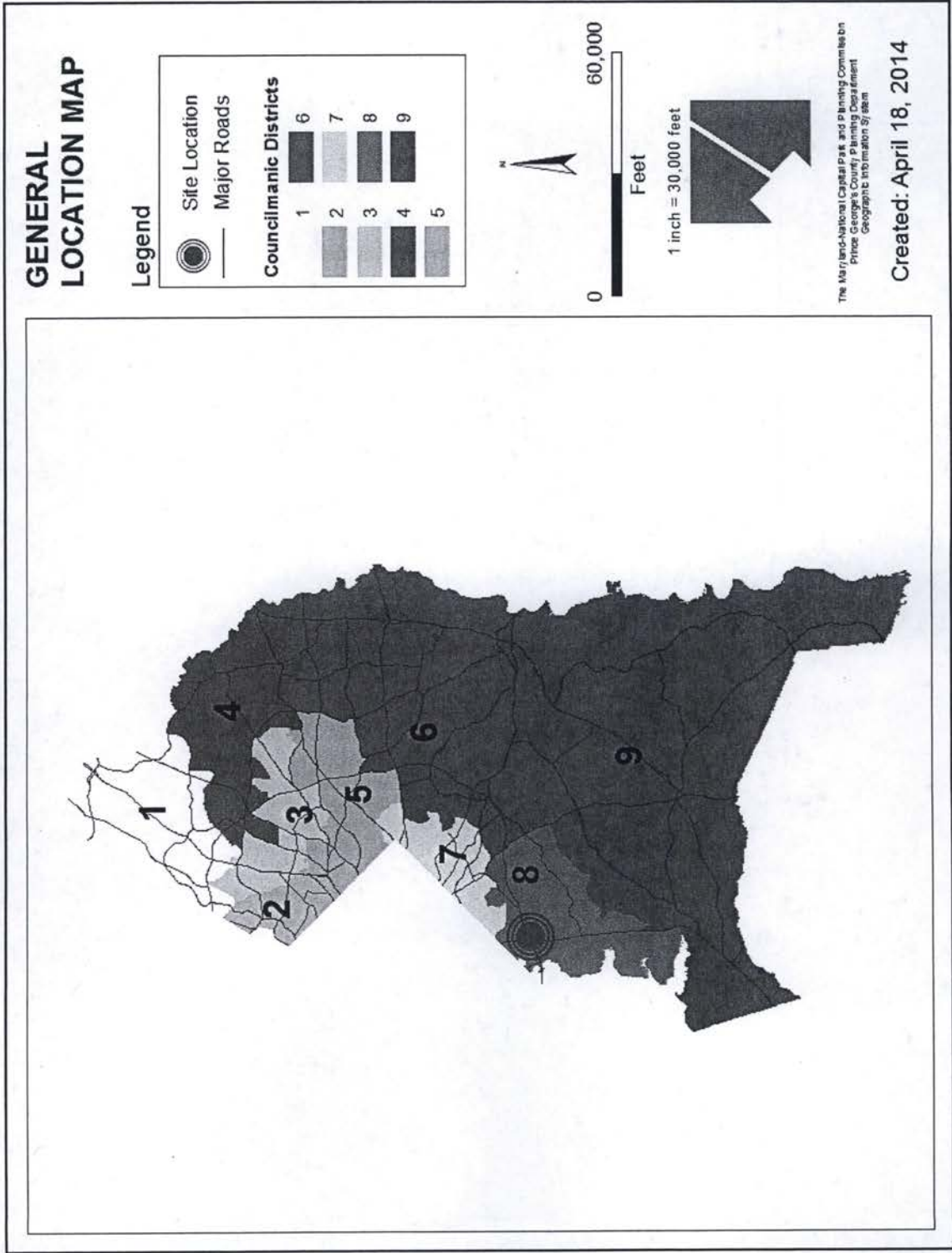
CASE: DSP-13048

POTOMAC BUSINESS PARK

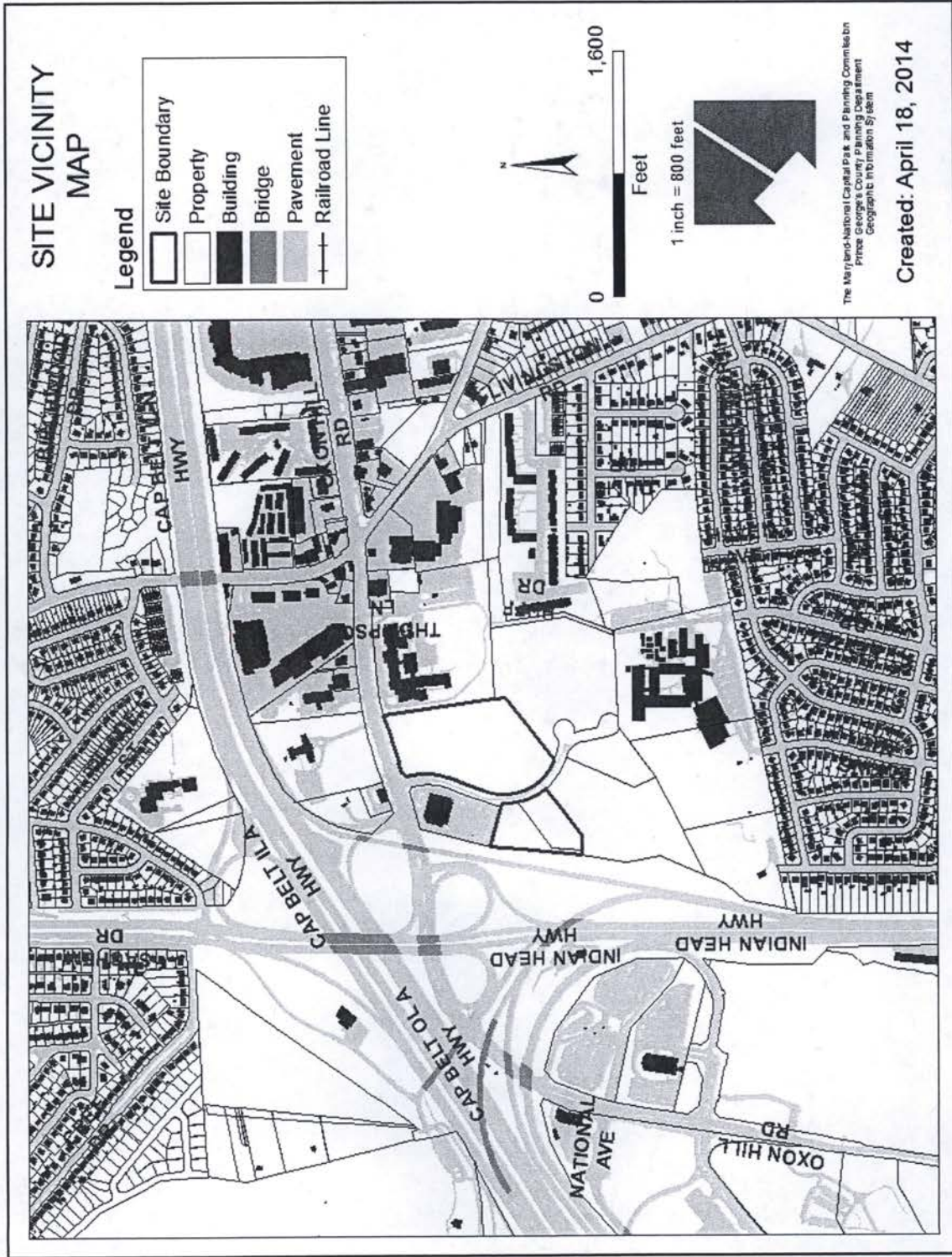
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



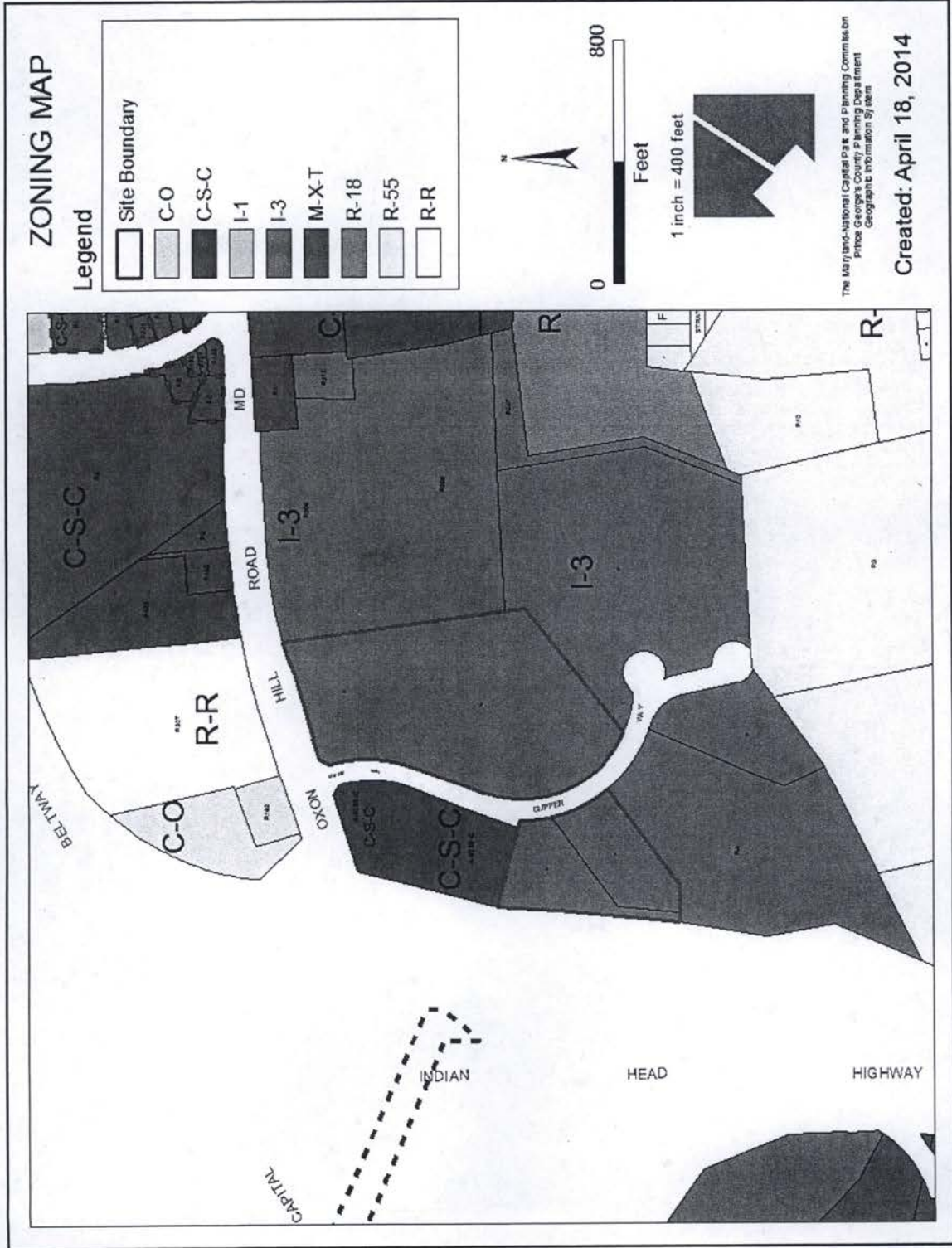
GENERAL LOCATION MAP



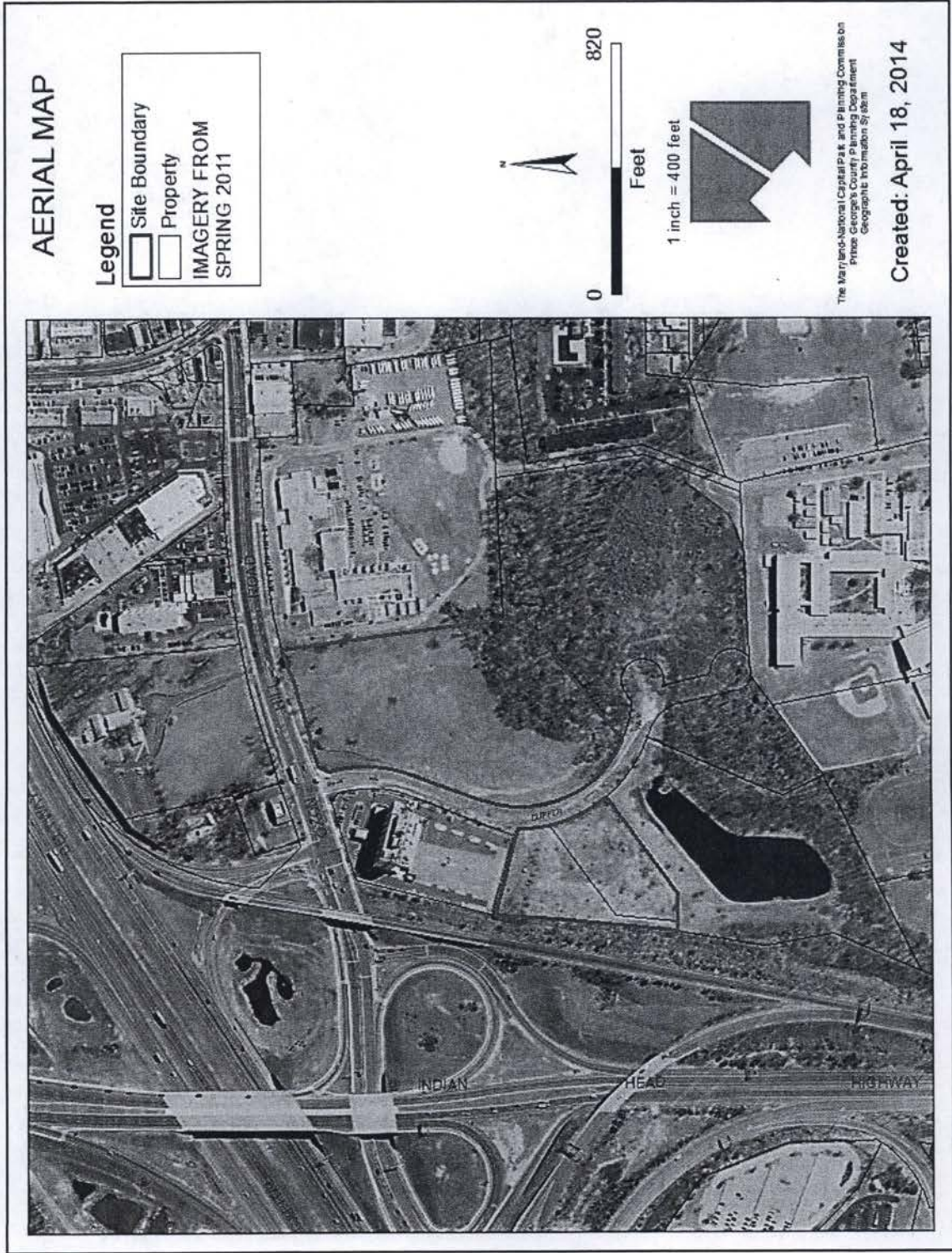
SITE VICINITY



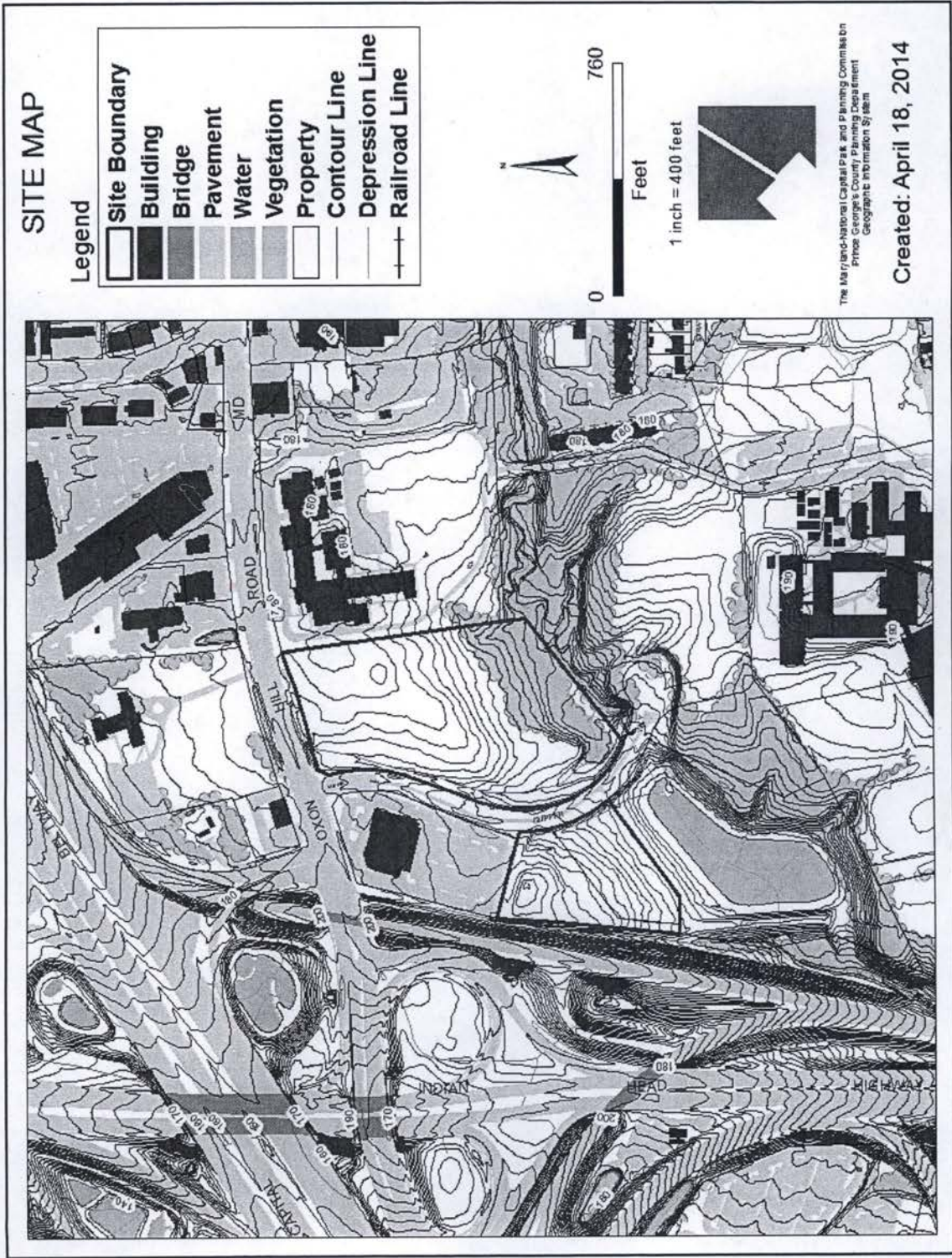
ZONING MAP



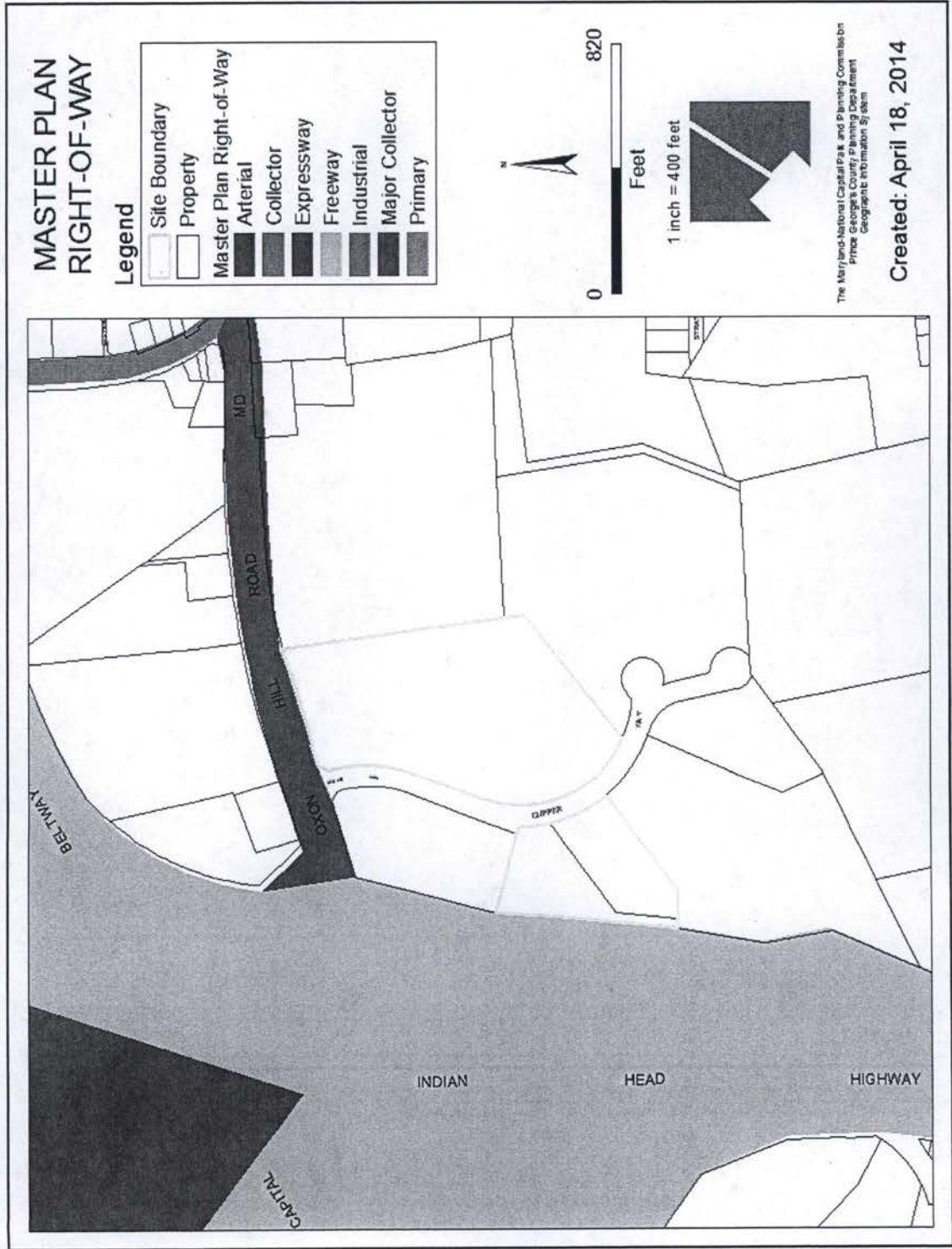
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW OF NEIGHBORHOOD



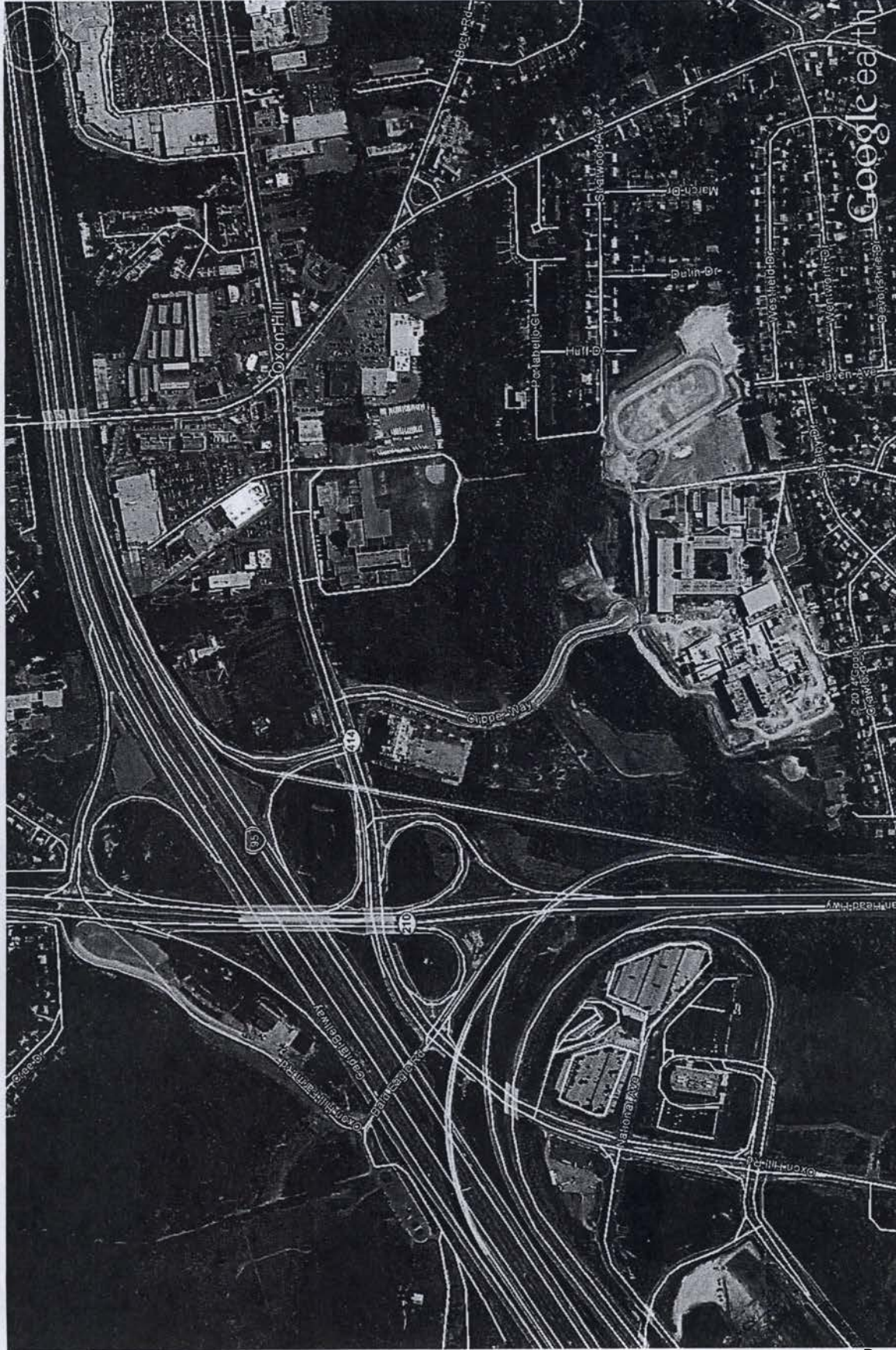
BIRD'S-EYE VIEW LOOKING NORTH



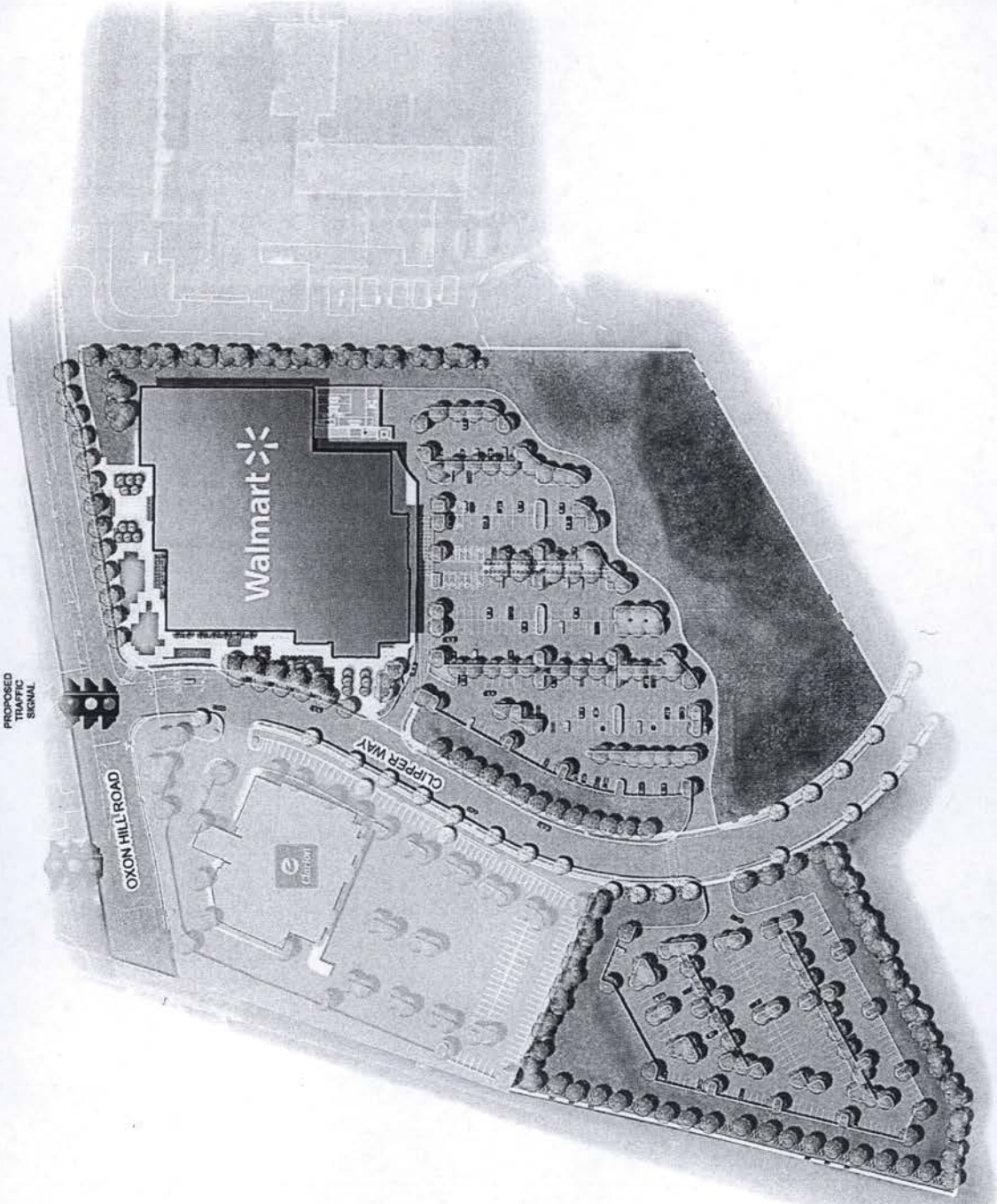
BIRD'S-EYE VIEW LOOKING SOUTH



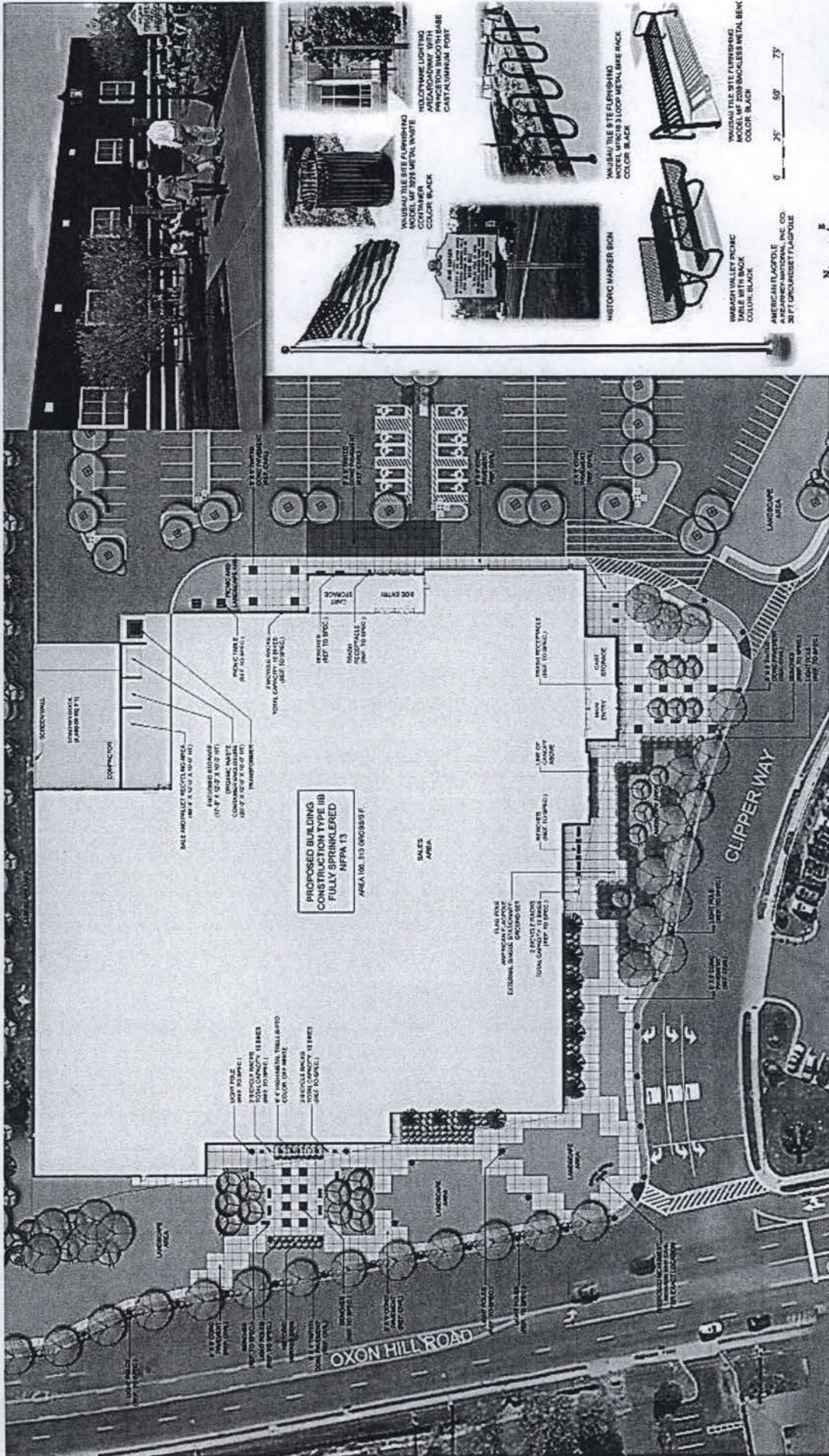
UPDATED AERIAL



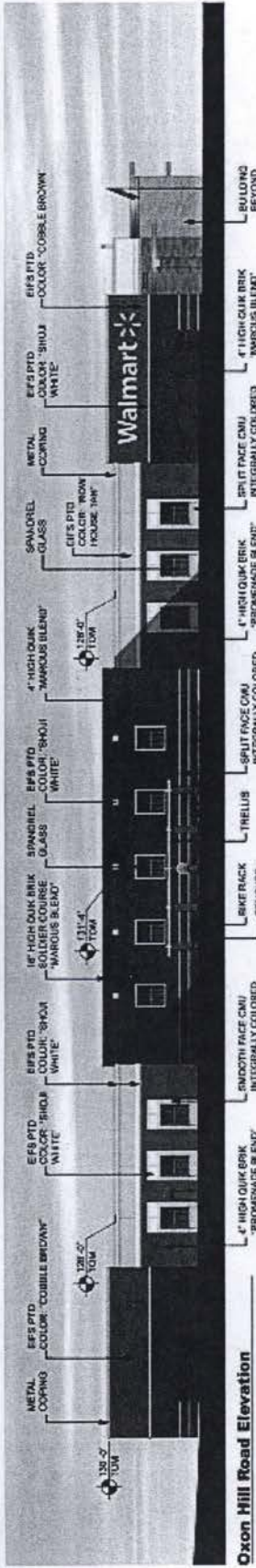
RENDERED LANDSCAPE PLAN



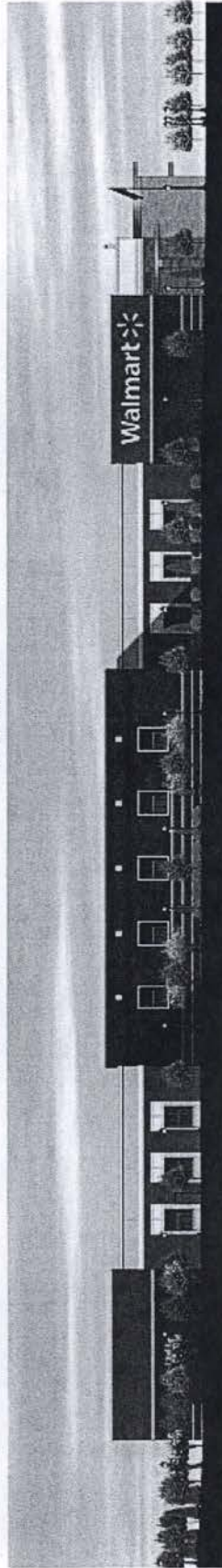
BUILDING FLOOR PLAN AND PARTIAL SITE PLAN



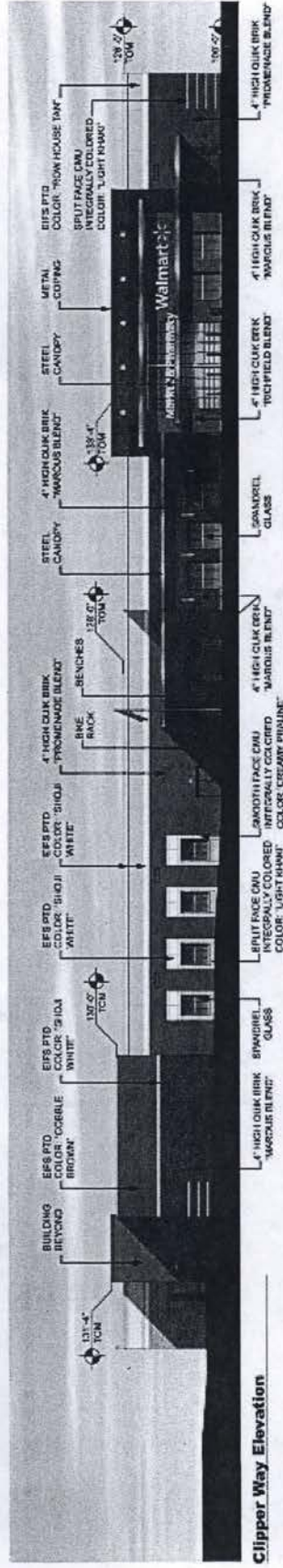
BUILDING ELEVATIONS



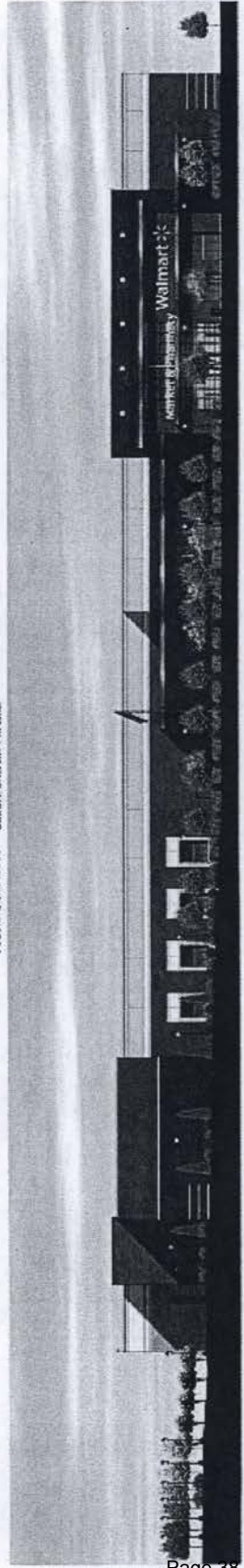
Oxon Hill Road Elevation



Oxon Hill Road Elevation with Landscaping

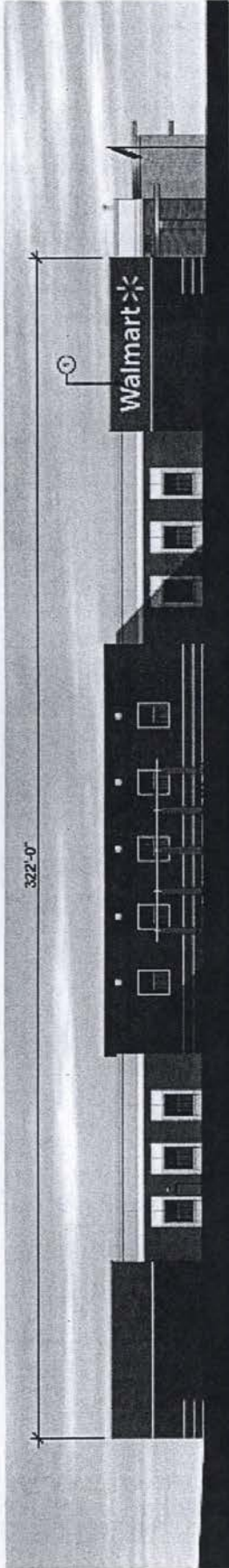


Clipper Way Elevation

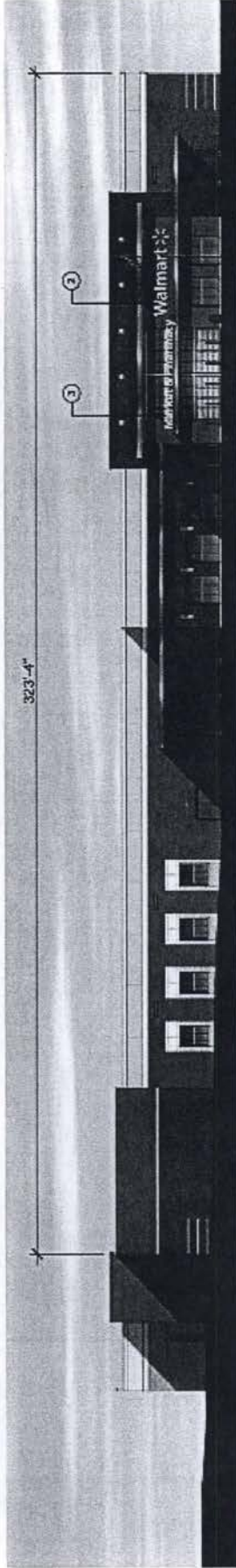


Clipper Way Elevation with Landscaping

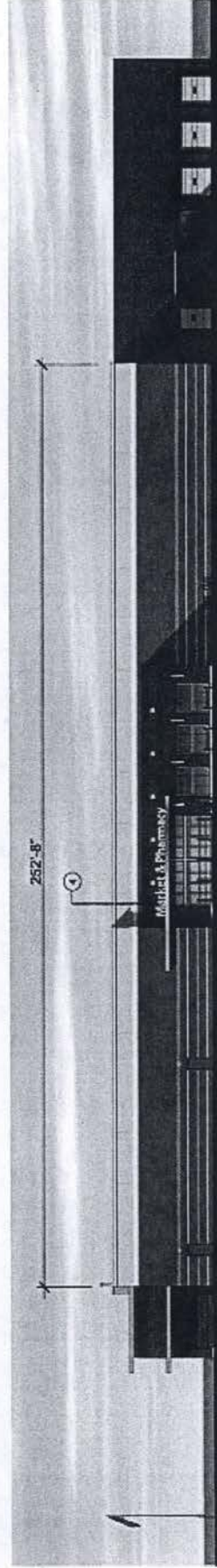
PROPOSED BUILDING SIGNAGE



Oxon Hill Road Elevation

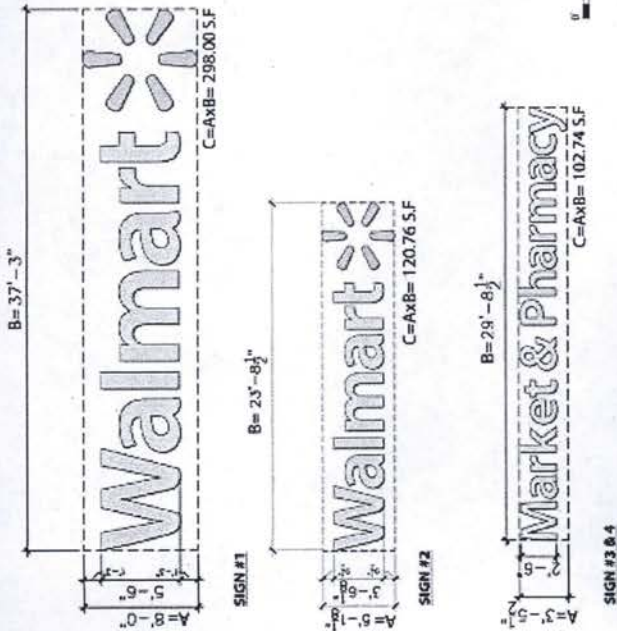


Clipper Way Elevation



Parking Lot Elevation

BUILDING SIGNAGE CALCULATIONS



PRINCE GEORGE'S COUNTY ZONING ORDINANCE

PART 12. SIGNS. DIVISION 1 GENERAL SECTION 27-591. Sign Measurement. (a)

The area of a sign shall include the entire face of the sign and any wall work incidental to its decoration. The area shall include the space between letters, figures, and designs, except where they are mounted directly on the architectural face of a building with no other decorative wall work. The actual faces of these letters, figures, and designs on walls shall constitute the sign, and the spaces between them shall not be considered part of the sign. To calculate the area of the faces of these letters, figures, and designs, the square footage of the sign, as would be normally computed, shall be calculated and reduced by fifty percent (50%). This fifty percent (50%) shall be presumed to equal the space between the letters, figures, and designs.

PART 12 SIGNS. DIVISION 3 DESIGN STANDARDS. SUBDIVISION 1 ON-SITE SIGNS. SECTION 27-613. Attached to a building or canopy. (C) Area. (4) I-3 Zone

In an I-3 Zone, the area of all of the signs on a building wall facing a street shall be not more than one (1) square foot for each one (1) lineal foot of building width facing that street.

BUILDING SIGNAGE PROPOSED

Oxon Hill Road Elevation:

The lineal length of the building wall where the signs will be located is 327'-0". This allows for a sign area of 322 SF. Per SECTION 27-591(a), Figure 66 Part 1, and calculations in Table 1 - signage area C= 298 SF is to be reduced by 50%. The proposed calculated Area of Letters is 149 SF, which is less than the allowable sign area of 322 SF.

Clipper Way Elevation:

The lineal length of the building wall where the signs will be located is 323'-4". This allows for a sign area of 323.33 SF. Per SECTION 27-591(a), Figure 66 Part 1, and calculations in Table 2 - signage area C= 223.50 SF is to be reduced by 50%. The proposed calculated Area of Letters is 111.75 SF, which is less than the allowable sign area of 323.33 SF.

Parking Lot Elevation:

The lineal length of the building wall where the signs will be located is 252'-8". This allows for a sign area of 252.66 SF. Per SECTION 27-591(a), Figure 66 Part 1, and calculations in Table 3 - signage area C= 102.74 SF is to be reduced by 50%. The proposed calculated Area of Letters is 51.37 SF, which is less than the allowable sign area of 252.66 SF.

Table 1: Proposed Signage on Oxon Hill Road Elevation - area calculation

#	Sign	Qty	Type	Color	Illumination	Area C (S.F.)	Area of Letters (S.F.) (Area of Letters = 1/2 C)
1	Walmart	1	Identity	White/Yellow	Internally lit	298.00	149.00

Table 2: Proposed Signage on Clipper Way Elevation - area calculation

#	Sign	Qty	Type	Color	Illumination	Area C (S.F.)	Area of Letters (S.F.) (Area of Letters = 1/2 C)
2	Walmart	1	Identity	White/Yellow	Internally lit	120.76	60.38
3	Market & Pharmacy	1	Directional	White	N/A	102.74	51.37
						Total: 223.50	Total Area of letters: 111.75

Table 3: Proposed Signage on Parking Lot Elevation - area calculation

#	Sign	Qty	Type	Color	Illumination	Area C (S.F.)	Area of Letters (S.F.) (Area of Letters = 1/2 C)
4	Market & Pharmacy	1	Directional	White	N/A	102.74	51.37



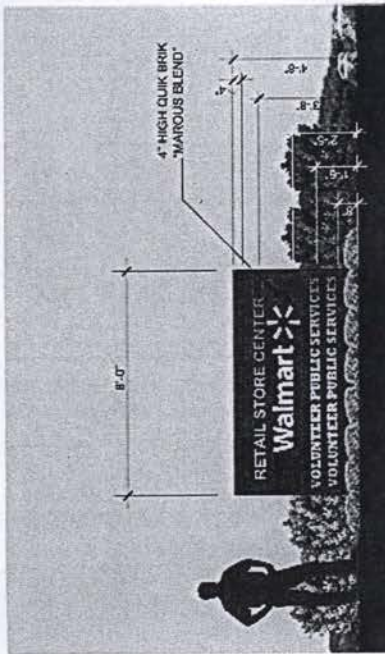
SITE SIGNAGE CALCULATIONS

PRINCE GEORGE'S COUNTY ZONING ORDINANCE PART 12. SIGNS, DIVISION 1 GENERAL

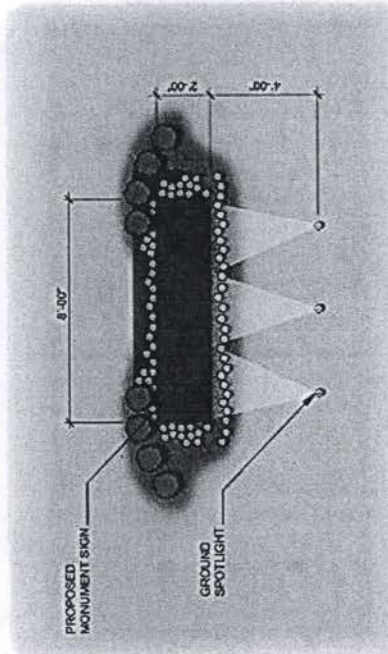
- Sec. 27-614. Freestanding Signs
- (a) Location.
 - (3) In the I-3 Zone, signs may be located anywhere that the Planning Board deems appropriate, subject to the height limitations below.
 - (b) Height.
 - (1) Table
 - I-3 zone: Not greater than the lowest point of the roof of any building in the employment park a specific property.
 - (c) Area.
 - (4) In the I-3 Zone, the area of the sign shall be not more than one (1) square foot for each five (5) lineal foot of street frontage along the street on which the sign faces.
 - (d) Quantity.
 - (3) In the I-3 zone, the number of freestanding on-site signs permitted shall be determined by the Planning Board at the time of Detailed Site Plan review

SITE SIGNAGE PROPOSED

Sign	Qty.	Illumination	Area (S.F.)	Total S.F.
Monument Sign	1	External	37.34	37.34
Total Site Signage			37.34	37.34



ELEVATION

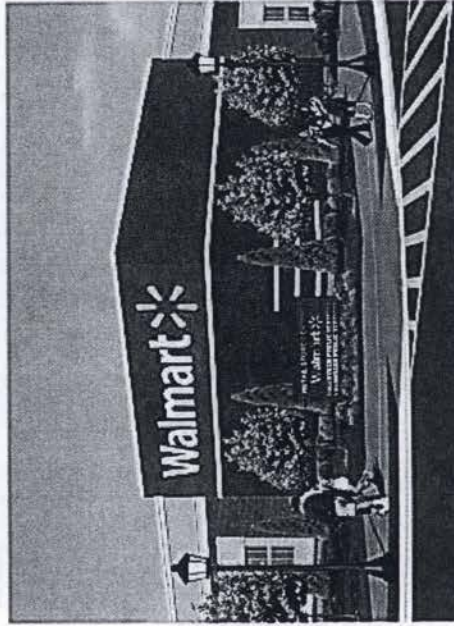


PLAN

Proposed monument sign
(lineal street frontage of 1092' along
Clipper Way. - Yellow □)



AERIAL VIEW



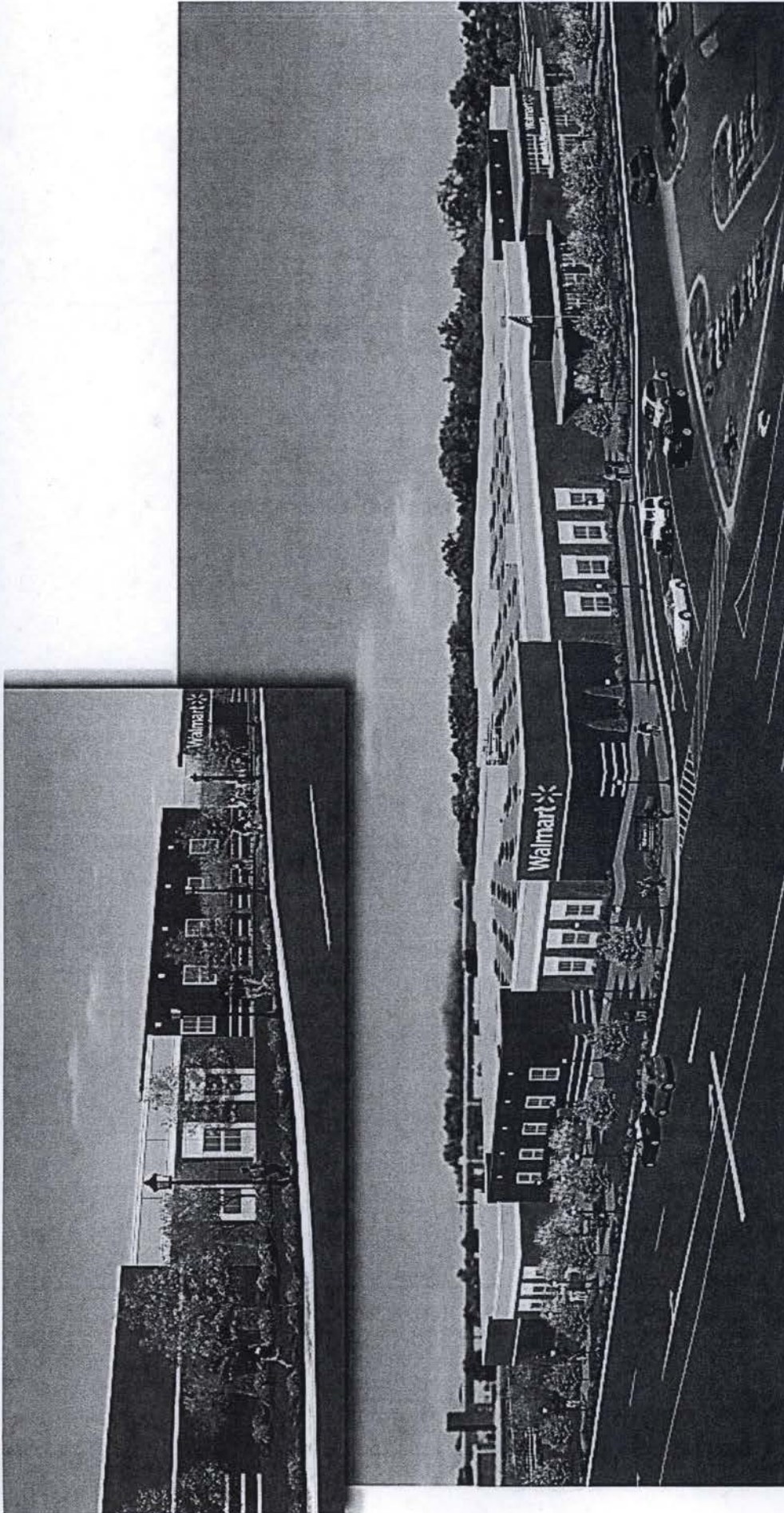
PERSPECTIVE

MONUMENT SIGN CALCULATION

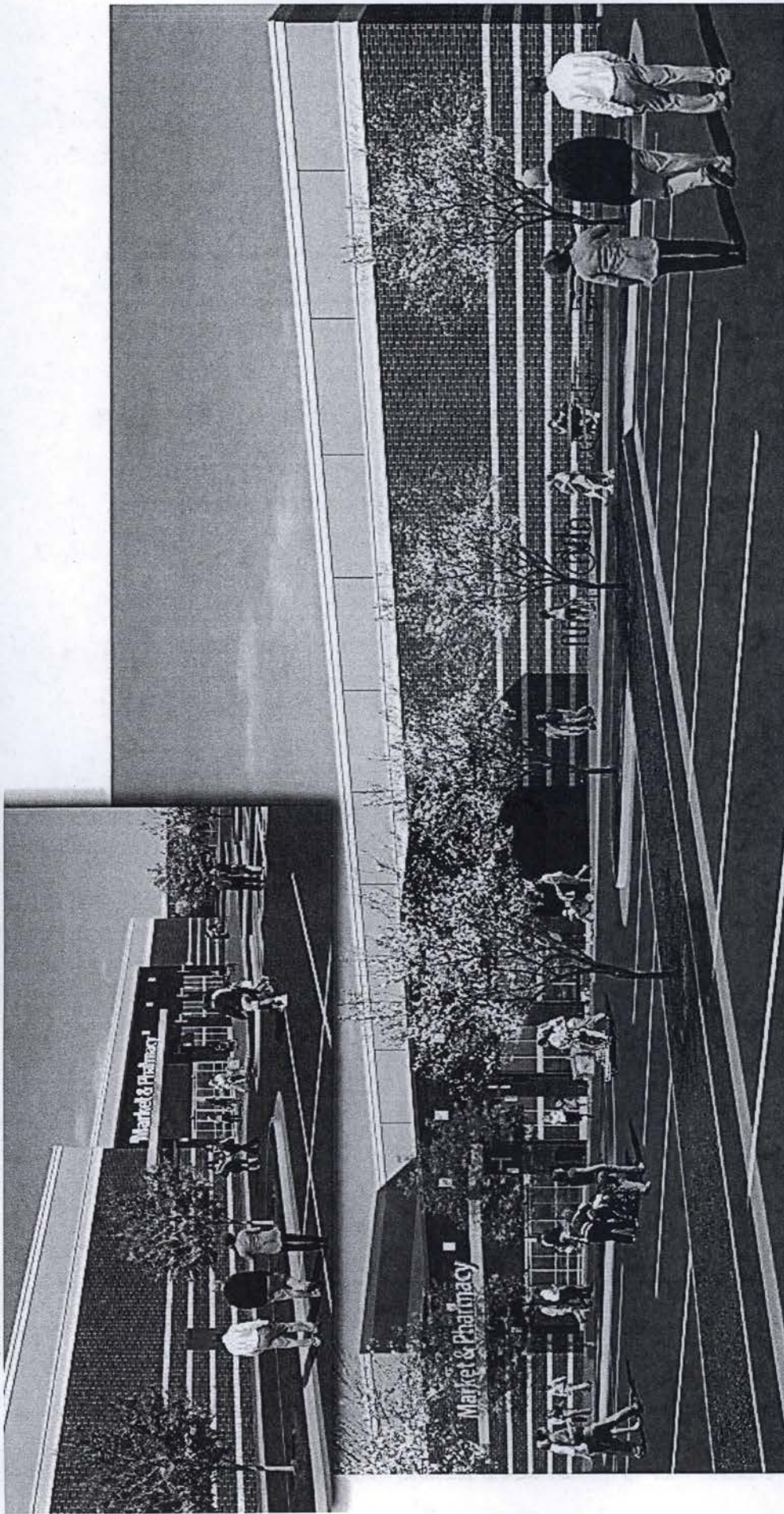
The lineal length of street frontage along the street on which the monument sign faces is 1092'.
Per SECTION 27-614(c)(4) and Figure 66 Part 5 the allowable square footage is equal to 1 SF of signage per 5 lineal feet of Street Frontage. This allows for a sign area of 218 SF. The area of the proposed monument sign is 37.34 SF.



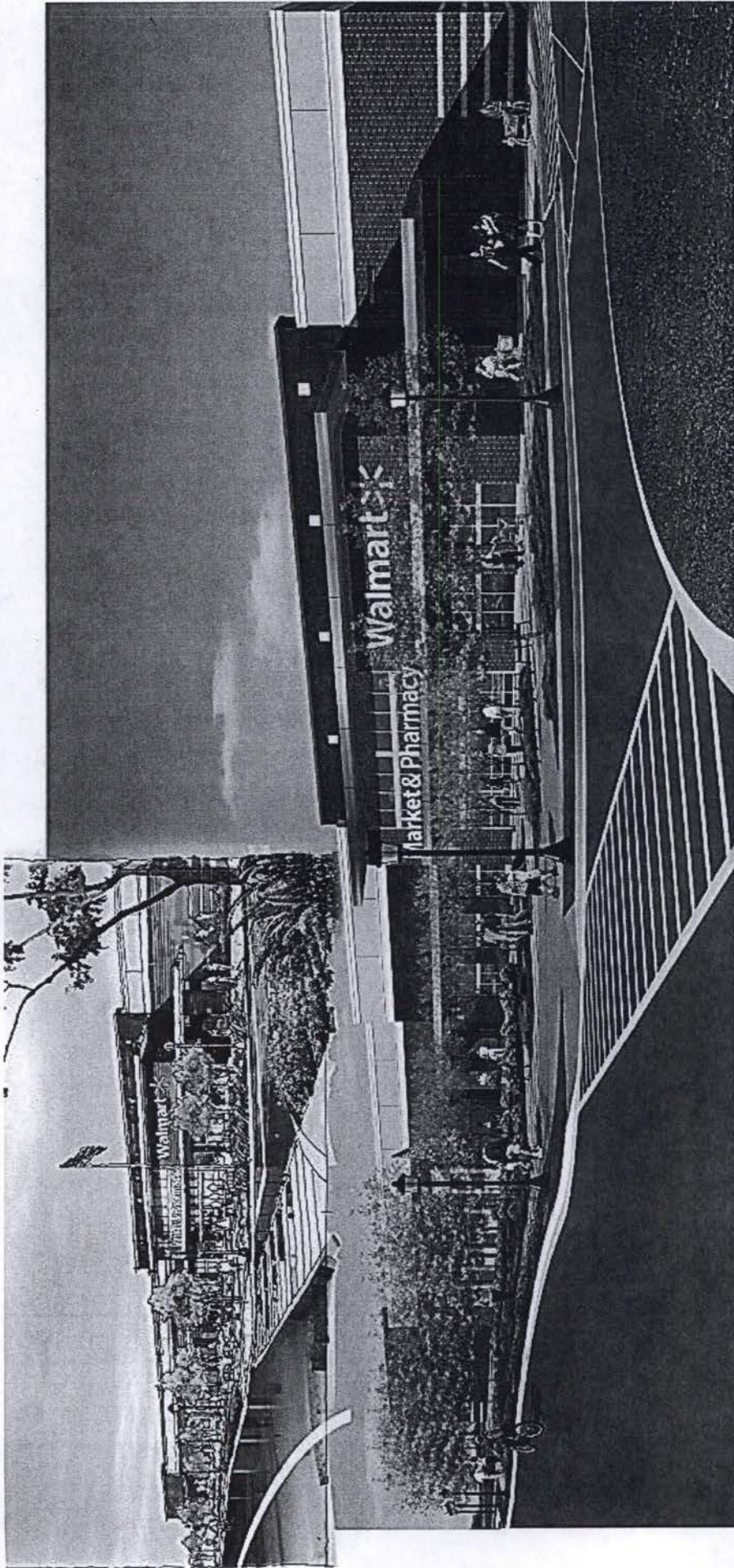
AERIAL VIEW FROM OXON HILL ROAD AND CLIPPER WAY



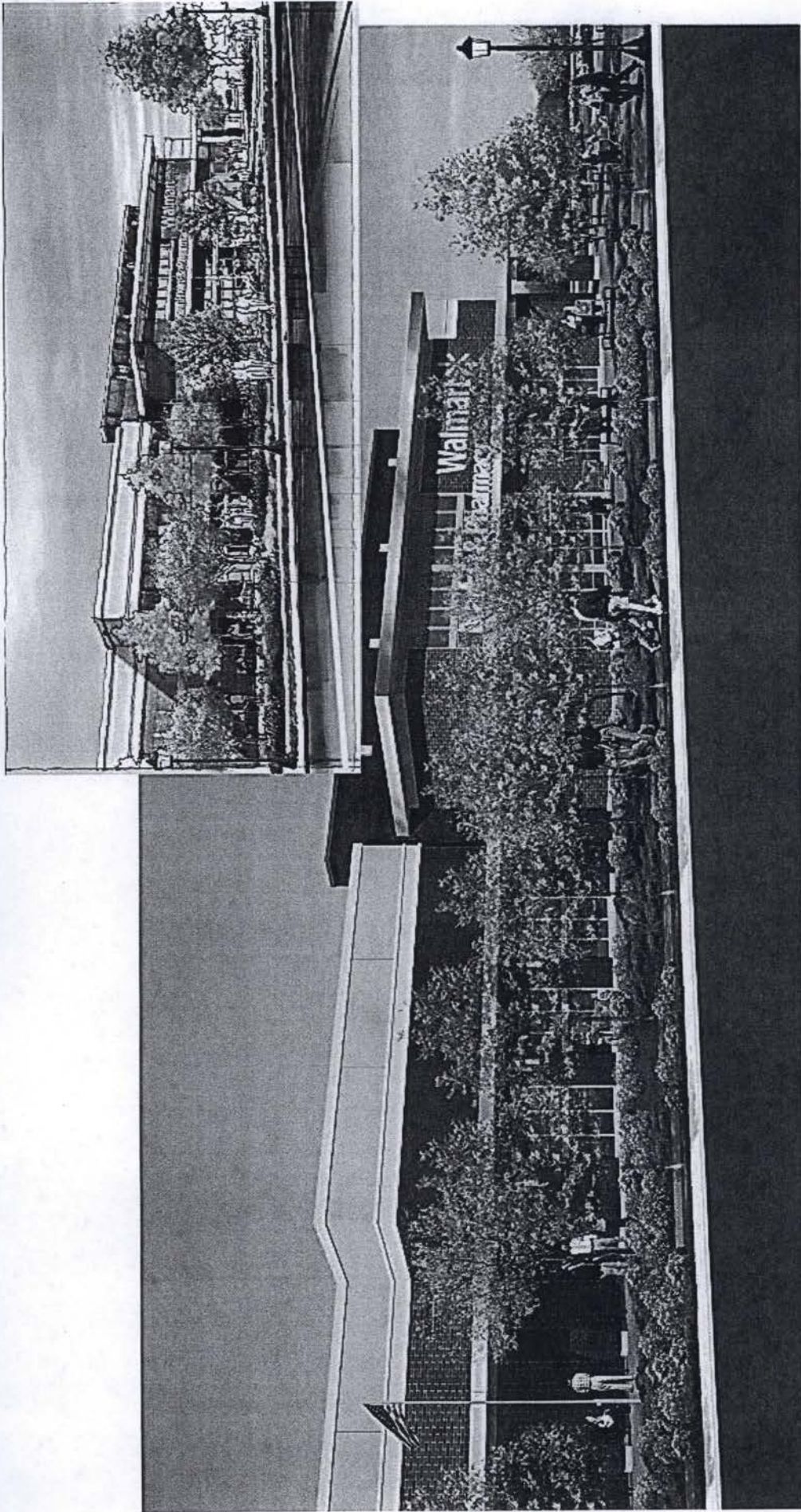
ENTRANCE FROM PARKING PERSPECTIVE



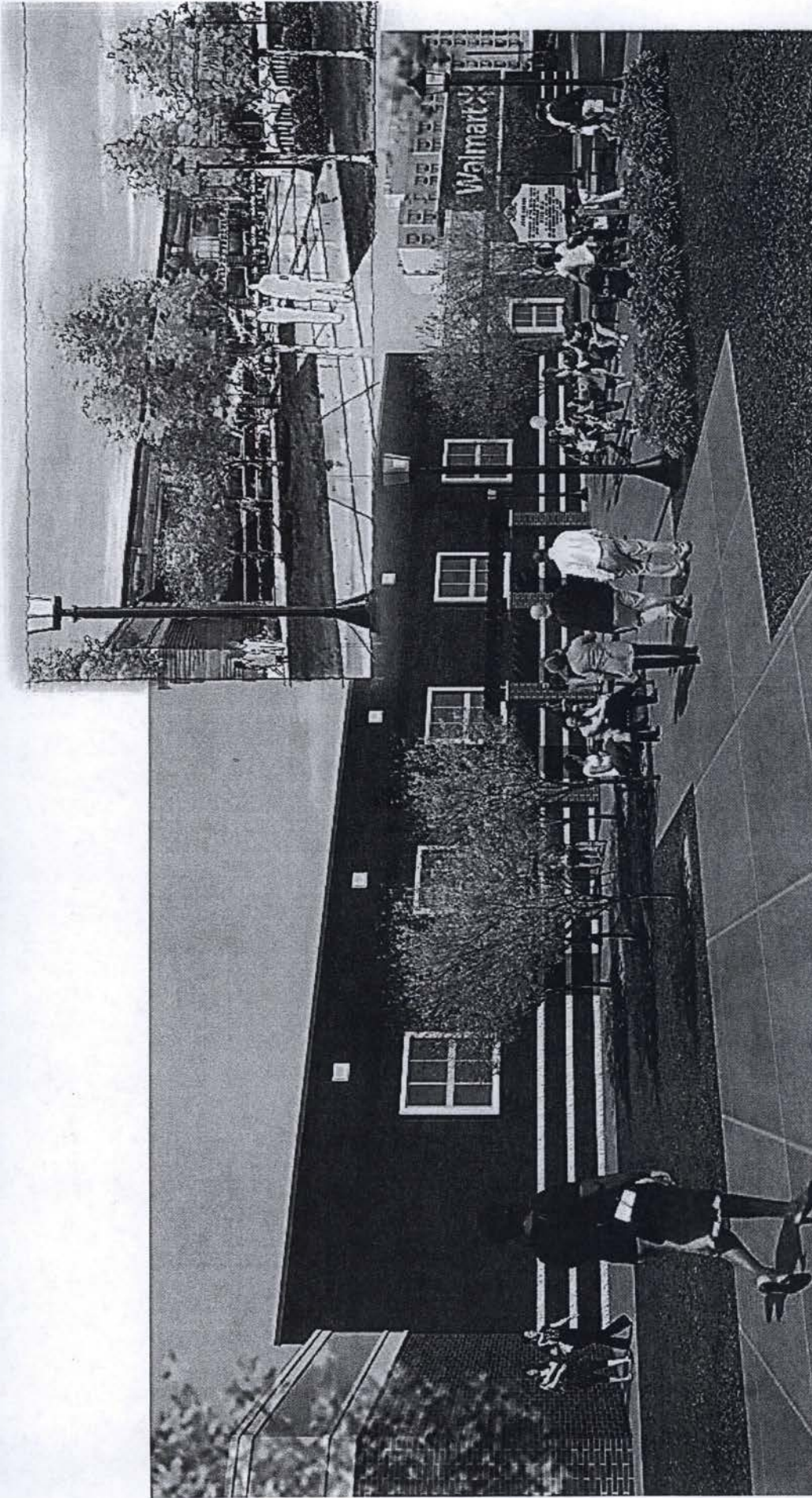
PERSPECTIVE VIEW FROM CLIPPER WAY



PERSPECTIVE VIEW FROM CLIPPER WAY



PERSPECTIVE VIEW FROM OXON HILL ROAD



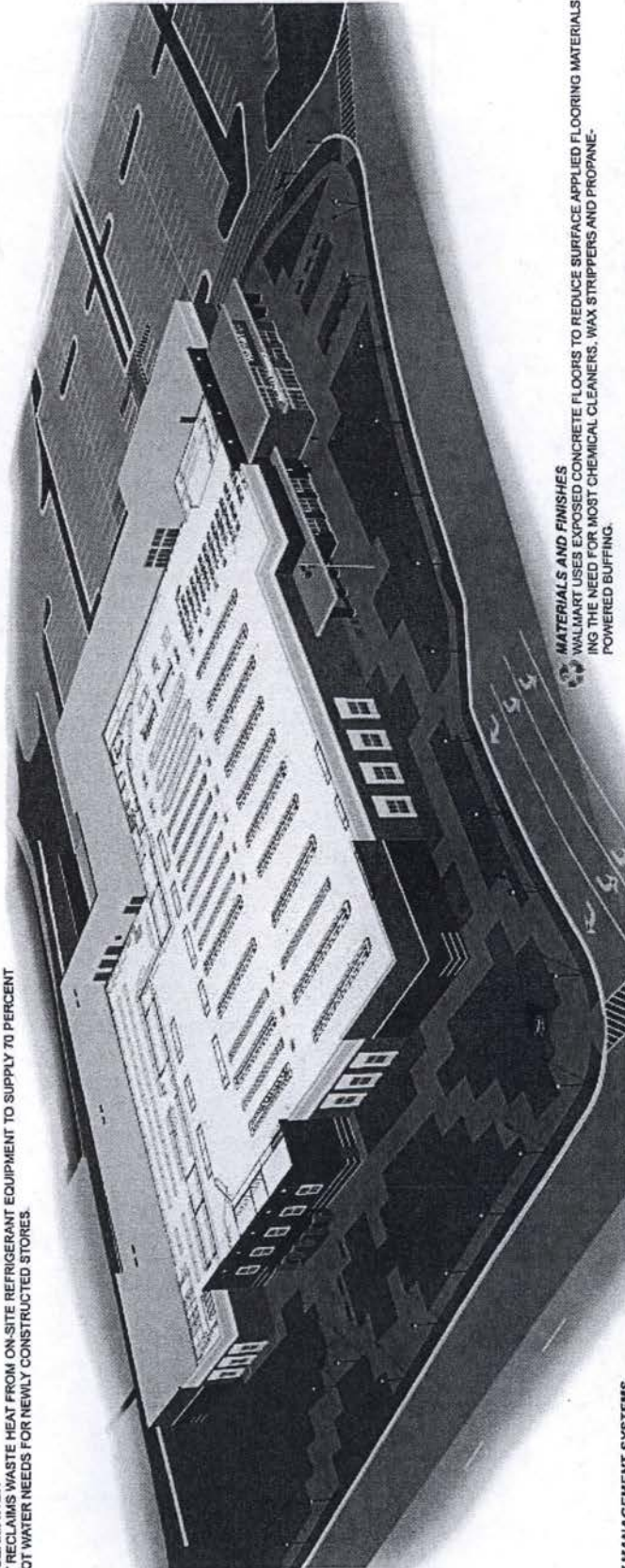
SUSTAINABILITY - INTERIOR

DEHUMIDIFICATION
WALMART ACTIVELY DEHUMIDIFIES STORES ALLOWING THE REFRIGERATION SYSTEM TO OPERATE MORE EFFICIENTLY AND MITIGATES CONDENSATION ON REFRIGERATED GLASS DOORS.

REFRIGERATION
WALMART USES NON-OZONE-DEPLETING REFRIGERANT EQUIPMENT TYPICALLY ROOF MOUNTED CLOSE TO THE REFRIGERATED CASES REDUCING THE AMOUNT OF COPPER REFRIGERANT PIPING, INSULATION, POTENTIAL FOR LEAKS AND REFRIGERANT CHARGE NEEDED.

HEAT RECLAMATION
WALMART RECLAIMS WASTE HEAT FROM ON-SITE REFRIGERANT EQUIPMENT TO SUPPLY 70 PERCENT OF THE HOT WATER NEEDS FOR NEWLY CONSTRUCTED STORES.

WATER CONSERVATION
WALMART INSTALLS HIGH-EFFICIENT PLUMBING FIXTURES:
 • THE URINALS USE ONLY 1/6 GALLON (ONE PINT) OF WATER PER FLUSH REDUCING WATER USE BY 87 PERCENT
 • THE TOILETS UTILIZE BUILT-IN WATER TURBINES TO GENERATE THE POWER REQUIRED TO ACTIVATE THE FLUSH MECHANISM, THUS SAVING ENERGY AND MATERIAL BY ELIMINATING ELECTRICAL CONDUITS REQUIRED TO POWER AUTOMATIC FLUSH VALVE SENSORS.
 • THE FAUCETS ARE SENSOR-ACTIVATED 1/4 GALLON PER MINUTE, HIGH-EFFICIENT FIXTURES REDUCING WATER USAGE BY 75 PERCENT. WATER FLOWS THROUGH TURBINES BUILT INTO THE FAUCETS GENERATE ELECTRICITY NEEDED TO OPERATE THE MOTION SENSORS.
 IT IS ESTIMATED THAT WALMART'S WATER CONSERVATION MEASURES COULD SAVE UP TO 530,000 GALLONS OF WATER ANNUALLY AT EACH WALMART STORE.



ENERGY MANAGEMENT SYSTEMS
WALMART UTILIZES ENERGY MANAGEMENT SYSTEMS TO MONITOR AND CONTROL THE HEATING, AIR CONDITIONING, REFRIGERATION AND LIGHTING SYSTEMS FOR U.S. STORES.

LIGHTING
WALMART INSTALLS OCCUPANCY SENSORS IN MOST NON-SALES AREAS OF OUR STORES.

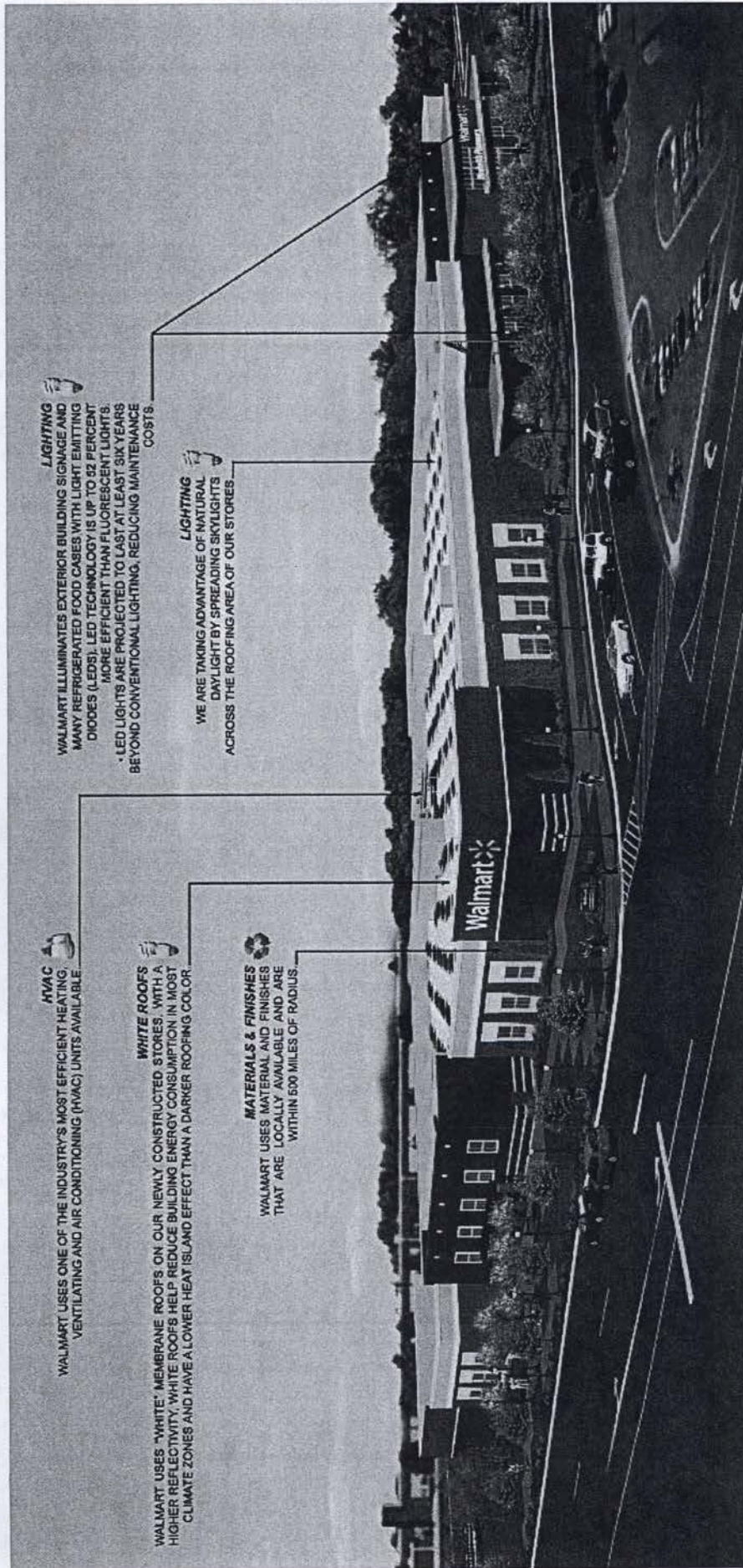
MATERIALS AND FINISHES
WALMART USES EXPOSED CONCRETE FLOORS TO REDUCE SURFACE APPLIED FLOORING MATERIALS ELIMINATING THE NEED FOR MOST CHEMICAL CLEANERS, WAX STRIPPERS AND PROPANE-POWERED BUFFING.

WALMART USES LOW VOLATILE ORGANIC COMPOUNDS (VOC'S) PAINT PRODUCTS THERE BY REDUCING THE EXTERIOR AND INTERIOR FIELD PAINT COATINGS BY APPROXIMATELY 40 PERCENT.

AS PART OF OUR WASTE REDUCTION PILOT INITIATIVE WALMART PURCHASES 55 GALLON DRUMS AND 275 GALLON TOTES, REDUCING THE NUMBER OF BUCKETS NEEDED. THESE PLASTIC BUCKETS AFTER USE ARE RETURNED TO THE PAINT SUPPLIER FOR CLEANING AND REUSE.



SUSTAINABILITY - EXTERIOR



HVAC
 WALMART USES ONE OF THE INDUSTRY'S MOST EFFICIENT HEATING VENTILATING AND AIR CONDITIONING (HVAC) UNITS AVAILABLE

WHITE ROOFS
 WALMART USES "WHITE" MEMBRANE ROOFS ON OUR NEWLY CONSTRUCTED STORES. WITH A HIGHER REFLECTIVITY, "WHITE" ROOFS HELP REDUCE BUILDING ENERGY CONSUMPTION IN MOST CLIMATE ZONES AND HAVE A LOWER HEAT ISLAND EFFECT THAN A DARKER ROOFING COLOR.

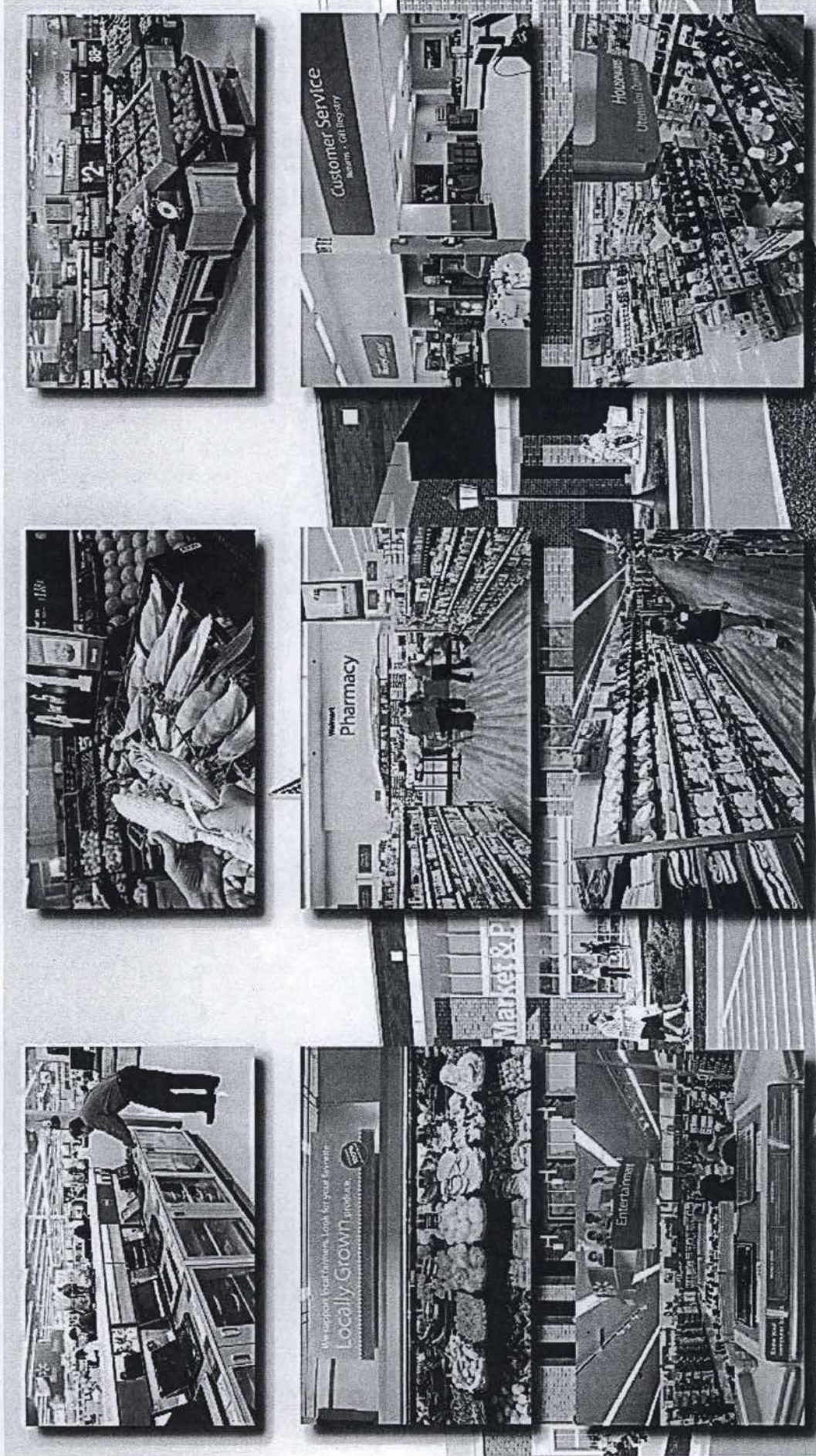
MATERIALS & FINISHES
 WALMART USES MATERIAL AND FINISHES THAT ARE LOCALLY AVAILABLE AND ARE WITHIN 500 MILES OF RADIUS.

LIGHTING
 WALMART ILLUMINATES EXTERIOR BUILDING SIGNAGE AND MANY REFRIGERATED FOOD CASES WITH LIGHT EMITTING DIODES (LED). LED TECHNOLOGY IS UP TO 52 PERCENT MORE EFFICIENT THAN FLUORESCENT LIGHTS. LED LIGHTS ARE PROJECTED TO LAST AT LEAST SIX YEARS BEYOND CONVENTIONAL LIGHTING, REDUCING MAINTENANCE COSTS.

LIGHTING
 WE ARE TAKING ADVANTAGE OF NATURAL DAYLIGHT BY SPREADING SKYLIGHTS ACROSS THE ROOFING AREA OF OUR STORES.



INTERIOR IMAGES



Potomac Business Park

Detailed Site Plan - 13048

Statement of Justification

January 21, 2014

Development Team

Owner

Oxon Hill Associates LLC
12500 Fair Lakes Circle
Fairfax, VA 22023
703-227-2000

Applicant

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

Attorneys

Gingles, LLC
11785 Beltsville Drive
Beltsville, MD 20705
Andre Gingles, Esq.
301-572-5009

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

Engineer

Bowman Consulting
2121 Eisenhower Avenue, Suite 302
Alexandria, Virginia 22314
Faris Abboushi, PE
703-548-2188

Planning Consultant

Joseph Del Balzo, AICP
PO Box 432
Queenstown, MD 21658
410-916-6433

I. INTRODUCTION AND REQUEST

This Statement of Justification is in support of a Detailed Site Plan application for Potomac Business Park for a Department of Variety Store Combined with a Food and Beverage Store. The project property is in part of a Planned Industrial/Business Park in the I-3 Zone. The subject property ("Property") is three noncontiguous lots located on the southeast corner of the intersection of Oxon Hill Road and Clipper Way in Oxon Hill.

A concurrent Special Exception (SE 4738) is filed. Section 27-473(b)(Footnote 27) of the Zoning Ordinance allows Department of Variety Stores Combined with a Food and Beverage Store in by right in certain circumstances up to 85,000 square feet. In all cases, such a store above 85,000 square feet in size requires a Special Exception. This Detailed Site Plan is required because a condition of the Preliminary Plan of Subdivision approval and because the Property is in the I-3 Zone, a zone that requires Detailed Site Plans for all construction [(Section 27-471(d)]. It should be noted that Section 27-319 of the Zoning Ordinance provides the approved Special Exception Site Plan takes precedence over any other site plan provisions, e.g. this Detailed Site Plan.

Known as Lots 6, 7 and 8 in the Potomac Business Park Subdivision, the Property is located in Planning Area 76B. Preliminary Plan 4-88054 was approved in 1988, and reconsidered and reapproved in 2011. The subdivision was recorded in Record Plat PM 233@87 in 2011. The total Detailed Site Plan area, including all three record lots, is 15.44± acres.

The Applicant proposes to construct a 100,310 square-foot Department Store Combined with a Food and Beverage Store on Lot 6 of the Property, with attendant parking. Lots 7 and 8 are proposed for additional parking for the Department store.

The Development Team has reviewed the pertinent documents, County General and applicable Master Plans, and County Code Subtitles relating to this Property and Detailed Site Plan requirements. Below is a discussion of the necessary requirements for approval.

II. PROPERTY LOCATION AND SURROUNDING USES

The Property is two lots in the I-3 Zone. Lot 6 is located in the southeast corner of Oxon Hill Road and Clipper Way. Lots 7 and 8 is located directly across Clipper Way from Lot 6, on the west side of Clipper Way, approximately 650 feet south of Oxon Hill Road. The Oxon Hill Road / Indian Head Highway interchange are just to the west.

The largest land uses in the area are the John Hanson Montessori School to the east of the Property, the undeveloped industrial park, a hotel to the west, the Oxon Hill High School at the south terminus of Clipper Way, and the Livingston Heights, South Lawn and Livingston Park residential neighborhoods in the R-55 Zone that take up the large central portion of the neighborhood. These neighborhoods consist mostly of one-story single family detached homes in a dense urban/suburban environment. The area is generally well established, with single family homes in the center, townhomes and commercial uses along the northern portion of

Livingston Road, and commercial uses at the intersection of Oxon Hill and Livingston Roads. Beyond the immediate area, nearby Oxon Hill Road is intensely developed with retail and service commercial uses. The Property and the land immediately to the south and southwest, are large, undeveloped tracks, oriented toward Oxon Hill Road, while the residential portion of the neighborhood, dominated by the South Lawn subdivision, is oriented toward Livingston Road.

III. DEVELOPMENT DATA

	Existing	Proposed
Zone	I-3	I-3
Use	Vacant	Department or Variety Store Combined with a Food and Beverage Store and parking
Total Site Area	15.44 acres	15.44 acres
Total Building Gross Floor Area (GFA)	0 square feet	100,310 square feet

Parking Space Data

Parking Required: 507 spaces

Retail (Normal Parking)	100,310 square feet
1 space/150 for first 3,000 square feet:	20 spaces
1 space/ 200 square feet >3,000 square feet:	487 spaces

Parking Provided: 507 spaces

Standard Spaces:	494 spaces
Handicapped Spaces:	13 spaces

Loading Space Data

Loading Required: 3 spaces

Retail (Normal Loading)	100,310 square feet
1 space 2,000 to 10,000 square feet GFA:	1 space
+1 space 10,000 to 100,000 square feet GFA:	1 space
+1 space each additional 100,000 square feet (or fraction):	1 space

Loading Provided: 3 spaces

IV. PREVIOUS APPROVALS / CONCURRENT APPLICATION

Potomac Business Park received approval of a Conceptual Site Plan, SP 87116, on November 18, 1987. A Preliminary Plan of Subdivision, 4-88054, was approved on June 2, 1988. The Planning Board reconsidered and reapproved the Preliminary Plan in 2011 [PGCPB Resolution No. 88-250(A)]. The Property is the subject of Record Plat PM 233 @ page 87, recorded in 2011, which was a resubdivision of three earlier Record Plats (VJ 178 @ pages 69, 70, and 72). Detailed Site Plan 95061 was approved but has expired. This application is subject to the applicable conditions of SP 87116 and Preliminary Plan 4-88054. A copy of the approving resolutions is included in the submittal package.

V. PURPOSES OF DETAILED SITE PLANS

Sections 27-281(b) and (c) set forth the general and specific purposes of Detailed Site Plans:

(b) General purposes.

(1) The general purposes of Detailed Site Plans are:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;**
- (B) To help fulfill the purposes of the zone in which the land is located;**
- (C) To provide for development in accordance with the site design guidelines established in this Division; and**
- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.**

(c) Specific purposes.

(1) The specific purposes of Detailed Site Plans are:

- (A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;**
- (B) To show specific grading, planting, sediment control, woodland conservation areas, regulated environmental features and storm water management features proposed for the site;**

(C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and

(D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

RESPONSE: The proposal satisfies the general and specific purposes of Detailed Site Plans as fully discusses in various sections below.

VI. DESIGN FEATURES

Architecture

- The new proposed Wal-Mart building - form, massing and selected materials - has been designed to integrate with adjacent neighborhood and existing urban features. Environmentally sustainable materials and technology are incorporated to the new development such as heat reclamation, water conservation and high performance materials and finishes.

Signage

- Wal-Mart illuminates building signage with light emitting diodes (LED), which is up to 52% more efficient than fluorescent lights. Proposed building signages areas are less than the allowable sign area.

VII. COMPLAINT WITH THE CONCEPTUAL SITE PLAN

Conceptual site Plan, CSP 87116, was approved with several Conditions. Four are applicable at the Detailed Site Plan stage.

Condition 1. A100-year floodplain approval is required by the Department of Environmental Resources prior to the submission of a Detailed Site Plan or Record Plat (whichever occurs first) for development deemed to have any relationship to the floodplain.

RESPONSE: This condition has been met for previous approvals. The Floodplain Study number is 890029SD/87295A, approved on June 16, 1989. The Property is the subject of a Record Plat.

Condition 3. Due to the quality vegetation on site, the applicant should submit a Forest Stand Delineation for all wooded areas to be reviewed by the Natural Resources Division prior to the submission of a Detailed Site Plan.

RESPONSE: A Natural Resources Inventory (NRI/012/11) was approved on February 28, 2011. The NRI is included in this submittal package.

Condition 5. An adequate buffer shall be provided along all Commission (M-NCPPC), Board of Education and other residentially zoned properties. The type and extent of this buffer shall be determined at the time of Detailed Site Plan.

RESPONSE: A landscaped buffer, including fencing, is proposed on the Landscape Plan.

Condition 6. Fencing shall be provided along all properties owned by the Board of Education. The type and extent of this fencing shall be determined at the time of Detailed Site Plan.

RESPONSE: Fencing is proposed on the Landscape Plan.

VIII. COMPLIANCE WITH THE PRELIMINARY PLAN

Preliminary Plan of Subdivision 4-88054 was originally approved on June 2, 1998. On January 4, 1996, the Planning Board reconsidered and reapproved Preliminary Plan of Subdivision 4-88054 [PGCPB Resolution No. 88-250(A)] subject to 20 conditions. Conditions that reference "Felker Avenue" are applicable to "Clipper Way." The road was recently renamed. The following are applicable at Detailed Site Plan:

Condition 1. Approval of an on-site conceptual stormwater management plan by the Department of Environmental Resources prior to the submission of a Detailed Site Plan or Final Plat of Subdivision, whichever occurs first.

RESPONSE: A copy of the approved stormwater management concept for the subject property, 17180-2001-01, is submitted herewith.

Condition 2. Perennial streams flowing through the site shall be protected by a minimum 50-foot undisturbed buffer on each side. This buffer shall be expanded to include the 100-year floodplain, adjacent slopes in excess of 25 percent or greater, and adjacent nontidal wetlands. This undisturbed buffer shall not apply to the minimum area necessary for the extension of Felker Avenue.

RESPONSE: The plan shows the existing Primary Management Area (PMA) which includes the existing stream (on an adjoining lot) and its associated 75-foot-wide stream buffer expanded to include all associated wetlands, wetland buffers, and 100-year

floodplain. There are no impacts proposed by this application. The impacts associated with Clipper Way were addressed as part of a previous application for a grading permit.

Condition 3. Due to the quality vegetation on-site, the applicant should submit a Forest Stand Delineation for all wooded areas to be reviewed by the Natural Resources Division prior to the submission of a Detailed Site Plan.

RESPONSE: An approved natural resources inventory (NRI), which includes detailed forest stand delineation, is submitted herewith.

Condition 4. A 50-foot-wide nondisturbance area shall be established along all Commission (The Maryland-National Capital Park and Planning Commission), Board of Education and other residentially zoned properties where the Forest Stand Delineation performed November 16, 1987, indicates tree stands 1, 2 and 5.

RESPONSE: The plan shows this 50-foot-wide nondisturbance buffer area, in accordance with this condition and the record plat. No disturbance to this buffer is proposed.

Condition 5. An adequate buffer shall be provided along all Commission (The Maryland-National Capital Park and Planning Commission), Board of Education and other residentially zoned properties. The type and extent of this buffer shall be determined at the time of Detailed Site Plan.

RESPONSE: See the discussion in response to CSP Condition 5, above.

Condition 6. Fencing shall be provided along all properties owned by the Board of Education. The type and extent of this fencing shall be determined at the time of Detailed Site Plan.

RESPONSE: See the discussion in response to CSP Condition 6, above.

Condition 7. Conformance to approved Conceptual Site Plan, SP-87116.

RESPONSE: Conformance to the approved Conceptual Site Plan, SP-87116, is discussed above.

Condition 8. Prior to signature approval of the preliminary plat, the applicant shall revise the plat to show both Lots 1 and 2 to have frontage on Felker Avenue. The plan shall show that all lots will have frontage on Felker Avenue.

RESPONSE: Both of the subject lots, Lots 6 and 8, that are the subject of this application have frontage on Clipper Way (formerly Felker Avenue).

Condition 9. The following note shall be placed on the Final Plat of Subdivision:

“No direct access to Oxon Hill Road is permitted. All access shall be off of Felker Avenue.”

RESPONSE: No direct access to Oxon Hill Road is proposed.

Condition 13. The applicant shall post a bond, letter of credit or suitable financial guaranty in the amount of \$360,000 prior to record plat approval as its financial contribution for improvements to MD 210, Oxon Hill Road, the Capital Beltway and associated ramps as shown in Exhibit 2 of the 1988 PortAmerica traffic study.

Condition 14. Prior to the issuance of a building permit for each lot, the applicant shall pay to Prince George’s County a percentage of the financial contribution guaranteed pursuant to Condition 13, with a total payment not to exceed \$360,000. The amount paid shall be as follows:

- a. Lot 1: \$54,400
- b. Lot 2: \$78,100
- c. Lot 3: \$180,900
- d. Lot 4: \$23,300
- e. Lot 5: \$23,300

In the event that a construction contract is awarded for any of the following improvements prior to receipt of the total amount to be paid to Prince George’s County pursuant to Condition 14, the balance of the total amount shall become payable at the request of Prince George’s County:

- a. **Ramp H (as identified on Exhibit 2 of the 1988 PortAmerica traffic study) from PortAmerica to the northbound I-295 S-curve ramp.**
- b. **Ramp A-1 from northbound I-95/I-495 to PortAmerica Road B.**
- c. **Ramp M from PortAmerica to northbound I-95/I-495.**

RESPONSE: Conditions 13 and 14 have been satisfied as these improvements have been made.

Condition 15. No building permit shall be issued for any building or buildings in excess of 300,000 square feet of general office space or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development, except as provided in the following conditions.

RESPONSE: This condition limits the development in the Potomac Business Park to that which produces no more than 600 AM and 555 PM peak hour trips. The proposed

100,310 square-foot Department Store generates 125 AM and 342 PM peak hour trips, which is within the allowable peak hour trips.

Condition 18. The applicant shall agree to provide the entire cost of signal installation for the intersection of MD 414 with Felker Avenue, when deemed necessary by the Maryland State Highway Administration.

RESPONSE: This condition will be enforced at the time of building permit. The Applicant has provided a signal warrant study to the State Highway Administration (SHA). This study has been reviewed, and further documentation requested by SHA has been provided by the Applicant. SHA will make its final decision on the matter at the time of building permit.

Condition 20. Approval of the floodplain by the Department of Environmental Resources prior to submission of a Detailed Site Plan or Final Plat of Subdivision, whichever occurs first.

RESPONSE: In this case, a final plat of subdivision has already been filed and recorded for Lots 6 and 8, which shows a platted floodplain on the southern end of Lot 6 only. The Floodplain Study number is 890029SD/87295A, approved on June 16, 1989.

IX. GENERAL AND MASTER PLANS

General Plan

The Property is in the Developed Tier, as defined by the Prince George's County General Plan, 2002 ("General Plan"). The vision for the Developed Tier is a "network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods." (p. 31)

The General Plan sets forth the following goals for the County:

The Economic Development Goal outlined in the General Plan is to "**Encourage quality economic development at appropriate locations to increase employment opportunities, income, and the tax base within Prince George's County**" (p. 75). Policy 5 is to "Attract a diversity of new jobs and businesses" (p. 77).

The proposal brings a nationally recognized department/variety store to the local area that is easily accessible from major interstate highways as well as local roads and a Metro Bus stop. This creates opportunities for local employment to increase the tax base. It also provides a diversity of new jobs, both during and post construction, and will complement nearby offices and service commercial.

The General Plan Revitalization Goal is to "**Ensure a healthy climate for private sector investment and an improved quality of life for residents in the county's older Communities**" (p. 81).

This area of Oxon Hill is one of the older Prince George's County communities. The proposed development will make this Property one of the more modern, urban centers in the neighborhood. The private sector investment will enhance the community and improve the quality of life, and can serve as the catalyst to the redevelopment or modernization of other commercial properties in the area.

The General Plan Urban Design Goal is to **“Ensure a healthy climate for private sector investment and an improved quality of life for residents in the county's older communities”** (p. 83).

The architecture proposed in this development, as well as the site design, represent quality development. The architecture is replete with brick, masonry, significant glazing and articulation. The site is designed so that the building is as close to Oxon Hill Road and Clipper Way as possible. Parking is located along the side of the store, not adjacent to Oxon Hill Road. Large sidewalks along Oxon Hill Road and Clipper Way are proposed. In addition, public space is provided, including store entry detailing, sitting areas, side pedestrian walks. All of these amenities serve to create an urban, walkable, vibrant, quality center.

Plan Prince George's 2035 is an update of the 2002 General Plan. As of this writing, the update has had public hearings but is yet to be approved. The Preliminary Plan 2035 places the property in an Employment Area, in recognition of its existing I-3 Zoning. The proposed Detailed Site Plan fits easily into this Employment Area and the vision of Plan 2035. The proposal presents employment opportunities in the Regional Center, as well as convenient retail services for workers in the area. Of course, any recommendations in *Plan Prince George's 2035* are not in force yet, and this is provided for information purposes only. Should *Plan Prince George's 2035* be approved prior to the Planning Board hearing, additional discussion will be provided.

Master Plan

The 2006 Henson Creek-South Potomac Master Plan (“Master Plan”) further defined the vision as a “network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, low-, medium-, and high-density neighborhoods with upscale retail and safe pedestrian and vehicular routes that connect the neighborhoods and centers in a way that will bring the area more closely together.” (p. 35)

The Property is located in the Oxon Hill Regional Center. The Center is divided into Core and Edge areas, and further defined in five subareas ranging from “A” in the core to “E” on the western and eastern edges of the Center. The Property is in the western Edge Area “E.” The Master Plan describes Area “E” as: **“two transition areas located between the Oxon Hill Regional Center and the Indian Head Highway exit from I-495 to the west and the entrance to Rosecroft Raceway on Brinkley Road to the east. Educational facilities are encouraged in Area E west of the center. Area E may be**

designated for future development at lower scale TOD densities and intensities than proposed for the core area in order to serve potential future LRT station stops.” (p. 54)

Specific Master Plan design guidelines are provided for Areas “A” through “C” in the Oxon Hill Regional Center, but not for Areas “D” and “E.” This area “E,” west of the center, is developed with the John Hanson Montessori School and a hotel south of Oxon Hill Road, and the large, undeveloped Potomac Business Park, retained in the I-3 Zone. A “potential transit stop” is shown on Map 22 (p. 52) on Oxon Hill Road, directly in front of the subject Property.

Policy 2 in for the Oxon Hill Regional Center is to “Promote development of mixed residential and nonresidential uses at moderate to high densities and intensities at the Oxon Hill Regional Center and in the Oxon Hill Transit Corridor with a strong emphasis on pedestrian- and transit-oriented development.” The first strategy under this goal is to “Redevelop the Oxon Hill area as a major center of regional activity with a moderate- to high-intensity mix of residential and nonresidential uses organized to create an urban character and feel” and to provide “Urban-scale buildings and a pedestrian-friendly development pattern to produce the desired character and economic growth anticipated for the area.” (p. 51)

The Detailed Site Plan provides a Department store of moderate intensity. It is designed, via the building placement and orientation along Oxon Hill Road, to provide a very pedestrian-friendly environment with large sidewalks along the streets and through the parking lot. In fact, the sidewalk along Oxon Hill Road varies in width from 5 feet to 75 feet, providing a large area for pedestrians, including those heading to the existing Metro Bus stop on Oxon Hill Road just west of Clipper Way, and the potential transit stop at the Property Oxon Hill frontage shown in the Master Plan. The architecture is brick with a significant amount of exterior glazing. The building is urban in style and proposed close to the road, with parking away from Oxon Hill Road. This creates the urban character and feel envisioned in the Master Plan.

X. COMPLIANCE WITH EVALUATION CRITERIA

Section 27-471. Purposes of the I-3 Zone

(a) Purposes.

(1) The purposes of the I-3 Zone are:

(A) To provide increased and enhanced employment opportunities for the residents of the County and areas for industries, research facilities, and offices which have common characteristics with respect to site requirements, desired amenities, compatibility of operations, general functional classifications, and access;

RESPONSE: The proposed use is permitted in the I-3 Zone, subject to special exception approval. A national retailer provides increased employment opportunities for a wide range of citizens in the County.

(B) To provide for a mixture of industrial, research, office, and in certain instances specific retail commercial uses (along with compatible institutional, recreational, and service uses) in a manner which will retain the dominant industrial/employment character of the area, while also providing for the enhanced viability of the zone by providing for the location of certain retail commercial uses on the periphery of the area, specifically when the periphery fronts on, and is adjacent to, arterial roadways;

RESPONSE: The proposal is in harmony with this purpose. It provides a specific retail commercial use, which the County Council legislatively provided in this zone. The use will have high visibility on a Property with frontage on an arterial roadway and be an attractive enhancement to the area.

(C) To permit uses which, when compared to the uses permitted in other Industrial Zones, will minimize detrimental effects on uses of adjacent land, especially where adjacent land is being used commercially; and

RESPONSE: This is especially important on this Property. Uses allowed in other industrial zones include major manufacturing and industrial uses, and many noxious uses from concrete batching plants to automobile junk yards. The County Council, sitting as the District Council, recognized this and retained the Property in the I-3 Zone in its most recent Plan update and recently permitted the proposed use as a special exception use. The Council did these things knowing that less intrusive uses, including the proposed Department and Food and Beverage Store with Food Store, would be appropriate here. Both the Detailed Site Plan and Special Exception processes (recently enacted for this size Department store in the I-3 zone) will ensure that any potential detrimental effects on adjacent land uses are minimized, if not eliminated altogether.

(D) To provide development standards which assure the compatibility of proposed land uses with surrounding land uses, maximize open space so as to create a park-like setting, and improve the overall quality of industrial/employment areas in Prince George's County.

RESPONSE: As has been discussed throughout this statement of justification, the building and site plan provide superior architecture and circulation. A large amount of open space is provided in the southern part of the Property. Significant landscaping and buffering ensures compatibility with surrounding uses. The Property is part of a larger Planned Industrial Park. The proposal, with its enhanced landscaping and open space,

coupled with the urban site design and architecture, presents a noteworthy addition to this area and improves the overall quality of the neighborhood.

Section 27-471(b) to (i). Additional Requirements in the I-3 Zone

(b) Landscaping, screening, and buffering of development in the I-3 Zone shall be provided as set forth in the Landscape Manual.

(1) Additional buffering and screening may be required to protect the park-like setting of the Planned Industrial/Employment Park from adjoining or interior incompatible land uses.

RESPONSE: The site plan, as discussed throughout this statement of justification, includes landscaping, screening and buffering in excess of the minimum requirements.

(c) Outside uses.

(1) With the exception of off-street parking and loading areas, recreational facilities (unless otherwise provided), airports, agricultural uses, sidewalk cafes (as an accessory use), surface mining operations, towers (poles, whips, and antennas), vehicle rental lots, and public utility uses, all uses allowed in the Table of Uses shall be located in wholly enclosed buildings. Outdoor storage is prohibited.

RESPONSE: All such activities will be in a wholly enclosed building. No outdoor sales activities are proposed.

(d) Site plans.

(1) A Conceptual Site Plan and a Detailed Site Plan shall be approved for all uses and improvements, in accordance with Part 3, Division 9, of this Subtitle.

(2) In addition to the requirements of Part 3, Division 9, the Detailed Site Plan shall show the design and size of lettering, lighting, and all other features of signs proposed (except those for directional or informational purposes containing not more than four (4) square feet). These signs shall be reviewed and approved or disapproved at the same time the Detailed Site Plan is acted upon.

RESPONSE: See discussion in next section on compliance with the Conceptual Site Plan.

(e) Uses.

(1) The uses allowed in the I-3 Zone are as provided for in the Table of Uses (Division 3 of this Part).

RESPONSE: The proposed Department or Variety Store Combined with a Food and Beverage Store is a Special Exception use shown in the Table of Uses for the I-3 Zone.

(f) Regulations.

(1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-3 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

(2) Not more than twenty-five (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an additional fifteen percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.

RESPONSE: This design meets the criteria by providing all parking on the side of the building or in an adjacent lot; it improves the view from Oxon Hill Road and makes better use of the existing topography. The main entrance to the building is located along Clipper Way where the building corner turns toward Oxon Hill Road. The parking field on Lot 6 is provided along the side of the store, not in the yard between the entrance and Clipper Way. All of the parking spaces are located along the side of the store, with the remainder provided across Clipper Way on Lots 7 and 8. All loading spaces are oriented along the side of the building farthest from Clipper Way, facing the south environmental restriction area. The parking lot was designed to follow the topography and minimize the retaining walls adjacent to the environmental restriction areas.

(3) No loading docks shall be permitted on any side of a building facing a street except where the lot is bounded by three (3) or more streets.

RESPONSE: No loading docks are proposed on the two sides of the building that face either Oxon Hill Road (north) or Clipper Way (west). They are located on the southeast side of the building facing the environmental restriction area.

(g) Warehousing.

(1) Warehousing, wholesaling, distribution, or storage of materials not used, or products not produced, on the premises may be permitted, subject to the following:

(A) Not more than twenty percent (20%) of the net tract area of the entire Planned Industrial/Employment Park shall be devoted to these uses (including accessory uses such as off-street parking and loading areas).

(B) More than twenty percent (20%), but not more than thirty percent (30%), of the net tract area of the entire Planned Industrial/Employment Park may be devoted to these uses if at least five percent (5%) of the net lot area (of the lot on which the use is proposed) is devoted to green area. This green area shall be in addition to any other green area required by this Part. This additional green area shall either serve to preserve irreplaceable natural features, be designed so that the visual impact of the facility will be relieved (either by natural features or changes in grade), or provide distinctive furnishings (such as sculptures, fountains, and sidewalk furniture).

(C) More than thirty percent (30%), but not more than fifty percent (50%), of the net tract area of the entire Planned Industrial/Employment Park may be devoted to these uses if, in addition to meeting the requirements of (B), above, the Planning Board finds:

(i) That the tract is suited for these uses because of its accessibility to railways or highways that readily accommodate warehousing;

(ii) That the traffic generated by the uses is not directed through residential neighborhoods;

(iii) That the use is compatible with surrounding existing land uses and those proposed on the Master Plan. In determining compatibility, the Planning Board shall consider architectural or physical features of the facility and may require that these features be compatible with surrounding land uses.

(D) The remainder of the park shall be devoted to other uses, in the case of (A), (B), or (C), above.

RESPONSE: This is not applicable as the use does not include warehousing, wholesaling, distribution, or storage of materials not used on the Property.

(h) Required access.

(1) Each Planned Industrial/Employment Park (including each property in separate ownership) shall have frontage on, and direct vehicular access to, a street having a right-of-way width of at least seventy (70) feet.

RESPONSE: the Property has direct frontage on and access to Clipper Way, a 70-foot wide right-of-way.

(i) Minimum area for the development.

(1) The minimum area for the development of any Planned Industrial/Employment Park shall be twenty-five (25) gross acres.

(2) If the area is less than twenty-five (25) acres but not less than fifteen (15) acres, the property may be classified in the I-3 Zone when the property adjoins property in the C-O Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.

(3) If the area is less than twenty-five (25) acres, the property may be classified in the I-3 Zone when the property adjoins property in the I-3 or E-I-A Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.

(4) If the area is less than twenty-five (25) acres, and the land was classified in the I-3 Zone prior to October 31, 1977, or upon approval of a Sectional Map Amendment, it may be developed in accordance with this Part, provided the owner of record does not own abutting undeveloped land in the I-3, E-I-A, or C-O Zone that could be used to comply with the provisions of paragraph (1), (2), or (3), above.

RESPONSE: The Property is 15.44 acres of a larger 57± acre Planned Industrial/Employment Park.

Section 27-274. Design guidelines.

The Design Guidelines are discussed briefly below. Conformance with these guidelines is fully demonstrated on the Detailed Site Plan and Landscape Plan sheets.

(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: Generally, the purposes of Conceptual Site Plans are to provide for orderly, planned, efficient and economical development, and to provide a set of site design guidelines. The proposed Detailed Site Plan does these things by satisfying the design guidelines (discussed herein). Further, the site plan conforms to all of the applicable conditions of Conceptual Site Plan 87116.

(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: Townhouses are not 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 parking area on Lot 6, the building site, is in the oriented away from Oxon Hill Road, and no parking is between the building and Clipper Way. All parking is in the side yard of this lot. Parking is provided as close to the building as possible, with parking aisles oriented perpendicular to the building, allowing easy access to the building. Additional parking is provided on adjacent lots as permitted by the zoning ordinance. There are no large expanses of pavement; all parking lot areas are landscaped, with landscaping dispersed appropriately throughout.

(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: Loading spaces are located on the southeast corner of the building, screened from both Oxon Hill Road and Clipper Way by the building itself. Additional screening from the adjoining property to the east is provided by a landscaped buffer and sight-tight fence. The spaces are clearly marked and are well separated from parking areas, as shown on the site plan.

(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: Two access points from Clipper Way are provided onto Lot 6. The sole access to the adjacent parking is provided immediately across from the southernmost access point onto Lot 6. These entrances lead to driveways at opposite ends of the parking lot. They will safely and efficiently move motorists and pedestrians around parking areas, rather than through them, creating a good transition from public roads to parking areas.

Parking spaces for the handicapped are provided near the entrances, with clearly delineated pedestrian walkways from them to the store entrances. There will be no barrier to accessibility for the handicapped. Changes in pavement and/or striping are proposed at different areas in the site to guide all pedestrians to the store entrance, and alerting drivers to the pedestrian area.

Parcel pick up will generally be directed to the store entrance, 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: Obviously, the property will be used during non-daylight hours. Lighting is provided in the parking lot and on the building at entrances. Lighting is full cut-off, directing lighting, designed to pool on the site only and minimize spill onto adjacent properties. Lighting details are provided on the site plan sheets. Consistent lighting design is used throughout, with building lighting designed to complement parking lot light fixtures.

(4) Views.

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

RESPONSE: There are no specific scenic views from the property. However, no structures are proposed near the environmentally sensitive area to the south. Views into this area from the parking lots will be preserved.

(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: Green area is provided on the site to serve many purposes. Most of the green area on the site is associated with the environmentally sensitive areas to the south. However, a significant amount of green area is shown on the Landscape Plan in the form of interior parking lot landscaping. The interior green area is designed to line pedestrian walks, linking the parking areas to the building. Interior parking lot landscaping is provided in accordance with the size and material requirements of the Landscape Manual, ensuring that it will be appropriately scaled to the site. Additional green area is provided in bufferyards to assist in the screening of the building from the school on the adjoining property.

(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: All regulated environmental features on the at the southern end of the Property and are preserved in their entirety.

(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: This site provides a unique opportunity in the Edge of the Oxon Hill Regional Center to provide street and streetscaping amenities. Rather than setting the building back and placing the parking between the building and the roads, the building is proposed close to both Oxon Hill Road and Clipper Way. Large sidewalks, seating areas and street trees are proposed along these fronts. Specific amenities, shown in detail on the plan sheets include: Bike racks, benches, picnic table set, sidewalk lighting posts, trash receptacles, flag pole and a historic marker sign. These amenities are coordinated with the building architecture and are designed to create a pedestrian scale along the street fronts. The result will be a well coordinated, pedestrian-friendly urban style development with a unique, desirable street interface.

(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: There are no significant slopes on the property; the property does slope down from north to south, but the only significant slopes are man-made slopes created at the time of Clipper Way construction. While grading is required on the site, it is minimum necessary. No grading in environmentally sensitive areas is proposed. No slopes or berms are proposed along streets, and landscaping is used for buffering. Drainage devices are generally in the parking area and designed to be flush with the pavement and curbs, thus not visible from the public street front areas.

(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 is located with the loading area. It is unobtrusive, located away from roads, convenient to the building and screened from adjoining properties.

(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 site and building placement are designed to create an urban streetscape with large sidewalks and public space. The public space is designed as the interface between the building and street. Selected areas for picnic table sets and benches have been incorporated to the site plan in order to create a friendly atmosphere for this new development within the Oxon Hill Regional Center.

(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: The new building mass has been designed in order to provide a variety of building forms enhancing all facades skyline keeping the character of the development and meeting the requirements of the area which is to be located. The use of high quality materials and a color palette enhances the form and massing of the building, along with the main entries double height storefront which reflects a modern and high end design. The design and materials are a significant enhancement to the existing buildings along Oxon Hill Road.

(11) Townhouses and three-family dwellings.

RESPONSE: No townhouses are proposed.

XI. WOODLAND CONSERVATION REQUIREMENTS

The proposal is in conformance with the approved Type II Tree Conservation Plan, TCP II-122-95. A revision to that plan is pending and the site plan is designed in accordance with that revision.

XII. TREE CANOPY COVERAGE REQUIREMENTS

Section 25-128(b) of the Tree Canopy Coverage Ordinance requires a minimum of 10 percent tree canopy coverage. This equates to a requirement of 1.55 acres for this 15.44-acre Property. The proposed Detailed Site Plan includes 2.67 acres, or 17.3 percent of the total area in tree canopy coverage. This requirement is satisfied.

XIII. REQUIRED FINDINGS

Section 27-285 sets forth the requirements for approval of a detailed site plan. These findings are more generalized than the specific requirements discussed in detail above, and many of the particulars in them have been fully examined in this document.

Section 27-285(b)

(b) Required findings.

- (1) 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.**

RESPONSE: This proposal represents a reasonable alternative to satisfying the design guidelines as required by this finding. It conforms to all of the requirements of the Zoning Ordinance and Landscape Manual. The redesign was a direct result of comments provided at the testimony on the previous DSP for the same size building, including (1) the movement of the building footprint and orientation up along Oxon Hill Road, (2) elimination of the large parking field from the front of Oxon Hill Road, (3) removal of the access point to the site that was adjacent to the Montessori School and (4) the elimination of various design features that required approvals of variances or departures from Zoning Ordinance regulations. While these changes have added additional costs, the Applicant has implemented the same in order to make a greater effort to satisfy all of the applicable design guidelines.

- (2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

RESPONSE: Section VII of this Statement of Justification spells out the Conceptual Site Plan conditions applicable to the Detailed Site Plan. The Conceptual Site Plan envisioned development of an urban nature on this property, with a mix of commercial uses throughout the Potomac Business Park. The proposed Detailed Site Plan conforms to the Conceptual Site Plan in both the nature of its use and the specific requirements of the conditions.

- (3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

RESPONSE: This is not an infrastructure only Detailed Site Plan.

- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored**

in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).

RESPONSE: The regulated features on the site are located in the southern end of Lot 6. No impacts to these features are proposed.

XIV. CONCLUSION

Given the entirety of this statement of justification, the Applicant and the development team respectfully request approval of the Detailed Site Plan. As discussed in detail, the proposal represents a reasonable alternative to satisfying the design guidelines as required by Section 27-285(b)(1). More important and relevant, the proposed DSP is a unique opportunity to provide a pedestrian friendly development on the Property, and it presents a well planned, urban development in Planned Industrial Park in a Regional Center planned for such an expansion.

BOWMAN CONSULTING

Faris Abboushi

**Faris Abboushi, PE, MBA, LEED AP
2121 Eisenhower Avenue, Suite 302
Alexandria, Virginia 22314
703-548-2188
Engineers for the Applicant**

Joseph DelBalzo

**Joseph Del Balzo, AICP
PO Box 432
Queenstown, MD 21658
410-916-6433
Consultant to Bowman Consulting**

Jill

Piret, Fern

From: Andre J. Gingles <Andre@ginglesllc.com>
Sent: Tuesday, November 05, 2013 12:32 PM
To: Piret, Fern; Hirsch, Alan
Subject: Potomac Business Park Walmart

A synopsis of the land ownership

Oxon Hill Associates LC (OHA) sold the 2 acre Lot 4A (formerly Lot 7) to the County in July 2011 for a Fire Station. Subsequently, County determined put a combination police/fire facility within Potomac Business Park (PBP) was advisable. OHA offered the County to exchange Lot 2A (which is approximately 12 acres and a portion of Felker Ave to be vacated) for Lot 4A at no additional cost to the County as unimproved land for a new Governmental Center (Fire Station/ Police Station, etc.).

This land swap also makes it possible to eliminate the need for departures and variances associated with the Walmart development and simply have the Walmart SE plan include some of the required parking on Lots 4A and 5A. Central Services (as a result of Public Safety review and sign-off) is now reviewing. Lot 2A is currently licensed to Hess, the general contractor for the BOE construction of the new Oxon Hill High School. Subsequent to that completion, Hess will vacate and the land swap can occur. The swap will not occur until later this year or next and therefore we asked the County to sign the SE application.

Let me know if you require additional information.

André J. Gingles | Gingles, LLC | 11785 Beltsville Drive | Suite 1350 | Calverton, MD 20705
301 572 5009 direct | 301 572 5001 main | 301 572 5007 fax | andre@ginglesllc.com | www.ginglesllc.com

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Please consider the environment before printing.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

PGCPB No. 87-541

SP-87116

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual 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 November 19, 1987, regarding Conceptual Site Plan SP-87116 for Potomac Business Park, the Planning Board finds:

1. The Conceptual Site Plan, if modified by the recommendation section of the subject application staff will represent a reasonable and workable resolution of the site design guidelines of Subtitle 27, Division 9, of the Prince George's County Code.
2. There is no approved floodplain study.
3. Conditions are necessary to ensure proper development of the site with relationship to environmental concerns.
4. Conditions are necessary to ensure proper development of the site with relationship to adjacent development.
5. Dedication of land along Oxon Hill Road is necessary to assure proper development of transportation facilities.
6. To minimize negative impacts on the transportation network, vehicular ingress/egress for all lots should be evaluated at the time of the preliminary plat of subdivision.

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 Conceptual Site Plan for the above-described land, subject to the following conditions:

1. A 100-year floodplain approval is required by the Department of Environmental Resources prior to the submission of a Detailed Site Plan or Record Plat (whichever occurs first) for development deemed to have any relationship to the floodplain.
2. Perennial streams flowing through the site shall be protected by a minimum 50-foot undisturbed buffer on each side. This buffer shall be expanded to include the 100-year floodplain, adjacent slopes in excess of 25% greater, and adjacent non-tidal wetlands.

This undisturbed buffer shall not apply to the minimum area necessary for the extension of Felker Avenue.

3. Due to the quality vegetation on site, the applicant should submit a Forest Stand Delineation for all wooded areas to be reviewed by the Natural Resources Division prior to the submission of a Detailed Site Plan.
4. A 50-foot wide nondisturbance area shall be established along all Commission (Maryland-National Capital Park and Planning Commission), Board of Education and other residentially-zoned properties where The Forest Stand Delineation performed November 16, 1987, indicated tree stands 1, 2 and 5.
5. An adequate buffer shall be provided along all Commission (Maryland-National Capital Park and Planning Commission), Board of Education and other residentially-zoned properties. The type and extent of this buffer shall be determined at the time of Detailed Site Plan.
6. Fencing shall be provided along all properties owned by the Board of Education. The type and extent of this fencing shall be determined at the time of Detailed Site Plan.
7. Vehicular ingress/egress for all lots shall be determined at the time of Preliminary Plat of Subdivision.

* * * * *

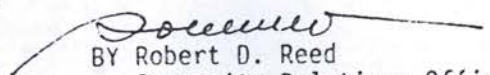
This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Botts, seconded by Commissioner Yewell, with Commissioners Botts, Yewell and Keller voting in favor of the motion, with Commissioner Rhoads temporarily absent, and with Commissioner Dabney absent, at its regular meeting held on Thursday, November 19, 1987, in Upper Marlboro, Maryland.

Thomas H. Countee, Jr.
Executive Director

APPROVED AS TO LEGAL SUFFICIENCY

M-RCPPC Legal Department

Date _____


BY Robert D. Reed
Community Relations Officer

A M E N D E D R E S O L U T I O N

WHEREAS, D M H Joint Venture is the owner of a 42.036-acre parcel of land known as Potomac Business Park (Lots 1-10 and Parcel A), said property being in the 12th Election District of Prince George's County, Maryland, and being zoned I-3; and

WHEREAS, on March 7, 1988, D M H Joint Venture filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 10 lots and 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-88054, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 2, 1988, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on June 2, 1988, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

*WHEREAS, on December 7, 1995, the Prince George's County Planning Board approved a request by the applicant to reconsider Conditions 13, 14, 15, 16 and 17 and Finding 10 of the Preliminary Plat of Subdivision on the basis of a mistake or other applicable basis; and

*WHEREAS, the basis of that mistake or other applicable basis was that the approval of Preliminary Plat of Subdivision 4-88054 on June 2, 1988, mistakenly assumed that the nearby development of PortAmerica would proceed to development and fund in advance all road improvements related to it in such a manner as not to adversely affect the timing of the development of Potomac Business Park.

*WHEREAS, on January 4, 1996, the Prince George's County Planning Board reconsidered Conditions 13, 14, 15, 16 and 17 and Finding 10 of the Preliminary Plat of Subdivision and approved the subject application with all of the original conditions and findings with the exception of new substitute Conditions 13, 14, 15, 16 and 17 and Finding 10.

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 4-88054 with the following modifications:

*Denotes Amendment

1. Approval of an on-site conceptual stormwater management plan by the Department of Environmental Resources prior to the submission of a Detailed Site Plan or Final Plat of Subdivision, whichever occurs first.
2. Perennial streams flowing through the site shall be protected by a minimum 50-foot undisturbed buffer on each side. This buffer shall be expanded to include the 100-year floodplain, adjacent slopes in excess of 25 percent or greater, and adjacent nontidal wetlands. This undisturbed buffer shall not apply to the minimum area necessary for the extension of Felker Avenue.
3. Due to the quality vegetation on-site, the applicant should submit a Forest Stand Delineation for all wooded areas to be reviewed by the Natural Resources Division prior to the submission of a Detailed Site Plan.
4. A 50-foot-wide nondisturbance area shall be established along all Commission (The Maryland-National Capital Park and Planning Commission), Board of Education and other residentially zoned properties where the Forest Stand Delineation performed November 16, 1987, indicates tree stands 1, 2 and 5.
5. An adequate buffer shall be provided along all Commission (The Maryland-National Capital Park and Planning Commission), Board of Education and other residentially zoned properties. The type and extent of this buffer shall be determined at the time of Detailed Site Plan.
6. Fencing shall be provided along all properties owned by the Board of Education. The type and extent of this fencing shall be determined at the time of Detailed Site Plan.
7. Conformance to approved Conceptual Site Plan, SP-87116.
8. Prior to signature approval of the preliminary plat, the applicant shall revise the plat to show both Lots 1 and 2 to have frontage on Felker Avenue. The plan shall show that all lots will have frontage on Felker Avenue.
9. The following note shall be placed on the Final Plat of Subdivision:

"No direct access to Oxon Hill Road is permitted. All access shall be off of Felker Avenue."
10. Prior to signature approval of the preliminary plat, the applicant shall revise the plat to clearly show the centerline of Oxon Hill Road and dedication of 60 feet from that centerline.

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

"All structures on this site shall be fully sprinklered in accordance with Article 13 of the National Fire Protection Association Standards."

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

"Prior to the issuance of any building permits, the applicant shall provide evidence to the Chief of the Prince George's County Police Department that the following requirements have been met:

- "a. The site plan submitted for building permit applications shall address the provision of specific, up-to-date security hardware such as deadbolt locks and secure door and window frame construction that shall be approved by the County Police Chief. All security hardware shall be installed and operable prior to installation of appliances, electrical fixtures, carpeting and plumbing fixtures. Approval shall be stated in writing by the Police Chief prior to the approval of any building permits.
- "b. all front elevations of all buildings shall be provided with building numbers at least six inches in height, conspicuously located and easily identifiable from the street. All building numbers and front entranceways shall be provided with bright lighting. Plans or illustrations of these elements shall be submitted with any application for building permit.
- "c. Construction equipment/trailers shall be in a central location and fenced. The developer/builder shall be required to fully alarm all points of access (windows and doors) to the construction office/trailer(s) and implement any reasonable crime prevention measures recommended by the Police Department to prevent future thefts or vandalism.
- "d. All appliances, electrical fixtures, carpeting, plumbing fixtures and cabinets shall be stored in secured construction trailers or in secured buildings.
- "e. Ground floor units of office buildings shall be alarmed with adequate intrusion alarms. Consideration should be given to alarms for individual suites.
- "f. Parking areas shall be brightly lighted, located in unisolated areas. Plantings shall be low growing plants/shrubbery."

- *13. The applicant shall post a bond, letter of credit or suitable financial guaranty in the amount of \$360,000 prior to record plat approval as its financial contribution for improvements to MD 210, Oxon Hill Road, the Capital Beltway and associated ramps as shown in Exhibit 2 of the 1988 PortAmerica traffic study.
- *14. Prior to the issuance of a building permit for each lot, the applicant shall pay to Prince George's County a percentage of the financial contribution guaranteed pursuant to Condition 13, with a total payment not to exceed \$360,000. The amount paid shall be as follows:
 - a. Lot 1: \$54,400
 - b. Lot 2: \$78,100
 - c. Lot 3: \$180,900
 - d. Lot 4: \$23,300
 - e. Lot 5: \$23,300

In the event that a construction contract is awarded for any of the following improvements prior to receipt of the total amount to be paid to Prince George's County pursuant to Condition 14, the balance of the total amount shall become payable at the request of Prince George's County:

- a. Ramp H (as identified on Exhibit 2 of the 1988 PortAmerica traffic study) from PortAmerica to the northbound I-295 S-curve ramp.
 - b. Ramp A-1 from northbound I-95/I-495 to PortAmerica Road B.
 - c. Ramp M from PortAmerica to northbound I-95/I-495.
- *15. No building permit shall be issued for any building or buildings in excess of 300,000 square feet of general office space or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development, except as provided in the following conditions.
 - *16. The applicant may be issued permits in excess of 300,000 square feet of general office space, or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development, based upon a program of transportation systems management techniques to be submitted and approved by the Transportation and Public Facilities Planning Division of The Maryland-National Capital Park and Planning Commission.
 - *17. Should any improvements to the intersection beyond those already programmed be approved by the Maryland State Highway Administration to MD 414/MD 210,

*Denotes Amendment

the applicant will be permitted to be issued building permits for a building or buildings in excess of 300,000 square feet of general office space, or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development to the extent otherwise permitted by law, rule or regulation, for as many square feet as it contributes to the cost of construction of the improvement based on a pro rata share of traffic capacity created at the intersection by the improvement.

18. The applicant shall agree to provide the entire cost of signal installation for the intersection of MD 414 with Felker Avenue, when deemed necessary by the Maryland State Highway Administration.
19. Conditions 13, 15, 16 and 17 shall be noted on the Final Plat of Subdivision.
20. Approval of the floodplain by the Department of Environmental Resources prior to submission of a Detailed Site Plan or Final Plat of Subdivision, whichever occurs first.

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. According to established Planning Board policies, an on-site conceptual stormwater management plan is appropriate for the site.
3. Streams exist on the site and must be protected from development.
4. Associated floodplain exists on-site and must be restricted from development.
5. The wooded areas on-site are of good quality and shall be preserved and retained to the extent possible.
6. A Conceptual Site Plan has been approved for this site. All conditions of that approval must either be met or carried through by the approved Preliminary Plat of Subdivision.
7. Fire protection facilities and police protection facilities are both inadequate to serve this development.
8. This site is outside of adequate response time for ladder truck service. Fire Station #25 (Clinton) provides ladder service to this site and is located 7.5 miles from the development. The County standard for adequate ladder truck service is 3.4 miles or 5 minutes response time.
9. The Police Department has also determined that existing and programmed police facilities necessary to serve this development are inadequate.
- * 10. With certain specific improvements to roadways in the vicinity of this site, transportation

facilities will be adequate to serve this proposed development.

11. Due to the State Highway Administration's denial of access to Oxon Hill Road and the dedication required for Oxon Hill Road, a revision to the preliminary plat is necessary.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Dabney, seconded by Commissioner McNeill, with Commissioners Dabney, McNeill, Boone, Brown and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, January 4, 1996, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 4th day of April.

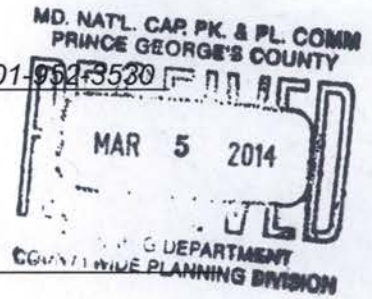
Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:AH:meg



The Maryland-National Capital Park and Planning Commission
 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772 301-952-3530
 Development Review Division – 301-952-3749 (fax)



**** REFERRAL REQUEST ****

Date: March 4, 2014

To: Thomas Lester- Historic Preservation

From: Jill Kosack, Urban Design Jill.Kosack@ppd.mncppc.org

Subject: Potomac Business Park, DSP-13048

IDENTIFICATION OF MAJOR ISSUES DUE DATE*: 3/19/2014

***Note:** E-mail any major issues/problems to the reviewer by the above date.

SDRC DATE: 3/28/2014

REFERRAL DUE DATE: April 3, 2014

<input checked="" type="checkbox"/> Full Review of New Plan	<input type="checkbox"/> Revision of Previously Approved Plan
<input type="checkbox"/> Limited or Special Review	<input type="checkbox"/> Plans/Documents Returned for Second Review Following Revision by Applicant

NOTE: This case is being reviewed at: Planning Board level OR Planning Director level

COMMENTS: 100,310 Square foot department / variety store

Related Cases: _____

REFERRAL REPLY COMMENTS:

No Impact on Historic Sites or Resources

NOTE: IF YOU HAVE NO COMMENTS, PLEASE INDICATE ABOVE AND FORWARD OR FAX TO THE REVIEWER'S ATTENTION.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Historic Preservation Section

(301) 952-3680
www.mncppc.org

March 31, 2014

MEMORANDUM

TO: Jill Kosack, Senior Planner
Urban Design Section
Development Review Division

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

RE: **DSP-13048, Potomac Business Park**

Background

The subject property comprises 15.44 acres located on the south side of Oxon Hill Road and on the east and west sides of Felker Avenue in Oxon Hill, MD. This application proposes a 100,310 square foot Walmart building with a food and beverage component.

There are four Prince George's County historic sites located within a one-mile radius of the subject property: Mount Welby (76A-013, listed in the National Register of Historic Places); Butler House (76A-014, listed in the NRHP); Oxon Hill Manor (80-001, listed in the NRHP); and the Addison Family Cemetery (80-050). In addition, there are two historic resources located within one mile of the subject property: St. Paul's United Methodist Church and Cemetery (76B-008) and Greenwood/Mattingly House (76B-009).

The subject property was once part of Oxon Hill Manor, a tract of 3,663 acres surveyed for Thomas Addison, Jr., on March 25, 1766. Oxon Hill Manor was patented to Thomas Addison, Jr., on August 3, 1767. Thomas Addison died in 1774 and his Oxon Hill Manor property was devised to his oldest son, Walter Dulany Addison, who was five years old at the time of his father's death. Walter Dulany Addison sold a tract containing 75 acres of Oxon Hill Manor to Charles Beall, a free black, on January 1, 1812 (Liber JRM15:161). Charles Beall acquired an additional two parcels of 22 acres and 15 acres within Oxon Hill Manor from the Reverend Walter Addison on October 6, 1818 (Liber EH1:190).

It is unknown how Charles Beall obtained his freedom, but on March 17, 1797, he purchased his wife, Henny, and all of her children from Thomas G. Addison for 100 pounds (Liber JRM5:281). He then manumitted his wife and children on June 29, 1797 (Liber JRM5:402). On November 6, 1809 Charles Beall manumitted "my negro man Thomas Moore being of the age of 44 years and my negro woman Margaret Moore being of the age of 42 (Liber JRM13:461)."

Charles Beall is not listed in the 1790 or 1800 census records. He is listed in the 1810 census records and was living in the Piscataway/Hynson district of Prince George's County. His household contained seven individuals. Charles Beall is also listed in the 1820 census and his household at that time included two free black males over age 45, one age 15-26, three under age 14, one free black female over age 45, two age 15-26, and one under age 14.

On August 26, 1817 Charles Beall conveyed a one-half acre tract of land to Henry Foxall, William McKenny, Jacob Hoffman, William Veitch, Thomas Jacobs, Joseph Rowan, Bernard Bryan, William Rhodes and James Beall in trust that they would erect and build, or cause to be erected and built thereon, a house or place of worship to the use of the Methodist Episcopal Church in the United States of America (Liber JRM17:480). Most of these trustees were white and had previously established Trinity Methodist Episcopal Church in Alexandria, Virginia. This tract of land was located about 800 feet to the east of the subject property. There is evidence that as early as 1794 a congregation of free blacks had built a meeting house at Oxon Hill and that Reverend William Colbert, a Methodist circuit rider, preached to them. A new church was presumably built on the tract donated by Charles Beall in the late 1810s. The early congregation comprised an equal number of blacks and whites, each allotted one side of the church. A cemetery was located to the rear of the church and a triangular area on the western side of the cemetery was reserved for blacks. No markers remain in this area. The church was destroyed by fire in 1951, but the cemetery remains.

Charles Beall sold his 112 acres in Oxon Hill Manor to Kinsey Talbert on October 7, 1825. McKinsey Talbert was the uncle of John Henry Bayne, owner of the Salubria plantation. McKinsey Talbert died about 1830 and devised all of his lands to Ann Talbert (Talbot). Ann Talbot conveyed the 112 acres in Oxon Hill Manor to her son, Wilmer I. Talbot, on March 12, 1853 (Liber ON1:326). Wilmer I. Talbot then sold the 112 acres to Caleb Smith Keech on September 7, 1856 (Liber CSM1:354). John Taylor of Fairfax County, Virginia, acquired the 112 acres in Oxon Hill Manor from Caleb Smith Keech on October 8, 1858 (Liber CSM2:466).

Edward W. Belt and Daniel Clarke were appointed trustees to sell the 112 acres in Oxon Hill Manor by a decree in an equity case. On July 1, 1867 Belt and Clarke sold the 112 acres to George Norbeck of Washington, DC (Liber FS4:609). The 112 acres of Oxon Hill Manor changed hands several times in 1891 and was eventually purchased by Thomas J. Hodgen on October 29, 1891 (Liber JWB2:91). After the death of Thomas J. Hodgen in 1897, the 112 acre tract in Oxon Hill Manor was conveyed to his daughter, Fannie H. Butler on February 7, 1898 (Liber JB2:142). Fannie H. Butler died in 1907 and her heirs sold the 112 acre tract to Patrick J. Walshe on March 19, 1914 (Liber 98:317). The tract changed hands several times in 1917 and was acquired by William E. Miller on October 12, 1917 (Liber 127:464).

William E. Miller, the founder of Rosecroft Raceway, lived on the subject property from about 1917 until 1942, when he acquired and moved to Kildare (Historic Site #76B-007). William E. Miller owned two successful furniture stores on Capitol Hill in Washington, DC. Miller was a horse enthusiast, who bought, sold, bred, broke, raced and trained his own horses. Miller built stables on the subject property to house his horses and an exercise track can be seen in the 1938 aerial photograph on the western side of his property where Oxon Hill Road turns south. After moving to Kildare in 1942, Miller built Rosecroft Raceway on the southern portion of that property. Rosecroft Raceway opened in 1949. William E. Miller died of a heart attack while racing in 1954. The former Miller home place, of which the subject property is a part, remained in the Miller family until 42.0368 acres were sold to DMH Joint Venture on December 31, 1986 (Liber 6738:577).

Findings

1. During the early 1800s, the subject property was part of the 112-acre farm compiled by Charles Beall, a free African American. It was very unusual for a free African American to have the ability to acquire such a large tract of land in the early 1800s. In the late 1700s, Beall was able to purchase the freedom of his wife and children, as well as two other African Americans. Beall also donated a one-half acre lot to the Methodist Church for the construction of a place of worship. Both black and white congregants worshipped together in the building, although they were

segregated on each side of the church. Blacks and whites worshipped together in this building until after the Civil War when there was a dispute over ownership. The African American congregation eventually built their own church, St. Paul's Methodist Church, located at the intersection of St. Barnabas and Tucker Roads.

Charles Beall sold his 112 acre farm to McKinsey Talbert in 1825. Talbert was the uncle of Dr. John H. Bayne, owner of Salubria. In the early 20th century, the subject property was under the ownership of William E. Miller, founder of Rosecroft Raceway. Some of Miller's equestrian facilities are visible in the 1938 aerial photographs.

2. Historic Preservation Policy 3 in the *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* (April 2006) is intended to increase the opportunities for heritage tourism and promote public awareness and appreciation of the area's historic sites and resources and the Broad Creek Historic District. To do this, the subject application should include the location and details for an interpretive sign within the proposed development.
3. Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

Conclusion

1. Because of the significant history associated with the subject property, the applicant should develop interpretive signage to incorporate into the proposed development, as a means of public outreach and education. The subject property is associated with other historic properties in the vicinity and could add to a unified narrative on the historical development of the Oxon Hill area.

Recommendations

1. The applicant should revise the detailed site plan to provide for at least one location for interpretive signage. The wording of the signage shall be subject to approval by the M-NCPPC staff archeologist.
2. Prior to the issuance of the use and occupancy permit for the proposed development, the applicant shall install the interpretive signage and provide proof to the Historic Preservation Section that the installation is complete.
3. If state or federal monies, or federal permits are required for this project Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. The applicant shall provide proof to Historic Preservation staff that they have forwarded all necessary materials to the Maryland Historical Trust and the federal agency responsible for the funds or permits for their review of potential effects on historical resources on the subject property prior to approval of any grading permits.



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

Prince George's County Planning Department
Community Planning Division

301-952-3972

March 28, 2014



MEMORANDUM

TO: Jill Kosack, Planner Coordinator, Urban Design, Development Review Division
VIA: Steve Kaii-Ziegler, Supervisor, Community Planning Division
FROM: Karen Buxbaum, Planner Coordinator, Community Planning Division
SUBJECT: DSP-13048, Potomac Business Park

DETERMINATIONS

General Plan: This application is consistent with the 2002 General Plan Development Pattern policies for the Developed Tier.

Master Plan: This application generally conforms to the land use recommendations of the 2006 *Approved Master Plan and Sectional Map Amendment for Henson Creek-South Potomac Planning Area*. The subject property is within the Oxon Hill Regional Center future mixed-use rezoning area in order to implement the concepts and guidelines contained in the plan text. The master plan designates this area a transition area and recommends future development at lower scale densities and intensities than the core area in order to serve potential future light rail transit station stops.

BACKGROUND

Location: This property is located on the south side of Oxon Hill Road at Clipper Way (Felker Avenue), approximately 400 feet east of Oxon Hill Road and Indian Head Highway (MD 210) in Planning Area 76B

Size: 15.44 acres

Existing Uses: Vacant land

Proposal: 100,310 square foot department/variety store with food and beverage sales and associated parking

GENERAL PLAN, MASTER PLAN AND SMA

2002 General Plan:	This application is located in the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use pedestrian-oriented, medium- to high-density neighborhoods.
Master Plan:	2006 <i>Approved Master Plan and Sectional Map Amendment for Henson Creek-South Potomac Planning Area.</i>
Planning Area/ Community:	Planning Area 76B/ Oxon Hill
Land Use:	Commercial
Environmental:	Refer to the Environmental Planning Section referral for comments on the environmental chapter of the 2006 <i>Approved Master Plan and Sectional Map Amendment for Henson Creek-South Potomac Planning Area</i> and the 2005 <i>Countywide Green Infrastructure Plan.</i>
Historic Resources:	There are no historic sites or resources on or adjacent to the property.
Transportation:	The master plan recommends the extension of rail transit between Northern Virginia, National Harbor, Oxon Hill and the Green Line. Oxon Hill Road (A-48) is recommended to be widened to a six-lane divided facility between National Harbor and Livingston Road and to be widened between Livingston Road and St. Barnabas Road to allow for a four-lane divided facility, pedestrian amenities and location of an at-grade light rail transit facility.
Public Facilities:	There are no public facilities on or adjacent to the property.
Parks & Trails:	There are no parks proposed on or adjacent to the subject property. A continuous sidewalk and designated bike lane are recommended along Oxon Hill Road
Aviation:	This property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area. The property is within Imaginary Surface F, establishing a height Limit of 500 feet above the runway surface. This property is outside of the 65 and above dBA noise contours, so noise attenuation is not required. The property is not in an Accident Potential Zone, so no controls on use or density are required. These categories do not prevent any of the proposed development and should be noted on the Special Exception site plan.
SMA/Zoning:	The 2006 <i>Approved Master Plan and Sectional Map Amendment for Henson Creek-South Potomac Planning Area</i> retained the property in the Planned Industrial Business Park I-3 Zone.

PLANNING ISSUES

The site plans details generally support a reasonably compact, pedestrian accessible retail use that is consistent with the overall goals of the master plan. Building orientation, parking configuration, landscaping and sign details generally respond to the issues of concerns brought forth at previous site plan reviews.

c: Ivy A. Lewis, Chief, Community Planning Division
Long-range Agenda 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

March 27, 2014

TO: Jill Kosack, Zoning Section, Development Review Division

FROM: Eric Jenkins, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: DSP-13048, Potomac Business Park (Wal-Mart)

The Transportation Planning Section has reviewed the detailed site plan application referenced above. Overall the subject property consists of 15.44 acres of land in the I-3 Zone. The property is located in the southeast quadrant of MD 210 and Oxon Hill Road at Clipper Way. The applicant seeks approval to construct a department store of 100,310 square feet with food and beverage sales.

Review Comments - Introduction

The site plan is a requirement of the I-3 Zone. The requirement for a site plan was recommended to address signage, landscaping, screening, buffering, access, and the mix of uses, as well as general detailed site plan requirements. The transportation-related findings are extremely limited, and are related to issues of access.

A Special Exception (SE-4738) to allow a department or variety store over 85,000 square feet with a food and beverage component is currently pending. The applicant proposes a 100,310 square foot department store with food and beverage sales. Three recorded lots (Lots 6, 7, and 8) include 15.44 acres. The department store is proposed on Lot 6 (11.44 acres) adjacent to Oxon Hill Road (MD 414). Parking (507 spaces) will be provided on all three lots, Lots 7 and 8 are on the opposite side of Clipper Way.

Access and Circulation

Access to the site is provided by Clipper Way, and that street forms a three-way intersection with Oxon Hill Road. Staff notes that two of the parking lot curb islands include five foot sidewalks. Staff recommends that same treatment in the parking lot curb island to the east of Clipper Way. This curb island is approximately 320 feet in length. The widening of this curb island may require more compact parking spaces than are being provided.

Two double left turn lanes and one right turn lane are shown on the northbound Clipper Way approach to Oxon Hill Road. A separate left turn lane is shown on westbound Oxon Hill Road and a through/right turn lane is shown on eastbound Oxon Hill Road at Clipper Way.

Consistency with Prior Approvals

There is an approved conceptual site plan and subdivision for the site.

CSP-87116:

There are no transportation-related conditions included on that resolution (the single transportation-related condition defers individual lot access decisions to the time of preliminary plan).

Preliminary Plan of Subdivision 4-88054 is the underlying subdivision for this site, and this plan contains a number of transportation-related conditions. The status of these conditions is summarized below:

4-88054:

Condition 9: This condition requires the placement of a note on the final plat of subdivision indicating that the site is to have no direct access from Oxon Hill Road, with all access directed toward Clipper Way (Felker Avenue). The note is on the plat.

Condition 10: This condition requires that the preliminary plan be revised to show the centerline of Oxon Hill Road and demonstrate minimum dedication of 60 feet from centerline. This was done.

Conditions 13 and 14: These conditions require a financial contribution to several critical ramps that were components of the improvements to the MD 210/Oxon Hill Road/Capital Beltway interchange. The bonding in Condition 13 was completed prior to final plat. The payment under Condition 14 became due at the time that a construction contract was awarded for the improvements. Such contract was awarded several years ago, and the improvements are complete and open to the public. While this condition is enforceable at the time of building permit, it would appear that the time to collect these funds passed when the improvements came under contract. Insofar as any agreement for future payment to the County may govern this condition, the County must enforce that agreement.

Condition 15: OK. This condition limited development to 600 AM and 555 PM peak hour trips in the Potomac Business Park. The proposed use generates 203 AM and 383 PM peak hour trips. See the table below.

Condition 17: This condition indicates that the trip cap may be expanded in accordance with a larger contribution to cost of MD 210/MD 414 improvements, with the contribution to be commensurate with a determination of additional capacity at that location. This condition is no longer relevant since the improvements are constructed.

Condition 18: OK. This condition requires the applicant to provide the entire cost of signal installation at the intersection of Oxon Hill Road and Clipper Way (Felker Avenue). This condition must be enforced at the time of building permit. The applicant is working with the State Highway Administration on this condition, see attached March 17, 2014 letter.

The table demonstrates that the AM/PM peak hour trip cap would not be exceeded by the proposed use.

Potomac Business Park/Trip Generation Summary, SE-4738				
Land Use	Use Quantity	Metric	AM Peak Hour	PM Peak Hour
			Total Trips	Total Trips
Office	32,615	square feet	65	60
Discount Superstore	100,310	square feet	186	436
Less pass-by for retail	-26 percent	square feet	-48	-113
Total			203	383
Trip Cap			600	555
Unused Trips			397	172

Oxon Hill Road is listed in the *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* as a four to six-lane arterial roadway. This roadway is recommended for a right-of-way of 146 to 154 feet to accommodate roadway and transit needs. Given that the adjacent section is outside of the Oxon Hill Core Area, as designated in the *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*, the smaller right-of-way (without the widest sidewalks) would govern. The plan shows Oxon Hill Road to have a right-of-way of variable width. The tax maps indicate an existing right-of-way ranging from 130 feet (near the eastern property line) to 143 feet. The additional right-of-way required along the frontage is between 1.5 feet and 8 feet; this additional right-of-way can easily be accommodated along the site's clear frontage. No structures (parking or otherwise) are proposed within the ultimate right-of-way of Oxon Hill Road. Clipper Way (formerly Felker Avenue) is an undesignated industrial/commercial roadway with an acceptable right-of-way of 70 feet.

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. The applicant is working with SHA to complete the installation of a traffic signal at Oxon Hill Road and Clipper Way, the applicant is responsible for the entire cost of the traffic signal prior to building permit approval.

April 11, 2014

MEMORANDUM

TO: Jill Kosack, Urban Design Section
VIA: Whitney Chellis, Subdivision Section *WC*
FROM: Quynn Nguyen, Subdivision Section *QN*
SUBJECT: Referral for Potomac Business Park, DSP-13048

The subject property is known as Lots 6-8, located on Tax Maps 96 and 105 in Grid A-4 and A-1, is 15.44 acres, and is within the 1-3 Zone. The applicant has submitted a detailed site plan for the construction of a department variety store of more than 85,000 square feet of gross floor area with a food and beverage component. The application proposes to develop a 100,310-square-foot Wal-Mart on Lot 6 with parking on Lots 7 and 8. The property is currently unimproved.

The property is the subject of Preliminary Plan 4-88054. The resolution was adopted by the Prince George's County Planning Board on June 2, 1988 (PGCPB No. 88-250). On January 4, 1996, the Planning Board reconsidered the preliminary plan of subdivision (PPS) and approved new conditions and findings. The amended resolution, PGCPB No. 88-250(A) was adopted on January 4, 1996 and contained 20 conditions. The following conditions in **bold** relate to the review of this application:

- 1. Approval of an on-site conceptual stormwater management plan by the Department of Environmental Resources prior to the submission of a Detailed Site Plan or Final Plat of Subdivision, whichever occurs first.**

Site Note 13 indicated that the site has an approved stormwater management concept plan, #17180-2001-01. The approval date of the stormwater management concept plan should be added to the Site Note 13.

- 2. Perennial streams flowing through the site shall be protected by a minimum 50-foot undisturbed buffer on each side. This buffer shall be expanded to include the 100-year floodplain, adjacent slopes in excess of 25 percent or greater, and adjacent nontidal wetlands. This undisturbed buffer shall not apply to the minimum area necessary for the extension of Felker Avenue.**

The site plan delineates a 100-year floodplain easement, and no development is being proposed within the floodplain easement. The site plan should show the bearing and distance on the floodplain easement as reflected on the plat.

3. **Due to the quality vegetation on-site, the applicant should submit a Forest Stand Delineation for all wooded areas to be reviewed by the Natural Resources Division prior to the submission of a Detailed Site Plan.**

Conformance to Condition 3 should be reviewed and determined by Environmental Planning Section.

4. **A 50-foot-wide nondisturbance area shall be established along all Commission (The Maryland-National Capital Park and Planning Commission), Board of Education and other residentially zoned properties where the Forest Stand Delineation performed November 16, 1987, indicates tree stands 1, 2 and 5.**
5. **An adequate buffer shall be provided along all Commission (The Maryland-National Capital Park and Planning Commission), Board of Education and other residentially zoned properties. The type and extent of this buffer shall be determined at the time of Detailed Site Plan.**
6. **Fencing shall be provided along all properties owned by the Board of Education. The type and extent of this fencing shall be determined at the time of Detailed Site Plan.**

The landscape site plan delineates a 50-foot-wide setback with plantings along eastern property line of Lot 6 that abuts Parcel 206, Board of Education property. Conformance to Conditions 4-6 should be reviewed and determined by Urban Design Section.

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

"No direct access to Oxon Hill Road is permitted. All access shall be off of Felker Avenue."

The DSP does not proposed any access to Oxon Hill Road. Condition 9 should be added as a site note on the DSP and label the denial of access on site plan as reflected on the record plat.

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

"All structures on this site shall be fully sprinklered in accordance with Article 13 of the National Fire Protection Association Standards."

Condition 11 should be added as a site note on the DSP.

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

"Prior to the issuance of any building permits, the applicant shall provide evidence to the Chief of the Prince George's County Police Department that the following requirements have been met:

- a. **The site plan submitted for building permit applications shall address the provision of specific, up-to-date security hardware such as deadbolt locks**

and secure door and window frame construction that shall be approved by the County Police Chief. All security hardware shall be installed and operable prior to installation of appliances, electrical fixtures, carpeting and plumbing fixtures. Approval shall be stated in writing by the Police Chief prior to the approval of any building permits.

- "b. all front elevations of all buildings shall be provided with building numbers at least six inches in height, conspicuously located and easily identifiable from the street. All building numbers and front entranceways shall be provided with bright lighting. Plans or illustrations of these elements shall be submitted with any application for building permit.
- "c. Construction equipment/trailers shall be in a central location and fenced. The developer/builder shall be required to fully alarm all points of access (windows and doors) to the construction office/trailer(s) and implement any reasonable crime prevention measures recommended by the Police Department to prevent future thefts or vandalism.
- "d. All appliances, electrical fixtures, carpeting, plumbing fixtures and cabinets shall be stored in secured construction trailers or in secured buildings.
- "e. Ground floor units of office buildings shall be alarmed with adequate intrusion alarms. Consideration should be given to alarms for individual suites.
- "f. Parking areas shall be brightly lighted, located in unisolated areas. Plantings shall be low growing plants/shrubbery."

*13. The applicant shall post a bond, letter of credit or suitable financial guaranty in the amount of \$360,000 prior to record plat approval as its financial contribution for improvements to MD 210, Oxon Hill Road, the Capital Beltway and associated ramps as shown in Exhibit 2 of the 1988 PortAmerica traffic study.

*14. Prior to the issuance of a building permit for each lot, the applicant shall pay to Prince George's County a percentage of the financial contribution guaranteed pursuant to Condition 13, with a total payment not to exceed \$360,000. The amount paid shall be as follows:

a.	Lot 1:	\$54,400
b.	Lot 2:	\$78,100
c.	Lot 3:	\$180,900
d.	Lot 4:	\$23,300
e.	Lot 5:	\$23,300

In the event that a construction contract is awarded for any of the following improvements prior to receipt of the total amount to be paid to Prince George's County pursuant to Condition 14, the balance of the total amount shall become payable at the request of Prince George's County:

- a. Ramp H (as identified on Exhibit 2 of the 1988 PortAmerica traffic study) from PortAmerica to the northbound I-295 S-curve ramp.
 - b. Ramp A-1 from northbound I-95/I-495 to PortAmerica Road B.
 - c. Ramp M from PortAmerica to northbound I-95/I-495.
- *15. No building permit shall be issued for any building or buildings in excess of 300,000 square feet of general office space or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development, except as provided in the following conditions.
- *16. The applicant may be issued permits in excess of 300,000 square feet of general office space, or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development, based upon a program of transportation systems management techniques to be submitted and approved by the Transportation and Public Facilities Planning Division of The Maryland-National Capital Park and Planning Commission.
- *17. Should any improvements to the intersection beyond those already programmed be approved by the Maryland State Highway Administration to MD 414/MD 210, the applicant will be permitted to be issued building permits for a building or buildings in excess of 300,000 square feet of general office space, or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development to the extent otherwise permitted by law, rule or regulation, for as many square feet as it contributes to the cost of construction of the improvement based on a pro rata share of traffic capacity created at the intersection by the improvement.
18. The applicant shall agree to provide the entire cost of signal installation for the intersection of MD 414 with Felker Avenue, when deemed necessary by the Maryland State Highway Administration.

Conformance to Conditions to 12-18 should be reviewed and determined by Transportation Planning Section. Condition 14 should be reviewed with Note 4 on Plat MMB 233-87 for reference of lots and total payment.

Lots 6-8 were recorded in Plat Book MMB 233-87 on April 18, 2011. The site plan should be revised to show the bearing and distance and 10-foot-wide public utilities easement on each of the lots as reflected on record plat. The record plats contain 12 notes and the following notes (**in bold**) relate to the review of this application:

9. **A detailed site plan for each lot shall be approved by the Prince George's County Planning Board prior to the issuance of each building shall conform to the overall site development which was approved by Prince George's County Planning Board on November 19, 1987, SP-87116 or as amended by any subsequent revision thereto.**

The applicant has submitted a DSP for conformance to plat note. The DSP and overall site design should be further review and determined by Urban Design Section.

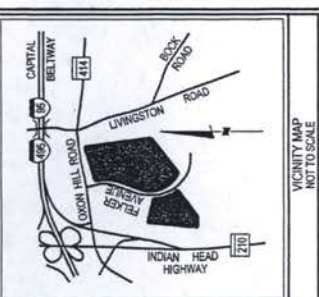
The Subdivision Section recommends the following conditions:

1. Prior to approval of the detailed site plan the following technical corrections should be required:
 - a. Show the 10-foot PUE abutting all public rights-of-way or provide an approved color coded utility plan.
 - b. Show the bearings and distances for Lots 6-8 as reflected on the record plat.
 - c. Label the denial of access to Oxon Hill Road on the site plan as reflected on the record plat and a general note stating the following:

"No direct access to Oxon Hill Road is permitted. All access shall be off of Felker Avenue."

The DSP-13048 is in substantial conformance with the approved Preliminary Plan of Subdivision 4-88054, if the above comments have been addressed. Failure of the site plan and record plat 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.

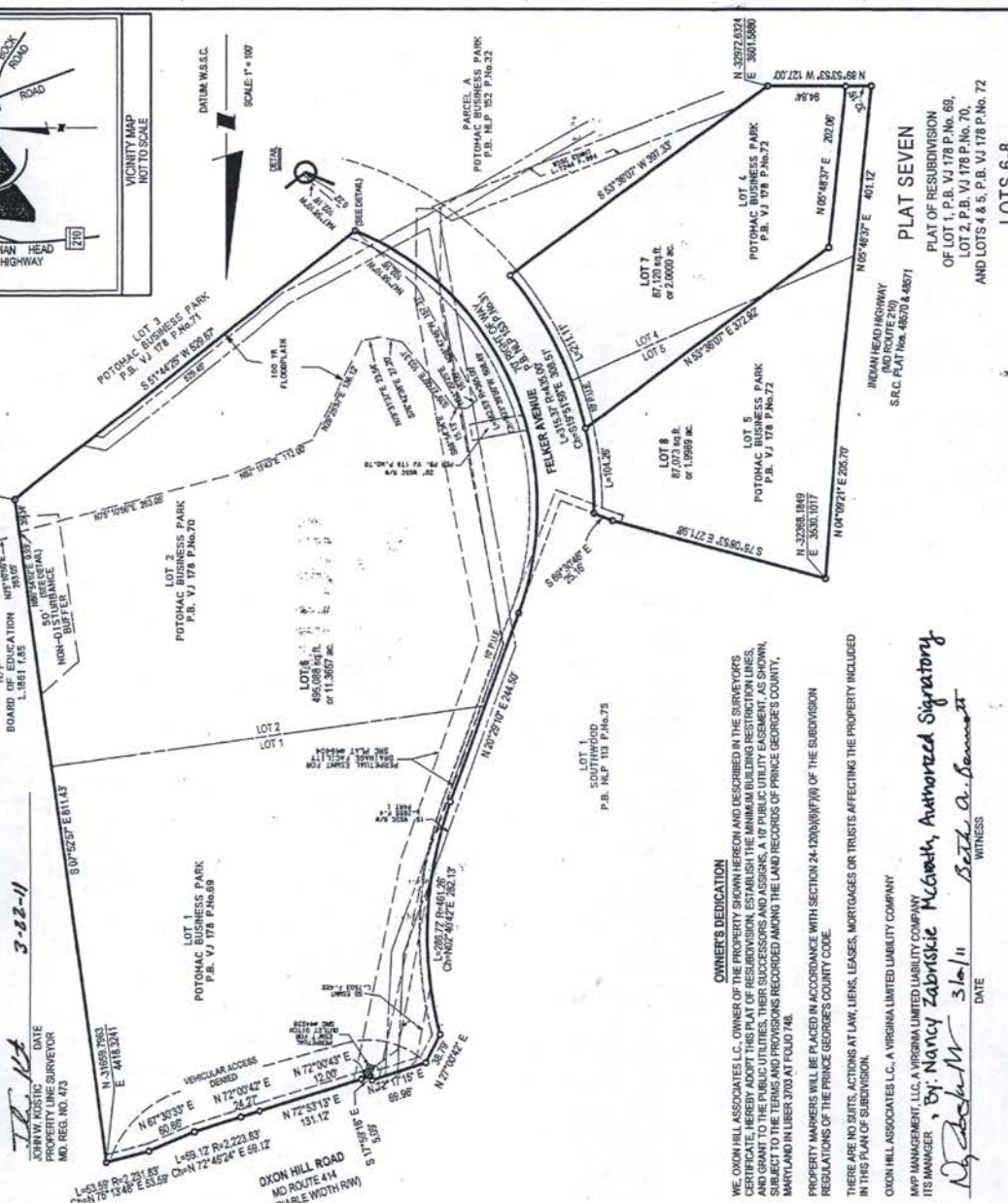
map 233-87



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE INFORMATION SHOWN HEREON IS CORRECT, THAT IT IS A RESUBDIVISION OF ALL OF LOT 1 AS SHOWN ON A PLAT OF SUBDIVISION TITLED "PLAT OF RESUBDIVISION OF ALL OF LOT 1 AS SHOWN ON A PLAT OF SUBDIVISION TITLED 'PLAT FOUR, POTOMAC BUSINESS PARK', RECORDED AMONG THE AFFRASH AND RECORDS IN PLAT BOOK VJ 178 P. No. 69, AND A RESUBDIVISION OF LOT 7 AND 8 AS SHOWN ON A PLAT OF SUBDIVISION TITLED 'PLAT SIX, POTOMAC BUSINESS PARK', RECORDED AMONG THE AFFRASH AND RECORDS IN PLAT BOOK VJ 178 P. No. 69, AND A RESUBDIVISION OF LOT 1 AS SHOWN ON A PLAT OF SUBDIVISION TITLED 'PLAT SEVEN, POTOMAC BUSINESS PARK', RECORDED AMONG THE AFFRASH AND RECORDS IN PLAT BOOK VJ 178 P. No. 70, THAT IT IS PART OF THE PROPERTY CONVEYED FROM NATIONS BANK, N.A. TO OXON HILL ASSOCIATES, L.C. BY A DEED DATED DECEMBER 21, 1994, AND RECORDED JANUARY 4, 1995 AMONG THE AFFRASH AND RECORDS IN LIBERTY 9994 AT FOLD 76, AND THAT THE TOTAL AREA INCLUDED IN THIS PLAT OF SUBDIVISION IS 693,281 SQUARE FEET OR 15.3646 ACRES. AS TO THE ESTABLISHMENT OR RE-ESTABLISHMENT OF PROPERTY LINES.

DATE: 3-22-11
 SURVEYOR: JORDAN KOSTIC, M.D. REG. NO. 473



POTOMAC BUSINESS PARK
 OXON HILL, (12th) ELECTION DISTRICT

SCALE 1" = 100'

PLAT SEVEN
 PLAT OF RESUBDIVISION
 OF LOT 1, P.B. VJ 178 P. No. 69,
 LOT 2, P.B. VJ 178 P. No. 70,
 AND LOTS 4 & 5, P.B. VJ 178 P. No. 72

LOTS 6-8

Lot 1: 2.0000 ac.
 Lot 2: 6.073 ac.
 Lot 3: 11.269 ac.
 Lot 4: 2.0000 ac.
 Lot 5: 6.073 ac.
 Lot 6: 2.0000 ac.
 Lot 7: 6.073 ac.
 Lot 8: 6.073 ac.

OWNER'S DEDICATION

WE, OXON HILL ASSOCIATES, L.C., OWNER OF THE PROPERTY SHOWN HEREON AND DESCRIBED IN THE SURVEYORS CERTIFICATE AND THIS PLAT OF SUBDIVISION, DO HEREBY GRANT TO THE PUBLIC UTILITIES, THEIR SUCCESSORS AND ASSIGNS, A 10' PUBLIC UTILITY EASEMENT, AS SHOWN, SUBJECT TO THE TERMS AND PROVISIONS RECORDED AMONG THE LAND RECORDS OF PRINCE GEORGES COUNTY, MARYLAND IN LIBER 2703 AT FOLD 74B.

PROPERTY MARKERS WILL BE PLACED IN ACCORDANCE WITH SECTION 24-120(b)(9)(j)(ii) OF THE SUBDIVISION REGULATIONS OF THE PRINCE GEORGES COUNTY CODE.

THERE ARE NO SUITS, ACTIONS AT LAW, LIENS, LEASES, MORTGAGES OR TRUSTS AFFECTING THE PROPERTY INCLUDED IN THIS PLAN OF SUBDIVISION.

OXON HILL ASSOCIATES, L.C., A VIRGINIA LIMITED LIABILITY COMPANY
 MWP MANAGEMENT, LLC, A VIRGINIA LIMITED LIABILITY COMPANY
 ITS MANAGER, Nancy Zabriskie McCreeth, Authorized Signatory

DATE: 3/16/11
 WITNESS: Scott A. Bennett

RECORDED 4-18-11
 PLAT BOOK map 233
 PLAT NO. 87

APPROVED IN April 15, 2011
 Director of Design

APPROVED April 15, 2011
 Planning Director

- NOTES**
- All structures on the site shall be fully sprinklered in accordance with Article 13 of the National Fire Protection Association Standards.
 - Prior to the issuance of any building permits, the applicant shall provide evidence to the Chief of the Prince Georges County Police Department that the site plan and subdivider frame construction shall address the provisions of specific up to date security hardware such as deadbolt locks and secure door and window frame construction that shall be installed and operable prior to installation of electrical fixtures, cording, and plumbing fixtures. Approval shall be obtained by the Police Chief prior to the approval of any building permits.
 - All front entrances of all buildings shall be provided with building numbers at least six inches in height, conspicuously located and easily identifiable from the street. All front entrances shall be provided with a non-glazed entrance way that is provided with light filtering. Plans or illustrations of these elements shall be submitted with any application for building permit.
 - Construction equipment trailers shall be in a central location and fenced. The developer/owner shall be required to fully stamp all points of access (entrance/exit) to the construction site with a permanent marker. The developer/owner shall be required to fully stamp all points of access (entrance/exit) with a permanent marker.
 - All appliances, electrical fixtures, cording, plumbing fixtures, and cabinets shall be stored in enclosed construction trailers or in screened buildings. All materials shall be stored in screened buildings.
 - Fencing shall be brightly lighted & located in unobstructed areas. Fencing shall be top growing (paraburbs).

- The applicant shall post a bond, letter of credit or suitable financial guaranty in the amount of \$300,000 prior to record plat approval as its financial contribution for improvements to MD 210, Oxon Hill Road, the Capital Beltway, and associated ramps as shown on Exhibit 2 of the 1988 Port America traffic study, as amended to include the proposed improvements to the Capital Beltway (Exhibit 2).
- Prior to the issuance of a building permit for each lot, the applicant shall pay to Prince Georges County a percentage of the financial contribution guaranteed pursuant to Note 3, with a total payment not to exceed \$380,000. The amount paid shall be as follows:
 - Lot 1: \$54,000 (aka Lot 6)
 - Lot 2: \$76,500 (aka Lot 6)
 - Lot 3: \$180,000 (aka Lot 7)
 - Lot 4: \$23,000 (aka Lot 6)
 - Lot 5: \$23,000 (aka Lot 6)

- In the event that a construction contract is awarded for any of the following improvements prior to receipt of the total amount to be paid to Prince Georges County pursuant to Note 4, the balance of the total amount shall become payable at the request of Prince Georges County:
 - Ramp 1 (as identified on Exhibit 2 of the 1988 Port America traffic study) to be used for the proposed improvements to the Capital Beltway (Exhibit 2).
 - Ramp 2 (as identified on Exhibit 2 of the 1988 Port America traffic study) to be used for the proposed improvements to the Capital Beltway (Exhibit 2).
 - Ramp 3 (as identified on Exhibit 2 of the 1988 Port America traffic study) to be used for the proposed improvements to the Capital Beltway (Exhibit 2).
- No building permit shall be issued for any building or buildings in excess of 300,000 square feet of general office space or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development, except as provided in the following conditions.
 - The applicant may be issued permits in excess of 300,000 square feet of general office space, or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development, based upon a program of transportation systems management techniques to be submitted and approved by the Transportation Planning Division of the Maryland State Highway Administration.
 - Should any improvements to the intersection beyond those already programmed (as approved by the Maryland State Highway Administration) to be located at the intersection of Oxon Hill Road and Feller Avenue, the applicant will be required to submit a request for a building permit for an additional 200,000 square feet of general office space, or different uses generating no more than the number of peak hour trips (600 AM peak hour trips and 555 PM peak hour trips) generated by the above development, to the extent otherwise permitted by law, rule or regulation, for as many square feet as it contributes to the cost of construction of the improvement based on a pro-rata share of traffic capacity created at the intersection by the improvement.
- A detailed site plan for each lot shall be approved by the Prince Georges County Planning Board prior to the issuance of each building and shall conform to the overall site development plan which was approved by the Prince Georges County Planning Board on November 19, 1987, SP-87116 or as amended by any subsequent ordinance hereon.

- The applicant shall agree to provide the within cost of signal installation for the intersection of MD 414 with Feller Avenue, when deemed necessary by the Maryland State Highway Administration.
- No direct access to Oxon Hill Road is permitted. All access shall be off Feller Avenue, unless approved by MSHA.
- Approval of this plat is based upon a reasonable expectation that public water and sewer service will be available when needed and is conditioned on fulfillment of all of the commitments contained in the Washington Suburban Safety Administration No. 615-0218.



FOR PUBLIC WATER AND SEWER SYSTEMS ONLY

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 PRINCE GEORGES COUNTY PLANNING

APPROVED April 15, 2011
 Planning Director: Nancy Zabriskie McCreeth

APPROVED IN April 15, 2011
 Director of Design: Scott A. Bennett

PLANNING DIRECTOR




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

MEMORANDUM

March 19, 2014

TO: Jill Kosack, Urban Design Section, Development Review Division
FROM:  Dan Janousek, Transportation Planning Section, Countywide Planning Division
SUBJECT: DSP-13048 Potomac Business Park

M-NCPPC
P.G. PLANNING DEPARTMENT
RECEIVED
MAR 19 2014
DEVELOPMENT REVIEW DIVISION

Type of Master Plan Bikeway or Trail

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

*If a Master Plan Trail is within a city, county, or state maintained road or right of way, an additional two to four feet of dedication may be required to accommodate recommended improvements.

The Transportation Planning Section has reviewed the subject site plan that is referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (functional master plan) and the 2006 *Approved Master Plan and Sectional Map Amendment for Henson Creek-South Potomac Planning Area* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements.

The functional master plan recommends that Oxon Hill Road contain continuous sidewalks, on-road bike lanes and a transit line. The functional master plan includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers.

The subject property is within the Developed Tier. The Complete Streets Section of the functional master plan includes policies regarding sidewalk construction and the accommodation of pedestrians. These policies include one to provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers. In addition, "all road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation."

Sidewalks exist along the subject property's frontage of Oxon Hill Road and Clipper Way. The proposal includes improved sidewalks surrounding the development, internal walking areas fronting on Oxon Hill Road and Clipper Way, and many internal sidewalks leading from the main entrance of the building to the parking lot areas. There is a large amount of paved walking area adjacent to the building on Oxon Hill Road and Clipper Way.

The sidewalks and crosswalks appear to be adequate for the proposed use and will provide passage from the proposed parking areas as required by Section 27-348.02(a)(3).

A crosswalk has been provided to connect the main parking area to the satellite (overflow) parking area, and this crosswalk appears to be sufficient for the proposed use. Additional dedication or acquisition along Oxon Hill Road in the future may be required by others to implement the functional master plan recommendations for future transit line and bike lanes. The bike lanes will be accommodated within this additional future right-of-way.

Conclusion

It is recommended that the applicant provide bicycle parking to be conformance with the county policies contained in the functional master plan.

1. The applicant and the applicant's heirs, successors and/or assigns shall provide ten u-shaped bicycle parking racks for a total of 20 bicycle parking spaces. The spaces shall be located close to the building's main entrance and mounted in a concrete base.



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

March 14, 2014

MEMORANDUM

TO: Jill Kosack, Urban Design

FROM: Mary Hampton, Permits

SUBJECT: Referral Comments for 13048, Potomac Business Park

1. The parking schedule must be revised to provide the number, type, and dimension of all parking spaces proposed.
2. One out of every eight accessible parking spaces must be a van space and must be reflected in the parking schedule.
3. All building dimensions must be provided on the site plan.
4. The method of calculating the required loading spaces must be provided in the loading schedule.
5. The centerline and ultimate right of way of all streets must be dimensioned on the site plan.
6. Curb cuts or means of accessible access must be provided from the parking spaces for the physically handicapped to the building.
7. Per Section 27-559 of the Zoning Ordinance up to one-third (1/3) of the required number of parking spaces in any parking lot may be compact car spaces. The offsite parking lot located on Lots 7 and 8 provides 211 parking spaces of which 91 are compact. A maximum of 70 compact parking spaces are permitted thus exceeding the maximum number of compact parking spaces allowed in this parking lot. A departure will be required.
8. Per Section 27-573 of the Zoning Ordinance a recorded legal arrangement is required for the offsite parking on Lots 7 and 8.
9. Green area calculations must be provided for Lot 6 and separate calculations must also be provided for Lots 7 and 8. Per Section 27-474(e) of the Zoning Ordinance a minimum of 25 % of the net lot area must be green area.

10. The Buffer III schedule for 4.7-1 Incompatible Use Landscaping must be revised to label it as Lot 8, Not Lot 6.

11. The variance request to Section 27-348.02(a)(1) of the Zoning Ordinance must be provided on the coversheet.

12. The Zoning Standards Chart on the Coversheet indicates the building height is 31.33 feet however the site plan labels the building height as 26.67 feet. This must be clarified.

13. The setback of the proposed freestanding sign must be provided on the site plan.

14. The width of the drive isle accessing the loading spaces from the parking lot must be provided on the site plan to ensure that the minimum requirement of 22 feet has been provided.

15. The height of the truck screening wall must be provided on the site plan.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


Countywide Planning Division
Environmental Planning Section
301-952-3650

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

April 17, 2014

MEMORANDUM

TO: Jill Kosack, Senior Planner, Urban Design

VIA: Katina Shoulars, Supervisor, Environmental Planning Section 

FROM: Chuck Schneider, Senior Planner, Environmental Planning Section

SUBJECT: **Potomac Business Park; Detail Site Plan DSP-13048 and TCP2-122-95**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan and Type 2 Tree Conservation Plan stamped as received by the Environmental Planning Section on March 4, 2014. The Environmental Planning Section recommends approval of DSP-13048 and TCP2-122-95, subject to the conditions noted at the end of this memorandum.

Background

The Environmental Planning Section previously reviewed this site in 1988 as a Preliminary Plan of Subdivision (4-88054), which was approved, and subsequently as Detailed Site Plan (DSP-95061) with TCP2-122-95 was never approved. A Detailed Site Plan, DSP-11011, and Type 2 Tree Conservation Plan, TCP2-122-95, were previously submitted and withdrawn. The site was also reviewed for a Natural Resource Inventory (NRI-012-11).

The current application is for a detail site plan, but there also is a special exception (SE-4738) pending for the construction of a large department store with a food and beverage component over 85,000 square feet of the gross floor area. The project property is part of a proposed commercial shopping center in the I-3 zone with a gross tract area of 13.36 acres.

Grandfathering

The project is subject to the current regulations of Subtitle 25 that came into effect on September 1, 2010 and February 1, 2012 because the site has no previous tree conservation plan approvals.

The special exception application is not subject to the current regulations of Subtitle 27, effective September 1, 2010 and CB-034-2011, effective February 1, 2011, because the site has an approved preliminary plan.

Site Description

The subject 13.36 acre property is located in the southeast corner of Oxon Hill Road and Clipper Way (formerly Felker Avenue), approximately 1,200 feet east of its intersection with Indian Head Highway. A small outparcel is part of this project and is located to the southwest of the site separated by Clipper Way. The site is currently undeveloped, relatively flat, and characterized with terrain sloping toward the southern

portion of the site and drains into unnamed tributaries of the Henson Creek watershed in the Potomac River Basin. The predominant soil types on the site are Beltsville silt loam, Udorthents, and Woodstown sandy loam. These soil types generally exhibit moderate limitations to development due to perched water table, impeded drainage and steep slopes. Based on 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 site. There are floodplains, streams and wetlands found to occur on the site. There are no Marlboro clays or scenic or historic roads located on or adjacent to the subject property. The site is located in close proximity to major noise generators, Indian Head Highway and I-95; however no residential uses are proposed. This property is in the Developed Tier as delineated on the approved General Plan.

Review of Previously Approved Conditions.

The following text addresses previously approved environmental conditions related to be subject application. The text in BOLD is the actual text from the resolution. Comments are in regular typeface. The property was the subject of Preliminary Plan 4-88054, Prince George's Planning Board Resolution No 88-250, and was approved on June 2, 1988.

PGCPB No. 88-250

- 1. Approval of an on-site conceptual storm management plan by the Department of Environmental Resources prior to the submission of the Detailed Site Plan or Final Plat of Subdivision, whichever occurs first.**

This condition has been addressed. An approved Stormwater Management Concept plan (17180-2001-01) dated July 1, 2013 and expires July 1, 2016, was submitted with the subject application. See comments below regarding the submission of a copy of the plan.

- 2. Perennial streams flowing through the site shall be protected by a minimum 50-foot undisturbed buffer on each side. This buffer shall be expanded to include the 100-year floodplain, adjacent slopes in excess of 25% greater, and adjacent non-tidal wetlands. This undisturbed buffer shall not apply to the minimum area necessary for the extension of Felker Avenue.**

This condition has been addressed. The plan as submitted shows the existing stream and its associated stream buffer on each side of the stream. The plan shows the buffer expanded to include all associated wetlands, wetland buffers and 100-year floodplain, which makes up the Primary Management Area (PMA). There are no impacts proposed for this application. The impacts associated with Clipper Way (formerly Felker Avenue) were addressed as part of a previous application for a grading permit.

- 3. Due to quality vegetation on-site, the applicant should submit a Forest Stand Delineation for all wooded areas to be reviewed by the Natural Resources Division prior to the submission of a Detailed Site Plan.**

This condition has been addressed. An approved Natural Resource Inventory, which includes a detailed Forest Stand Delineation, was reviewed and approved for the subject site.

4. **A 50-foot wide non-disturbance buffer area shall be established along all Commission (The Maryland-National Capitol Park and Planning Commission), Board of Education and other residentially-zoned properties, where the Forest Stand Delineation performed November 16, 1987, indicates tree stands 1, 2 and 5.**

This condition has been addressed. There is Board of Education property to the east of the subject property. It is not possible to determine the location of tree stands 1, 2 and 5 per the above condition because the old FSD was not submitted; however the current plans show a 50 buffer in the areas of the forest stands (Stand 1) adjacent to Board of Education property within this application.

Environmental Review

Note: As plans are revised the revision box shall be updated to state what revisions were made, when, and by whom.

1. The subject site has an approved Natural Resource Inventory (NRI-012-11), dated February 28, 2011 that was included with the application package. The site contains streams, wetlands, and 100-year floodplain. The overall area of NRI, which is larger than the subject application, contains two forest stands (total 12.28 acres); however, only a portion of stand 1 is located on the subject site. The subject site contains a total of 4.21 acres of woodland and 3 specimen trees. The existing conditions of the site are correctly shown on the NRI and are correctly reflected on the plans submitted with this application.

Comment: No additional information is required with regard to the existing conditions of the site.

2. This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the gross tract is in excess of 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan, TCP2-122-95 has been submitted. This plan was previously reviewed with previously submitted DSPs, but was never approved.

The site has a woodland conservation threshold of 2.10-acres and an overall requirement of 2.20-acres after proposing to clear only 0.41 acres. The project proposes to meet the requirement with 0.97-acres of woodland preservation, and 0.29-acres of woodland planting. Because the remaining requirement of 0.93 is less than one acre, it may be met with fee-in-lieu at an assessment \$0.90 cents per square foot. The TCP shows the rate at \$0.30 cents and states that the site is grandfathered; however the site is not grandfathered because it has no previously approved tree conservation plans for the subject site.

Some minor revisions are required. There are several features that need to be identified such as the unnamed roadway as Clipper Way and the adjacent regional stormwater pond. Revisions to the approval block are required. The on-site reforestation and acreage areas need to be individually labeled on the plan view and plant schedule to assure that the correct amount of planting species are planted in each area.

Recommended Condition: Prior to certification of the special exception site plan, the TCP2 shall be revised as follows:

- a. Revise the worksheet to change the fee in lieu rate to \$.090 cents and remove note 31 from the plan.
 - b. Identify Clipper Way (formerly Felker Avenue).
 - c. Identify the adjacent regional stormwater management pond.
 - d. Identify the two reforestation areas on the plan view with an "A" and "B" and give an area (square foot or acreage) for each location.
 - e. Add a revised quantity table to the plant schedule showing how many species will be planted in Area A and in Area B.
 - f. Have the revised plan signed and dated by the qualified professional preparing the plan.
3. The site contains significant environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 27-(285)(b)(4) of the Zoning Ordinance. The on-site regulated environmental features include streams and their associated 75-foot-wide buffers, wetlands and their associated 25-foot-wide buffers, and the 100-year floodplain. Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property.

The proposed development in the application does not propose any impact to regulated environmental features. The existing impacts to the PMA as shown on the plans are within a previously dedicated land area of Clipper Way (formerly Felker Avenue) that has been developed under previous approvals which are not subject to the requirement of this application. A Letter of Justification is not required at this time.

Recommended Finding: The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

4. A copy of the approved Stormwater Management Concept plan and letter (17180-2001-01) dated July 1, 2013, were submitted with the subject application. The concept plan appears to show stormwater to be directed to an existing storm drain system that is ultimately conveyed to a regional stormwater management pond. Some stormwater will enter the stream via sheet flow. According to the approval letter, no quantity or quality control is required. The TCP2 is consistent with the concept plan.

Comment: No additional information with regard to stormwater management is required.

RECOMMENDED CONDITIONS AND FINDINGS

The Environmental Planning Section provides the following for your consideration.

Recommended Findings:

1. The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

Recommended Conditions:

1. Prior to certification of the special exception site plan, the TCP2 plan shall be revised as follows:
 - a. Revise the worksheet to change the fee in lieu rate to \$.090 cents and remove note 31 from

- the plan.
- b. Identify Clipper Way (formerly Felker Avenue).
 - c. Identify the adjacent regional stormwater management pond.
 - d. Identify the two reforestation areas on the plan view with an "A" and "B" and give an area (square foot or acreage) for each location.
 - e. Add a revised quantity table to the plant schedule showing how many species will be planted in Area A and in Area B.
 - f. Have the revised plan signed and dated by the qualified professional preparing the plan.
2. Prior to certification of the detailed site plan, a lighting study shall be submitted that addresses the reduction of spillover lighting into the environmental regulated areas and the total lighting output of the individual sites. The plan shall show the use of full cut-off optics and downward facing light fixtures. The photometric plan shall show no more than 0.5 foot-candles of light at the outer property lines of the subdivision.

If you have any questions concerning these comments, please contact me at 301-952-3650 or by e-mail at alwin.schneider@ppd.mncppc.org

ACS:acs



**** REFERRAL REQUEST ****

Date: March 4, 2014

To: Jimi Jones- Zoning

From: Jill Kosack, Urban Design Jill.Kosack@ppd.mncppc.org

Subject: Potomac Business Park, DSP-13048

IDENTIFICATION OF MAJOR ISSUES DUE DATE*: 3/19/2014

***Note:** E-mail any major issues/problems to the reviewer by the above date.

SDRC DATE: 3/28/2014

REFERRAL DUE DATE: April 3, 2014

<input checked="" type="checkbox"/> Full Review of New Plan	<input type="checkbox"/> Revision of Previously Approved Plan
<input type="checkbox"/> Limited or Special Review	<input type="checkbox"/> Plans/Documents Returned for Second Review Following Revision by Applicant

NOTE: This case is being reviewed at: Planning Board level OR Planning Director level

COMMENTS: 100,310 Square foot department / variety store

Related Cases: _____

REFERRAL REPLY COMMENTS:

SUBJECT PROPERTY IS SUBJECT TO SE-4738.
CASE WENT TO PB ON 1-23-14 & ZHE 3-19-14. STAFF RECOMMENDATION
IS APPROVAL W/CONDITIONS. ZHE HAS NOT RENDERED A DECISION YET.
FINAL DECISION IS MADE BY DIST. COUNCIL - NO DATE SET.

NOTE: IF YOU HAVE NO COMMENTS, PLEASE INDICATE ABOVE AND FORWARD OR FAX TO THE REVIEWER'S ATTENTION.



**PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



MEMORANDUM

DATE: March 14, 2014

TO: Jill Kosack, Planner Coordinator
Urban Design Section
Development Review Division

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

SUBJECT: **Potomac Business Center, DSP-13048**

After reviewing the plans and visiting the site I have a lighting question. The photometric plan (sheet 11) shows fewer light fixtures in the parking lots than shown on sheet 7. What are the correct number and locations of the fixtures?

Kosack, Jill

From: Michael Bailey <MBAiley@sha.state.md.us>
Sent: Tuesday, March 11, 2014 10:47 AM
To: Kosack, Jill
Cc: Pranoy Choudhury; Masog, Tom
Subject: MD 414 (Oxon Hill Road at Clipper Way Intersection SHA Tracking No. 12APPG001xx DSP-13048
Attachments: PotomacBusinessPark.pdf

March 11, 2014

Ms. Jill Kosack,

Senior Planner

Development Review Division

M-NCPPC

Ms. Kosack:

Thank you for the opportunity to review the detailed site plan associated with Potomac Business Park, located in Prince George's County. Access Management Division is currently reviewing the design engineer's most recent plan submission. We agree in concept that the proposed improvements within SHA right-of-way shown on the detailed site plans. However, the Access Management has not granted final plan approval at this time. That being said, the plans maybe subject to revisions reflecting requirements.

Therefore, SHA is not in a position to grant detail site plan approval at this time.

If you have any questions or need clarifications, feel free to contact me.

Sincerely,

Michael P. Bailey

Development Plans Reviewer

State Highway Administration

Access Management Division



Prince George's County Public Schools
Division of Supporting Services
Department of Capital Programs
13300 Old Marlboro Pike, Upper Marlboro, Maryland 20772
Phone: 301-952-6548 · Fax: 301-952-6526/8415

FACSIMILE COVER SHEET

Date: 04-22-14

DELIVER TO:

Name: Jill
Office: _____
Fax No.: 301-952-3749

SENT FROM:

Name: Elizabeth Chaisson

Remarks:

Number of Pages (including cover sheet): 2

CONFIDENTIALITY NOTICE: The documents accompanying this facsimile transmission contain confidential information belonging to the sender which is legally privileged. The information is intended only for the use of the individual or entity named above. If you are not the intended or named recipient, you are not authorized to read, disclose, copy, distribute, or take any action in reliance on the information and any action other than immediate delivery to the named recipient is strictly prohibited. If you have received this facsimile in error, please immediately notify us by telephone or arrange for return of the original documents to us. If you are the named recipient, you are not authorized to reveal any of this information to any other unauthorized person and are hereby instructed to destroy the information when no longer needed.



The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772 301-952-3530
Development Review Division – 301-952-3749 (fax)

**** REFERRAL REQUEST ****

Date: March 4, 2014
To: Elizabeth Chaisson- Board of Education
From: Jill Kosack, Urban Design Jill.Kosack@ppd.mnccppc.org
Subject: Potomac Business Park, DSP-13048

IDENTIFICATION OF MAJOR ISSUES DUE DATE*: 3/19/2014
***Note:** E-mail any major issues/problems to the reviewer by the above date.

SDRC DATE: 3/28/2014

REFERRAL DUE DATE: April 3, 2014

Full Review of New Plan Revision of Previously Approved Plan
 Limited or Special Review Plans/Documents Returned for Second Review Following Revision by Applicant
NOTE: This case is being reviewed at: Planning Board level OR Planning Director level
COMMENTS: 100,310 Square foot department / variety store
Related Cases: _____

REFERRAL REPLY COMMENTS: My only comment is there should be more evergreen trees at the property line adjacent to the POC property.

APR 14 11:49 AM '14

NOTE: IF YOU HAVE NO COMMENTS, PLEASE INDICATE ABOVE AND FORWARD OR FAX TO THE REVIEWER'S ATTENTION.



VICINITY MAP
LOT TO SCALE

NOTES

1. SUBJECT SITE IS COMPOSED OF THREE PARCELS. THESE PARCELS ARE IDENTIFIED AS LOT 6, 7, AND 8 OF POTOMAC BUSINESS PARK.
2. TOTAL AREA = 15.44 ACRES.
3. THERE ARE NO EXISTING BUILDINGS ON THE LOTS.

CURVE TABLE

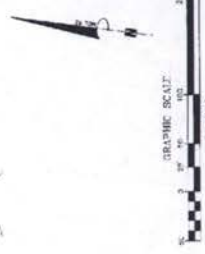
CURVE	PARCELS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	863.00'	863.00'	N. 23°41'39" W.	506.49'	85°18'33"	354.35'
C2	491.28'	491.28'	N. 25°32'59" E.	297.13'	35°36'39"	178.48'
C3	224.82'	224.82'	N. 75°10'11" E.	83.90'	27°22'43"	26.80'
C4	435.00'	435.00'	S. 82°59'27" E.	104.00'	1°43'35"	82.35'

EASEMENT KEY

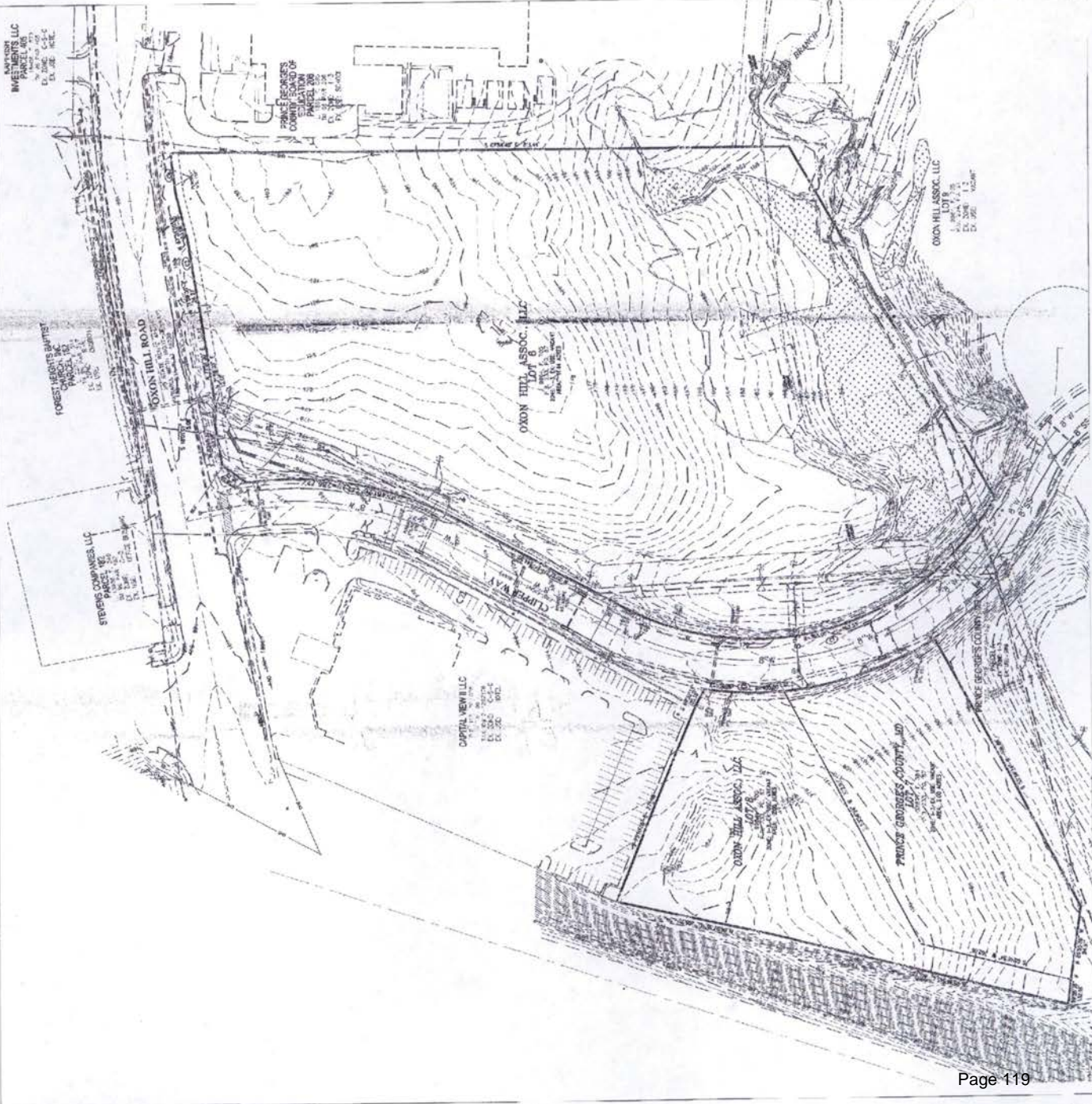
- (E1) EX. 20' SANITARY SEWER EASEMENT
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LEGEND

- PROPERTY LINE
- 100 YEAR FLOODPLAIN
- FLOODPLAIN EASEMENT
- ISLANDS
- EXISTING STREAM W/ ENVIRONMENTAL RESTRICTION LINE
- EXISTING TREELINE



NO.	DATE	DESCRIPTION	BY	CHKD.
1	12/15/2011	ISSUED FOR PERMIT
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PROJECT NO.	19048
DATE	10/24/2014
DRAWN BY	DAVID J. SAPERSTEIN
CHECKED BY	
DATE	



VICINITY MAP
NOT TO SCALE

LEGEND

- WETLANDS
- UTILITY
- RIGHT-OF-WAY
- EASEMENT
- SURVEY BOUNDARY
- EASEMENT
- BOUNDARY LINE
- ELEVATION CONTOUR
- SPOT ELEVATION
- PROPOSED STRUCTURE
- PROPOSED PAVEMENT
- PROPOSED DRIVE
- PROPOSED SIDEWALK
- PROPOSED PATH
- PROPOSED STORM SEWER
- PROPOSED WATER MAIN
- PROPOSED GAS LINE
- PROPOSED SEWER LINE
- PROPOSED STORM DRAINAGE
- PROPOSED EASEMENT



LINE TABLE

LINE NUMBER	DESCRIPTION	START STATION	END STATION	CURVE DATA
1	EXISTING DRIVE	0+00	0+50	
2	EXISTING DRIVE	0+50	1+00	
3	EXISTING DRIVE	1+00	1+50	
4	EXISTING DRIVE	1+50	2+00	
5	EXISTING DRIVE	2+00	2+50	
6	EXISTING DRIVE	2+50	3+00	
7	EXISTING DRIVE	3+00	3+50	
8	EXISTING DRIVE	3+50	4+00	
9	EXISTING DRIVE	4+00	4+50	
10	EXISTING DRIVE	4+50	5+00	
11	EXISTING DRIVE	5+00	5+50	
12	EXISTING DRIVE	5+50	6+00	
13	EXISTING DRIVE	6+00	6+50	
14	EXISTING DRIVE	6+50	7+00	

CURVE TABLE

STATION	CURVE TYPE	START STATION	END STATION	ANGLE (DEG)	RADIUS (FT)	CHORD BEARING	CHORD LENGTH (FT)	PI POINT STATION
0+00	1	0+00	0+50	90	100	S 45 W 141.4	141.4	0+25
0+50	2	0+50	1+00	90	100	S 45 W 141.4	141.4	0+75
1+00	3	1+00	1+50	90	100	S 45 W 141.4	141.4	1+25
1+50	4	1+50	2+00	90	100	S 45 W 141.4	141.4	1+75
2+00	5	2+00	2+50	90	100	S 45 W 141.4	141.4	2+25
2+50	6	2+50	3+00	90	100	S 45 W 141.4	141.4	2+75
3+00	7	3+00	3+50	90	100	S 45 W 141.4	141.4	3+25
3+50	8	3+50	4+00	90	100	S 45 W 141.4	141.4	3+75
4+00	9	4+00	4+50	90	100	S 45 W 141.4	141.4	4+25
4+50	10	4+50	5+00	90	100	S 45 W 141.4	141.4	4+75
5+00	11	5+00	5+50	90	100	S 45 W 141.4	141.4	5+25
5+50	12	5+50	6+00	90	100	S 45 W 141.4	141.4	5+75
6+00	13	6+00	6+50	90	100	S 45 W 141.4	141.4	6+25
6+50	14	6+50	7+00	90	100	S 45 W 141.4	141.4	6+75

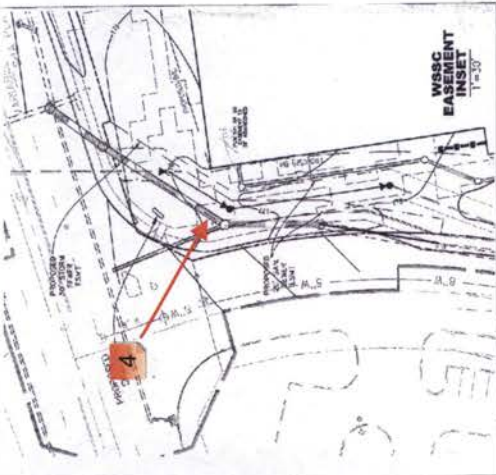
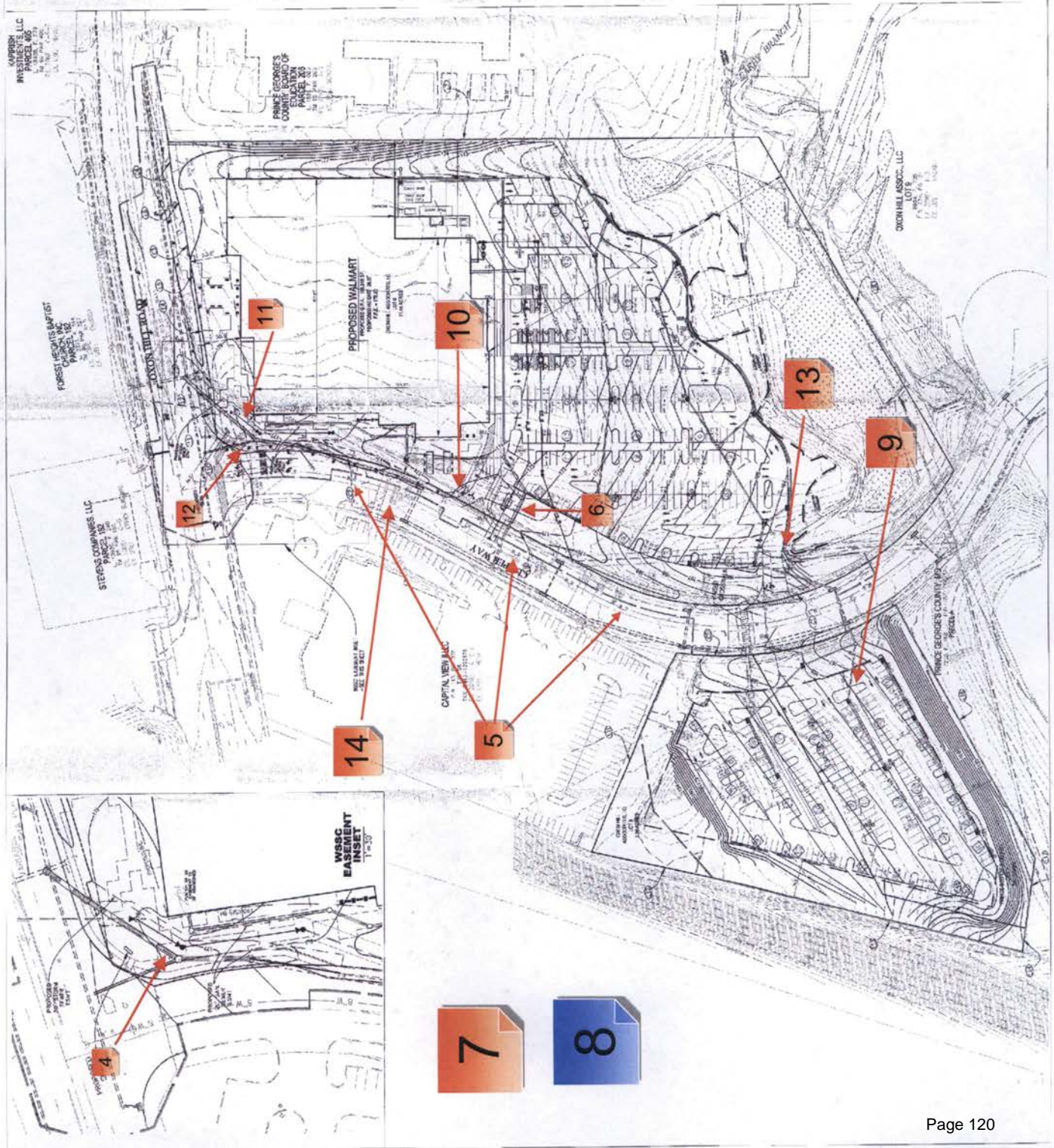
ENGINEER'S CERTIFICATION
I, THE UNDERSIGNED, A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MARYLAND, HEREBY CERTIFY THAT I AM THE DESIGNER OF THE ABOVE DESCRIBED PROJECT AND THAT THE DESIGN OF THE SAME IS IN ACCORDANCE WITH MARYLAND CODES.

DATE: 10/24/2014
SIGNATURE: DAVID J. SAPERSTEIN

DRAINAGE CERTIFICATION
I, THE UNDERSIGNED, A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MARYLAND, HEREBY CERTIFY THAT I AM THE DESIGNER OF THE ABOVE DESCRIBED PROJECT AND THAT THE DRAINAGE DESIGN OF THE SAME IS IN ACCORDANCE WITH MARYLAND CODES.

DATE: 10/24/2014
SIGNATURE: DAVID J. SAPERSTEIN

IS-MD-CR-APPROVALS	
PROJECT NAME:	POTOMAC BUSINESS PARK
PROJECT NO.:	19048
DATE:	10/24/2014
DESIGNER:	DAVID J. SAPERSTEIN
CHECKER:	
DATE:	
DATE:	
DATE:	
DATE:	
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DATE: 02/21/13	PROJECT NO: 19068	SHEET NO: 1 OF 2
DATE: 02/21/13	PROJECT NO: 19068	SHEET NO: 1 OF 2
DATE: 02/21/13	PROJECT NO: 19068	SHEET NO: 1 OF 2
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DATE: 02/21/13	PROJECT NO: 19068	SHEET NO: 1 OF 2
DATE: 02/21/13	PROJECT NO: 19068	SHEET NO: 1 OF 2

LEGEND

	WETLINES
	LIGHT STORMWATER
	MEDIUM STORMWATER
	HEAVY STORMWATER
	PROPERTY BOUNDARY
	STORM SEWER
	SANITARY SEWER
	UTILITY
	12\"/>
	18\"/>
	24\"/>
	30\"/>
	36\"/>
	42\"/>
	48\"/>
	54\"/>
	60\"/>



CURVE TABLE

STATION	PC	PT	PI	LC	EA	EA'	EA''
1+00.00	1+05.00	1+10.00	1+07.50	15.00	1.00	1.00	1.00
1+10.00	1+15.00	1+20.00	1+17.50	15.00	1.00	1.00	1.00
1+20.00	1+25.00	1+30.00	1+22.50	15.00	1.00	1.00	1.00
1+30.00	1+35.00	1+40.00	1+32.50	15.00	1.00	1.00	1.00
1+40.00	1+45.00	1+50.00	1+42.50	15.00	1.00	1.00	1.00
1+50.00	1+55.00	1+60.00	1+52.50	15.00	1.00	1.00	1.00
1+60.00	1+65.00	1+70.00	1+62.50	15.00	1.00	1.00	1.00
1+70.00	1+75.00	1+80.00	1+72.50	15.00	1.00	1.00	1.00
1+80.00	1+85.00	1+90.00	1+82.50	15.00	1.00	1.00	1.00
1+90.00	1+95.00	1+100.00	1+92.50	15.00	1.00	1.00	1.00

LINE TABLE

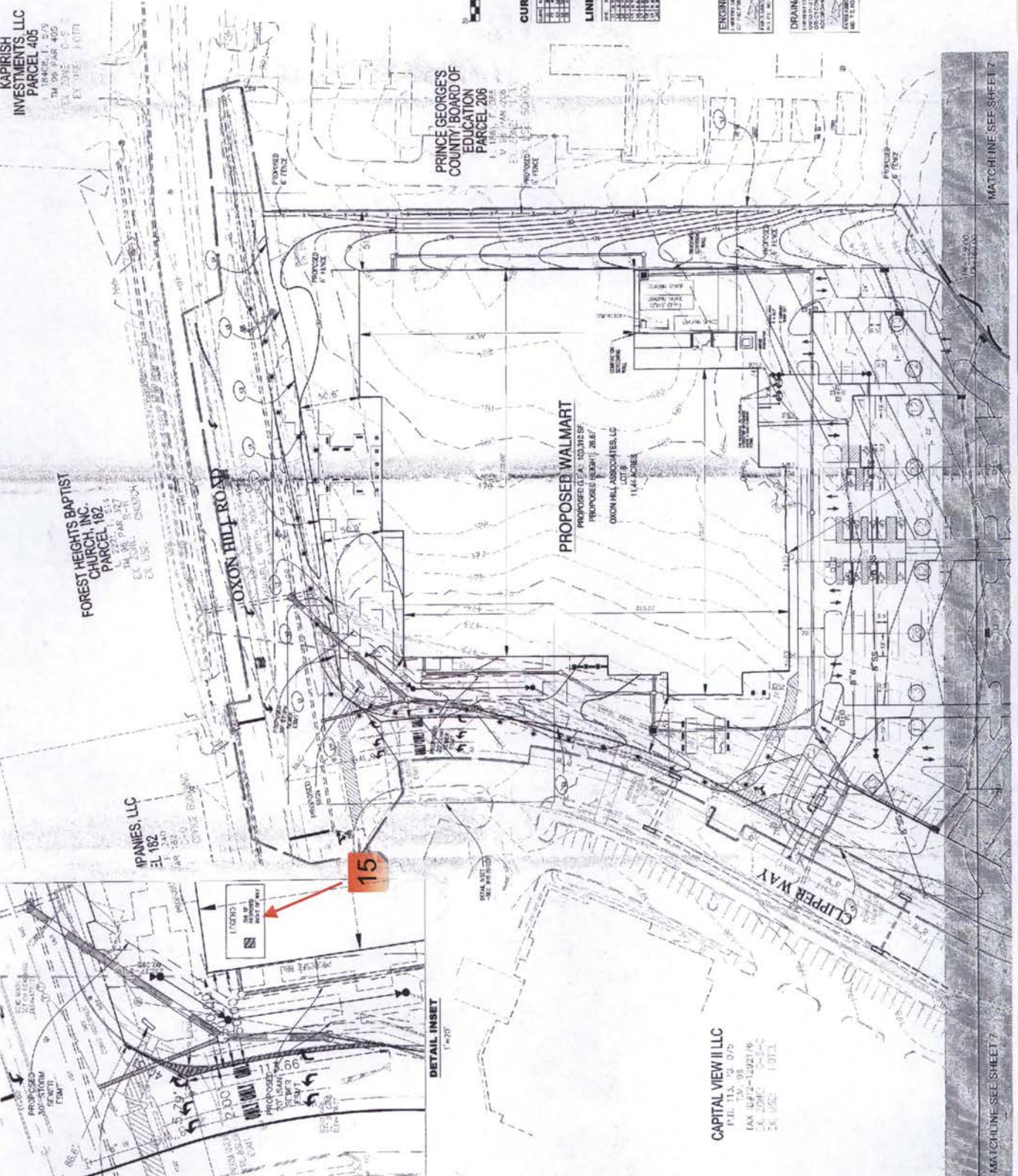
STATION	LINE	LINE NO.	LINE TYPE	LINE WIDTH	LINE COLOR
1+00.00	1	1	SOLID	0.50	RED
1+00.00	2	2	DASHED	0.50	GREEN
1+00.00	3	3	DOTTED	0.50	BLUE
1+00.00	4	4	SOLID	1.00	BROWN
1+00.00	5	5	DASHED	1.00	PURPLE
1+00.00	6	6	DOTTED	1.00	PINK
1+00.00	7	7	SOLID	1.50	BLACK
1+00.00	8	8	DASHED	1.50	BLACK
1+00.00	9	9	DOTTED	1.50	BLACK
1+00.00	10	10	SOLID	2.00	BLACK
1+00.00	11	11	DASHED	2.00	BLACK
1+00.00	12	12	DOTTED	2.00	BLACK
1+00.00	13	13	SOLID	2.50	BLACK
1+00.00	14	14	DASHED	2.50	BLACK
1+00.00	15	15	DOTTED	2.50	BLACK

ENGINEER'S CERTIFICATION
 I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATIONS FOR POTOMAC BUSINESS PARK
 WERE PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM
 A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MARYLAND.

DRAINAGE CERTIFICATION
 I HEREBY CERTIFY THAT I HAVE REVIEWED THE SITE PLAN AND SPECIFICATIONS FOR
 POTOMAC BUSINESS PARK AND THAT THE DRAINAGE SYSTEM SHOWN THEREON IS
 ADEQUATE TO DRAIN ALL OF THE AREA SHOWN THEREON AND THAT I AM A
 LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MARYLAND.

REVISIONS

NO.	DATE	DESCRIPTION
1	02/21/13	ISSUE FOR PERMIT
2	02/21/13	ISSUE FOR PERMIT
3	02/21/13	ISSUE FOR PERMIT
4	02/21/13	ISSUE FOR PERMIT
5	02/21/13	ISSUE FOR PERMIT
6	02/21/13	ISSUE FOR PERMIT
7	02/21/13	ISSUE FOR PERMIT
8	02/21/13	ISSUE FOR PERMIT
9	02/21/13	ISSUE FOR PERMIT
10	02/21/13	ISSUE FOR PERMIT



CAPITAL VIEW II LLC
 P.L.L.C. 08-075
 TAN 02/21/13 12:21:46
 EX 20942 12-5-2
 SK USC 1071

MATCHLINE SEE SHEET 7

MATCHLINE SEE SHEET 7

1 - - WSSC Plan Review Comments

Created by: Alicia Edwards
On: Thursday, March 13, 2014 5:58:03 PM

WSSC Plan Review Comments
DSP-13048 - Potomac Business Park

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

2 - - WSSC Standard Comments for all Plans

Created by: Alicia Edwards
On: Thursday, March 13, 2014 5:58:33 PM

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 - See pages 5,6,&7 for additional comments

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:30:00 AM

See pages 5,6,&7 for additional comments

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

4 - Storm Drain must be outside WSSC Sewer Easement

Created by: Ann Russell
On: Tuesday, March 18, 2014 4:59:52 PM

Storm Drain must be outside WSSC Sewer Easement

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

5 - 12"W

Created by: Ann Russell
On: Tuesday, March 18, 2014 5:09:27 PM

The main in Felker Ave is a 12"W

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

6 - WSSC Easement Conflict

Created by: Ann Russell
On: Tuesday, March 18, 2014 5:12:33 PM

Move storm drain out of WSSC Easement.

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

7 - Design Comments

Created by: Ann Russell
On: Tuesday, March 18, 2014 5:16:59 PM

1. WSSC Design requires On-Site service pipe(s) to maintain a minimum 20-foot clearance from possible contaminated areas such as: streams, seepage pits, drain fields, septic tank/systems and other sources. When on-site pipes need to cross these areas, the water and/or sewer pipelines must be placed in a sleeve extending at least 20 feet beyond the limits of contamination in each direction. See WSSC Design Manual C-24.1

2. Align water, sewer and/or service connection(s) to avoid environmental, storm water management facilities, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance. See WSSC Design Manual C-3.1
3. Existing mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
4. Show right-of-way limits on plan for all existing and proposed water mains.
5. Provide proper protection of water supply where water main is below or parallel to sewer main, building drain, sewer house connection or septic field and when pipe crosses other utilities. See WSSC Design Manual C-3.1
6. Align any water/sewer pipeline to avoid conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC Design Manual C-3.1
7. WSSC easements must be free and clear of other utilities, including storm drain systems, with the exception of allowed crossings designed in accordance with the WSSC Pipeline Design Manual. Under certain conditions (and by special request) storm drains may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement between WSSC and the developer.
8. WSSC's minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20-feet. When both water and sewer (normal diameter and depth) are installed in the same easement, the minimum width is 30-feet. Installation of deep or large water/sewer will require additional easement width.
9. The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15-feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40-feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.
10. Balconies or other building appurtenances must not encroach within WSSC easements. Water/Sewer pipeline alignment should maintain a minimum 5-foot horizontal clearance from storm-drain pipeline/structures and other utilities. Review of plan submitted does not meet these requirements.
11. Owner must convey gratis to WSSC a 20-foot wide easement on property for proposed sewer relocation with easement shown on recorded plat. Delineate and label the easement with applicable horizontal width shown on plan.
12. Water and/or sewer alignments must be located a minimum 50-feet from sediment control traps that: drain 10 or more acres, basins, or water retention ponds. Alignments not meeting the 50-foot clearance require approval by the WSSC Environmental Group and will be considered on a case-by-case basis.
13. Any grading, change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC Design Manual, C-5.1 and Part Three, Section 11.

14. WSSC facilities/structures cannot be located with a public utility easement (PUE) however WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.

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

8 - Hydraulic Comments

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:41:09 AM

1. 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.
2. A 12-inch water main is available to serve the proposed site. Contact the Permit Services Unit at 301-206-4003 for details regarding applying for service connections or visit our website.
3. An 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at 301- 206-4003 for details regarding applying for service connections or visit our website.
4. See Letter of Findings and Sketch for WSSC Project DA8212Z89, attached to this project email.

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

9 - Fire station?

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:38:07 AM

The Letter of Findings and Sketch for this project showed a fire station located in this parcel. Is this still proposed?

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

10 - PUE should not overlap with WSSC Easement

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:38:01 AM

PUE should not overlap with WSSC Easement

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

11 - Note Sewer Relocation Here

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:37:56 AM

Note Sewer Relocation Here

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

12 - Mark all R/W and Easements

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:37:51 AM

Including additional Public Road R/W, Storm Drain, and Sewer easements. Storm Drain Easement should not overlap WSSC Easement.

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

13 - Retaining Wall?

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:38:52 AM

Retaining wall should not be placed over WSSC Sewer

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

14 - Aerial Photo Shows Pavement Ends About Here

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:42:39 AM

When the road is built, all rims, cleanouts, etc will need to be adjusted.

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

15 - Is this additional Public Road R/W?

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:35:21 AM

Is this additional Public Road R/W? Will it also include the sidewalk? Identify on plan

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

16 - Pavers and Landscaping

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:25:52 AM

Pavers and Landscaping are not allowed in WSSC Easement.

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

17 - Environmental Restricted Area cannot include the WSSC Sewer Easement

Created by: Ann Russell
On: Wednesday, March 19, 2014 11:26:45 AM

Environmental Restricted Area cannot include the WSSC Sewer Easement

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

Kosack, Jill

From: Brooks, Wallace L <wallace.l.brooks@verizon.com>
Sent: Friday, March 21, 2014 8:29 AM
To: Kosack, Jill
Subject: POTOMAC BUSINESS PARK,DSP-13048 (SDRC DATE 3/28/2014)

Jill,
Hope all is well.
Verizon comments as it relates to the above referenced Referral Request.

Verizon requirement for this project is as follows:

Verizon will require a 10 foot public utility easement(PUE),parallel, adjacent and contiguous to all Public and Private roads and alley right of ways free and clear of any permanent structures,buildings,sidewalks,curbs,paving,trees,shrubs,retaining walls,landscape,buffers and trails.The trench area shouldn't be more than a 4 to 1 slope.

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

Hutchison, Lorrie

From: PGCPB
Sent: Wednesday, May 14, 2014 3:58 PM
To: Hewlett, Elizabeth; Jones, Jessica; Proctor, Marie; Kratka, Leigh; Piret, Fern; Hirsch, Alan; Harrison, LaTasha; Hutchison, Lorrie
Subject: FW: DSP-13048 Super Walmart
Attachments: GSCCAP Walmart Letter 2014-05-12.pdf

PRINCE GEORGE'S COUNTY PLANNING BOARD
OFFICE OF THE CHAIRMAN
RECEIVED 05/14/14 LOG NO. C14-051403
DISTRIBUTION EMH-FYE
To: Planning AA
cc: JJ

From: St. Cyr II, Zeno W. (HHS/ASPR/COO)
Sent: Wednesday, May 14, 2014 3:57:37 PM (UTC-05:00) Eastern Time (US & Canada)
To: PGCPB
Cc: Kosack, Jill
Subject: DSP-13048 Super Walmart

Attached please find our organization's statement for the record in support of the above-cited project. Thank you in advance for sharing these comments with M-NCPPC Commissioners.

Please do not hesitate to contact me in the event of any questions or concerns.

Best regards...

Z ii

Zeno W. St. Cyr, II
Co-Founder
Greater South County Coalition for Absolute Progress

Prince George's County Planning Department
Office of the Director
Rec'd MAY 15 2014 Log No Same
Distribution FP, AD, Log
original to DRD

Zeno W. St. Cyr, II, MPH
Office of the Assistant Secretary for Preparedness and Response
Department of Health and Human Services
(202) 205-8189
(202) 690-6512 Fax
zeno.w.stcyr@hhs.gov

GSCCAP

CO-FOUNDERS

Edward T. Morgan (deceased)
Past President
River Bend Estates Homeowner
Association
8415 Bella Vista Terrace
Ft. Washington, MD 20744
(301) 567-0454

Zeno W. St. Cyr, II
President
Riverbend Citizens Association
601 River Bend Rd.
Ft. Washington, MD 20744
(301) 749-9795

Brenton C. Miller
President
Brooke Manor Civic Association
212 Aragona Dr.
Ft. Washington, MD 20744
(301) 567-2492

Nan Hawkins (deceased)
Past President
Potomac Vista Residents for
Positive Progress
100 Alexandria Dr.
Oxon Hill, MD 20745
(301) 839-1832

MEMBERS

Alonzo T. Grigsby (deceased)
Past President
South Potomac Citizens Association
8700 Loughran Rd.
Ft. Washington, MD 20744
(301) 567-3631

Belcher McNeil
8406 Bella Vista Terrace
Ft. Washington, MD 20744
(301) 567-1277

Joe Logan
Past President
River Bend Estates Homeowner
Association
8306 Bella Vista Ct.
Ft. Washington, MD 20744
(240) 643-3265

Maurice G. Fitzgerald
Past President
Apple Grove Civic Association
2705 Cator Dr.
Ft. Washington, MD 20744
(301) 248-3358

Greater South County Coalition for Absolute Progress

May 12, 2014

Elizabeth M. Hewlett
Chair, M-NCPPC
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Potomac Business Park, Super Walmart – DSP-13048
By email: pgcpb@mncppc.org

Dear Ms. Hewlett:

The Greater South County Coalition for Absolute Progress (GSCCAP) writes in support of the above-cited project. Our organization believes the Super Walmart planned for this location is an economic development project that will provide needed commercial tax revenue for Prince George's County and jobs for its residents. Upon completion, this project will provide South County residents with an additional shopping option that will keep their sales tax dollars in the County. We also note that the County Planning Department recommends a conditioned approval of the project.

Increased traffic resulting from this retail outlet remains a concern, but we are satisfied that the mitigations recommended will address many, if not all of them.

We are also sensitive to concerns raised by faculty, staff, and parents of students at the adjacent John Hanson Montessori School. However, we believe the proposed mitigations, including fencing and buffer, should address many of the concerns raised.

Principally for these reasons, the Greater South County Coalition for Absolute Progress enthusiastically supports this project and urges the Commission to approve it without delay.

Sincerely yours,

Zeno W. St. Cyr, II

Zeno W. St. Cyr, II
Co-Founder

cc: Andre' Gingles, Esq.
Nina Albert