

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on December 5, 2019, regarding Detailed Site Plan DSP-88069-05 for 6710 Oxon Hill Road Property, the Planning Board finds:

1. **Request:** The detailed site plan (DSP) requests approval for the number of parking spaces provided on an existing commercial property, in accordance with Section 27-574 of the Prince George's County Zoning Ordinance, for parking in the Mixed Use-Transportation Oriented (M-X-T) Zone.
2. **Development Data Summary:**

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

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

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

3. **Location:** The subject site is located in the northeast quadrant of the intersection of Oxon Hill Road and Tanger Boulevard, between Oxon Hill Road and MD 210 (Indian Head Highway), in Planning Area 80, and Council District 8. More specifically, the property is located at 6710 Oxon Hill Road. The property for the subject application contains an existing commercial building and is currently identified as Parcel 92 on Tax Map 104 in Grid F-1 and is recorded in the Prince George's County Land Records at Liber 37881, folio 561.
4. **Surrounding Uses:** The subject property is bounded to the north by a Prince George's County Park-and-Ride in the Planned Industrial/Employment Park (I-3) Zone with the I-95/I-495 (Capital Beltway) beyond; to the west by Oxon Hill Road with the MGM National Harbor Casino beyond; to the south by Tanger Boulevard, and the Tanger Outlets Shopping Center beyond; and to the east by the access ramps for I-95/I-495 and MD 210.
5. **Previous Approvals:** The property was originally zoned I-3 and was the subject of an approved Conceptual Site Plan CSP-87024 and DSP-88069, which was approved by the Planning Board on September 1, 1988 (PGCPB Resolution No. 88-424) for a phased office park including four buildings. Parcel 92 was part of proposed Parcel A of the Salubria Office Park, as approved with Preliminary Plan of Subdivision (PPS) 4-88087. The approved development was never platted or fully constructed. After review of the permit history for the site on Parcel 92, it indicates that the existing commercial building was constructed in approximately 1990, under permit 5688-1988-CGU. DSP-88069 has been amended four times previously at the Planning Director level for various minor site improvements.

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

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

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
- a. Conformance with the M-X-T Zone requirements in Section 27-546(d) of the Zoning Ordinance is as follows:
- (d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**
- (1) **The proposed development is in conformance with the purposes and other provisions of this Division;**
- The subject limited application is in conformance with the purposes of the M-X-T Zone, as the parking is appropriately designed, with respect to size, location, and function promoting the orderly redevelopment of properties within the area.
- The property is developed with commercial and medical office uses, and the approval of this application will enhance the economic status of the County and provide an expanding source of desirable employment opportunities and retail options for its citizens by allowing the property to continue to obtain new tenants.
- (2) **For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**
- The subject site was placed in the M-X-T Zone through a Zoning Map Amendment, A-9882 on July 6, 1994. Therefore, this requirement does not apply.
- (3) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The submitted application is for validation of the on-site parking and will not affect the existing physical integration with the adjacent development. It is noted that existing sidewalks are provided on most of the street frontages around the property. The DSP proposes a 5-foot-wide sidewalk on the southwestern portion of the site providing direct access to Oxon Hill Road. The Planning Board considered adding an additional sidewalk connection in the northwest corner of the property near the entrance to the adjacent public park-and-ride to create more integration with that property, which includes a transit stop. However, design challenges make this sidewalk in the northwest unreasonable relative to the scope of this DSP that proposes no exterior alterations or additional square footage. It can be found that the existing network of sidewalks, in addition to the sidewalk proposed by the applicant near the location of the existing bus stop on Oxon Hill Road to the west, integrate the site with the adjacent development, in conformance with this requirement.

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

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

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

The submitted application is for validation of existing parking and does not propose any changes to the building or surrounding parking compound. However, the DSP does propose an additional sidewalk connection to Oxon Hill Road on the southwestern portion of the site to improve pedestrian access to surrounding development. It is noted that the existing tenant mix includes commercial and medical office uses in a single building, which has demonstrated the ability to sustain an independent environment of continuing quality and stability.

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

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

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

The submitted application is for validation of existing parking; however, there is an existing sidewalk along the majority of Oxon Hill Road to the west and Tanger Boulevard to the south. A 5-foot-wide sidewalk is proposed on the southwestern side of the site, providing a direct connection from the building to Oxon Hill Road, and encourages pedestrian activity on the site and has been found to be sufficient, in addition to the existing pedestrian system, to support the uses on the property.

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

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

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

This requirement is not applicable to the subject DSP.

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

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

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

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

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

Section 27-544. Regulations.

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

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

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

- (a) **Maximum floor area ratio (FAR):**

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

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

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

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

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

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

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

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

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

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

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

- c. Site Design Guidelines: The findings of approval regarding conformance with Section 27-283, Site design guidelines, of the Zoning Ordinance, that further cross-references the same guidelines, as stated in Section 27-274 of the Zoning Ordinance, are limited due to the nature of this DSP.

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

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

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

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

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

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

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

- (4) The parking analysis concludes by stating that if the remaining square footage were to be leased as medical office, the code requirements for that space would require a maximum of 160 parking spaces and concludes that a maximum of 354 parking spaces is needed to serve the building.

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

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

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

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

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

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

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

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

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

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

Trip Generation Summary, 4-11028: Salubria Center								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Hotel	100	rooms	35	30	65	45	35	80
General Office	100,000	square feet	180	20	200	35	150	185
Retail/Factory Outlet	400,000	square feet	196	72	268	431	485	916
Less internal trips			-17	-16	-33	-28	-47	-75
Less pass-by for retail	15 percent		-30	-10	-40	-65	-72	-137
Total			364	96	460	418	551	969

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

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

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

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

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

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

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

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

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

- (6) **The construction of the ultimate road network as shown on Exhibit 2 must be financially committed prior to issuance of any building permits.**
- (7) **The applicant shall enter into a bond or letter of credit or some other financial arrangement acceptable to The Maryland-National Capital Park and Planning Commission prior to record plat guaranteeing construction of the “triple intersection” improvements along Oxon Hill Road in the vicinity of the proposed Road I for PortAmerica and the installation of traffic signals with proper signal timing progression.**
- (8) **No building permit shall be issued for any building or buildings in excess of 300,000 square feet of office space or 520,000 square feet of light industrial space**

(which may include some office, as per an approved I-3 concept plan) except as provided in the following conditions.

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

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

12. **2010 Prince George’s County Landscape Manual:** This DSP is for validation of existing parking on the property, and no revisions to site improvements are proposed. Therefore, conformance to the Landscape Manual is not required per Section 1.1(b).

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

in this resolution for the installation of a bicycle rack(s) accommodating a minimum of ten bicycles at a location convenient to the building entrance. It is noted that a pedestrian connection is proposed to the existing sidewalk on the western side of the property, near the existing bus stop on Oxon Hill Road.

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

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

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 Detailed Site Plan DSP-88069-05 for the above described land, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans:
 - a. Provide the floor area ratio information in the general notes on the DSP.
 - b. Clearly label the trash facilities on the plan, and screen or enclose them with an evergreen plant material screen, a sight-tight fence, or other enclosure that is compatible with the building.
 - c. Revise the plan set to include a complete list of the approvals associated with the DSP on the approvals sheet.
 - d. Provide a bicycle rack accommodating a minimum of ten bicycles at a location convenient to the building entrance.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

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 Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, December 5, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 12th day of December 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:NAB:nz