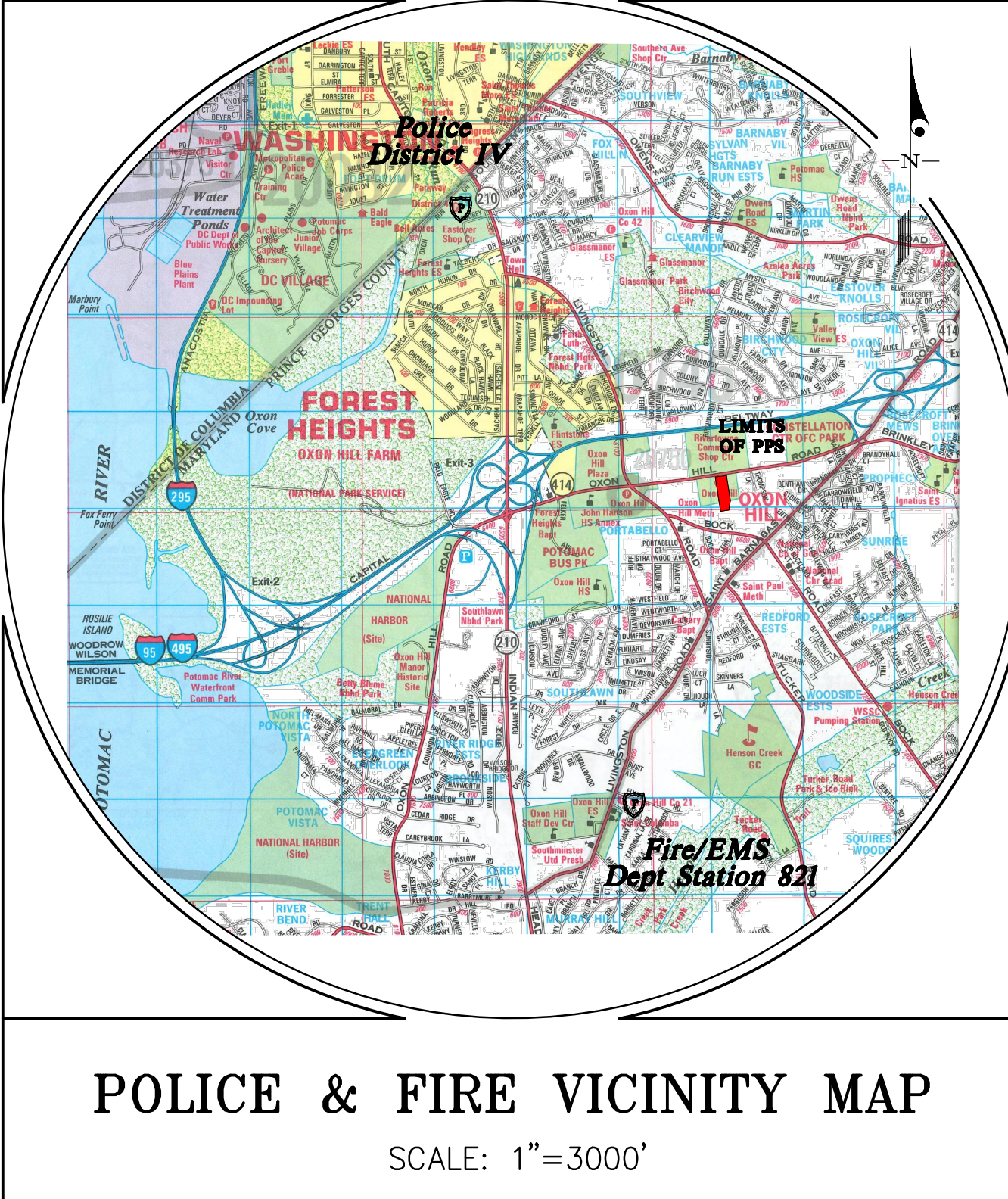
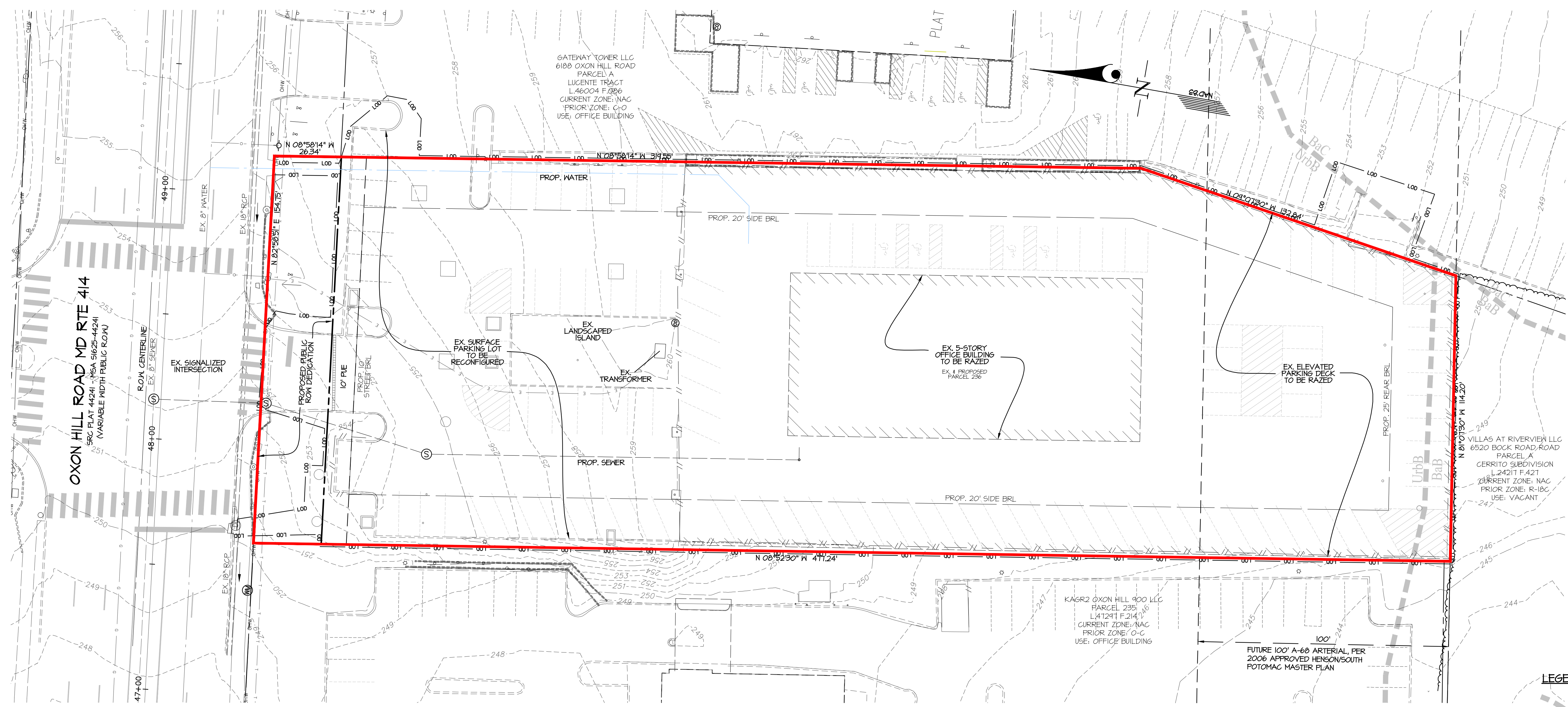
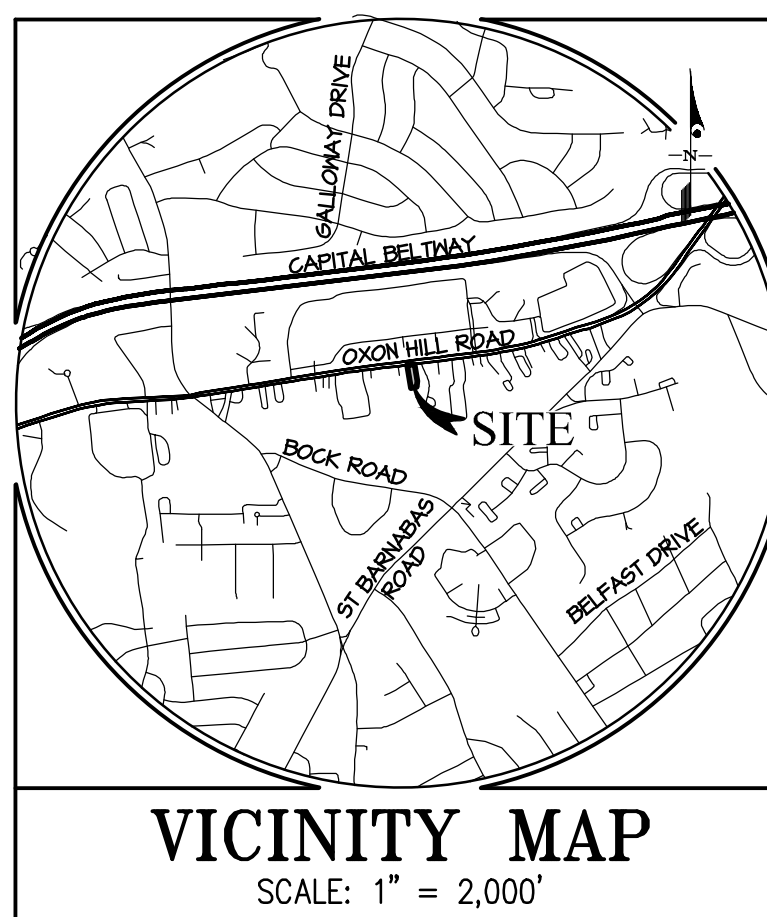
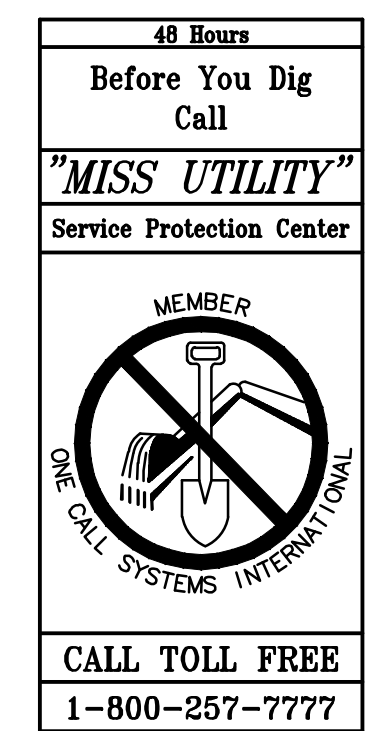


OXON HILL HOTEL

PRELIMINARY PLAN OF SUBDIVISION

No. 4-25004



GENERAL NOTES

- OWNER/APPLICANT: OXON HOTEL LLC
ATTN: ANIL PATEL
6627 WEST BROAD STREET, SUITE 300
RICHMOND, VA 23230
- PARCEL 236, TAX ID: 1280451, L. 48471 F. 155
- TOPOGRAPHY FROM PRINCE GEORGE'S COUNTY GIS DATA.
- TAX MAP / GRID: 096C4
- 200 FOOT MAP REFERENCE: 200 SE 02
- THE PURPOSE OF THIS PRELIMINARY PLAN IS TO SUBDIVIDE THE SUBJECT PROPERTY AND CREATE A LEGAL PARCEL.
- THIS PROPERTY IS LOCATED WITHIN THE DEVELOPED TIER.
- THIS PROPERTY IS LOCATED WITHIN THE OXON HILL NEIGHBORHOOD CENTER.
- THIS PROPERTY IS LOCATED WITHIN A PRIORITY FUNDING AREA.
- THIS PROPERTY IS LOCATED WITHIN THE OXON HILL ROAD CORRIDOR.
- STORMWATER MANAGEMENT CONCEPT PLAN (SIT-00500-2024) BY GLW, AND IS PENDING APPROVAL.
- EXISTING AND PROPOSED WATER AND SEWER SERVICE CATEGORIES: S-3 AND M-3. PUBLIC WATER AND SEWER SERVICE CONNECTIONS PROPOSED.
- EXISTING USE, VACANT OFFICE BUILDING AND PARKING DECK TO BE RAZED. PROPOSED USE: HOTEL AND PARKING DECK.
- A TYPE ONE TREE CONSERVATION PLAN WILL BE INCLUDED WITH THIS PPS SUBMISSION.
- THIS PROPERTY IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA (CBCA).
- 100-YEAR FLOODPLAIN AREA IS NOT LOCATED ON THIS PROPERTY.
- NO KNOWN WETLANDS ARE LOCATED ON THIS PROPERTY.
- NO KNOWN STREAMS ARE LOCATED ON THIS PROPERTY.
- NATURAL RESOURCES INVENTORY PLAN (NRI-014-2025) BY GLW APPROVED ON FEBRUARY 1, 2025.
- THIS PROPERTY IS NOT LOCATED IN OR ADJACENT TO AN EASEMENT HELD BY THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION OR ANY LAND TRUST OR ORGANIZATION.
- GRADINGS AND LIMITS OF DISTURBANCE ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
- NEAREST POLICE STATION: PSCO POLICE DISTRICT IV
515 INDIAN HEAD HWY
OXON HILL, MD 20745
2.0 MILES
- NEAREST FIRE STATION: OXON HILL FIRE DEPT 821
7600 LIVINGSTON RD
OXON HILL, MD 20745
2.1 MILES
- THIS PROPERTY IS LOCATED WITHIN SUSTAINABLE GROWTH TIER I.
- THIS PROPERTY IS NOT LOCATED WITHIN A MILITARY INSTALLATION OVERLAY ZONE.
- THIS PROPERTY IS NOT LOCATED WITHIN AN AVIATION POLICY AREA.
- THIS PPS HAS BEEN SUBMITTED FOR REVIEW UNDER THE PRIOR ZONING ORDINANCE AND SUBDIVISION REGULATIONS.

LEGEND

- GgA SOILS
- LIMIT OF PRELIMINARY PLAN
- LOT LINES
- EXISTING WATER LINE
- EXISTING SEWER LINE
- PROPOSED SEWER LINE
- PROPOSED WATER LINE
- CONCRETE SIDEWALK
- EX. CONTOURS
- ===== EX. CURB
- EX. EDGE OF PAVING
- PROP. STORM DRAIN
- EX. STRUCTURE
- EX. FENCE
- LIMIT OF DISTURBANCE
- EXISTING TREELINE
- PROP. TREELINE
- 15%+ SLOPES
- EX. SPECIMEN TREE

EXISTING UTILITY NOTES

- FOR MARKING LOCATIONS OF EXISTING UTILITIES, NOTIFY "MISS UTILITY" AT 1-800-257-TITI, 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION.
- INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATIONS AND ELEVATIONS OF THE UTILITIES BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF TRENCHING. IF CLEARANCES ARE LESS THAN SPECIFIED ON THIS PLAN OR LESS THAN 12 INCHES WHEN NOT SPECIFIED, CONTACT THE ENGINEER AND THE OWNER OF THE OTHER INVOLVED UTILITY BEFORE PROCEEDING WITH CONSTRUCTION.
- FOR FIELD LOCATION OF GAS LINE SERVICES, NOTIFY WASHINGTON GAS LIGHT CO., 703-150-1000, 48 HOURS PRIOR TO THE START OF ANY EXCAVATION OR CONSTRUCTION.
- OMISSIONS AND/OR ADDITIONS OF UTILITIES FOUND DURING CONSTRUCTION SHALL BE THE SOLE RESPONSIBILITY OF ANY CONTRACTOR ENGAGED IN EXCAVATION AT THIS SITE. GUTSCHICK, LITTLE & NEBER, P.A., SHALL BE NOTIFIED IMMEDIATELY OF ANY AND ALL UTILITY INFORMATION, OMISSIONS AND ADDITIONS FOUND BY ANY CONTRACTOR.
- DUE TO THE PROXIMITY OF LIVE UNDERGROUND AND OVERHEAD UTILITIES, WE ARE NOT RESPONSIBLE FOR ANY DAMAGE OR INJURY SUSTAINED DURING CONSTRUCTION BY ANY PERSONS, TRUCKS, TRAILERS, OR EQUIPMENT USED ON OR ADJACENT TO THE SITE.
* PER SEC 25.121C.B OF THE PRINCE GEORGE'S COUNTY COUNTY CODE.

MAPPED SOIL TYPES

MAP UNIT	DESCRIPTION	K-FACTOR	HYDRIC RATING	HYDROLOGIC GROUP	DRAINAGE CLASS
UrbB	Urban land-Beltsville land complex	null	0	D	Null
BxS	Beltsville silt loam	0.31	5	G	Moderately Well Drained

ACCORDING TO USDA - WEB SOIL SURVEY Soil Survey Staff, National Resources Conservation Service, United States Department of Agriculture, Web Soil Survey. Available online at <http://websoilsurvey.sc.ars.usda.gov/> accessed [December 14, 2025].
NOTE: SOILS TABLE FROM NRI-014-2025 APPROVED 2/1/2025.

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 34678.
EXPIRATION DATE: JULY 8, 2025



SITE DATA

SITE AREA:
PROP. MD RTE 414 ROW DEDICATION: 1.70 AC.
PROP. PARCEL 236: 0.10 AC.
1.60 AC.

PRIOR ZONING:
CURRENT ZONING:
EXISTING USE:
PROPOSED USE:

BUILDING RESTRICTION LINES
FRONT (STREET):
SIDE (NON-RESIDENTIAL - 60' HEIGHT HOTEL / 3):
REAR (ADJACENT RESIDENTIAL ZONED PROPERTY):

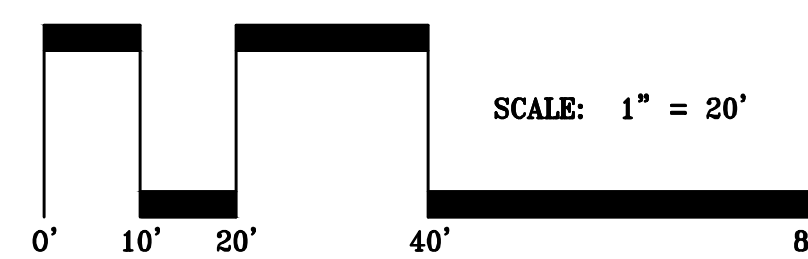
EX. PARCEL 236: 1.70 AC.
O.10 AC.
1.60 AC.

C-O
NAC
VACANT 5-STORY OFFICE
(45663 SF)
6-STORY HOTEL
(114646 SF)

10 FT.
20 FT.
25 FT.

GLW
PLANNING | ENGINEERING | SURVEYING
3809 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20896 | (GLWPA.COM)
PHONE: 301-421-4024 | BALT.: 410-880-1800 | DC/VA: 301-589-2524 | FAX: 301-421-4188

DESIGNED BY	TSZ				
DRAWN BY	CWJ				
CHECKED BY	KAF				
DATE					
REVISION					
BY					
APPR.					



PREPARED FOR: OXON HOTEL LLC 6627 WEST BROAD STREET SUITE 300 RICHMOND, VA 23230 CONTACT: ANIL PATEL 804-318-3426	SCALE 1"=20' DATE DEC., 2024	ZONING CURRENT NAC PRIOR C-O TAX MAP - GRID 096C4	PRELIMINARY PLAN OF SUBDIVISION 6192 OXON HILL ROAD PARCEL 236 L. 48477 F. 155 OXON HILL ELECTION DISTRICT No. 12 PRINCE GEORGE'S COUNTY, MARYLAND	G. L. W. FILE NO. 22082 SHEET 1 OF 1
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UNLAWFUL TO REPRODUCE OR TRANSMIT IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PERMISSION IN WRITING FROM GLW. 12/2025

STATEMENT OF JUSTIFICATION
IN SUPPORT OF APPLICATION FOR
PRELIMINARY PLAN OF SUBDIVISION 4-25004

The property forming the subject matter of this Preliminary Plan of Subdivision application consists of 1.708 acres located on the south side of Oxon Hill Road in Oxon Hill, Maryland. The property which is the subject of the application (the “Subject Property”) is more particularly described as Parcel 236 on Tax Map 96. The Applicant is Oxon Hill Hotel LLC, which is also the owner of the Subject Property (“Applicants”). The Applicant acquired the property in 2022 pursuant to a deed recorded among the Land Records of Prince George’s County at Book 48477 Page 155.

PROPERTY ORIENTATION AND DEVELOPMENT PROPOSAL

The Subject Property is zoned NAC (formerly C-O) and is improved with a vacant 54,600 square foot office building originally constructed in 1974. The office building contains six floors and 54,600 square feet. The Applicant purchased the Subject Property with the intention of razing the existing office building and constructing a hotel. The hotel is anticipated to be six stories in height and contain 160 rooms.

The Subject Property is bounded on the north, across Oxon Hill Road, by the Rivertowne Commons Shopping Center in the NAC (formerly C-S-C) Zone. To the east is an existing office building in the NAC (formerly) C-O Zone. To the west is another office building in the NAC (formerly C-O Zone). To the south is undeveloped land in the NAC (formerly R-18C) Zone. As noted above, the existing building was constructed in 1974 and the subject is fully developed. The sole access to the existing office building is from a single point of access to Oxon Hill Road. The Subject Property does not have frontage on any other existing public road. Further, as noted above, the driveway is located directly across from the main entrance to the Rivertowne Commons

Shopping Center. The intersection of these two entrances onto Oxon Hill Road is controlled by a traffic signal. The entrance can be seen on the aerial photo below:

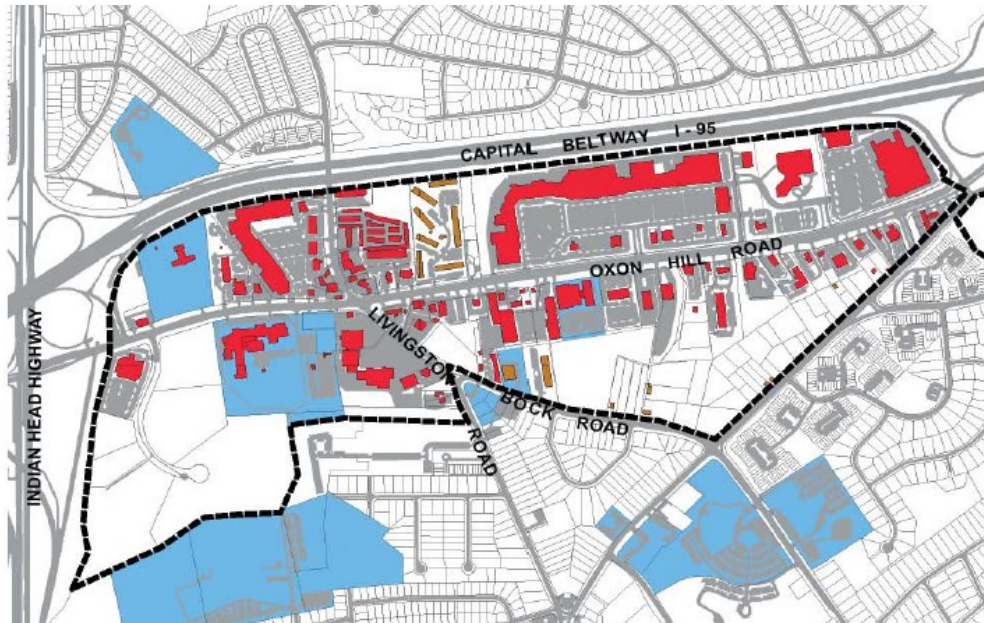


The application proposes to create a single lot for the intended purpose of constructing the proposed hotel.

**CONFORMANCE WITH THE 2006 APPROVED HENSON CREEK-SOUTH
POTOMAC MASTER PLAN AND SECTIONAL MAP
AMENDMENT GOALS POLICIES AND STRATEGIES**

During the Pre-Application Conference, the Applicant was requested to address conformance with the goals, policies and strategies of the 2006 Approved Master Plan for Henson Creek-South Potomac. The 2002 General Plan identified two centers in the Henson Creek-South Potomac Planning Area. One of these centers was Oxon Hill. As a result, the 2006 Master Plan established the boundaries of this future center, which generally extends along the Capital Beltway from Indian Head Highway to the Beltway interchange with St. Barnabas Road, follows St. Barnabas Road to Bock Road, and then

extends to the west to include the Potomac Business Park. The boundaries of this center are shown on Map 19 of the Master Plan and reproduced below:



The rationale for designating this area as a future center was clearly stated in the Sector Plan. The proposed redevelopment of the Oxon Hill Center was viewed as a long term goal which was contingent on the extension of the Purple Line. Given that the Purple Line has not been constructed and is only funded at the present time to extend to the New Carrollton Metro Station, it is clear that the conditions for full redevelopment have not yet been triggered. In addition, the land use map in the Master Plan identified this area as mixed use on the proposed land use map, which is defined as mixed-residential and non-residential uses at moderate to high densities and intensities. However, recommending the long term nature of transit facilities being extended in this area, most if not all of the properties within the boundaries of the center were retained in their current zoning category, including the Subject Property.

The Master Plan does, however, provide some guidance on interim development, understanding that the implementation of the plan as envisioned could not occur in the near future. The Plan notes that the overwhelming majority of existing development consists of commercial and institutional uses and that the development within the Oxon Hill Center will largely require redevelopment of existing uses or infill. The Master Plan further noted that the area was not “likely to experience dramatic results in the short- to mid-term.” Thus, the Master Plan recommended that infill and small-scale redevelopment of existing areas and quality place-making should occur in the short term, thus setting the stage for more intensive uses to follow as market demand increases, older under-developed private facilities are fully amortized, and new road patterns and transit facilities are provided.” (See pg.49).

As noted above, the existing building is vacant and is increasingly subject to vandalism. It is exactly this type of small scale redevelopment the Master Plan envisions in the short to mid term period. The broader goal of redeveloping the entire center cannot be implemented at this time. There is no rail line envisioned for this area in the foreseeable future and the modifications of the roadway network cannot be implemented at this time.

In the Master Plan, there are Policies and Strategies which are intended to guide the redevelopment of the future Oxon Hill Center. These include the creation of an entirely new roadway system that conflicts with existing traffic patterns and the introduction of a street grid that would require the full redevelopment of the Rivertowne Commons Shopping Center. It appears from reviewing Map 22 found on Page 52 of the Master Plan that the subject property is within the core area of the future center. The

Policies and Strategies listed are tailored to this future condition which does not yet exist.

The applicable Policies and Strategies are listed below:

Policy 2: 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.

STRATEGY

- 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.

COMMENT: The Applicant understands that the long term goal is a complete redevelopment of the Oxon Hill Area, including a complete reconfiguration of the transportation network. This strategy is not yet in a position to be implemented.

- Evaluate all development proposals for compliance with best practices for transit-oriented development and with the following design guidelines to establish the desired character within the Oxon Hill Center.

COMMENT: The proposed hotel will replace a dilapidated and vacant 50-year old building.

Design considerations will be addressed at the time of Detailed Site Plan.

- Urban-scale buildings and a pedestrian-friendly development pattern to produce the desired character and economic growth anticipated for the area.

COMMENT: The site design and pedestrian network will be addressed at the time of Detailed Site Plan.

- A new street and block pattern to allow for the efficient movement of pedestrians, bicycles and vehicles, including:
 - * A hierarchy of major and minor streets, cross-streets, and sidewalks that link the area together in both an east-west and north-south direction with surrounding neighborhoods.
 - * Short block patterns that allow for multiple interconnections and pedestrian pathway intersections, generally no further than 400 feet apart.
 - * A new arterial roadway to relieve traffic congestion on Oxon Hill Road.

- * Oxon Hill Road reconfigured as an arterial road with a grand boulevard design from St. Barnabas Road to Indian Head Highway that includes four drive lanes, curbside parking, wide sidewalks and a wide center island designed to accommodate a potential future Light Rail Transit (LRT) alignment and station stops.

- * A “central park” roadway crossing the transit grand boulevard to create an organizing spine and “front door roadway” to the core area.

- * A new transit station stop located on the median strip of the proposed Oxon Hill Boulevard at the intersection of the proposed central park.

COMMENT: The complete overhaul of the street and block pattern cannot be implemented by this proposed development and is premature given the status of extending public rail transportation to the Oxon Hill area.

- Define boundaries and land use concepts for the center’s core and edge areas to ensure that the most intensive development occurs in close proximity to and is supportive of a mass transit facility. The recommended boundaries of the Oxon Hill Regional Center development areas are shown on Map 23, page 55. The key development concepts for each area are:

COMMENT: If rail transit is ever extended to this area and if the proposed development is still in operation, a hotel near the transit facility will be a suitable use and support visitors to the future center.

Area A defines the core area of the Oxon Hill Regional Center to incorporate a mix of uses that allow for urban and transit-oriented development level densities and intensities within a walkable, human-scale urban setting. Development guidelines include the following elements:

Building Height

- * Maximum height of ten stories.

- * Towers may extend 25 feet above the roof line.

COMMENT: Specific building design issues will be addressed at the time of DSP, but the proposed building will not exceed ten stories.

Setbacks

- * Zero lot line front yards. Buildings should be constructed up to the build-to line located at the edge of the sidewalk.

- * Allow ground floor façade setbacks for colonnades and expanded outdoor seating areas or cafés.
- * Graduate façade setbacks for tall buildings to ensure a pedestrian-scale streetscape, such as a setback of 15 feet above 40 feet height and an additional 10 feet above 65 feet.

COMMENT: Building details can be addressed at the time of Detailed Site Plan

Building Façades

- * The ground floor façade should be predominantly transparent display windows that allow pedestrian window-shopping.
- * Blank, nontransparent street level walls should be strongly discouraged.

Uses

- * Retail should be the predominant use at the sidewalk level. Walk-in businesses and shops with open, transparent street façades should be encouraged.
- * Locate residential uses above street-level retail with a rich mix of office uses distributed throughout the area.
- * Half basement, below-grade structures should be strongly discouraged.

COMMENT: The proposed hotel is a permitted use, but will not include ground floor retail, residential or offices given the current distribution of uses in the area.

Sidewalks

- * Along primary streets, sidewalks should be 15- to 20-feet wide to allow for tree planting, a pedestrian travel area, and an amenity area for outdoor seating or cafés.

COMMENT: The streetscape will be addressed at the time of Detailed Site Plan.

Parking

- * Parking structures should be strategically located to reduce walking distances.
- * In general, parking structures facing onto primary and secondary streets should incorporate a nonparking use at the sidewalk level that “wraps” the parking structure to create a pedestrian-friendly character or image.

COMMENT: The design and siting of the parking structure will be addressed at the time of Detailed Site Plan.

In conclusion, given that the redevelopment of the entire Oxon Hill Center is a long term goal centered around and dependent upon the extension of rail transit, the proposed redevelopment of the Subject Property as proposed is an appropriate interim

use. There is a predominance of office uses on the south side of Oxon Hill Road and the demand for office space has clearly declined since the adoption of the Master Plan. The existing building is currently a detriment to any development in the area and the proposed redevelopment will benefit the area and have no impact on the future development of the larger area.

CONFORMANCE WITH ENVIRONMENTAL INFRASTRUCTURE POLICIES AND STRATEGIES

The Environmental Infrastructure in the 2006 Henson Creek-South Potomac Master Plan is addressed on Pages 61-64 of that plan. The Master Plan establishes five policies and related strategies dealing with the Environmental Infrastructure, each of which is addressed below:

Policy 1: Protect, preserve and enhance the identified green infrastructure network within the Henson Creek planning area.

STRATEGIES

- Use designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development proposals.
- Protect primary corridors (Henson/Broad Creek and Tinkers Creek/Piscataway Creek) during the review of land development proposals to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements. Protect secondary corridors (tributaries to the Potomac River and wooded corridors not necessarily associated with stream valleys) and important connections.
- Evaluate carefully land development proposals in the vicinity of identified countywide and local Special Conservation Areas (SCA) including Piscataway Creek SCA, Potomac Shoreline SCA and Broad Creek SCA to ensure that the SCAs are not impacted and that connections are either maintained or restored.
- Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance or restore essential features and special habitat areas.
- Preserve unique habitat areas to the fullest extent possible during the land development process.
- Develop flexible design techniques to maximize preservation of environmentally sensitive areas.

COMMENT: The Subject Property is fully developed and there and is not identified as a regulated area or gap in the green infrastructure network. The approved NRI reflects that there are no regulated environmental features on the Subject Property. Thus, the redevelopment of this site will not impact the green infrastructure network within the Henson Creek planning area.

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

STRATEGIES

- Identify opportunities for restoration within the primary corridors (Broad Creek/Henson Creek and Piscataway Creek/Tinkers Creek) and target mitigation efforts in these areas.
- Restore stream and wetland buffers to the fullest extent possible during the land development process.
- Ensure the use of Low Impact Development (LID) techniques to the fullest extent possible during the development process. Refer to the following publications for guidance:
 - *Low Impact Development Design Strategies: An Integrated Design Approach*, Prince George's County, MD, Department of Environmental Resources, Program and Planning Division, January 2000
 - *Low Impact Development (LID): Integrated Management Practices Guidebook*, Prince George's County, MD, Department of Environmental Resources, Program and Planning Division, January 2002
- Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.
- Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.
- Reduce the area of impervious surfaces during redevelopment projects.
- Address existing flooding concerns in conformance with the County Code on all new development.
- Consider the existing conditions of the watershed and strictly adhere to the requirements of the Stormwater Management Ordinance as new development proposals are submitted. Wherever possible, existing areas of untreated stormwater shall be included in new treatment facilities. The Department of Environmental Resources should consider a pro rata share fee for properties within the watershed in order to address the flood-prone properties within the Historic District.

COMMENT: There are no regulated environmental features on site, thus there are no degraded streams or buffers to restore or enhance. The redevelopment of the Subject Property will utilize

low impact development design strategies and water quality will be provided which will ensure an improvement in the quality of water leaving the site, since the prior development occurred with little or no stormwater management controls.

Policy 3: Reduce overall energy consumption and implement more environmentally sensitive building techniques.

STRATEGIES

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

COMMENT: The new building constructed will conform with all current building codes, which will require the incorporation of many green building techniques which were not available or utilized fifty years ago when the existing building was constructed.

Policy 4: Reduce light pollution and intrusion into rural and environmentally sensitive areas.

STRATEGIES

- Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations and vehicle sales establishments so that light intrusion on adjacent properties and the night sky is minimized. Full cut-off optic light fixtures should be used for all proposed uses.
- Discourage the use of street lights and entrance lighting in the Rural Tier.

COMMENT: While lighting will be addressed at the time of Detailed Site Plan, all lighting on site will utilize full cut off fixtures to avoid light pollution.

Policy 5: Reduce adverse noise impacts to meet State of Maryland noise standards.

STRATEGIES

- Evaluate development proposals using Phase I noise studies and noise models.
- Provide for adequate setbacks for projects located adjacent to existing and proposed noise generators.
- Provide for the use of approved attenuation measures when noise issues are identified

COMMENT: The proposed use is non-residential and therefore noise will not be an issue in the review of this or future applications.

ELECTION TO SUBMIT APPLICATION PURSUANT TO PRIOR ZONING ORDINANCE

The Applicant has elected to utilize the provisions of the prior subdivision and zoning ordinance as expressly permitted by Section 24-1900 et. seq. and by Section 27-1900 et. seq. The Applicant would first note that a detailed site plan was previously approved for the Subject Property (DSP-19033) to convert the existing office building to a hotel. The current owners have elected to raze the existing building, and began the design of the hotel under prior regulations, but was advised that it could not be processed until a new preliminary plan of subdivision was approved. The owner desires to continue to proceed with the prior design. Second, although a hotel is a permitted use in the underlying zoning category under both the prior Zoning Ordinance (C-O) and the current Zoning Ordinance (NAC), the site is highly constrained by existing conditions. The property only has 150 feet of frontage on Oxon Hill Road and the existing access driveway is in the middle of the site aligned with the traffic signal. The design standards in Part 27-6 contain specific requirements that the proposed development may not be able to comply with and which cannot be modified or waived. These restrictions may jeopardize the viability of the project. Therefore, the Applicant has elected to proceed pursuant to the provisions of the prior Ordinances.

CONCLUSION

The application, as submitted conforms to the requirements contained in Subtitle 24 of the prior Zoning Ordinance. The Applicant requests approval of the preliminary plan in accordance

with the plans submitted with the application.

Respectfully submitted,



Thomas H. Haller
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, MD 20774
(301) 306-0033