



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 <http://mncppc.iqm2.com/Citizens/Default.aspx>

Detailed Site Plan Capitol Heights Shopping Center

DSP-06015-01

REQUEST	STAFF RECOMMENDATION
An integrated shopping center with a gross floor area of 113,389 square feet.	With the Conditions Recommended herein: <ul style="list-style-type: none"> •Approval of Detailed Site Plan DSP-06015-01 •Approval of Type II Tree Conservation Plan TCPH-009-09-01

Location: On the south side of MD 214 (Central Avenue), approximately 200 feet east of its intersection with Shady Glen Drive.	
Gross Acreage:	26.73
Zone:	LTO-E
Zone Prior:	C-S-C/M-I-O/D-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1703(a)
Dwelling Units:	N/A
Gross Floor Area:	113,389 sq. ft.
Planning Area:	75A
Council District:	06
Municipality:	N/A
Applicant/Address: ZP NO. 141, LLC. 111 Princess Street Wilmington, NC 28401	
Staff Reviewer: Andrew Bishop Phone Number: 301-952-4897 Email: Andrew.Bishop@ppd.mncppc.org	



Planning Board Date:	06/09/2022
Planning Board Action Limit:	06/09/2022
Staff Report Date:	05/26/2022
Date Accepted:	01/20/2022
Informational Mailing:	06/03/2021
Acceptance Mailing:	01/14/2022
Sign Posting Deadline:	05/10/2022

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-06015-01
Type II Tree Conservation Plan TCPII-009-09-01
Capitol Heights Shopping Center

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 technical staff report.

EVALUATION

The property is within the Edge area of the Local Transit-Oriented Edge (LTO-E) Zone. This application, however, is being reviewed and evaluated in accordance with the prior Prince George's County Zoning Ordinance, pursuant to Section 27-1703(a) of the Zoning Ordinance. Therefore, the amendment to a detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*, Military Installation Overlay (M-I-O) Zone, and the standards of the Development District Overlay (D-D-O) Zone;
- b. The requirements of the Commercial Shopping Center (C-S-C) Zone and Military Installation Overlay (M-I-O) Zone of the Prince George's County Zoning Ordinance;
- c. The conditions of Preliminary Plan of Subdivision 4-06139;
- 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 and Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject detailed site plan, the Urban Design staff recommends the following findings:

1. **Request:** The subject application is for approval of an integrated shopping center with a gross floor area of 113,389 square feet in both the prior Commercial Shopping Center (C-S-C) Zone and Development District Overlay (D-D-O) Zone. The subject application is identical to the previously approved, but now expired, Detailed Site Plan DSP-06015. No modifications to the prior approval are proposed, except for technical adjustments.

2. **Development Data Summary:**

	PREVIOUSLY APPROVED IN DSP-06015	PROPOSED
Zone(s)	C-S-C/C-O/D-D-O	C-S-C/M-I-O/D-D-O
Use(s)	Integrated Shopping Center	Integrated Shopping Center
Acreage	27.77	26.73
Parcels	1	1
Building square footage/gross floor area	113,389	113,389
Of which Building 1-Giant	57,960	57,960
Building A-Retail	15,027	15,027
Building B-Retail	8,320	8,320
Building C-Retail	8,612	8,612
Building D-Bank	4,670	4,670
Building E-Restaurant	4,800	4,800
Building F-Restaurant (Sit-Down)	7,000	7,000
Building G- Restaurant (Sit-Down)	7,000	7,000

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total Parking Spaces	548 (min.)-567 (max.)	593*
Handicapped spaces	11-12	27
Van accessible spaces	3	23
Loading spaces	3	10

***Note:** Parking spaces provided are in excess of the maximum permitted by the D-D-O Zone standards, as stated in the *2004 Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (Morgan Boulevard Sector Plan and SMA)*.

3. **Location:** The property is located on the south side of MD 214 (Central Avenue), approximately 200 feet east of its intersection with Shady Glen Drive, in Planning Area 75A, and Council District 6.

4. **Surrounding Uses:** The site is bounded on the north by the right-of-way of MD 214, and by the right-of-way of Walker Mill Drive on the west and south sides. Walker Mill Drive is designated as a historic road from Shady Glen Road to Ritchie Road. Across Walker Mill Drive from the proposed shopping center are residential lots zoned Residential, Single-Family-95 (RSF-95) and Residential, Rural. To the north of the subject site, across MD 214, are properties zoned Commercial, General and Office (CGO), Local Transit-Oriented Edge, and RSF-95. To the west is a 0.49-acre property zoned CGO (Parcel 194) that is under the ownership of Prince George's County and is the site of a proposed fire and rescue station. To the southeast is a property zoned Residential, Single-Family-Attached, and to the east of the site are properties in the Industrial, Employment Zone. The site is within one mile of Seat Pleasant, and two-thirds of a mile from the Morgan Boulevard Metro Station.
5. **Previous Approvals:** The subject site was previously zoned Light Industrial (I-1). The Morgan Boulevard Sector Plan and SMA rezoned the subject site to the Commercial Office (C-O) Zone. The sector plan also included the site in the Central Avenue Corridor Node, which is adjacent to the Morgan Boulevard Metro Core.

On June 25, 2004, a revisory petition was filed by the owners of the Santos property (adjacent to the subject site) with the Prince George's County District Council, to request restoration of the I-1 Zone, based on a mistake in the SMA. On October 20, 2004, the Santos petition was amended by adding the adjacent Zimmer property and requesting the C-S-C Zone instead of the I-1 Zone. On February 14, 2005, the District Council approved Zoning Ordinance No. 2-2005, to revise the Morgan Boulevard Sector Plan and SMA to change the zoning classification from C-O to C-S-C based on a factual error and superimposed the D-D-O Zone on the property. On September 4, 2008, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-06139 and Type I Tree Conservation Plan TCPI-26-06 (PGCPB Resolution No. 08-109), for the Capitol Heights Shopping Center, Parcels A and B, with conditions.

The site is the subject of DSP-06015, which was approved by the Planning Board on February 4, 2010, subject to four conditions (PGCPB Resolution No. 10-01), but expired on December 31, 2021. The applicant has filed this DSP, which is identical to the previous application, to allow additional time to construct the integrated shopping center. The site has an approved Stormwater Management (SWM) Concept Plan, 32244-2005-00, that is valid until April 18, 2025.

6. **Design Features:** No modifications to the prior approval are proposed with this application. The site is irregular in shape, with two pods of development that are separated by a stream, and wetland which runs from northwest to the southeast through the site. Parcel B is proposed to be developed with a 57,960-square-foot Giant grocery store and approximately 32,000 square feet of additional in line retail stores on the western portion of the site. The eastern portion of the site proposes three pad sites referred to as restaurant row and includes a bank, a drive-through restaurant, and two sit-down restaurants. The stores are oriented toward a private, internal roadway with the surface parking located on the other side to service the commercial tenants. The site plan proposes two access points from MD 214 to the north, and one point of access from Walker Mill Drive in the southwest. The access from Walker Mill Drive connects through to MD 214 and will be shared with a proposed fire/EMS station on Parcel A, which was previously part of the DSP but has now been conveyed to the County.

The site has been modified to treat the drives connecting the development pods and surface parking as private roads and meets relevant D-D-O Zone standards. Staff recommends that all requirements for these private roads be met prior to signature approval. An in-depth discussion of this issue is included in Finding 7 below.

The applicant is providing a five-foot-wide sidewalk along the property's frontage on Walker Mill Drive, in compliance with the Morgan Boulevard Sector Plan and SMA. However, no streetscape improvements are proposed for MD 214. An internal pedestrian circulation system with streetscape improvements such as pedestrian scale lighting, benches, and garbage cans is proposed, but will need to be improved in several locations to conform to applicable standards and provide a complete pedestrian circulation system.



Figure 1: Illustrative Site Plan

Lighting

The photometric plan submitted with this DSP shows the parking lot is lit by pole-mounted lamps of various heights with cut-off fixtures, which direct light toward the ground. The lighting levels for the building, parking, and pedestrian walkways are adequate and provide sufficient illumination on-site and reduce glare onto adjoining properties and roadways.

Architecture

The buildings range in height from approximately 21 to 35 feet tall and are generally rectangular with flat roofs. The western building includes the primary anchor and features a tower flanking each end of the building with raised roofs to accent the entrances. Finish materials include prefinished standing seam metal roofs, exterior insulation finishing system cornice, fabric awnings or metal canopies, prefinished aluminum storefront window systems, ground-faced concrete masonry units, aluminum coping, and a brick water table, as well as the use of brick pilasters to provide vertical accents on the buildings' façades. Second-story windows have been added to give the appearance of a functional two-story

building and are proposed to meet the minimum 40 percent display window requirement of the D-D-O Zone. The pad sites use similar finish materials and roof treatments and are acceptable.



Figure 2: Front, Rear and Side Architectural Elevations of Inline Retail





Figure 3: Front, Rear and Side Architectural Elevations of Giant

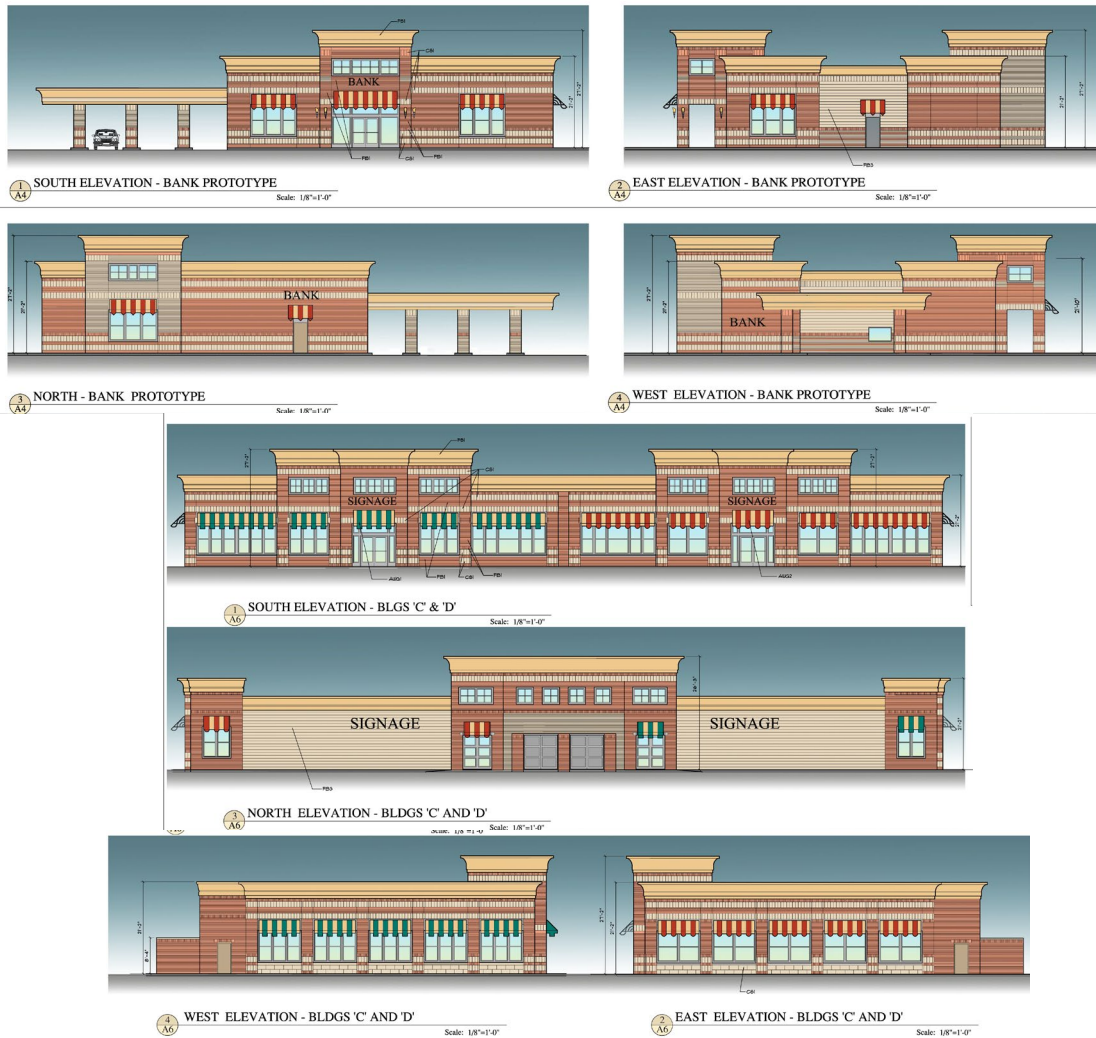


Figure 4: Front, Rear and Side Architectural Elevations of the Pad Sites

Signage

Building-mounted signage, in the form of surface-mounted channel letters, is limited to one per tenant. Two eight-foot-high monumental signs are proposed on-site and include individual panels for the tenants in the shopping center. One sign is proposed at the eastern entrance from MD 214 and one at the entrance from Walker Mill Drive. The D-D-O Zone design standards only allow one monument on-site sign along the street frontage. Since the

subject site fronts on both MD 214 and Walker Mill Drive, two monumental signs are allowed.

Loading and Trash Facilities

Loading is required for the development and is proposed in appropriate locations to limit visibility from the public roadways and nearby residential dwellings. Trash facilities are also proposed in appropriate locations and are screened by enclosures.

The subject site has service and loading entrances on the rear elevations of the buildings. In the shopping center, these loading areas are located on the southern elevation, adjacent to Walker Mill Drive. In the retail section of the shopping center, the loading areas will be adequately screened by a proposed area of afforestation. The Giant store has a large loading dock with three spaces and a trash compactor. The rear elevation of the Giant store will require additional evaluation to ensure that views of the loading dock and service areas are screened from Walker Mill Drive. A sightline analysis at this location is recommended and should demonstrate that this area is adequately screened. A condition has been included herein requiring this analysis prior to certification.

Loading spaces are proposed to serve the pad sites on the eastern portion of the site, and while architectural details have been added to the rear elevations to improve their appearance from MD 214, it is noted that these service areas will be visible from the public right-of-way. The loading areas are partially screened by a 10-foot-wide landscaped strip with one shade tree and 10 shrubs per 35 linear feet along MD 214. Staff recommends additional screening be added to the maximum extent possible.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2004 Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas and the standards of the Development District Overlay (D-D-O) Zone:** The Morgan Boulevard Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Central Avenue Corridor Node. The subject site is in the southern portion of the corridor node. The vision for the node is to enhance pedestrian, cyclist, and bus circulation between the two nearby metro cores. The standards developed for this node implement the 2002 *Approved General Plan* recommendations for centers and corridors. The sector plan for the corridor node at Central Avenue calls for development and redevelopment of higher intensity residential and nonresidential mixed uses. Linkages to MD 214 promote pedestrian movement to bus service on MD 214 and access to the metro station. Development will not have the same intensity as the Morgan Boulevard Metro Station core areas but should have greater intensity than the surrounding suburban properties.

Section 27-548.25(b) of the prior Prince George's County Zoning Ordinance requires that the Planning Board find that the site plan meets applicable development district standards. The development district standards are organized into three categories: public areas, site design, and building design. The applicant has submitted a statement of justification that provides a detailed explanation of how the proposed shopping center conforms to each development district standard.

The DSP meets the standards of the D-D-O Zone with the exception of several development district standards for which the applicant has requested an amendment. The Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the sector plan. The amendments that the applicant has requested are discussed below.

Site Design

Parking Requirements—Page 96

- A. **The maximum number of off-street parking spaces permitted for each land use type shall be equal to the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance, except modified as follows:**
 2. **The maximum number of off-street parking spaces permitted for Shopping Centers between 25,000 and 399,999 square feet of gross leasable area (GLA) shall be modified from Section 27-568(a) as:**
 - a. **All uses except theaters shall provide no more than one space per 200 square feet of GLA.**
- B. **The minimum number of off-street parking spaces permitted for each land use shall be reduced 20 percent from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. The minimum number of off-street parking spaces permitted for Shopping Centers (between 25,000 to 399,999 square feet of GLA) shall be equivalent to a 20 percent reduction of the maximum number of permitted off-street parking spaces (as calculated per Standard A.2).**

The parking requirements include three steps of calculation to allow parking reduction in order to reduce vehicle trips in the entire sector plan area including the subject site. Standard A sets out the maximum number of parking spaces allowed, which is equal to the minimum allowed number of parking spaces pursuant to Section 27-568(a) of the Zoning Ordinance; Standard B allows a 20 percent reduction of the number as result of Standard A; and Standard C factors in an additional reduction if two or more uses have been proposed in the development.

The parking provided is in excess of the maximum number of parking spaces permitted by the D-D-O Zone standard of the sector plan. The developer has proposed no reductions, or compact spaces. However, the 26 additional parking spaces above the maximum allowable parking spaces for this site are critical to the success of this shopping center. Therefore, the applicant's amendment request to allow the 26 additional parking spaces was previously approved in DSP-06015 and is recommended for approval herein.

Staff recommends that parking spaces that have been shown with an “X” on the plan that are not provided for shopping cart storage should be organized in a logical pattern within the parking lot or should be removed from the plan. A condition has been included in the Recommendation Section to require the applicant to correct these spaces.

Parking and Loading Area Design—Pages 98-101

- A. Surface parking lots shall not be located between the main building on a lot and the street. Parking lots should be located to the rear of buildings. When this is not possible or feasible, parking should be located to the side or rear to the extent possible. In no case may surface parking areas occupy more than 30 percent of the frontage of the lot.**

The DSP proposes internal private roads within the shopping center, which allows the application to meet build-to lines and other D-D-O Zone standards. By creating an internal street, the parking, which is in front of the building, is across the street from the building in conformance with this standard.

Therefore, the area occupied by surface parking does not exceed 30 percent along the frontage of the lot. However, these surface lots will occupy 100 percent of the frontage along the internal, private roads that are proposed.

- C. Parking lots shall be well lighted to ensure safety and shall be located and designed so as to avoid creating isolated and remote areas. Internal pedestrian paths shall be well illuminated and clearly delineated within parking lots.**

An internal pedestrian circulation system is proposed including pedestrian-scale lighting and is in conformance with this standard, as conditioned.

- L. Parking lots shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall, or other appropriate screening techniques. Landscaping shall be provided in surface parking lots, as follows:**

- 1. A landscaped strip consisting of a minimum four-foot-wide landscaped strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between 36 and 48 inches in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a mixture of evergreen groundcover and low shrubs planted between the shade trees.**

2. **Perimeter landscaping from incompatible uses as defined in Section 4.7 of the *Landscape Manual* shall consist of a landscaped strip to be a minimum of four feet wide, with a minimum three-foot-high brick, stone, or finished concrete wall, and/or plantings to consist of one tree and three shrubs per 35 linear feet of parking lot perimeter adjacent to a property line.**

If walls are constructed, they shall be located adjacent to but entirely outside the four-foot-wide landscaped strip and shall provide at least one passage with a minimum of three feet in width per every 60 linear feet when the wall is adjacent to open space, a pedestrian path, public plaza, or other pedestrian-oriented space to facilitate pedestrian movement and foster connections between parking areas and nearby uses.

The applicant provided a ten-foot-wide landscaped strip, in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual), on the property's frontages on MD 214 and Walker Mill Drive. The D-D-O Zone standard above modifies that standard to reduce the width of the landscaped strip while requiring a wall to increase the amount of buildable area and encourage higher densities in the corridor node.

A retaining wall will be visible to the loading area behind Giant, not facing Walker Mill Drive. The wall rises from behind the Giant store to 16 feet tall. The wall then maintains this 16-foot height as it curves around Giant store at the southern entrance to the property. Staff recommends that the applicant provide details for the wall to ensure it will be attractive or divide the wall into terraces to break up the height. A condition has been included herein requiring the applicant to provide a sightline analysis prior to certification.

To the east of the western building, the land slopes steeply down with a retaining wall at the bottom that will range in height from 2 to 18 feet. This wall is long, and it wraps around the northern edge of the retail parking area and runs along the road leading to restaurant row. This retaining wall is within 12 feet of the boundary shared with the Santos property.

The applicant has proposed to modify the drive lanes of the parking lot to create internal, private drives. However, this concept should be expanded to come closer to conformance to the requirements of the sector plan. The sidewalks in several locations are immediately adjacent to the curb. The parking lot for the proposed Giant store has too many entrances and other surface parking features to be considered 'across the street. Staff recommends that the above standards be applied to all parking areas adjacent to these internal, private roads. A condition has been included herein, requiring the applicant to provide raised pedestrian crosswalks across the two

driveway entrances that are located farthest away from the main entrance of the Giant building prior to certification.

3. **Interior planting shall be required for any parking lot which is 6,000 square feet or larger. A minimum of nine percent of the lot must be interior planting area. For purposes of calculation, all areas within the perimeter of the parking lot shall be counted, including planting islands, curbed areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. Landscaped areas situated outside the parking lot, such as peripheral areas and areas surrounding buildings, may not be counted as interior planting area.**

The applicant has chosen to utilize internal, private streets with parking lots enclosed by perimeter plantings, and it is recommended that the perimeter plantings not be counted toward the interior planting requirement.

The site plan meets the requirement for interior green space and an exhibit has been submitted showing conformance. However, the schedule showing interior planting area should be revised to show the percentage of the interior planting area in addition to the amount of square feet prior to certification, and a condition is included herein.

- M. **Convenient and easily visible pedestrian connections shall be provided between parking areas and adjacent buildings and destinations.**

Pedestrian circulation has been provided for within the parking areas. Sidewalks have been generally provided on both sides of the internal roads. However, an asphalt gap with perpendicular parking spaces on either side has been shown and is only five feet wide, which will not provide sufficient protection from overhanging, parked vehicles.

The pedestrian circulation system provided is not complete. The site plan would conform to this requirement if the conditions included in the Recommendation section herein are addressed by the applicant.

Monument/Freestanding Signs—Pages 104–105

- A. **Freestanding signs located anywhere within the development district shall consist of monument signs between two and eight feet in height mounted directly on a base and shall be constructed from or faced with high quality materials such as brick or stone. Signs shall not be constructed of tin, aluminum, signboard, and other similar, low-quality materials. New pole-mounted signs shall not be permitted.**

- B. The area of the freestanding sign shall not exceed 1 square foot for each 2 linear feet of street frontage, to a maximum of 100 square feet for each sign for building(s) located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the center or complex associated with the sign.**
- C. The area of the freestanding sign shall not exceed 1 square foot for each 4 linear feet of street frontage, to a maximum of 100 square feet per sign for building(s) not located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the use associated with the sign.**
- H. Plantings and low masonry walls should be incorporated around the base of signs to soften their appearance and help integrate them into the surrounding urban pattern.**

The method used to light the monumental signs, specific materials proposed, and landscaping surrounding the signs are not included in the sign package. A revised sign package should be submitted with consistent details that comply with sector plan standards prior to certification, and a condition is included herein.

Building Design

Height, Scale, and Massing—Pages 106–108

- C. For the Central Avenue Corridor Node area, buildings shall be between two and four stories in height. The shopping center on the Santos/Zimmer properties shall be anchored by a national grocery chain store, a food or beverage store, which includes a bakery, pharmacy, deli, and seafood counters. No store on the Santos/Zimmer properties may exceed 125,000 square feet gross floor area.**
- H. The massing of a building should be appropriate to its surroundings and the size of its site. Monolithic box-like structures should be avoided.**
- I. The height, scale, and massing of buildings within a large parcel should be clustered so that the relationships create a sense of outdoor space.**
- J. Buildings located at prominent intersections should address the corner by providing proper articulation, appropriate building forms, and an entrance on the corner.**

The proposed buildings are single story and therefore, do not meet these standards. The standard requires a building height of two to four stories because the corridor node is in the Developed Tier within a Development District Overlay Zone. The applicant has responded to this comment by indicating that all of the proposed buildings are 20 feet or more in height. The applicant has also provided some second story windows to provide the appearance of a second story.

The applicant has proposed compensating for the building layout through improvements to the site. Providing an internal street network with improved pedestrian connections and amenities has improved the quality of the outdoor space created by the buildings despite not complying fully with the above standard. The negative effects of the building arrangement are minimized by the provision of improved streetscape and pedestrian environment. Additional building articulations and site amenities have also been provided to further improve the quality of the center.

In addition, the subject site is the only property included in the core area of the Morgan Boulevard D-D-O Zone that is located south of MD 214, which is a barrier to any pedestrian connection from the subject site to the Morgan Boulevard Metro station. Given that the surrounding area is still a suburban area served predominantly by automobile, the current site design is a reasonable solution to meet the site constraints.

Materials and Architectural Details—Pages 108–109

- A. High quality materials that are durable and attractive shall be used on the façades of all proposed buildings. These materials include, but are not limited to, brick, stone, precast concrete, wood, and tile.**

- D. Low quality materials such as standard smooth-faced concrete masonry units, prefabricated metal panels, and exterior insulation and finish systems (EIFS) shall not be used. Imitation or synthetic exterior building materials, which simulate the appearance of natural materials, should be avoided.**

The proposed buildings are finished with a combination of brick, split face concrete masonry units, and exterior insulation finish system panels (EIFS). EIFS is prohibited by the D-D-O, and accounts for a large percentage of the wall surfaces. The reason that EIFS is not recommended in the sector plan is that this type of finish material is easily worn out if it is located on the lower portion of the buildings. If they are away from pedestrians, such as in this project where the EIFS is located on the upper part of the building elevations, it provides visual variety from a design perspective. Therefore, the EIFS shown on the elevations are acceptable.

- G. Trademark buildings with typical franchise architecture shall not be permitted.**

Even though the sector plan specifically required a national chain store be placed on this site and the applicant responded by providing a Giant grocery store, the Giant building is not typical franchise architecture. As discussed above, the Planning Board previously found that the EIFS as shown on the elevation is acceptable and approved the applicant's amendment request.

Window and Door Openings—Pages 111-112

- B. Storefronts with retail uses at street level shall provide large display windows. Display windows shall encompass a minimum of 40 percent and a maximum of 80 percent of a storefront's frontage (measured in linear feet).**

This standard has been met to the greatest extent possible on all of the buildings except for the front elevation of the Giant building. Staff recommends that additional windows be provided on the front elevation and the side elevation facing the entrance from Walker Mill Drive.

Lighting—Page 113

- D. Proposals for new development shall submit a comprehensive lighting package at the time of detailed site plan review, to include illustrations, plans, or photographs indicating the design, size, methods of lighting fixture attachment, and other information the Planning Board requires.**

D-D-O Zone standards require consistent and coordinated lighting styles and require site lighting to ensure a safe environment is created for patrons, without providing glare and spillover onto adjacent properties. A lighting package and details have been included with this DSP which proposes adequate lighting in the parking lots, pedestrian pathways, and buildings.

Public And Private Open Spaces

Sidewalks, Crosswalks, and Trails—Pages 116-117

- K. Pedestrian circulation should provide convenient and well-marked access to the Metro stations.**

The sector plan envisions a stronger public-transit connection through enhancement of the nearest bus stop by adding a bus shelter and other pedestrian amenities. The subject site is located on the south side of MD 214, which is a barrier to the pedestrian circulation from the subject site to the metro station. Given the distance from the subject site to the metro station and difficult crossing over MD 214, it is very unlikely that pedestrians would walk from this site to the Morgan Boulevard Metro Station.

- A. Bus shelters shall be provided on bus service routes as determined by appropriate agencies. These shall be constructed with high-quality materials and shall be compatible with the overall character and materials of the mixed-use center in the core area.**

The applicant has indicated that a bus shelter will be provided with this development. The sector plan indicates that bus transportation from metro cores should be enhanced in the Central Avenue Corridor Node, which is adjacent to the metro cores and offers opportunities for bus transportation. The character of the bus station should be compatible with those in the core area. A bus shelter is recommended by the Transportation Planning Section and is shown to be placed along the site's frontage on MD 214 subject to final approval of the operating agency that has jurisdiction over this matter.

- 8. Prior Zoning Ordinance:** The subject DSP has not been revised from the prior application, except for technical changes, and has been filed to obtain additional time for the construction of the shopping center. The findings of DSP-06015 and compliance with the applicable requirements of the prior Zoning Ordinance have been reviewed, remain unchanged, and are adopted herein by reference. DSP-06015-01 is in conformance with the requirements of Section 27-454 for the C-S-C Zone and Section 27-461 for Uses Permitted, of the Zoning Ordinance. In addition, the subject site was rezoned from the I-1 Zone to the C-S-C Zone through a zoning map amendment application, which was approved by the District Council (via Zoning Ordinance No. 2-2005) on February 14, 2005, with two specific conditions as follows:

- A. The shopping center on the properties shall be anchored by a national grocery chain store, a food or beverage store, which includes a bakery, pharmacy, deli, and seafood counters.**

The Giant grocery store is the only known tenant of this DSP. The rest of the retail, bank, and restaurant tenants are still unknown.

- B. No store on either property may exceed 125,000 square feet gross floor area.**

The Giant grocery store, which has a total gross floor area of approximately 57,960 square feet, is the largest store in the proposed shopping center. The DSP satisfies this condition.

Military Installation Overlay (M-I-O) Zone: Part 10(c) of the Zoning Ordinance sets forth criteria for the M-I-O Zone. The subject property is located within the Joint Base Andrews M-I-O Zone, within Height Surface B, which establishes a height limit. All the proposed buildings are less than 35 feet in height and meet the requirements of the M-I-O Zone.

9. **Preliminary Plan of Subdivision 4-06139:** The Planning Board approved PPS 4-06139 with 21 conditions. The conditions applicable to the review of this DSP are as follows:

2. **At the time of detailed site plan, a Type II tree conservation plan shall be approved.**

A Type II Tree Conservation Plan (TCPII-009-09-01) has been submitted with this DSP and is recommended for approval herein.

3. **Development of this site shall be in conformance with Stormwater Management Concept Plan No. 32244-2005 and any subsequent revisions.**

The applicant submitted a copy of the approved SWM Concept Plan, 32244-2005-00, which is valid until April 18, 2025. The DSP is in general conformance with this plan.

6. **Development of this subdivision shall be in compliance with approved Type I Tree Conservation Plan (TCPI/26/06). The following note shall be placed on the final plat of subdivision:**

"This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/26/06), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

The DSP is in general conformance with TCPI-26-06.

9. **At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all of the Patuxent River Primary Management Area and associated plantings except for approved impacts. The following note shall be placed on the plat:**

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

The DSP delineates the primary management area (PMA) consistently with PPS 4-06139 and its associated TCPI. The impacts of the development are consistent with those approved at the time of the PPS.

- 10. At the time of detailed site plan, the approved technical stormwater management plan shall be submitted for review. The plan shall demonstrate the incorporation of wetland benches and forebays into the stormwater management design for the in-stream stormwater management pond and shall be correctly reflected on the associated TCPII.**

This condition was addressed with the original DSP and a copy of the same plan was submitted with this application.

- 12. The applicant, the applicant's heirs, successors, and or assignees shall provide a standard sidewalk a minimum of five-feet wide along the property's entire street frontage of Walker Mill Drive. The sidewalk shall be set back from the curb edge with a green, landscaped strip of at least five feet in width, unless modified by DPW&T.**

This DSP amendment provides a five-foot-wide sidewalk along the property's entire street frontage of Walker Mill Drive.

- 13. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.**

This requirement should be noted on the DSP as a general note, as conditioned herein.

- 15. The development of this property shall be in accordance with the conditions set forth in Zoning Ordinance No. 2-2005.**

The DSP fulfills the conditions attached to Zoning Ordinance No. 2-2005. A discussion of the DSP's conformance is included in Finding 8 of this technical staff report.

- 21. Total development of Parcel A, excluding a public safety facility by the County, and Parcel B within the subject property shall be limited to uses which would generate no more than 621 AM, 1,612 PM, and 1,545 weekend peak hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The proposed development is projected to generate no more traffic than the required AM and PM peak-hour vehicle trips and, the subject DSP application is consistent with the density and use associated with the prior PPS approval and satisfies the trip cap requirement outlined in Condition 21.

- 10. Detailed Site Plan DSP-06015:** The Planning Board approved DSP-06015, subject to four conditions. The conditions that are relevant to the review of this DSP have been carried forward where still valid.

11. **2010 Prince George’s County Landscape Manual:** The Morgan Boulevard Sector Plan and SMA and the standards of the D-D-O Zone have modified the applicable sections of the Landscape Manual. Specifically, D-D-O Zone standards for Site Design, Landscaping, and Buffering and Screening Standard J state that Sections 4.2, 4.3, 4.4, 4.6, and 4.7 do not apply within the development district. Therefore, it is recommended that only applicable schedules be included in the DSP and a condition has been included herein.
12. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The project is grandfathered from the current regulations of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance). TCPI-026-06 was approved with the PPS application and TCPII-009-09 was submitted with the prior DSP approval. TCPII-009-09-01 was submitted with this DSP-06015-01.

This 28.79-acre property contains no floodplain and has a total of 1.16 acres of woodlands. The woodland conservation threshold is 4.32 acres. The subject site proposes to clear 0.91 acre of existing woodland. The woodland conservation worksheet shows the project meeting the 5.23-acre woodland conservation requirement with 0.25 acre on-site, 2.87 acres of afforestation, 0.27 acre of natural regeneration, and 1.84 acres of woodland preservation off-site.

The revised approved Natural Resources Inventory NRI-001-06-02 identifies 29.44 acres for the gross tract area. The gross tract area identified in the TCPII woodland conservation worksheet is shown as 26.73 acres. While a difference between the acreage of the TCPII and DSP is not uncommon, the NRI and TCPII must reflect consistent site statistics. If areas of the NRI are not covered by the current application, the TCPII must show phasing for the additional sections. A condition is provided in the Recommendation section, to revise the TCPII to be consistent with the data provided on the NRI.

13. **Prince George’s Country Tree Canopy Coverage Ordinance:** The site is subject to the Tree Canopy Coverage Ordinance because it proposes more than 5,000 square feet of disturbance. The Tree Canopy Coverage Ordinance requires that, based on the C-S-C zoning of the site, 10 percent of the site is to be covered in tree canopy. The overall site is 26.73 acres, and the site is required to provide 2.67 acres of tree canopy coverage (TCC). The subject application satisfies this requirement as demonstrated on the provided TCC schedule. However, the acreage of the on-site woodland conservation in the schedule does not match that on the TCPII and should be revised as conditioned herein.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
 - a. **Community Planning**—In a memorandum dated February 15, 2022 (Luckin to Bishop), the Community Planning Division provided an analysis of the subject DSP’s conformance with the applicable aviation policy area and sector plan, and an analysis of the proposed alternative development district standards. Pursuant to Section 27-548.26(b)(2)(A) and (b)(5) of the prior Zoning Ordinance, the proposed amendments to standards conform with the purposes and recommendations for the development district.

- b. **Historic Preservation**—In a memorandum dated January 28, 2022 (Stabler and Smith to Bishop), it was noted that Phase I archeological investigation was conducted on the subject property in June 2006. Due to the limited research potential of the sites, no further archeological investigations were recommended. The Historic Preservation Section concurs with the report’s findings that no further archeological work is necessary on the Capitol Heights Shopping Center property. All archeological conditions for this property have been fulfilled. The subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources. This proposal will not impact any historic sites or historic resources.
- c. **Transportation Planning**—In a memorandum dated February 25, 2022 (Patrick to Bishop), the transportation planner provided comments on the subject application. Transportation related issues of adequacy and access were addressed with the approval of PPS 4-06139, and the subject DSP amendment is in conformance with this approval. Transportation staff determined that this plan is acceptable and will be served by adequate transportation facilities, if revised to provide a sidewalk along the subject site’s entire frontage of MD 214, and if crosswalks at both access points to the subject site are consistent with mandatory referral for Shady Glen Fire Station, unless modified with written correspondence by the Maryland State Highway Administration (SHA). Conditions related to these improvements have been included herein.
- d. **Subdivision**—In a memorandum dated February 18, 2022 (Vatandoost to Bishop), it was noted that the property is the subject of PPS 4-06139, which approved two parcels (Parcels A and B) for commercial shopping center development. An analysis of the subject DSP’s conformance with the prior approvals is included in Finding 9 above, and the DSP is found to be in substantial conformance with the approved PPS. Technical revisions to the general notes were recommended and have been conditioned herein.
- e. **Permits**—In a memorandum dated February 22, 2022 (Jacobs to Bishop), two comments were provided, which have been addressed by the applicant in revisions to the DSP, or have been included as conditions herein.
- f. **Environmental Planning**—In a memorandum dated May 17, 2022 (Kirchhof to Bishop), the Environmental Planning Section provided findings on this application, summarized below, and recommends approval of the DSP and TCPII, subject to conditions included in the Recommendation section.

Natural Resources Inventory/Existing Features

The application has an approved natural resource inventory (NRI-001-06-02). The TCPII and DSP show all the required information correctly in conformance with the NRI. No revisions are required for conformance to the NRI.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, are Collington-Wist complex, Collington-Wist Urban, and Widewater and Issue soils. No unsafe soils containing Marlboro clay or Christiana complexes have been

identified on this site. The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) may require a soils report to address on-site conditions, prior to the issuance of a grading and/or building permits.

Geotechnical

A geotechnical report was submitted for review on May 4, 2022. The report was reviewed with the standards set forth by DPIE and Technogram 005-2018. Five sections of the global stability analysis have been performed. The analysis on all five sections resulted in greater than 1.5 factor of safety considered stable in global stability. The geotechnical recommendations, including the type of the wall, the type and dimension of reinforcements (tieback and geogrid), the interval and spacing of reinforcements, and the backfill requirements, etc., provided by ESC Mid-Atlantic, LLC, shall be incorporated into the retaining wall design package. If the final wall design is different from these recommendations, the global stability analysis shall be re-performed, and a revised package shall be submitted to DPIE for a permit revision. The final retaining wall design package, including the wall drawings and design calculations, shall be reviewed and approved by DPIE under a wall building permit that shall be applied for prior to the issuance of the site grading permit.

Specimen, Champion, or Historic Trees

According to the NRI, 33 specimen trees have been noted on the site. Specimen trees ST-1 through ST-13 were approved for removal with PPS 4-06139. No additional specimen trees were requested for removal with this application.

Regulated Environmental Features/Primary Management Area

There are regulated environmental features and PMA located on this site. Consistent with the PPS and TCPI, impacts to the PMA were approved with PPS 4-06139, and no additional impacts are proposed with this DSP. This site contains an area of wetland mitigation which is required to be placed within a separate easement from the woodland conservation; however, the TCPII submitted with this DSP application does not clearly differentiate these two features. Furthermore, the wetland mitigation area shall not be counted towards meeting the overall woodland conservation requirement. Conditions have been provided in the Recommendation section to clearly differentiate between the wetland mitigation area and woodland conservation, and to provide a wetland report so staff can verify the area of wetland mitigation.

Stormwater Management

A SWM concept approval letter (32244-2005-00) and associated plan were submitted with the application for this site. The approval letter was issued from DPIE on April 18, 2019, and expired April 18, 2022. The approved plan proposes standard SWM conditions for the site. A renewed SWM letter was submitted by the applicant on May 12, 2022, which has an expiration date of April 18, 2025.

- g. **Prince George's County Fire Department**—At the time of the writing of this technical staff report, the Fire Department did not offer comments on the subject application.

- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 3, 2022 (Giles to Bishop), DPIE offered comments on the subject application which have been forwarded to the applicant and will be addressed during the permitting process. DPIE finds the DSP to be consistent with the approved SWM concept plan.
 - i. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
 - j. **Prince George’s County Health Department**—In a letter dated January 26, 2022 (Adepoju to Bishop), the Health Department offered comments on the subject application which have been forwarded to the applicant and are included as conditions in the Recommendation section of this technical staff report, as appropriate.
 - k. **Maryland State Highway Association (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated February 1, 2022 (Hall to Bishop), WSSC offered recommendations which have been provided to the applicant and will be addressed during WSSC’s separate permitting process.
15. Based on the foregoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, as revised in accordance with the conditions of this approval, 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.
16. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirements Section 24-130(b)(5) of the prior Prince George’s County Subdivision Regulations. The impacts on regulated environmental features were previously evaluated and approved in PPS 4-06139 and DSP-06015 and are unchanged. Therefore, the proposed development can be found to preserve the regulated environmental features to the fullest extent possible.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE this application, as follows:

- A. APPROVAL of the following alternative Development District Overlay Zone standards:
 - 1. **Site Design, Building Siting and Setbacks Standards, A.3.:** to allow the placement of buildings to be outside of 10–16 feet of the edge of the curb.

2. **Site Design, Parking Requirement Standards, A:** to allow 26 additional parking spaces above the maximum allowed 567 parking spaces for this subject site.
 3. **Site Design, Parking and Loading Area Design Standards, A:** to allow the parking to be located partially in the front of the buildings.
 4. **Building Design, Materials and Architectural Details, G:** to allow exterior insulation finish system to be included as one of the exterior finishing materials as shown on the elevations.
 5. **Building Design, Height, Scale, and Massing Standards, C:** to allow the proposed buildings to be primarily one-story high with the appearance of a second story.
 6. **Building Design, Height, Scale, and Massing Standards, H:** to allow the boxy building footprint of a large anchor store to be developed on the site.
- B. APPROVAL of Detailed Site Plan DSP-06015-01 for Capitol Heights Shopping Center and Type II Tree Conservation Plan TCPII-009-09-01, subject to the following conditions:
1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:
 - a. Provide spandrel glass window treatments in the current block pattern locations along Giant's front elevations to meet the minimum 40 percent display window requirement; provide a porch along the front elevation of the Giant building with all changes to be reviewed and approved by the Urban Design Section as the designee of the Prince George's County Planning Board.
 - b. Provide a sightline analysis and additional landscaping to adequately screen the rear of the Giant building from the views of Walker Mill Drive.
 - c. Provide raised pedestrian crosswalks across the two outside driveway entrances in front of the Giant building.
 - d. Provide a comprehensive sign plan including construction details and lighting method of the signage to be reviewed and approved by the Urban Design Section as the designee of the Prince George's County Planning Board.
 - e. Provide additional screening of the loading spaces that face MD 214 (Central Avenue), in accordance with Section 4.4. of the 2010 *Prince George's County Landscape Manual*.
 - f. Provide a crosswalk with curb cuts from the sidewalk along the western access road to the sidewalk in front of the proposed supermarket.

- g. All crosswalks and curb cuts shall be marked and labeled on the site plan and shall conform to Design Standards F, G, and H of the Sidewalks, Crosswalks, and Trails Section of the Development District Overlay Zone (2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*, page 117).
 - h. Provide the following general notes:
 - (1) “An automatic fire suppression system shall be provided in all new buildings in this DSP, unless the Prince George’s County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.”
 - (2) “During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”
 - i. Provide a sidewalk along the subject site’s entire frontage of MD 214 (Central Avenue) to be a minimum of eight feet in width and separated from the curb by a five-foot-wide landscaped planting strip, per Mandatory Development Requirements C, D, and E of the Sidewalk, Crosswalk, and Trails portion of the Development District Overlay Zone, unless modified by the Maryland State Highway Administration.
 - j. Remove the label “Proposed R/W” from the hatched area adjacent to MD 214 (Central Avenue) on Sheets 2 and 3.
 - k. Correct the label for adjoining Parcel A to provide current ownership.
 - l. Label the area of right-of-way dedication along Walker Mill Drive with the recording plat reference.
 - m. Remove landscape plan schedules that are not applicable.
 - n. Revise the acreage of the on-site woodland conservation in the tree canopy coverage schedule to match the Type II tree conservation plan.
 - o. Provide dimensions of the loading spaces on the site plan.
 - p. Revise the interior planting area schedule to show the percentage provided.
2. Prior to certification of the detailed site plan, the Type II tree conservation plan (TCPII) shall be revised as follows:
- a. Update the General Information Table to the most recent version in the Environmental Technical Manual.

- b. Provide an analysis for the natural regeneration area to clearly establish that the requirements are being met in accordance with the specifications put forth in the 2010 *Prince George's County Landscape Manual* and Section 25-122 of the prior Prince George's County Code.
 - c. Provide the wetlands report associated with the wetland mitigation area.
 - d. Clearly differentiate the wetlands mitigation area and the woodland conservation areas on the TCPII.
 - e. Correct the TCPII worksheet data to be consistent with the site statistics table on Natural Resources Inventory NRI-001-06-02.
 - f. Have the plans signed and dated by the qualified professional who prepared them.
3. Prior to issuance of a grading permit for the stormwater management (SWM) pond fronting MD 214 (Central Avenue), the applicant shall provide a fountain amenity that has a continuous flow of water and is lit at night, if a SWM pond is located adjacent to MD 214 to be reviewed by Urban Design Section as the designee of the Prince George's County Planning Board, unless modify by the Prince George's County Department of Public Works and Transportation.
4. The applicant shall not permit the display or sale of merchandise in its parking lot or along its sidewalks, and also prohibit temporary window signage in the Shopping Center. This condition is not applicable to a grocery store tenant.

CAPITOL HEIGHTS SHOPPING CENTER

Amendment to a Detailed Site Plan

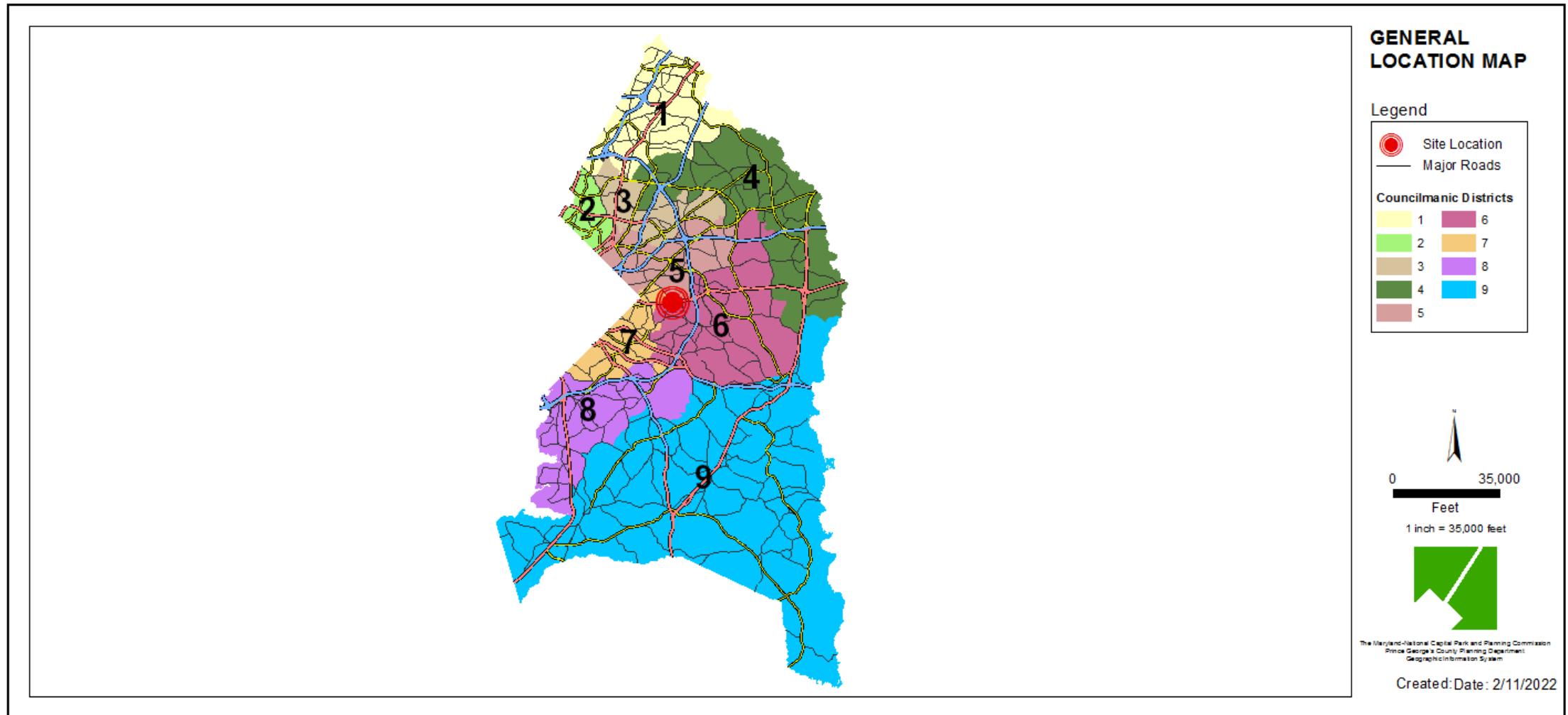
Staff Recommendation: APPROVAL with conditions



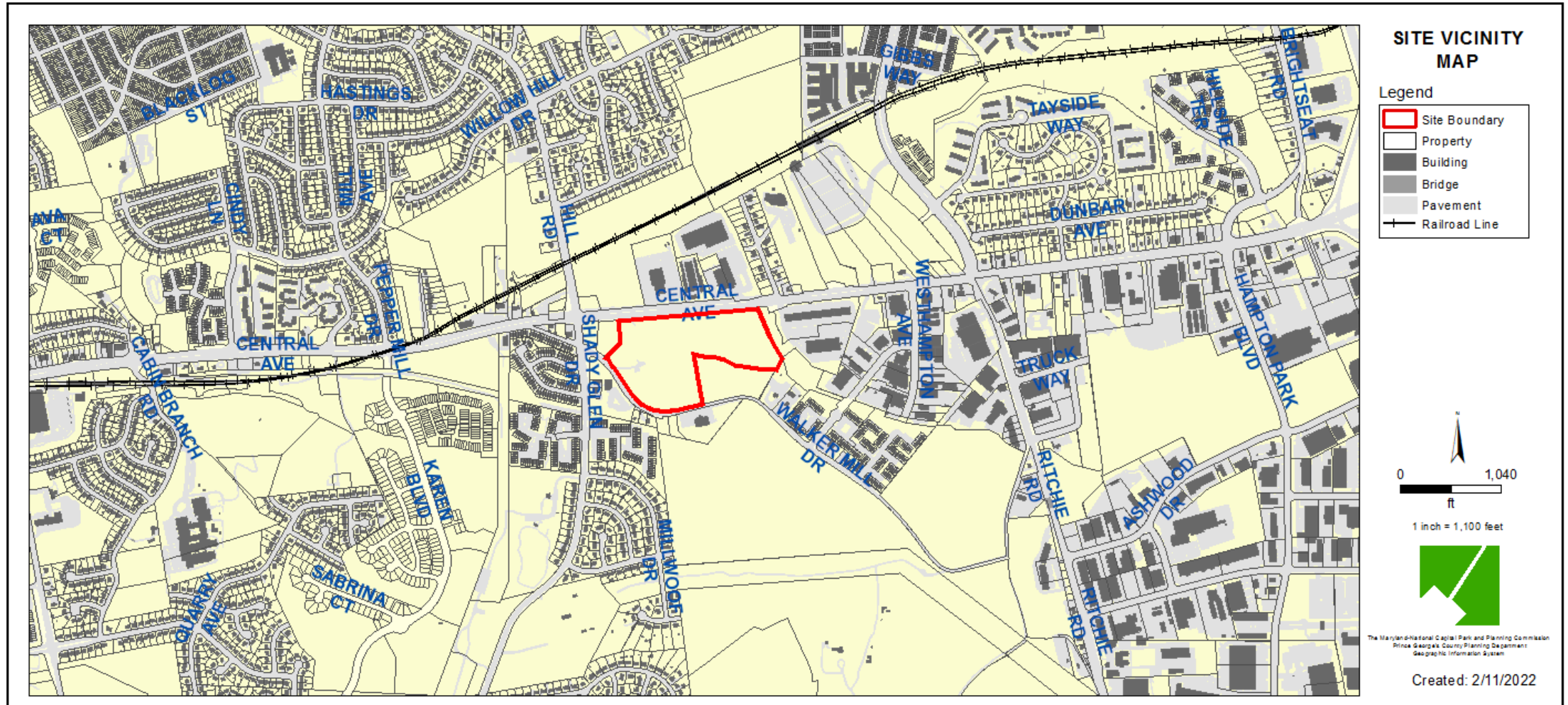
GENERAL LOCATION MAP

Council District: 06

Planning Area: 75A



SITE VICINITY MAP



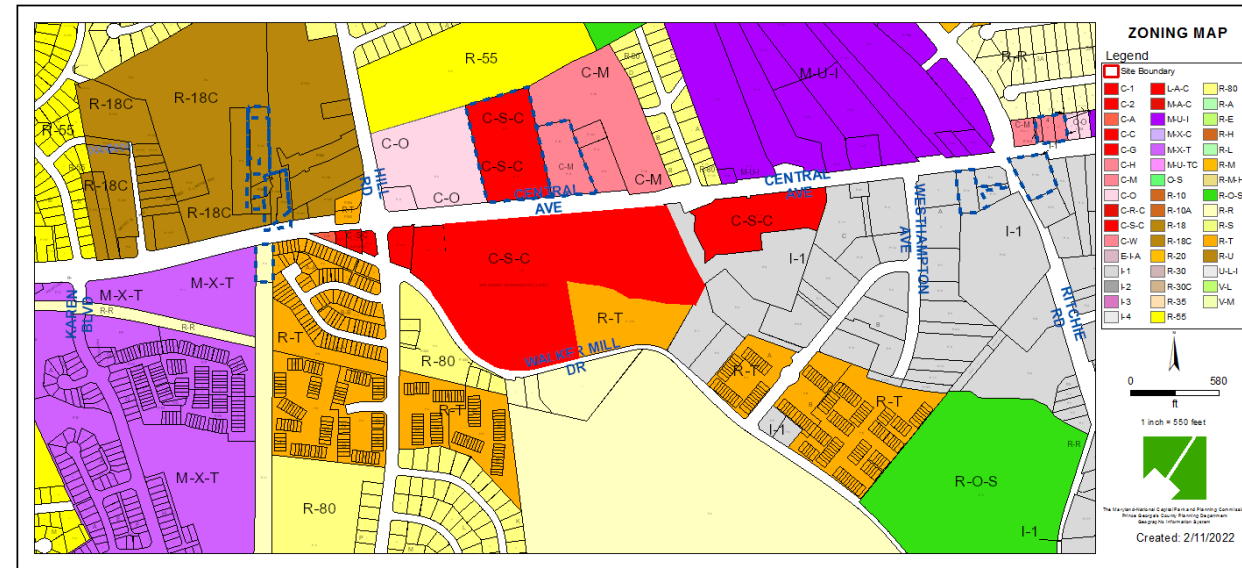
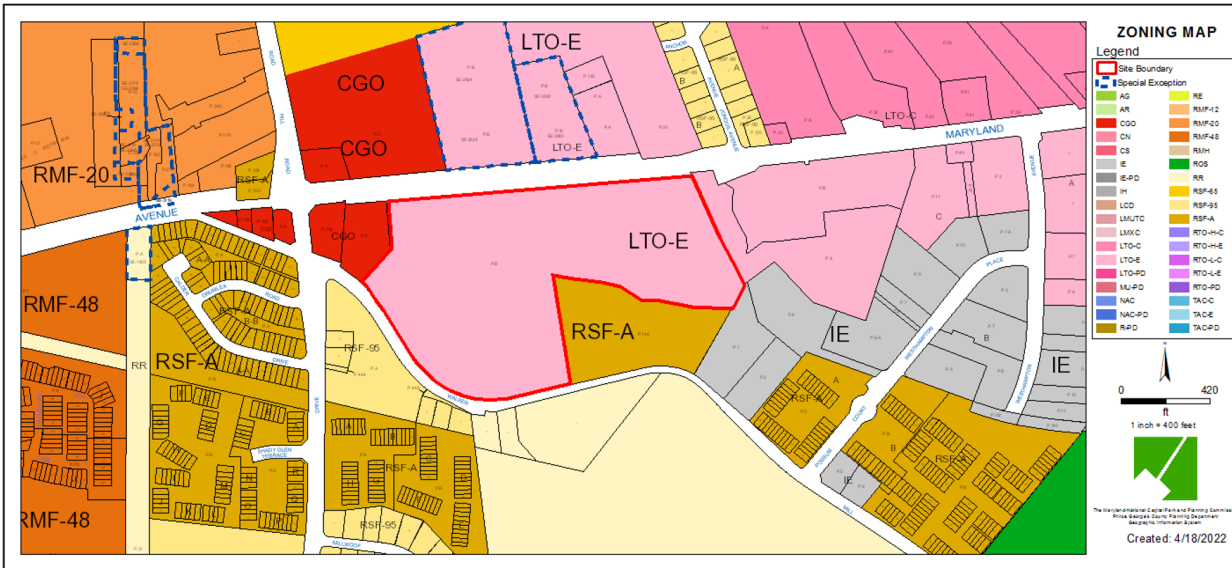
NEW & PRIOR ZONING MAP

Current Property Zone: LTO-E

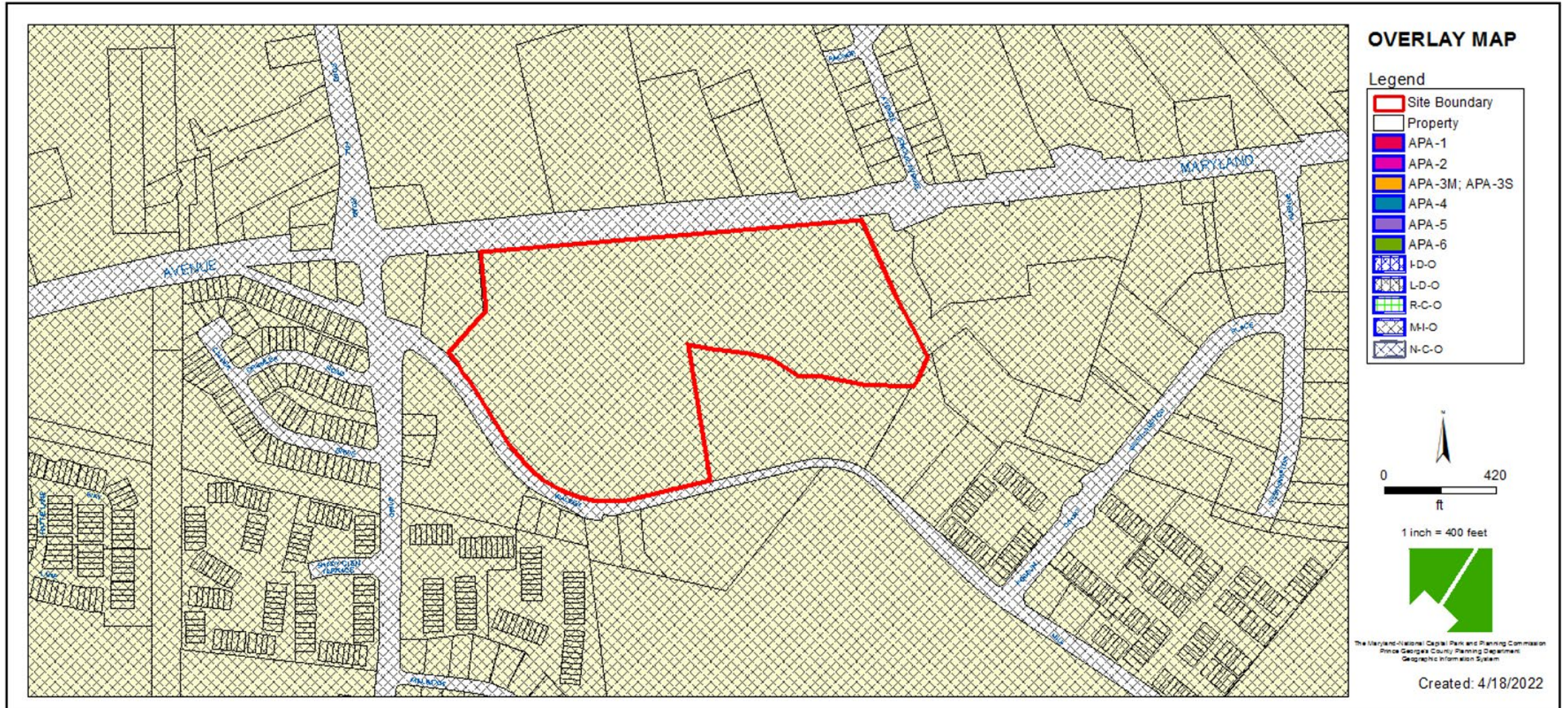
Prior Property Zone: C-S-C

NEW

PRIOR



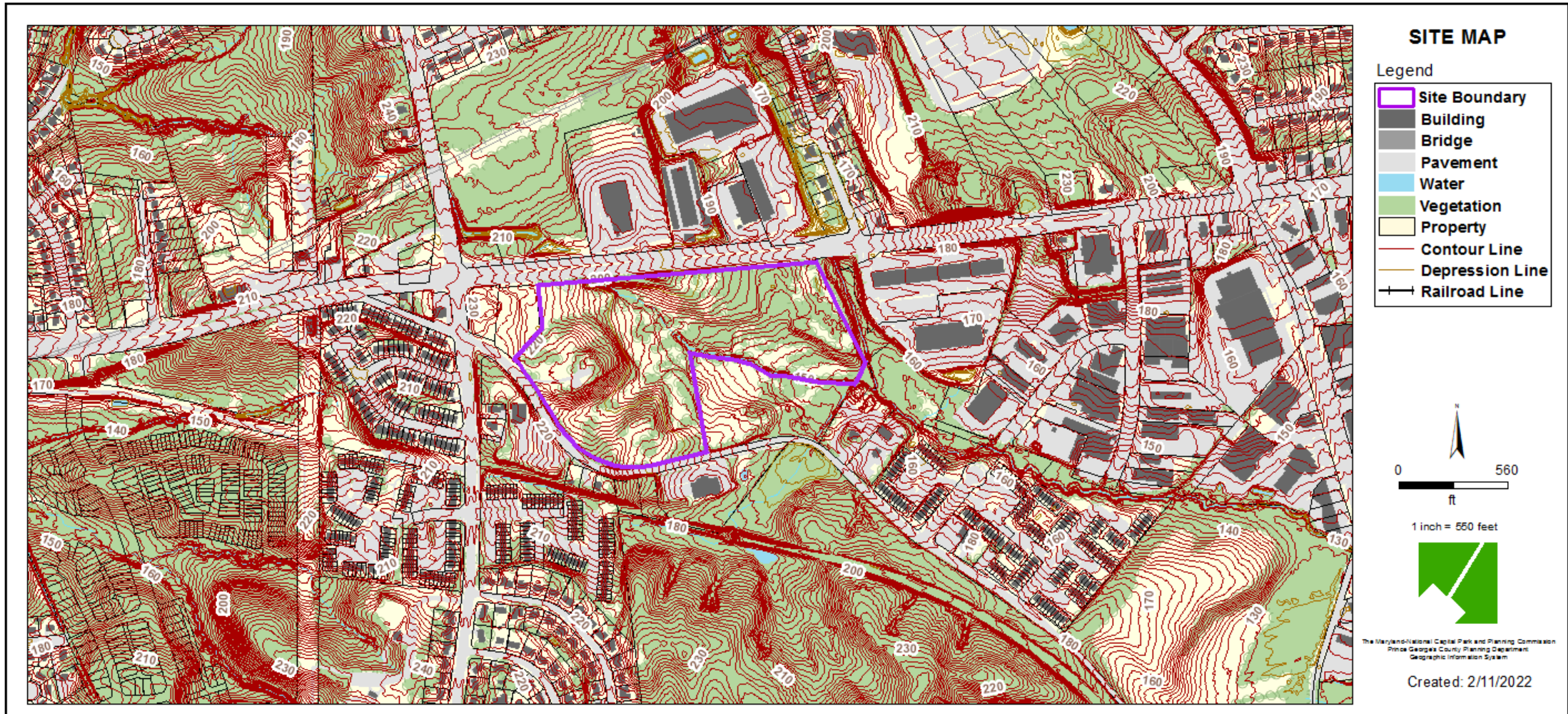
OVERLAY MAP



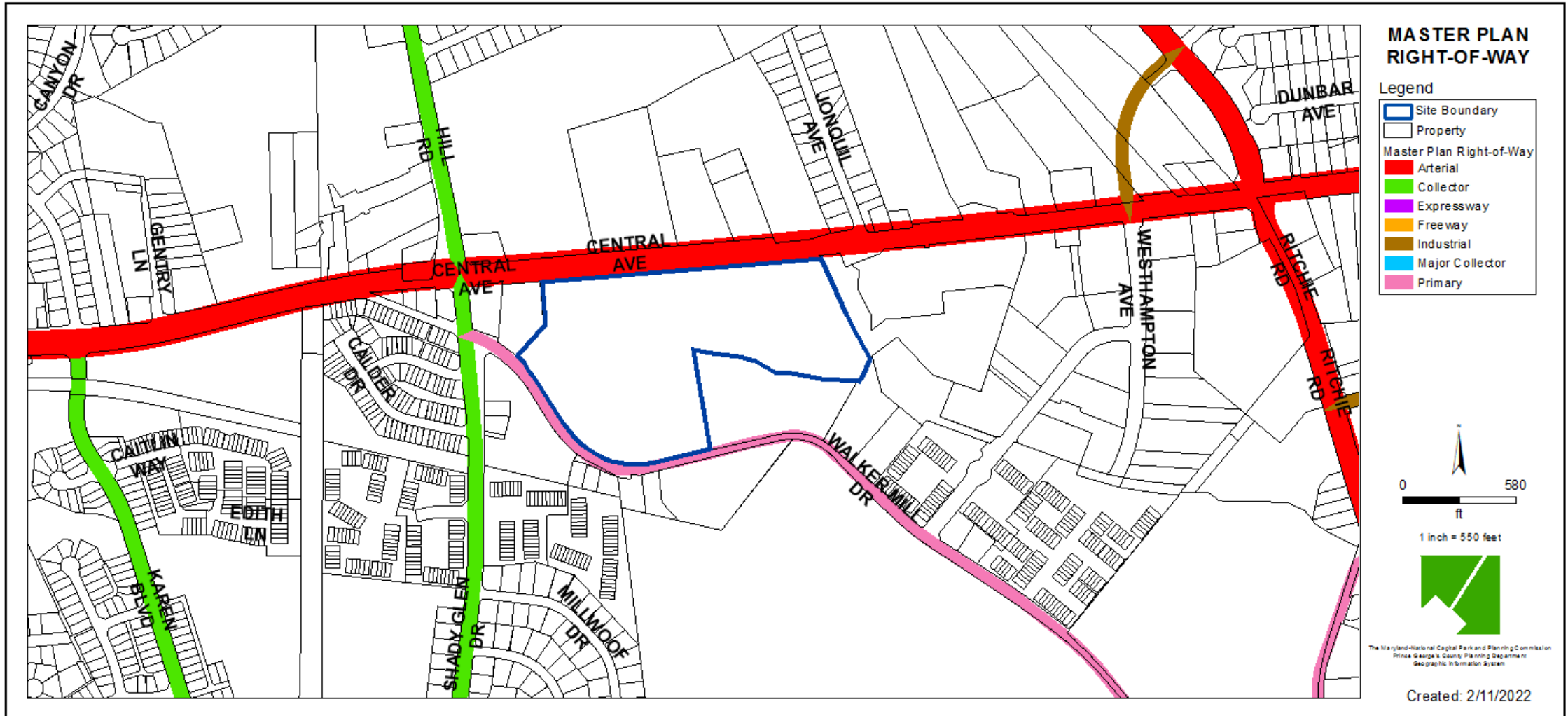
AERIAL MAP



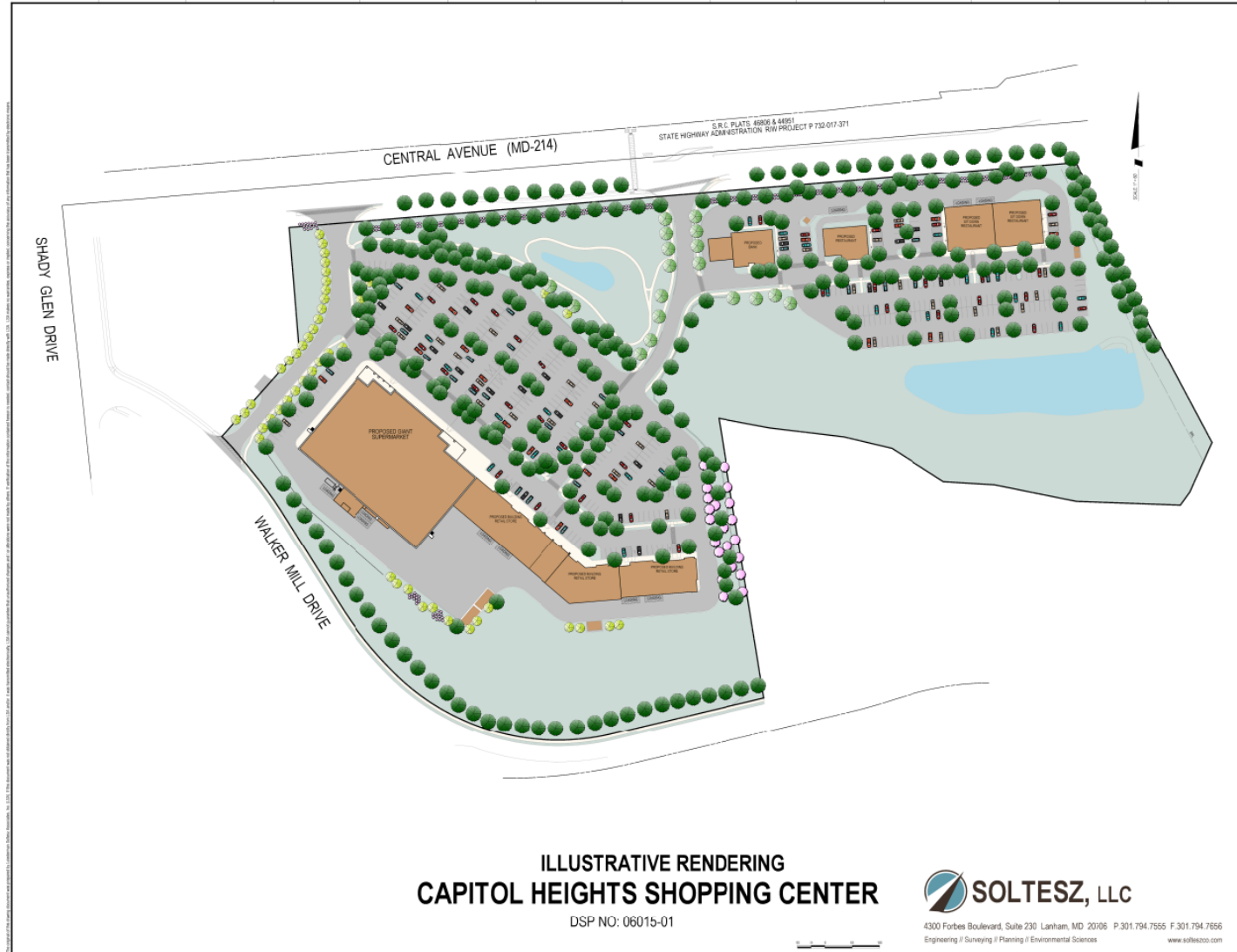
SITE MAP



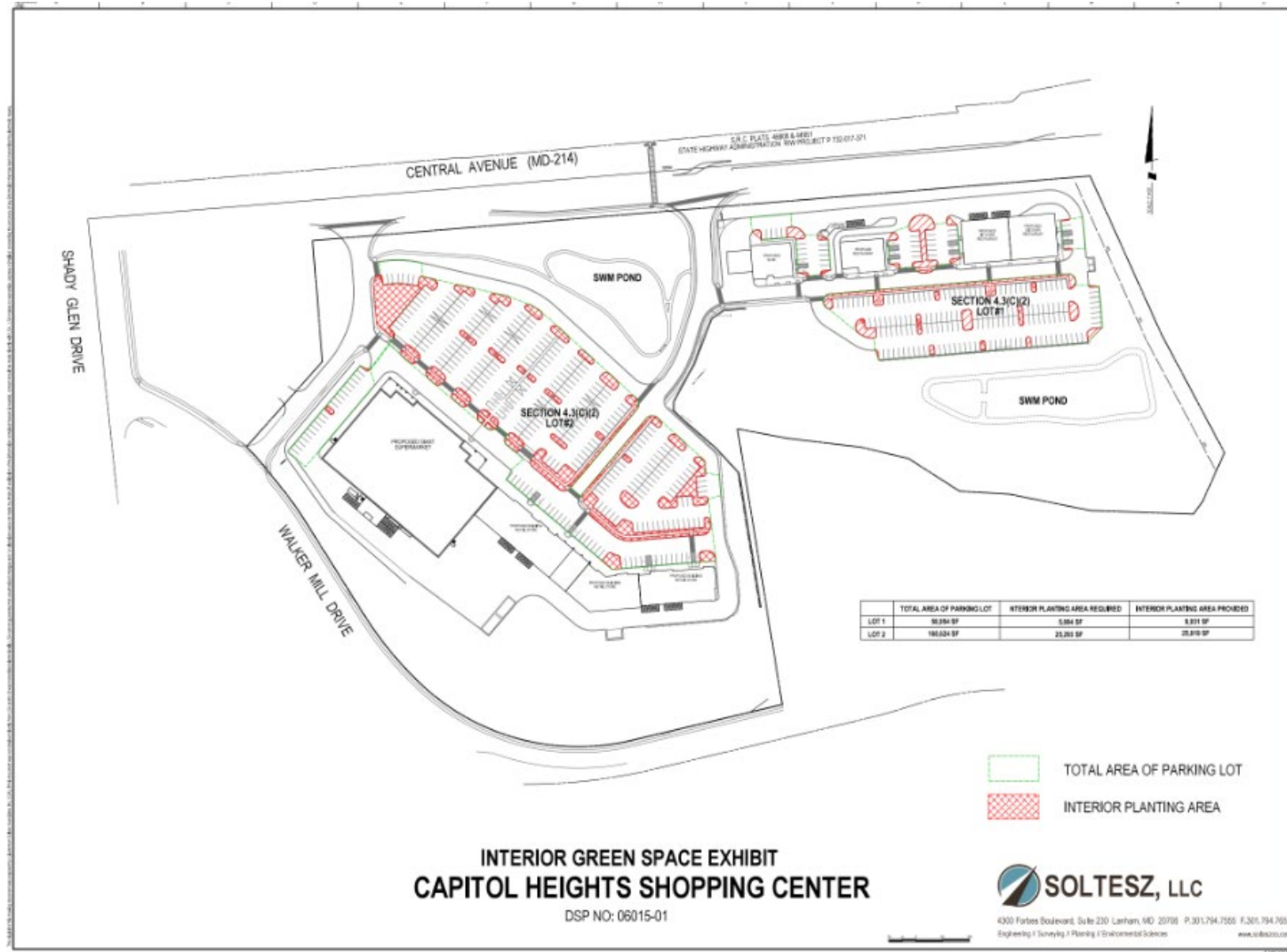
MASTER PLAN RIGHT-OF-WAY MAP



ILLUSTRATIVE RENDERING



LANDSCAPE PLAN – INTERIOR PLANTING EXHIBIT



FRONT ELEVATIONS

1
PARTIAL ELEVATION - RETAIL STRIP
Scale: 1/8" = 1'-0"

2
PARTIAL ELEVATION - RETAIL STRIP
Scale: 1/8" = 1'-0"

3
PARTIAL ELEVATION - RETAIL STRIP
Scale: 1/8" = 1'-0"

NO.	DESCRIPTION	COLOR
01	BRICK	BRICK
02	CONCRETE	CONCRETE
03	GLASS	GLASS
04	PAINT	PAINT
05	ROOFING	ROOFING
06	WOOD	WOOD
07	IRON	IRON
08	STEEL	STEEL
09	COPPER	COPPER
10	ZINC	ZINC
11	ALUMINUM	ALUMINUM
12	BRASS	BRASS
13	STAINLESS STEEL	STAINLESS STEEL
14	GLASS BLOCK	GLASS BLOCK
15	TRANSOM	TRANSOM
16	SCREEN DOOR	SCREEN DOOR
17	SCREEN WINDOW	SCREEN WINDOW
18	SCREEN DOOR	SCREEN DOOR
19	SCREEN WINDOW	SCREEN WINDOW
20	SCREEN DOOR	SCREEN DOOR
21	SCREEN WINDOW	SCREEN WINDOW
22	SCREEN DOOR	SCREEN DOOR
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47	SCREEN WINDOW	SCREEN WINDOW
48	SCREEN DOOR	SCREEN DOOR
49	SCREEN WINDOW	SCREEN WINDOW
50	SCREEN DOOR	SCREEN DOOR

KEY PLAN

Zimmer Development Company, LLC
 Wilmington, NC

CAPITOL HEIGHTS SHOPPING CENTER
 CAPITOL HEIGHTS, MARYLAND

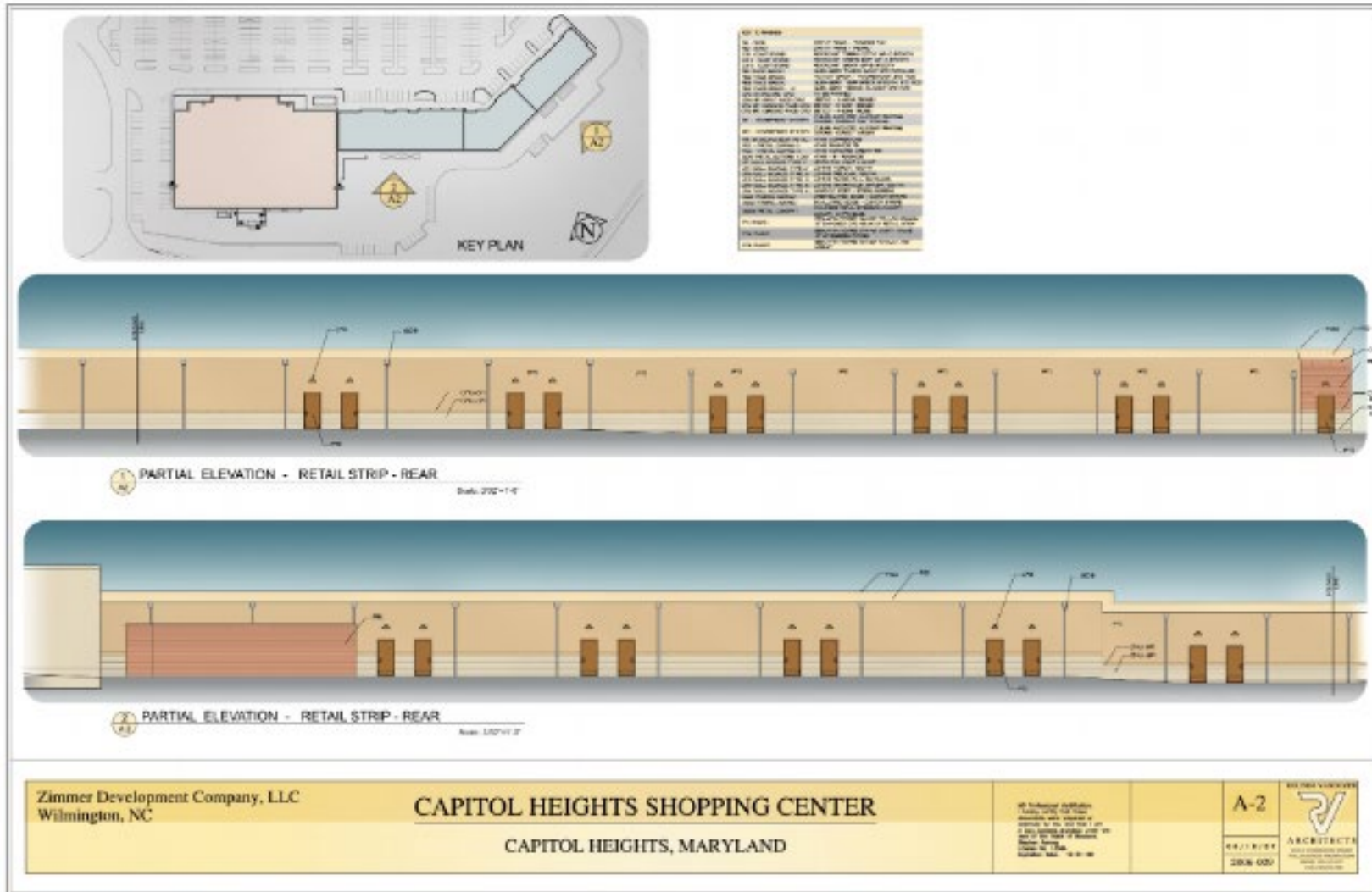
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A-1

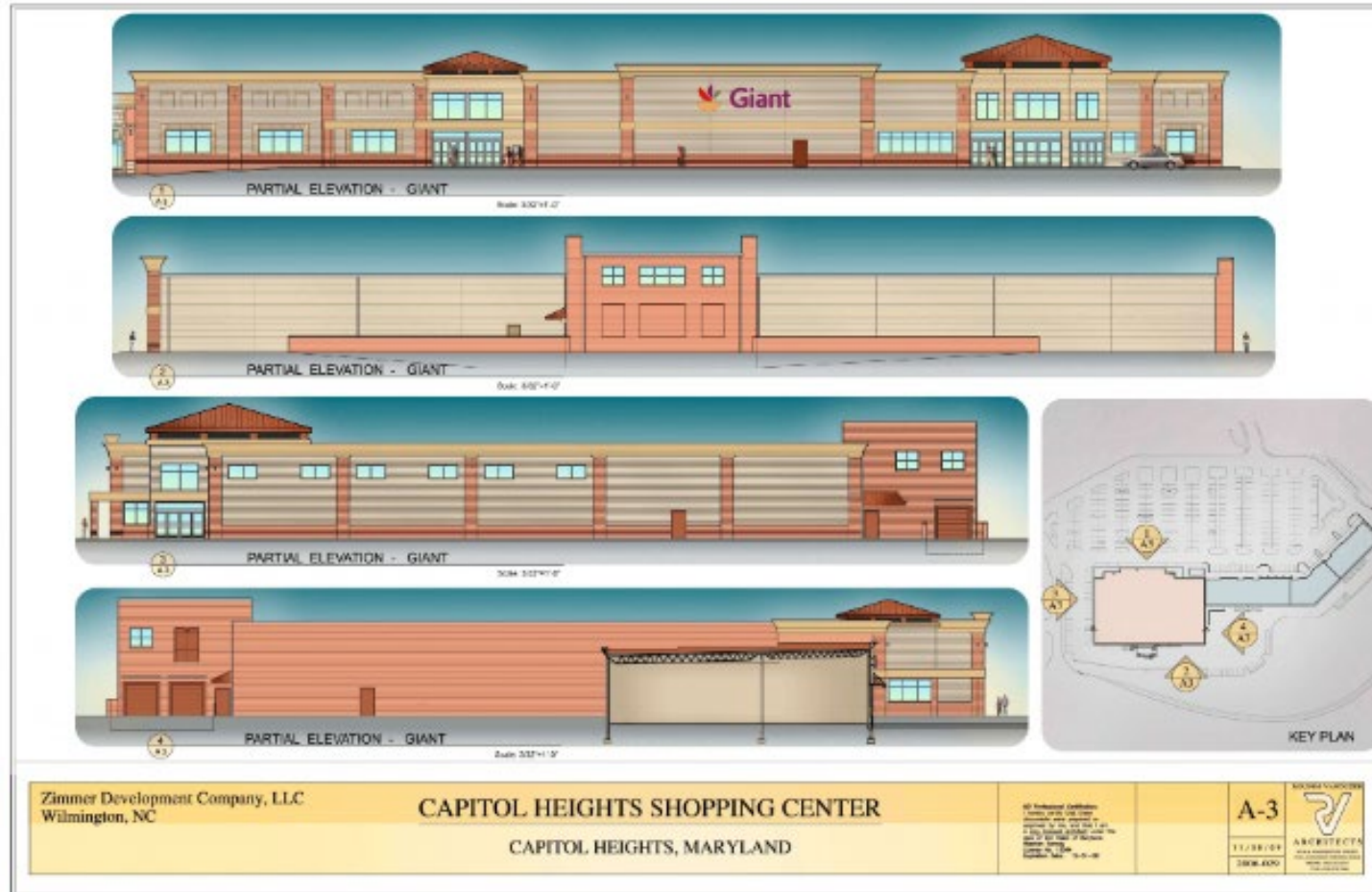
11/28/2014
 2006-000

ARCHITECTS

REAR ELEVATIONS



ELEVATIONS OF GROCERY TENANT



ELEVATIONS OF BANK

1 SOUTH ELEVATION - BANK PROTOTYPE
Scale: 1/8"=1'-0"

2 EAST ELEVATION - BANK PROTOTYPE
Scale: 1/8"=1'-0"

3 NORTH - BANK PROTOTYPE
Scale: 1/8"=1'-0"

4 WEST ELEVATION - BANK PROTOTYPE
Scale: 1/8"=1'-0"

KEY PLAN

NO. 01	CONCRETE	CONCRETE
NO. 02	BRICK	BRICK
NO. 03	WOOD	WOOD
NO. 04	GLASS	GLASS
NO. 05	ALUMINUM	ALUMINUM
NO. 06	STEEL	STEEL
NO. 07	ASPH/FLT	ASPH/FLT
NO. 08	PAVING	PAVING
NO. 09	LANDSCAPE	LANDSCAPE
NO. 10	UTILITIES	UTILITIES
NO. 11	MECHANICAL	MECHANICAL
NO. 12	ELECTRICAL	ELECTRICAL
NO. 13	PLUMBING	PLUMBING
NO. 14	FINISHES	FINISHES
NO. 15	EXTERIOR	EXTERIOR
NO. 16	INTERIOR	INTERIOR
NO. 17	MECHANICAL	MECHANICAL
NO. 18	ELECTRICAL	ELECTRICAL
NO. 19	PLUMBING	PLUMBING
NO. 20	FINISHES	FINISHES
NO. 21	EXTERIOR	EXTERIOR
NO. 22	INTERIOR	INTERIOR
NO. 23	MECHANICAL	MECHANICAL
NO. 24	ELECTRICAL	ELECTRICAL
NO. 25	PLUMBING	PLUMBING
NO. 26	FINISHES	FINISHES
NO. 27	EXTERIOR	EXTERIOR
NO. 28	INTERIOR	INTERIOR
NO. 29	MECHANICAL	MECHANICAL
NO. 30	ELECTRICAL	ELECTRICAL
NO. 31	PLUMBING	PLUMBING
NO. 32	FINISHES	FINISHES
NO. 33	EXTERIOR	EXTERIOR
NO. 34	INTERIOR	INTERIOR
NO. 35	MECHANICAL	MECHANICAL
NO. 36	ELECTRICAL	ELECTRICAL
NO. 37	PLUMBING	PLUMBING
NO. 38	FINISHES	FINISHES
NO. 39	EXTERIOR	EXTERIOR
NO. 40	INTERIOR	INTERIOR
NO. 41	MECHANICAL	MECHANICAL
NO. 42	ELECTRICAL	ELECTRICAL
NO. 43	PLUMBING	PLUMBING
NO. 44	FINISHES	FINISHES
NO. 45	EXTERIOR	EXTERIOR
NO. 46	INTERIOR	INTERIOR
NO. 47	MECHANICAL	MECHANICAL
NO. 48	ELECTRICAL	ELECTRICAL
NO. 49	PLUMBING	PLUMBING
NO. 50	FINISHES	FINISHES

Zimmer Development Company, LLC
Wilmington, NC

CAPITOL HEIGHTS SHOPPING CENTER
CAPITOL HEIGHTS, MARYLAND

Professional Certification
 I hereby certify that these drawings were prepared or supervised by me and that I am a duly Licensed Architect under the laws of the State of Maryland.
 Bruce A. Bandy
 License No. 13541
 Expiration Date: 9-31-18

A-4
 11/30/09
 2006-029

ROBINER VANZANZINI ARCHITECTS

ELEVATIONS OF RETAIL

1 SOUTH ELEVATION - BLDGS 'C' & 'D'
 Scale: 1/8"=1'-0"

2 EAST ELEVATION - BLDGS 'C' AND 'D'
 Scale: 1/8"=1'-0"

3 NORTH ELEVATION - BLDGS 'C' AND 'D'
 Scale: 1/8"=1'-0"

4 WEST ELEVATION - BLDGS 'C' AND 'D'
 Scale: 1/8"=1'-0"

KEY PLAN

REF TO FINISH	FINISH
RF1 (SILL)	DRYKIT MESH - HANDED TAP
RF2 (SILL)	DRYKIT MESH - FINISH
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Zimmer Development Company, LLC
 Wilmington, NC

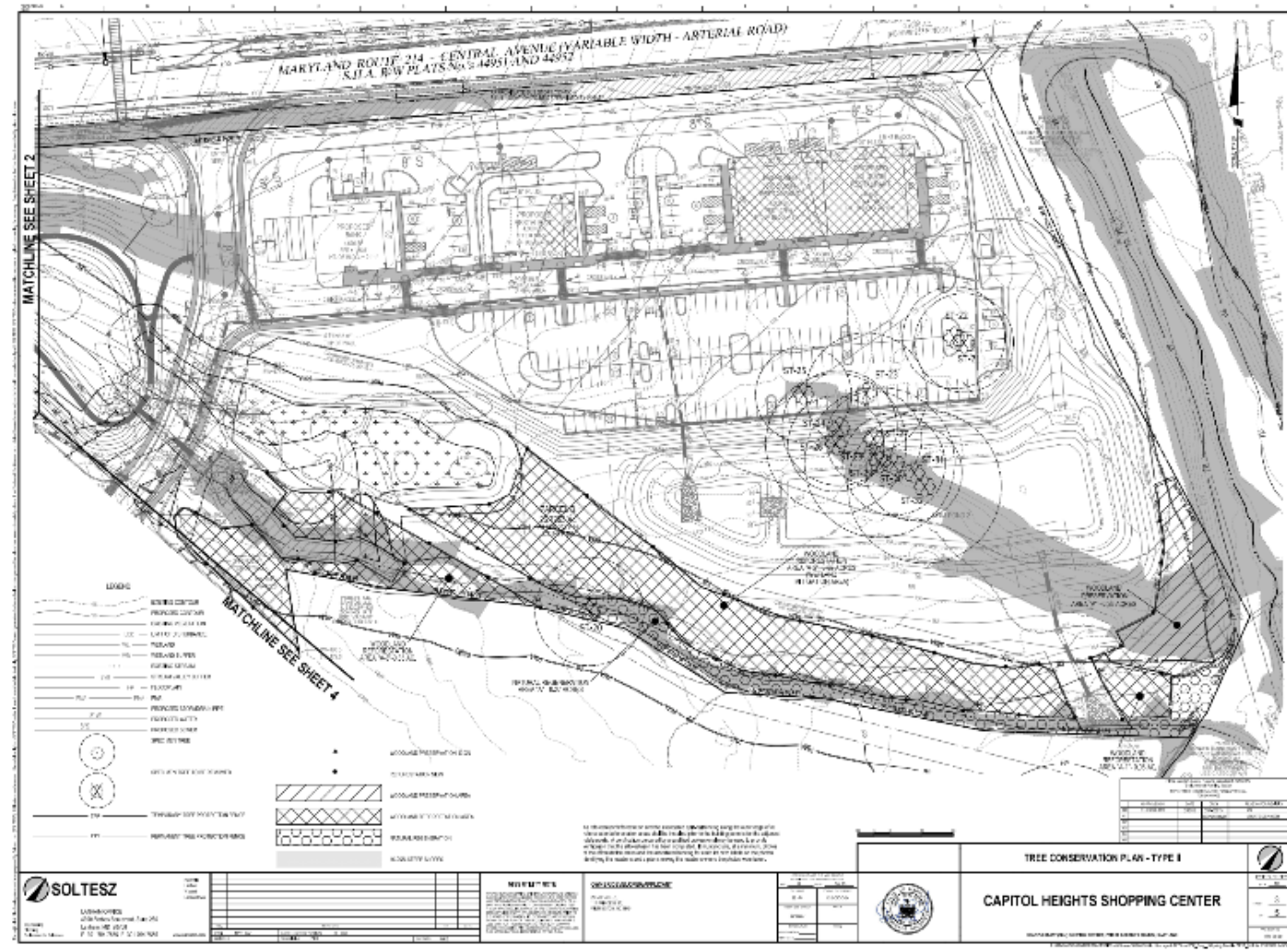
CAPITOL HEIGHTS SHOPPING CENTER
 CAPITOL HEIGHTS, MARYLAND

MD Professional Certification:
 I hereby certify that these
 documents were prepared or
 approved by me, and that I am
 a duly licensed architect under the
 laws of the State of Maryland.
 Stephen Kasper
 License No. 10045
 Expiration Date: 12-31-08

A-6
 11/11/09
 2006-029

ROLDEN VAN DER ZEE
 ARCHITECTS
 1000 WASHINGTON STREET
 ANNAPOLIS, MARYLAND 21403
 PHONE: 410.291.1000
 FAX: 410.291.1001

TYPE II TREE CONSERVATION PLAN



STAFF RECOMMENDATION

APPROVAL with Conditions

Minor Issues:

- Technical Revisions

Applicant Community Engagement:

- Informational Mailing: 6/3/2021
- Acceptance Mailing: 1/14/2022



THE PRINCE GEORGE'S COUNTY GOVERNMENT

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

March 3, 2005

RE: SMA Revisory Petition for Sector Plan and Sectional Map Amendment
for the Morgan Boulevard and Largo Town Center Metro Areas
Santos/Zimmer Properties

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of Zoning Ordinance No. 2-2005 setting forth the action taken by the District Council in this case on February 14, 2005.

CERTIFICATE OF SERVICE

This is to certify that on March 3, 2005, this notice and attached Council order were mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script that reads "Redis C. Floyd".

Redis C. Floyd
Clerk of the Council

(10/97)

County Administration Building - Upper Marlboro, Maryland 20772

Case No.: Morgan Boulevard SMA
Revisory Petition

Applicants: Santos/Zimmer Properties

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

ZONING ORDINANCE NO. 2- 2005

AN ORDINANCE TO APPROVE A PETITION TO REVISE THE
MORGAN BOULEVARD SECTOR PLAN AND SECTIONAL MAP AMENDMENT

WHEREAS, in Council Resolution 36-2004, adopted May 27, 2004, the District Council approved the Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center; and

WHEREAS, among the properties affected by the SMA were the Santos property, approximately 6 acres of land in the I-1 Zone on Walker Mill Drive, rezoned to C-O, and the Zimmer property, approximately 29 acres of land in I-1, adjoining Santos, between Central Avenue and Walker Mill Drive, also rezoned to C-O; and

WHEREAS, by petition filed June 25, 2004, the owners of the Santos property filed a revisory petition with the District Council, to request restoration of the I-1 Zone, on the basis of mistake in the SMA; and

WHEREAS, on October 20, 2004, the Santos petition was amended, by: (1) adding the Zimmer property, adjacent to Santos, and (2) requesting the C-S-C Zone instead of the I-1 Zone, again on the basis of mistake in the SMA; and

WHEREAS, by order approved October 25, 2004, the District Council referred the Santos-Zimmer petition to the Zoning Hearing Examiner for public hearing, under the criteria in Section 27-228 of the Zoning Ordinance; and

WHEREAS, the Examiner on January 12, 2005, held a public hearing on the petition, after public notice as required by law, a hearing deemed to have been held and completed by the Council as of the referral date, October 25, 2004; and

WHEREAS, the Examiner has filed a decision with the District Council recommending approval of the petition, on the basis of mistake in the SMA; and

WHEREAS, the District Council, having reviewed the record of the SMA and the record made at the hearing on the petition, has determined that the petition should be approved, and that the Santos and Zimmer properties should be placed in the C-S-C Zone; and

WHEREAS, as the basis for this action, the Council adopts the decision of the Examiner as its legislative findings, the Council having determined that factual error was made in the SMA. The zoning of the subject properties should have been changed from I-1 to C-S-C, not C-O.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map of the Maryland-Washington Regional District in Prince George's County, Maryland, is hereby amended to change the zoning classification of the properties which are the subject of the Santos-Zimmer petition from DDOZ/C-O to DDOZ/C-S-C. The subject properties remain in the Development District Overlay Zone for Morgan Boulevard, and their underlying zoning classifications, C-S-C, may not be changed without further action by the District Council.

SECTION 2. Future use and development of the subject properties shall be limited by the following amendments to the applicable Development District Standards:

A. The shopping center on the properties shall be anchored by a national grocery chain store, a food or beverage store which includes a bakery, pharmacy, deli, and seafood counters.

B. No store on either property may exceed 125,000 square feet gross floor area.

If any development standards amendments are held invalid for any reason, as they apply to either or both of the subject properties, then the underlying zoning classification of both properties shall revert to the C-O Zone.

SECTION 3. This Ordinance shall take effect on the date of its adoption.

Adopted this 14th day of February, 2005, by the following vote:

In Favor: Council Members Dean, Campos, Exum, Harrington and Knotts

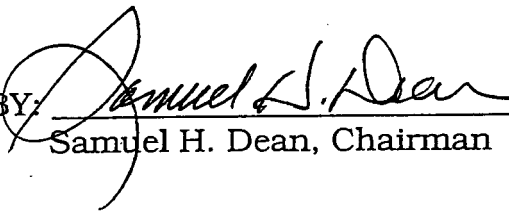
Opposed:

Abstained:

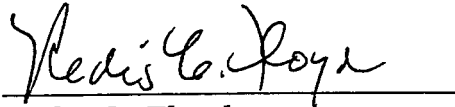
Absent: Council Members Bland, Dernoga, Hendershot and Peters

Vote: 5-0

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

BY: 
Samuel H. Dean, Chairman

ATTEST:


Redis C. Floyd
Clerk of the Council



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

PGCPB No. 08-109

File No. 4-06139

RESOLUTION

WHEREAS, ZP No. 141 LLC. is the owner of a 29.44-acre parcel of land known as Parcel 195, located on Tax Map 66 in Grid F-4, said property being in the 18th Election District of Prince George's County, Maryland, and being zoned C-S-C/D-D-O and C-O/D-D-O; and

WHEREAS, on April 11, 2008, Zimmer Development Company, LLC filed an application for approval of a Preliminary Plan of Subdivision (Staff Exhibit #1) for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-06139 for Capitol Heights Shopping Center was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on July 17, 2008, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on July 17, 2008, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/26/06), and further APPROVED Preliminary Plan of Subdivision 4-06139, Capitol Heights Shopping Center for Parcels A and B, including a Variation from Section 24-121(a)(3) for Parcel B with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the following technical corrections shall be made:
 - a. Correct general Note 1 to demonstrate that the property is located within the C-S-C/D-D-O and C-O/D-D-O Zones.
 - b. Revise the "Development Standards" note to indicate that the applicable development standards for the site will be determined at the time of detailed site plan.
2. At the time of detailed site plan, a Type II tree conservation plan shall be approved.
3. Development of this site shall be in conformance with Stormwater Management Concept Plan No. 32244-2005 and any subsequent revisions.

PGCPB No. 08-109
File No. 4-06139
Page 2

4. Prior to signature approval of the preliminary plan, the NRI, TCPI and preliminary plan shall be revised to show a single, continuous tree line for the on-site woodland.
5. Prior to signature approval of the preliminary plan, the Type I tree conservation plan shall be revised as follows:
 - a. Revise the worksheet to eliminate the use of fee-in-lieu and show it as off-site mitigation.
 - b. Remove the soil and slope symbols from the plan.
 - c. Revise the symbol for the limit of disturbance in the plan and legend so that it contains "LOD" in the graphic and show the LOD clearly on plans.
 - d. Revise the symbols for the stream centerline, 50-foot stream buffers, and 25-foot wetland buffers so that they are more visible on the plan.
 - e. Revise the TCPI worksheet as necessary after the above revisions have been completed.
 - f. Have the revised plan signed by the qualified professional who prepared the plan.
6. Development of this subdivision shall be in compliance with approved Type I Tree Conservation Plan (TCPI/26/06). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/26/06), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."
7. Prior to signature approval of the preliminary plan, Impact No. 4 shall be eliminated and the plans shall be revised accordingly. Impact No. 3 shall be revised so that the plans reflect the limits of disturbance necessary to construct the proposed culvert for the road crossing.
8. Prior to the issuance of any permits which impact jurisdictional wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
9. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all of the Patuxent River Primary Management Area and associated plantings, except for approved impacts. The following note shall be placed on the plat:

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File No. 4-06139
Page 3

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

10. At the time of detailed site plan, the approved technical stormwater management plan shall be submitted for review. The plan shall demonstrate the incorporation of wetland benches and forebays into the stormwater management design for the in-stream stormwater management pond and shall be correctly reflected on the associated TCPII.
11. Prior to the approval of a final plat, the applicant, the applicant's heirs, successors and/or assignees shall have a detailed site plan approved by the Planning Board in accordance with Part 3, Division 9, of the Zoning Ordinance.
12. The applicant, the applicant's heirs, successors and or assignees shall provide a standard sidewalk a minimum of five-feet wide along the property's entire street frontage of Walker Mill Drive. The sidewalk shall be set back from the curb edge with a green, landscaped strip of at least five feet in width, unless modified by DPW&T.
13. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.
14. Prior to the final plat for Parcel B, the applicant, the applicant's heirs, successors and/or assignees shall convey to the Prince George's County Government 1.48± acres of land (Parcel A). The applicant, the applicant's heirs, successors and/or assignees shall submit executed deeds of conveyance by all parties for Parcel A prior to approval of the final plat.
15. The development of this property shall be in accordance with the conditions set forth in Zoning Ordinance No. 2-2005.
16. **MD 214/Shady Glen Drive/Hill Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances through either private money or full funding in the county's capital program, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Provision of an exclusive southbound right-turn, a thru lane, and double left-turn approach lanes along Hill Road, per DPW&T standards.
 - b. Provision of double left turn lanes, a thru lane and a shared thru-right-turn lane along northbound Shady Glen Road, per DPW&T standards, and

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File No. 4-06139
Page 4

- c. Provision of any intersection improvements and signal modifications as deemed necessary by the SHA and/or DPW&T.

The recommended improvement for the provision of an exclusive right turn lane along southbound Hill Road, stated in (a) above may only be waived by the DPW&T in consultation with the M-NCPPC, Transportation Planning Section, and only if it is determined by the DPW&T that adequate right-of-way to construct the needed improvements is not available.

- 17. **MD 214 at Ritchie Road:** Prior to the issuance of any building permits within the subject property, the following improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Provision of a second left turn lane along MD 214 westbound, the recommended restriping of Ritchie Road approaches to provide for double left-turn lanes on both approaches, and provision of any additional signal modifications deemed necessary by the SHA and/or DPW&T.
- 18. **Walker Mill Drive at Shady Glen Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Provision of a westbound exclusive right turn lane with appropriate storage lane, per DPW&T standards, and
 - b. Provision of a southbound exclusive left turn lane, per DPW&T standards.
- 19. **Central Avenue and Site Access:** Prior to the issuance of any building permits within the subject property, the applicant shall obtain access approval from the SHA and shall demonstrate to the M-NCPPC, Transportation Planning Section, that all needed improvements, and the provision of a traffic signal, if approved by SHA shall (a) have full financial assurances, (b) have been permitted for construction by the SHA Access Permit Division, and (c) have an agreed-upon timetable for construction with the SHA.
- 20. The final plat shall carry a note that direct vehicular access to Central Avenue (MD 214) from Parcel B shall be limited to the two access points shown on the preliminary plan of subdivision that are authorized pursuant to Section 24-121(a)(3) of the Subdivision Regulations. All other access shall be denied along Central Avenue (MD 214).

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Page 5

- 21. Total development of Parcel A, excluding a public safety facility by the County, and Parcel B within the subject property shall be limited to uses which would generate no more than 621 AM, 1,612 PM, and 1,545 weekend peak hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

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

- 1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
- 2. The property is located along the south side of Central Avenue (MD 214), approximately 200 feet east of its intersection with Shady Glen Drive.
- 3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	C-S-C/C-O/D-D-O	C-S-C/C-O/D-D-O
Use(s)	Undeveloped	Commercial Shopping Center
Acreage	29.44	29.44
Lots	0	0
Parcels	1	2
Public Safety Mitigation Fee		N/A

- 4. **Environmental**—The Environmental Planning Section has reviewed the revised preliminary plan of subdivision and Type I tree conservation plan, stamped as received by the Environmental Planning Section on May 16, 2008. A revised letter of justification was submitted on June 13, 2008. The Environmental Planning Section recommends approval of 4-06139 and TCPI/26/06 subject to conditions.

Background

The Environmental Planning Section has previously reviewed a Natural Resource Inventory (NRI/003/06-01), Preliminary Plan of Subdivision (4-05088), and Type I Tree Conservation Plan (TCPI/026/06) for the subject property. Preliminary Plan 4-05088 and the associated TCPI were withdrawn prior to the scheduled hearing. A Type II Tree Conservation Plan (TCPII/141/91) was approved for a portion of the subject property in 1991. This proposal is for the development of a shopping center on Parcel B, and further proposes the conveyance of Parcel A to the Prince George's County Government for a future new fire/EMS station.

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Site Description

The site is characterized by terrain sloping toward the east and drains into unnamed tributaries of the Southwest Branch watershed in the Patuxent River basin. A review of the available information indicates that there are areas of severe slopes, and steep slopes with highly erodible soils, streams, wetlands, and 100-year floodplain that occur on the site. There are no Marlboro clays located on or adjacent to the subject property. The soil types found to occur on the site, according to the *Prince George's County Soil Survey*, are Collington and Mixed Alluvial. These soil series generally exhibit slight to moderate limitations to development due to steep slopes, high water table, and flood hazard. The site has frontage on Central Avenue, a master planned arterial roadway that is generally regulated for noise. Because no residential uses are proposed within this subdivision, noise mitigation is not required. According to geographic information systems (GIS), information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, indicates that there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads adjacent to the property. The property is located in the Developed Tier as reflected in the 2002 General Plan. The site contains no elements within the designated network of the *Approved Countywide Green Infrastructure Plan*.

Environmental Issues Addressed within the Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas.

There are few specific recommendations pertaining to the environmental elements of the sector plan that relate to the subject property. The environmental elements pertaining to the subject property are stormwater management and woodland conservation. Currently, the site is marginally wooded, and partially developed, and is proposed to be developed with commercial uses. All applicable environmental elements will be addressed in detail within the Environmental Review section below.

Environmental Review

The preliminary plan application included a signed Natural Resources Inventory (NRI/001/06-01), dated October 29, 2006. The NRI correctly shows all of the required information with the exception of the tree line. The tree line is shown as a double tree line on the plan, which can be confusing with regard to the limits of on-site woodland. The NRI, TCPI, and preliminary plan should be revised to correctly show a single continuous tree line for the on-site woodland.

This property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation 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 II Tree Conservation Plan (TCPII/141/91) was approved for a portion of the subject property in 1991.

The woodland conservation threshold for the site is 15 percent or 4.32 acres of the net tract area. The total woodland requirement based on the proposed clearing is 4.63 acres. The plan shows the

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requirement being met with 0.83 acre of on-site preservation, 1.15 acres of on-site afforestation, and 2.65 acres of fee-in-lieu. Because the remaining requirement proposed for fee-in-lieu is over one acre, it should be met using off-site mitigation. The plan should be revised to eliminate the use of fee-in-lieu, and to demonstrate the requirement being met with off-site mitigation.

The symbols shown on the plan at the submitted scale are difficult to read and should be revised. The symbol for the stream centerline, 50-foot stream buffers and 25-foot wetland buffers are not clearly visible on the plan. The slopes symbols need to be removed to make the plans more legible. The symbol for the limits of disturbance should be revised, both on the plan and within the legend, so that it contains "LOD" within the graphic in order to make the feature clearly visible.

The site is within the Patuxent River Primary Management Area (PMA) as defined in Section 24-101 of the Subdivision Ordinance. Section 24-130 requires properties that are partially or totally within the Patuxent River watershed, to demonstrate that the PMA is being preserved in a natural state to the fullest extent possible. If impacts are proposed to the PMA, a letter of justification is required to be submitted which describes the impacts proposed and further justifies why they are unavoidable. A letter of justification was submitted by the applicant on June 13, 2008, which requests five impacts to the PMA. The following is an analysis of the proposed impacts:

Impacts No. 1 and 2

Impacts No. 1 and 2 are permanent impacts to the PMA for an in-stream stormwater management pond (Pond "A") and associated grading. The proposed pond is located on the north side of the property where an existing culvert conveys stormwater runoff from the north side of Central Avenue, and outfalls onto the subject site. According to the justification, the pond is proposed to be designed with wetland benches and forebays that would receive and pre-treat the off-site runoff prior to entering the main pond. The pond will also serve to detain high volumes of stormwater and prevent downstream flooding.

The Environmental Planning Section generally considers this type of impact non-essential because most stormwater management ponds can be designed with no impacts to the PMA; however, the existing culvert from Central Avenue outfalls directly into the headwaters of the on-site stream. Because the culvert cannot be modified or relocated without extensive impacts to Central Avenue, the proposed location of the pond is the only area where the untreated runoff can be captured. It would not be possible to design a pond on the east or west sides of the existing stream channel in this location and safely convey the high volumes of off-site stormwater through the site. The total area of impact is 74,289 square feet, which includes 480 linear feet of stream. The Environmental Planning Section **does support** this impact for the reasons stated above.

Impact No. 3

Impact No. 3 is for a stream crossing that is proposed to provide access to a developable portion of the site. The impact is 9,477 square feet and is located along the western end of the existing on-site

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100-year floodplain. The associated exhibit also shows what appears to be a culvert under the crossing; however, the limits of disturbance for the structure are not reflected on the plan or within the exhibit. The Environmental Planning Section **does support** this impact with conditions.

Impact No. 4

Impact No. 4 is for the construction of a proposed retaining wall along the parking lot driveway aisle. The retaining wall location is within the inner edge of the PMA. This impact is not essential for the development of the site, and the design can be modified to eliminate this impact. The impact is described as 3,908 square feet. The Environmental Planning Section **does not support** this impact.

Impact No. 5

Impact No. 5 is for the construction of a stormwater outfall that will safely convey runoff from Pond B to the stream. The impact is 1,748 square feet and is located on the south side of Pond B. The Environmental Planning Section **does support** this impact because it is essential to the development of the site, and because the outfall is being required by another county agency in order to fulfill stormwater management requirements. The Environmental Planning Section recommends approval of proposed Impacts No. 1, 2 and 5 with no conditions, and approval of Impact No. 3 with conditions.

A stormwater management concept approval letter and the associated plan were submitted with the subject application. The plan is consistent with the proposed in-stream stormwater management pond, but does not show the regulated environmental features, and does not provide details for the pond with regard to the proposed wetland bench and forebay as described in the letter of justification. This information will be required for review prior to the issuance of the first grading permit for the site.

The Environmental Planning Section recommends approval of 4-06139 and TCPI/26/06 subject to conditions.

Water and Sewer Categories

The water and sewer service categories are W-3 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003, and will therefore be served by public systems.

5. **Community Planning**—The subject property is located in Planning Area 75B, and located within the limits of the Central Avenue Corridor Node as identified within the 2004 Approved Sector Plan for the Morgan Boulevard and Largo Town Center Metro Areas. This application conforms to the land use recommendation of the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* for retail uses per District Council Zoning Ordinance No. 2-2005.

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The 2002 General Plan locates the property within the Developed Tier. The subject property is located in a designated corridor (MD 214) and the Morgan Boulevard Metro Station (Community Center) designated node within 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. The vision for centers and corridors is mixed residential uses at moderate to high densities and intensities, with strong emphasis on transit-oriented development. Development and redevelopment in these locations can capitalize on existing infrastructure by locating homes, jobs and shopping closer to transit services. This application proposes a pedestrian-oriented and transit-oriented shopping center development, and is therefore consistent with the 2002 General Plan Development Pattern policies for the Developed Tier.

The 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* rezoned the property from the I-1 Zone to the C-O Zone. However, the District Council approved Zoning Ordinance No. 2-2005 to rezone a majority of the subject property from the C-O Zone to the C-S-C Zone with conditions. The subject property remains in the Development District Overlay Zone (DDOZ) (pp. 181-183)

PLANNING ISSUES

- The proposed development is subject to detailed site plan review and should show compliance with the applicable Development District Standards (pp. 87-119 and 182).
 - The applicant shall address the sector plan's recommendations on the proposed fire and rescue facility and the proposed police substation generally located at the southeast corner of the intersection of Central Avenue (MD 214) and Shady Glen Drive (p. 48).
 - The proposed shopping center development may require improvements to Central Avenue. Amenities within the right-of-way should include wide sidewalks, improved lighting, and other appropriate improvements to encourage pedestrian activity.
6. **Parks and Recreation**—In accordance with Section 24-134(a) of the Prince George's County Subdivision Regulations, this application is exempt from mandatory dedication of parkland requirements because it consists of non-residential development.
 7. **Trails**— There are no master plan trails issues identified in the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* which impact the subject property. The property's street frontage along Central Avenue (MD 214) and Shady Glen Drive include standard sidewalks. This is consistent with the sector plan, which recommends sidewalks along all internal roadways. Currently, the site's street frontage along Walker Mill Drive is open section with no existing sidewalk. The Transportation Planning Section recommends that a standard sidewalk be provided along the property's entire street frontage of Walker Mill Road.

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The alignment for the planned Chesapeake Beach Rail-Trail is just south of the subject property and does not impact the site. The internal sidewalk connections will be fully evaluated at the time of detailed site plan.

The Development District standards within the Approved Morgan Boulevard and Largo Town Center Metro Areas Sector Plan recommends that sidewalks within the Central Avenue Corridor Node be a minimum of five feet wide (Page 116, Standard C3). Sidewalks should also be set back from the curb edge with a green, landscaped strip at least five feet in width separating the street from the sidewalk to allow for the planting of shade trees and to further protect pedestrians and enliven the streetscape (Page 116, Standard D).

8. **Transportation**—The Transportation Planning Section has reviewed the preliminary plan application for the Capitol Heights Shopping Center. A variation request (24-121(a)(3)) was also submitted by the applicant for two direct access points onto MD 214 (Central Avenue), a designated arterial facility. The western access, planned as a right-in-right-out, will be located approximately 480 feet east of the intersection of MD 214 and Shady Glen Drive. The eastern access point to MD 214 is planned as full access, or limited access which prohibits left turns from the site to westbound MD 214. The eastern access point into the shopping center is located directly opposite of the existing median break which currently serves the commercial development located along the north side of MD 214. This median break is located approximately 1,100 feet east of the MD 214/Shady Glen intersection. The applicant is proposing to dedicate Parcel A, consisting of approximately 1.48 acres, to Prince George's County for the construction of a new county fire station. Parcel B will contain all of the proposed shopping center development. The applicant proposes to develop the property with a 57,960-square-foot (GSF) grocery store, 31,959 square feet of general retail space, 18,800 square feet of restaurant space, and a 4,670-square-foot commercial bank.

At the Subdivision Review Committee meeting held on May 2, 2008, the Transportation Planning Section determined that a traffic study detailing weekday and weekend analyses was needed. On May 23, 2008, a traffic study was submitted by the applicant which was initially prepared in April of 2007, and subsequently revised on May 20, 2008. The study was referred to the Maryland State Highway Administration (SHA) and the County's Department of Public Works and Transportation (DPW&T) on June 4, 2008. At the time of the writing of the staff report, comments had not been received from either of the operating agencies. However, the Transportation Planning Section had spoken to both agencies and they have provided emails detailing their preliminary comments. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the Transportation Planning Section, consistent with the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

Growth Policy—Service Level Standards

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

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Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections subject to meeting the geographical criteria in the Guidelines.

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

Analysis of Traffic Impacts

In addition to the site’s proposed access points along MD 214, the traffic study examined the development’s impact at the following three intersections:

- MD 214/Shady Glen Drive/ Hill Road (signalized)
- MD 214/Ritchie Road (signalized)
- Walker Mill Drive/Shady Glen Drive (unsignalized)

The existing conditions at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS						
Intersection	Critical Lane Volume (AM, PM & Sat.)			Level of Service (AM, PM & Sat.)		
MD 214/Shady Glen Drive/ Hill Road	1,259	1,263	997	C	C	A
MD 214/ Ritchie Road	1,130	1,375	1,351	B	D	C
Walker Mill Drive/ Shady Glen Drive	12.4*	17.0*	11.7*	B	C	B
MD 214 / Site Access	-----	-----	-----	-----	-----	-----
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.						

The background development includes 12 development projects which are approved, but not yet constructed. Per staff’s recommendation, the existing traffic counts were adjusted to reflect a

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regional growth of one percent per year for two years, representing 2010 as the built-out year for the proposed shopping center. There are no programmed improvements in the County Capital Improvement Program (CIP) or the State Consolidation Transportation Program (CTP) which affect the proposed development. The background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS						
Intersection	Critical Lane Volume (AM, PM & Sat.)			Level of Service (AM, PM & Sat.)		
MD 214/Shady Glen Drive/ Hill Road	1,445	1,505	1,129	D	E	B
MD 214/ Ritchie Road	1,314	1,626	1,351	D	F	D
Walker Mill Drive/ Shady Glen Drive	12.5*	17.5*	11.9*	B	C	B
MD 214 / Site Access	-----	-----	-----	-----	-----	-----
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.						

The site is proposed for a mix of commercial retail, sit down and fast-food restaurants, and a banking service. The traffic study is based upon the development of a 4,670-square-foot banking service with a drive-thru, sit down restaurant/s totaling 14,000 square-feet, a 4,800-square-foot fast-food restaurant, and 89,919 square-feet of shopping center, which includes a food and beverage store and general retail uses that are collectively higher than the total development level proposed on the submitted plan. This quantity of development is estimated to generate 621 (336 in, 285 out) AM peak hour vehicle trips, 1,612 (826 in, 786 out) PM peak hour vehicle trips, and 1,545 weekend peak hour trips. It is important to note that approximately 60 percent of these vehicle trips are assumed to be already on the area roadway network during these peak periods. With the trip distribution and assignment as assumed, the following results are obtained under total traffic conditions:

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TOTAL TRAFFIC CONDITIONS						
Intersection	Critical Lane Volume (AM, PM & Sat.)			Level of Service (AM, PM & Sat.)		
MD 214/Shady Glen Drive/ Hill Road	1,522	1,537	1,158	D	E	B
MD 214/ Ritchie Road	1,436	1,538	1,403	D	E	D
Walker Mill Drive/ Shady Glen Drive	14.3*	21.2*	31.4*	B	C	D
MD 214 / Site Access (Full access + signal)	1,220	1,462	1,144	C	E	B
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.						

MD 214/Shady Glen Drive/Hill Road

The traffic study proposes restriping northbound and southbound to provide two exclusive left-turn lanes on each approach. While this improvement, along with the recommended removal of the split phasing for the north/south approaches, provides adequate service levels, the DPW&T does not agree with the proposed restriping which would result in the elimination of the existing exclusive right-turn lanes.

MD 214/Ritchie Road

In addition to the provision of the second left turn lane along MD 214 westbound, the traffic study proposes restriping the northbound approach to provide for two left-turn lanes. This may necessitate the removal of the existing north/south split phasing. Based on the comments received from the DPW&T, as a result of the proposed modifications, additional modification to signal timing, such as provision of lead/lag phasing for the north and south double lefts, would be needed.

Walker Mill Drive/Shady Glen Drive

The report recommends and proffers the provision of an exclusive right-turn lane with appropriate storage. The DPW&T concurs with this recommendation, but also recommends the provision of an exclusive left-turn lane along the southbound lanes of Shady Glen Drive to prevent traffic queue spillback into the MD 214 and Shady Glen Drive intersection. This recommendation has been analyzed more closely, and it is noted that the two intersections are only 200 feet apart, a length which only allows about 10 vehicles to queue. Given that this proposal significantly increases the southbound left-turn movements at this intersection, the safety concern noted by DPW&T is justified, and therefore, the condition is warranted. It is further noted that the computations in the

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traffic study assumed the existence of this southbound left-turn lane, possibly because of the wider pavement at the intersection. The southbound left-turn lane should be carried forward as a recommendation as a means of achieving the operational service indicated within the traffic study.

MD 214/Site Access (Full access + signal)

The applicant proposes the provision of a traffic signal, an exclusive westbound left-turning lane, and the provision of double left-turn lanes and an exclusive right-turn lane for the traffic leaving the subject site. The SHA does not concur with this recommendation, and offers the following two alternate options:

- a. The provision of double left-turn lanes along MD 214 westbound, the elimination of outbound left turns from the site, and the provision of traffic signal, or
- b. The provision of a limited access driveway, allowing only right-in/right-out access to and from MD 214 as this location, similar to the proposed western access point.

Plan Comments

MD 214 (Central Avenue) Site Access—(Variation Request from Section 24-121(a)(3))

The applicant proposes two direct access points along Central Avenue (MD 214). Since Central Avenue is an existing and planned arterial roadway, direct access to this facility can only be granted by the Planning Board. While the Transportation Planning Section concurs with the justification statement prepared by the applicant in support of the request for direct access to MD 214, additional modifications are necessary to obtain approval from the appropriate operating agency having jurisdiction over this roadway.

The following is an analysis of the variations. The text in **bold** represents text from the Subdivision Ordinance.

Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

- (1) **The granting of the variation will not be detrimental to the public safety, health, or injurious to other property;**

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Comment: The access to this site has been reviewed extensively from the standpoint of health, safety, and welfare by both the Maryland State Highway Administration (SHA) and the Department of Public Works & Transportation, and both agencies have conceptually concurred with the provision of two access points along MD 214. However, the SHA has indicated that both access points may have to be designed as limited access, allowing only right-in/right-out movements to and from MD 214.

- (2) The Conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

Comment: The property has street frontage along Walker Mill Drive, however, the roadway is constructed as a two-lane primary residential roadway, (designated as P-402 within the Morgan Boulevard and Largo Town Center Areas Sector Plan). The use of a service roadway to serve the proposed commercial development is not practical or desirable. Orienting the site-generated traffic to this two-lane residential street would result in a severe operational problem along this roadway, and its unsignalized intersection with Shady Glen Drive, which will be the prime access point for the planned fire station. The property's orientation toward Walker Mill Drive and its proximity to the unsignalized intersection with Shady Glen Drive, as well as the on-site the stream system, collectively distinguish this property from others in the area.

- (3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation;**

Comment: The applicant must demonstrate compliance with all applicable state regulations during the access permit process, which includes a sight distance evaluation for both access points proposed along MD 214. Approval of the variation will not constitute a violation of any other applicable law, ordinance, or regulation.

- (4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;**

Comment: The presence of a stream system, which bisects the property from north to south, has resulted in separation of the proposed commercial development into two separate pods, and therefore, the need for two access points is necessary. Channeling all of the project traffic into one access point would create operational difficulties and possibly an unsafe situation. The use of a service roadway along MD 214 to serve the proposed development is not practical, given the amount of right-of-way that would be needed for construction of a service road.

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For the reasons stated above, the Transportation Planning Section supports the requested variation from Section 24-121(a)(3) of the Subdivision Regulations, for the purpose of obtaining two direct access points to an arterial roadway (MD 214).

Walker Mill Drive entrance:

The plan proposes an additional full access point along Walker Mill Drive, a two-lane primary residential roadway, designated as P-402 within the Morgan Boulevard and Largo Town Center Areas Sector Plan.

Trip Cap

It has been determined that on weekdays and weekends all critical intersections within the study area would operate acceptably under existing, background, and total traffic conditions with the recommended improvements. Although adequacy has been determined, the plan should be approved with a trip cap consistent with the development quantity that has been assumed. This development quantity has been assumed to occur wholly within Parcel B, with Parcel A currently proposed to be conveyed to the county for a future Fire/EMS Station. In the event that Parcel A is not conveyed to the county at the time of final plat, it is recommended that any future development proposed on Parcel A be conditional upon the approval of a new preliminary plan of subdivision, with a new finding of transportation adequacy.

Transportation Staff Conclusions

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

- 9. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded that the subdivision is exempt from APF test for schools because it is a commercial use.
- 10. **Fire and Rescue**—The Special Projects Section has reviewed the preliminary plan of subdivision for fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B) through (E) of the Subdivision Ordinance and found the following:
 - a. The existing engine service at Seat Pleasant Fire/EMS Station, Company No. 8, located at 6305 Addison Road, has a service travel time of 4 minutes, which is beyond the 3.25-minute travel time guideline.
 - b. The existing paramedic service at Capitol Heights Fire/EMS Station, Company No. 5, located at 6061 Central Avenue, has a service travel time of 7 minutes, which is within the 7.25-minute travel time guideline.

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- c. The existing ladder truck service at Capitol Heights Fire/EMS Station, Company No. 5, located at 6061 Central Avenue, has a service travel time of 7 minutes, which is beyond the 4.25-minute travel time guideline.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system should be provided in all new buildings proposed in this subdivision unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

The existing engine service located at Seat Pleasant Fire/EMS Station, Company No. 8, and the ladder truck service located at Capitol Heights Fire/EMS Station, Company No. 5, is beyond the recommended travel time guideline. The nearest Fire/EMS Station, Seat Pleasant Fire/EMS, Company No. 8, is located at 6305 Addison Road, which is 4 minutes from the development. This facility would be within the recommended travel time for ladder truck if an operational decision to locate this service at that facility is made by the county.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

Master-Planned Fire and Rescue Facilities

The 1990 Public Safety Master Plan, the 1993 Landover and Vicinity Master Plan, the 2004 Morgan Boulevard and Largo Town Center Sector Plan, and the 2008 *Approved Public Safety Facilities Master Plan*, all recommend the addition of a Fire/EMS station on the southeast corner of MD 214 and Shady Glen Drive. Prince George's County currently owns part of Parcel 194, which consists of approximately .49± acre, and is situated at the southeast corner of MD 214 and Shady Glen Drive. The preliminary plan submitted proposes the conveyance of approximately 1.48± acres of additional land to the Prince George's County Government for the construction of this station. The additional land that is proposed to be conveyed to Prince George's County through this preliminary plan will directly abut the County's existing .49± acre of land. Once the new land area is conveyed at the time of final plat, Prince George's County will have a contiguous tract of land consisting of approximately 1.97± acres to contain the new Fire/EMS station at the southeast corner of MD 214 and Shady Glen Drive.

CIP Status

The FY 2008-2013 Capital Improvement Program (CIP) contains a project for constructing a new Fire/EMS station at this site. The proposed station is funded for construction in FY 2008, 2009, and 2010, and is estimated to cost \$5,100,000.

- 11. **Police Facilities**—The Special Projects Section has reviewed the preliminary plan of subdivision for police services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)

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through (E) of the Subdivision Ordinance. The proposed development is within the service area for Police District III, Palmer Park.

The approved 2002 General Plan addresses the provision of public facilities that will be needed to serve existing and future developments. The Plan includes planning guidelines for police and they are:

Station space per capita: 141 square feet per 1,000 county residents.

The police facilities test is done on a countywide basis in accordance with the policies of the Planning Board. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police and the latest population estimate is 825,520. Using the 141 square feet per 1000 residents, 116,398 square feet of space is needed for police facilities. The current amount of space, 267,660 square feet is above the guideline.

The subject property is located in an area recommended by the *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* for a proposed fire station and police substation. The police substation located in the general vicinity of the intersection of Hill Road and Central Avenue is no longer to be considered. Since the release of the *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*, the Police Department has changed policy and will no longer consider the proposed substation.

The 2008 *Approved Public Safety Facilities Master Plan* amends the Morgan Boulevard/Largo Town Center Sector Plan and deletes the floating symbol for a police substation within this area. The applicant has designated additional land on the preliminary plan (Parcel A) for the proposed fire station. The Fire/EMS Department has indicated that the additional land will be adequate to construct the proposed station.

- 12. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan of subdivision for the Capitol Heights Shopping Center and has the following comments to offer:

Any abandoned well found within the confines of the above referenced property should be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department as part of the raze permit.

Any abandoned septic tank should be pumped out by a licensed scavenger and either removed or backfilled in place as part of the grading permit. The location of the septic system should be located on the preliminary plan.

- 13. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, No. 32244-2005, has been approved with conditions to

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ensure that development of this site does not result in on-site or downstream flooding. Development should be in accordance with this approved plan.

- 14. **Historic**—A Phase I archeological survey was completed on the 29.44-acre Capitol Heights Shopping Center property in June, 2006. Four copies of the final report entitled, “*A Phase I Archeological Survey of the Capitol Heights Shopping Center Property: A 31-Acre± Parcel*

Located on Central Avenue (Route 214) In Capitol Heights, Prince George’s County, Maryland,” has been received by the Historic Preservation Section on December 5, 2006.

Five historic archeological sites were identified: 18PR826, 18PR827, 18PR828, 18PR829 and 18PR830. Site 18PR826 included an early 20th century four-square house, a related 20th century tobacco barn, a series of fence lines, and a network of paved and unpaved roads. Sites 18PR827, 18PR828, 18PR829, and 18PR830 were trash scatters containing 20th century artifacts. Due to the limited research potential of these sites, no further archeological investigations were recommended. The Historic Preservation Section concurs with the report’s findings that no further archeological work is necessary on the Capitol Heights Shopping Center property. All archeological conditions for this property have been fulfilled.

- 15. **Urban Design**—The site is subject to the Development District standards within the *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*, and the conditions within Zoning Ordinance No. 2-2005. All of the development will be located on Parcel B, with the bank and restaurant space being proposed in the northeastern portion of the site, and the grocery store and retail space being proposed along the southwestern portion of the site.

Conformance with the *Landscape Manual*

The application is subject to the requirements of Section 4.2 Commercial and Industrial Landscaped Strips, Section 4.3 Parking Lot Requirements, and Section 4.4 Screening Requirements. The property’s conformance with the *Landscape Manual* will be fully evaluated at the time of detailed site plan.

Other Design Issues

The architecture for the project will be highly visible from the surrounding roadways, but most notably from Central Avenue. Therefore, consideration should be given to requiring additional landscaping and additional treatments to the architectural elevation fronting Central Avenue to ensure a pleasing aspect. Additionally, the applicant should consider coordinating design efforts with the County’s planned Fire Department/EMS facility, which is proposed at the southeastern quadrant of the Central Avenue (MD 214) and Shady Glen Drive intersection. Because the site is located within the Morgan Boulevard and Largo Town Center Metro Areas Development District Overlay Zone (DDOZ), detailed site plan review is required for the project in order to accomplish

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the urban design goals stated above. In addition, the detailed site plan should demonstrate compliance with the applicable Development District Overlay Zone (DDOZ) standards.

Urban Design Section Recommendations

Based on the foregoing analysis, the Urban Design Section recommends approval of Preliminary Plan 4-06139 subject to conditions.

- 16. **Residential Conversion**—The subject property is zoned C-S-C/D-D-O and C-O/D-D-O. While the application is not proposing any residential development, if legislation would permit such a land use, a new preliminary plan should be approved. Because different adequate public facility tests exist and there are considerations for recreational components for residential subdivisions, a new preliminary plan should be required if residential development is to be considered.
- 17. **Background**—The subject property is located on Tax Map 66 in Grid F-4, and is known as Parcel 195. The property has a gross tract area of approximately 29.44 acres, and is situated along the southeast quadrant of the Central Avenue Corridor Node, as identified within the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas*. The property contains split zoning designations, with a majority of the property being located within the C-S-C/D-D-O Zone, and approximately .66 acres being situated within the C-O/D-D-O Zone. The property was previously improved with four accessory farming buildings, all of which have been razed to make way for new development. The applicant is now proposing the development of a 113,389-square-foot shopping center, consisting of a grocery store (57,960 square feet) and retail building (31,959 square feet) along the southwest portion of the site, and three restaurants (totaling 18,800 square feet) and a banking service (4,670 square feet) along the northeastern portion of the site.

The property will be subdivided into two parcels, with Parcel B (26.34 acres) containing all of the proposed development, and Parcel A (1.48 acres) being conveyed to the Prince George’s County Government for the construction of a new county Fire/EMS Station at the corner of MD 214 and Shady Glen Drive.

The 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* was adopted by the Planning Board on March 18, 2004 (PGCPB Resolution No. 04-50), and was further amended and adopted by the District Council on May 27, 2004, pursuant to CR-36-2004(DR-2). The approved sector plan and sectional map amendment rezoned the subject property from the I-1 Zone to the C-O/D-D-O Zone, and further recommended a townhouse style, low-rise office park with a police substation and a fire station within the southeast quadrant of the Central Avenue Corridor Node.

However, the District Council adopted Zoning Ordinance No. 2-2005 on February 14, 2005, for the abutting 6-acre Santos Property and the Zimmer Property, which is the subject of this application, in response to a revisory petition filed by the property owners on the basis of mistake within the sectional map amendment (SMA). The District Council adopted the decision of the

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Zoning Hearing Examiner (ZHE), and its legislative findings, having determined that factual error was made in the SMA, and that the two properties should have been changed from the I-1 Zone to the C-S-C/D-D-O Zone and not the C-O/D-D-O Zone. Therefore, Zoning Ordinance No. 2-2005 amended the zoning classification of the Santos and Zimmer properties from the C-O/D-D-O Zone to the C-S-C/D-D-O Zone. Both properties were retained within the Development District Overlay (D-D-O) Zone for Morgan Boulevard.

Section 2 of Zoning Ordinance No. 2-2005 states that the future use and development of the subject properties shall be limited by the following amendments to the applicable development district standards.

- A. The shopping center on the properties shall be anchored by a national grocery chain store, a food or beverage store which includes a bakery, pharmacy, deli, and seafood counters.
- B. No store on either property may exceed 125,000 square feet of gross floor area. If any development standard amendments are held invalid for any reason, as they apply to either or both of the subject properties, then the underlying zoning classification of both properties shall revert to the C-O Zone.

The applicant's proposed development is consistent with the conditions established by the District Council within Zoning Ordinance No. 2-2005. As proposed, the shopping center will be anchored by a Giant Grocery Store consisting of 57,960 square feet. The proposed Giant will include a bakery, pharmacy, deli, and seafood counters, and no store on the subject property will exceed 125,000 square feet of gross floor area.

The development of this property will be subject to detailed site plan review. Page 103 of the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* states the following:

"New development in the Development District is subject to detailed site plan review. New development must show compliance with the Development District Standards in the site plan review process."

Map No.12 on page 46 of the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* demonstrates that a fire station and police substation are proposed within a portion of the subject property. The sector plan reaffirms the Capital Improvement Program (FY 2003-2008) (Item LK510083) relocation of the Seat Pleasant Fire and Rescue Facility (Company 8) to the intersection of Central Avenue and Shady Glen Drive. The sector plan further states that the use should be co-located with a recommended police substation. With the addition of this facility, the entire study area will be within response time standards for emergency services.

A referral memo from the Historic Preservation and Public Facilities Planning Section, dated May 4, 2006, states that the subject property is located in an area recommended by the sector plan

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for a proposed fire station and police substation. The police substation, located in the general vicinity of the intersection of Hill Road and Central Avenue, is no longer to be considered. Since the release of the sector plan and sectional map amendment, the police department has changed policy and will no longer consider the proposed police substation.

The preliminary plan submitted demonstrates that adjacent Parcel 194, located at the corner of Central Avenue and Shady Glen Drive, is already under the ownership of the Prince George's County Government. In addition, the applicant has proffered to convey approximately 1.48 acres to Prince George's County (Parcel A) for the development of the new County Fire/EMS Station. In a July 31, 2006, memo to the M-NCPPC, Historic Preservation and Public Facilities Planning Section, the Prince George's County Fire Department stated that the additional land is necessary to accommodate their prototype Fire/EMS station design. The letter also demonstrates the Fire Department's desire to have the proposed station facing Shady Glen Drive, which would result in a safer response path than directly accessing Central Avenue.

While the development of the proposed fire station building itself is not part of this preliminary plan, any direct access to Central Avenue (MD 214) would require Planning Board approval of a variation request for direct access to a roadway of arterial classification. Therefore, staff requested that the Fire Department provide their proposed access points in writing to ensure that access to all required streets has been provided for. A variation request was submitted by the applicant for two direct access points to Central Avenue, however, both access points are for the development of the shopping center parcel (Parcel B). A variation request for the Fire Department access is not required, as no direct access to Central Avenue is being proposed by the Fire Department. By letter dated July 31, 2006, the Fire Department stated that it is their intention to coordinate with the State Highway Administration (SHA) in order to provide them the ability to control the existing traffic signal at Central Avenue and Shady Glen Drive, and to utilize Shady Glen Drive for emergency apparatus response which would result in a safer response path than directly accessing Central Avenue.

Although Zoning Ordinance No. 2-2005 placed a majority of the subject property within the C-S-C/D-D-O Zone, the property does have split zoning. A small portion of C-O/D-D-O zoned land remains within the limits of Parcel 195. The portion of property that contains the split zoning (C-O/D-D-O and C-S-C/D-D-O) is contained within proposed Parcel A. This parcel will be dedicated to the Prince George's County Government, which in conjunction with Parcel 194, located at the corner of Central Avenue and Shady Glen Drive, will contain the new Seat Pleasant Fire Station. The conveyance of Parcel A to Prince George's County will leave the remaining portion of land proposed for the shopping center to be entirely located within the C-S-C/D-D-O Zone.

This property has been the subject of two previous preliminary plans of subdivision applications. Preliminary Plan 4-89087 was disapproved by the Planning Board on September 7, 1989, due to inadequate transportation facilities (PGCPB Resolution No. 89-435). Four of the five major intersections determined to be critical for ensuring adequate transportation facilities were operating at unacceptable levels-of-service. In addition, the applicant's traffic study did not account for the

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entire 383,742 square feet of warehouse space, that at the time, was proposed in the I-1 Zone. The traffic study further asserted that only two of the five intersections that the Transportation Planning Section determined to be major were critical for the development.

Prior Preliminary Plan 4-05088 was accepted by the Planning Department on May 25, 2006, and proposed an identical shopping center development as the current preliminary plan application. At the time of the writing of the staff report for that case, staff was compelled to recommend disapproval due to inadequate transportation facilities. The applicant withdrew Preliminary Plan 4-05088 prior to the scheduled hearing date.

The current preliminary plan application is proposing five impacts to the Patuxent Primary Management Area (PMA). The Environmental Planning Section is supporting four of the five impacts due to their necessity for the development of the site. Impact No. 3 is being supported subject to specific revisions being addressed within the Type I tree conservation plan, and Impact No. 4 is not being supported by the Environmental Planning Section because it is non-essential for the development of the site, and can be further eliminated through redesign. More information regarding the proposed impacts can be found within Finding No. 4 of this resolution.

18. **At the Public Hearing**—At the public hearing for this application on July 17, 2008, the attorney for the applicant, Mr. Andre Gingles, requested a revision to the language within Condition 21. As currently written in the staff report, Condition 21 caps the total development on Parcel B to uses which would generate no more than 621 AM, 1,612 PM, and 1,545 weekend peak hour vehicle trips. The applicant is proposing the entire shopping center development to be contained within Parcel B, with Parcel A proposed to be conveyed to Prince George's County at the time of final plat for a future Fire/EMS Station. Mr. Gingles informed the Planning Board that the requested revision to Condition 21 would allow Parcel A to be included within the established trip cap for the shopping center. This would allow the applicant to spread out the proposed development to both parcels, and to utilize their entire tract of land, should the Prince George's County Government not accept the conveyance of Parcel A for a future public safety facility. The Planning Board concurred with Mr. Gingle's requested revision to Condition 21 and the condition has been revised accordingly.

The development of the Fire Station itself is not a part of this preliminary plan application, and the gross floor area of the proposed Fire/EMS Station has not been provided to the Planning Department. Condition 21 will cap the total development of the shopping center only (whether it is constructed entirely on Parcel B, or constructed on both Parcels A and B). Condition 21 does not include any restrictions for the future development of the Fire/EMS Station building on Parcel A, and it is not the Planning Department's intention to require a new preliminary plan of subdivision for the future development of the Fire/EMS Station.

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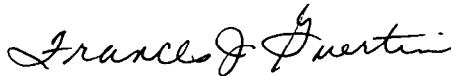
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

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 Squire, seconded by Commissioner Cavitt, with Commissioners Squire, Cavitt, Vaughns, Clark and Parker voting in favor of the motion at its regular meeting held on Thursday, July 17, 2008, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 4th day of September 2008.

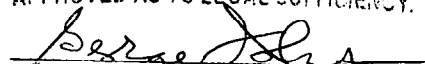
Oscar S. Rodriguez
Executive Director



By Frances J. Guertin
Planning Board Administrator

OSR:FJG:JF:bjs

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCP&C Legal Department

Date 7/31/08



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 10-01

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
File No. DSP-06015

RESOLUTION

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

WHEREAS, Zimmerman Development Company, LLC in consideration of evidence presented at a public hearing on January 7, 2010, regarding Detailed Site Plan DSP-06015 for Capitol Heights Shopping Center, the Planning Board finds:

1. **Request:** The subject application is for approval of an integrated shopping center with a gross floor area (GFA) of 113,389 square feet in the Commercial Shopping Center Zone and a Development District Overlay Zone.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	C-S-C//D-D-O	C-S-C/C-O/D-D-O
Use(s)	Undeveloped	Commercial Shopping Center
Acreage	27.77	27.77
Parcels	1	1
Building square footage/GFA	-	113,389
Of which Building I-Giant	-	57,960
Building A-Retail	-	15,027
Building B-Retail	-	8,320
Building C-Retail	-	8,612
Building D-Bank	-	4,670
Building E-Restaurant	-	4,800
Building F-Restaurant (Sit-Down)	-	7,000
Building G- Restaurant (Sit-Down)	-	7,000

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OTHER DEVELOPMENT DATA

	REQUIRED	APPROVED
Total Parking Spaces	454 (min.)-567(Max.)	593*
Of which Compact parking spaces	-	0
Handicapped spaces	11-12	27
Van accessible spaces	3	23
Loading spaces	3	10

*Note: Parking spaces provided are in excess of the maximum permitted by the DDOZ standards as stated in the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas*.

3. **Location:** The property is located along the south side of Central Avenue (MD 214), approximately 200 feet east of its intersection with Shady Glen Drive, in Planning Area 75A/Suitland-District Heights, and Council District 6.
4. **Surrounding Uses:** The site is bounded on the north by the right-of-way of Central Avenue (MD 214), and by the right-of-way of Walker Mill Drive on the west and south sides. Walker Mill Drive is designated as a historic route from Shady Glen Road to Ritchie Road. Across Walker Mill Drive from the proposed shopping center are residential lots zoned R-80 (One-Family Detached Residential) and R-R (Rural Residential). To the north of the subject site, across Central Avenue (MD 214), are properties zoned C-O (Commercial Office) and C-S-C (Commercial Shopping Center). To the west, there is a 0.49-acre property zoned C-O (Parcel 194) that is under the ownership of Prince George's County and is the site of a proposed fire and rescue station. To the southwest, there is a property that is zoned C-S-C. To the east of the site are properties in the I-1 (Light Industrial) Zone. The site is within one mile of Seat Pleasant, and two-thirds of a mile from the Morgan Boulevard Metro Station.
5. **Previous Approvals:** The subject site was previously zoned I-1 (Light Industrial). The 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* (Council Resolution CR-36-2004) rezoned the subject site to the C-O (Commercial Office) Zone. The 2004 sector plan also included the site in the Central Avenue Corridor Node, which is adjacent to the Morgan Boulevard Metro Core.

A revisory petition was filed on June 25, 2004 by the owners of the Santos property (adjacent to the subject site) with the District Council, to request restoration of the I-1 Zone, based on a mistake in the SMA. On October 20, 2004, the Santos petition was amended by adding the adjacent Zimmer property and requesting the C-S-C (Commercial Shopping Center) Zone instead of the I-1 Zone. On February 14, 2005, the District Council approved Zoning Ordinance No. 2-2005 to revise the Morgan Boulevard sector plan and sectional map amendment (SMA) to change the zoning classification from C-O to C-S-C based on a factual error made in the SMA and

superimposed a development overlay zone on the property. On September 4, 2008, the Prince George's County Planning Board (PGCPB Resolution No. 08-109) approved Preliminary Plan of Subdivision 4-06139 and the Type I Tree Conservation Plan (TCPI/26/06) for the Capitol Heights Shopping Center, Parcels A and B with conditions. The site also has an approved Stormwater Management Concept Plan 32244-2005-00.

6. **Design Features:** The subject site is a currently undeveloped site in the southern portion of the proposed Central Avenue Corridor Node. The site is irregular in shape with two sides fronting public rights-of-way. Existing site features include a stream, with an existing wetland, running from the northwest to the southeast through the site. The site plan proposes two access points from Central Avenue (MD 214), which is an arterial roadway, and one access point from historic Walker Mill Drive. The access point that connects Walker Mill Drive to Central Avenue will be shared with a proposed fire/EMS station on Parcel A. The subject site, Parcel B, consists of two major sections: a 'shopping center' in the southern portion and a 'restaurant row' in the northern portion of the site. The two sections are divided by a stream and two associated stormwater management ponds. The Giant store is identified as an anchor in the DSP and is located in the shopping center section. An unknown number of 'build-to-suit' retail stores will be introduced in the future within the retail section. The restaurant row consists of three pad sites for a bank, a drive-through restaurant, and two sit-down restaurants, which are shown in an attached footprint. All of the stores are oriented toward a private, internal road with the surface parking located on the other side of this internal road. There is an access road connecting the two sections, which are separated by surface parking lots and in-stream stormwater management ponds. The site design has been modified to treat the access drives for the surface parking as internal, private streets to meet DDOZ standards. All requirements for private roads shall be met prior to signature approval. An in-depth discussion of this issue is provided in Finding 7 below.

Pedestrian access and internal circulation are concerns in this DSP. The applicant is providing a five-foot-wide sidewalk along the property's frontage on Walker Mill Drive in compliance with the sector plan. There are no streetscape improvements proposed for Central Avenue (MD 214). An internal pedestrian circulation system with streetscape improvements, such as pedestrian scale lighting, benches, and garbage cans is proposed, but will need to be improved in several locations to conform to applicable standards and provide a complete pedestrian circulation system. There is a bike rack located in front of the retail section, close to the Giant building.

The proposed Giant store is a one-story, flat-roof, big-box building. The north (front) and east elevations of the Giant utilize rose and buff colored face brick facades and pilasters. The cornices are exterior insulation finishing system (EIFS) cornices, face brick water tables, and pilasters. The entrances are accented by dormers. There are primary and secondary entrances, which utilize a storefront system of window glass in clear anodized aluminum framing. The primary entrance has display windows. The building is articulated by a two-step bump out that displays the signage for the store. Second story windows have been added to give the appearance of a functional two-story building. Additional windows to meet the minimum 40 percent display window requirement and additional porch have been recommended to meet DDOZ standard (Building Design, Window and Door Openings B, which requires a minimum of 40 percent and a maximum of 80 percent of a

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storefront's frontage measuring in linear feet to be display windows). The rear elevation of the Giant is a less ornamented façade with three loading spaces and a compactor, which will require additional screening from Walker Mill Drive. A sightline analysis for this location should be provided in order to help determine the amount of the screening planting materials to be installed at this location. Two conditions have been included in this resolution to require additional windows to be put on the front elevation of the Giant building and additional landscaping in accordance with the sightline analysis should be provided to screen the rear of the building from the views of Walker Mill Drive prior to certification of this DSP.

Three additional buildings are included in the shopping center for future 'build-to-suit' retail. The front elevations of those building are designed in a similar three-part composition and are accented with hip roof towers to moderate the horizontal dominance of the entire façade. Windows have been added to these towers to create the illusion of a functional second story. The entire shopping center front façade is finished with a combination of split-face concrete masonry units (CMUs), face brick, and an aluminum storefront system. Horizontal and vertical accents are rose and buff toned face bricks, cast stone, and EIFS. Dark gray metal, green and white, and red and white fabric awnings have been added between the primary entrances. The south (rear) elevation incorporates EIFS, standard and ground-face CMUs, 21 service entrances, and four loading spaces. Compared to the front elevation, the rear elevation is less decorative. The side and rear of the retail section will be screened by the proposed afforestation between the building and Walker Mill Drive.

The three freestanding buildings in the restaurant row section are designed in a three-part composition with the same combination of finishing materials as the buildings in the shopping center section. Decorative rose brick and cast-stone bands are used on each elevation. Since no specific tenants are identified, the building-mounted signs shown on the elevations are placeholders. Additional refinement of the elevations and signage will be needed through a revision to the detailed site plan in the future. The side and rear façades of the restaurants and bank are oriented toward Central Avenue. However, additional fenestration and detailing have been added to these elevations to improve their appearance from the road.

The lighting for this site falls into two basic categories: building-mounted and pole-mounted fixtures. The architecture is lit by six types of accent lighting with a diverse range of styles. A materials board indicates that they will be painted with the same white finish, which should help to unify the various styles. The parking lot is lit by pole-mounted lamps of various heights with cut-off fixtures, which direct light toward the ground and prevent light pollution. A decorative post lamp has been utilized to provide additional pedestrian lighting. A second pedestrian-scale lamp type is proposed and shown on the Landscape and Lighting Plan, but no detail has been submitted at this time.

The detailed site plan indicates that there will be three monumental signs proposed for the subject site. One sign is proposed at the eastern and western entrance from Central Avenue. The other sign is proposed for the entrance to restaurant row from the access drive. A third sign has been proposed for the entrance from Walker Mill. However, DDOZ Site Design, Monument/Freestanding Signs, Standard J, only allows one monument on-site sign along the street

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frontage. Since the subject site fronts on both Central Avenue and Walker Mill Drive, two monumental signs are allowed. The applicant shall remove one of the monumental signs from the detailed site plan.

The subject site has service and loading entrances on the rear elevations of the buildings. In the shopping center, these loading areas are located on the southern elevation, adjacent to Walker Mill Drive. In the retail section of the shopping center, the loading areas will be adequately screened by a proposed area of afforestation. The Giant store has a large loading dock servicing three trucks at a time and a compactor. The rear elevation of the Giant will require additional evaluation to ensure that views of the loading dock and service areas are screened from Walker Mill Drive. There is an unplanted ten-foot public utility easement (PUE) between the road and the sidewalk. Inside the sidewalk, within the property boundary, the applicant has placed a ten-foot-wide landscaped strip with one shade tree per 35 linear feet, and shrubs in between. In restaurant row, loading spaces face the existing sidewalk on Central Avenue. While architectural details have been added to the rear elevations, these service areas will be visible from the public right-of-way. There is limited screening in this location; only a ten-foot PUE and a ten-foot landscaped strip are located between the rear of these buildings and Central Avenue. Additional screening should also be added.

The applicant has not provided any green building techniques in the submittals, but expressed willingness to utilize green building techniques when possible, during construction and in insulation choices and techniques.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2004 Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas and the standards of the Development District Overlay Zone (DDOZ):** The 2004 Morgan Boulevard and Largo Town Center master plan defines long-range land use and development policies, detailed zoning changes, design standards, and a DDOZ for the Central Avenue Corridor Node. The subject site is in the southern portion of the corridor node. The vision for the node is to enhance pedestrian, cyclist, and bus circulation between the two nearby metro cores. The standards developed for this node implement the 2002 *Prince George's County Approved General Plan* recommendations for centers and corridors. The sector plan for the corridor node at Central Avenue calls for development and redevelopment of higher intensity residential and nonresidential mixed uses. Linkages to Central Avenue promote pedestrian movement to bus service on Central Avenue and access to the Metro station. Development will not have the same intensity as the Morgan Boulevard Metro Station core areas, but should have greater intensity than the surrounding suburban properties.

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets applicable development district standards. The development district standards are organized into three categories: public areas, site design, and building design. The applicant has submitted a statement of justification that provides a detailed explanation of how the proposed shopping center conforms to each development district standard.

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The detailed site plan meets most of the standards with the exception of several development district standards for which the applicant has requested an amendment. In order to allow the plan to deviate from the development district standards, the alternative development district standards must benefit the development and the development district, and will not substantially impair implementation of the sector plan. The amendments that the applicant has requested are discussed below.

SITE DESIGN

Parking Requirements Standards

- A. **The maximum number of off-street parking spaces permitted for each land use type shall be equal to the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance, except modified as follows:**
 - 2. **The maximum number of off-street parking spaces permitted for Shopping Centers between 25,000 and 399,999 square feet of gross leasable area (GLA) shall be modified from Section 27-568(a) as:**
 - a. **All uses except theaters shall provide no more than one space per 200 square feet of GLA.**
- B. **The minimum number of off-street parking spaces permitted for each land use shall be reduced 20 percent from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. The minimum number of off-street parking spaces permitted for Shopping Centers (between 25,000 to 399,999 square feet of GLA) shall be equivalent to a 20 percent reduction of the maximum number of permitted off-street parking spaces (as calculated per Standard A.2).**

The parking requirements include three steps of calculation to allow parking reduction in order to reduce vehicle trips in the entire sector plan area including the subject site. Standard A sets out the maximum number of parking spaces allowed, which is equal to the minimum allowed number of parking spaces pursuant to Section 27-568(a); Standard B allows a 20 percent reduction of the number as result of Standard A; and Standard C factors in an additional reduction if two or more uses have been proposed in the development.

The parking provided is in excess of the maximum number of parking spaces required by the DDOZ standard of the sector plan. The developer has proposed no reductions, or compact spaces. Staff recommends, at a minimum, that the number of overall parking

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spaces be reduced to conform to the maximum number permitted by the sector plan. Staff has recommended that parking spaces that have been shown with an X on the plan that are not provided for shopping cart storage should be organized in a logical pattern within the parking lot and utilized as additional planting beds for interior parking lot trees or should be removed from the plan. However, the 26 additional parking spaces above the maximum allowable parking spaces for this site are critical to the success of this shopping center and therefore, the applicant's amendment request to allow the 26 additional parking spaces shall remain as referenced on the site plan.

Parking and Loading Area Design Standards

- A. Surface parking lots shall not be located between the main building on a lot and the street. Parking lots should be located to the rear of buildings. When this is not possible or feasible, parking should be located to the side or rear to the extent possible. In no case may surface parking areas occupy more than 30 percent of the frontage of the lot.**

The solution proposed by the developer is to create internal, private roads, within the shopping center. This strategy has permitted the applicant to meet build-to lines and other DDOZ standards. By creating an internal street, the parking, which did not conform to the above standard due to its location in front of the building, is now 'across the street' from the building.

No subdivision is proposed with this application. The internal streets are private. Therefore, the area occupied by surface parking does not exceed 30 percent along the 'frontage' of the lot. However, these surface lots will occupy 100 percent of the frontage along the internal, private roads that are proposed. Staff recommended, that at a minimum, the applicant enclose these parking areas with brick walls and landscaping and revise the streetscape to conform to applicable standards for private, internal streets.

- C. Parking lots shall be well lighted to ensure safety and shall be located and designed so as to avoid creating isolated and remote areas. Internal pedestrian paths shall be well illuminated and clearly delineated within parking lots.**

An internal pedestrian circulation system has been proposed by the applicant with pedestrian-scale lighting. The pedestrian system is not complete in some locations. The trails coordinator has provided recommendations for additional sidewalks within the site to provide a clearly delineated and contiguous pedestrian environment. The recommendations will make the pedestrian system complete. The recommendations have been incorporated into this resolution:

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L. Parking lots shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall, or other appropriate screening techniques. Landscaping shall be provided in surface parking lots, as follows:

- 1. A landscaped strip consisting of a minimum four-foot-wide landscaped strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between 36 and 48 inches in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a mixture of evergreen groundcover and low shrubs planted between the shade trees.**
- 2. Perimeter landscaping from incompatible uses as defined in Section 4.7 of the *Landscape Manual* shall consist of a landscaped strip to be a minimum of four feet wide, with a minimum three-foot-high brick, stone, or finished concrete wall, and/or plantings to consist of one tree and three shrubs per 35 linear feet of parking lot perimeter adjacent to a property line.**

If walls are constructed, they shall be located adjacent to but entirely outside the four-foot-wide landscaped strip and shall provide at least one passage with a minimum of three feet in width per every 60 linear feet when the wall is adjacent to open space, a pedestrian path, public plaza, or other pedestrian-oriented space to facilitate pedestrian movement and foster connections between parking areas and nearby uses.

The applicant provided a ten-foot-wide landscaped strip, in accordance with the *Prince George's County Landscape Manual*, on the perimeters along Central Avenue and Walker Mill Drive. The DDOZ standard above modifies that standard to reduce the width of the landscaped strip while requiring a wall to increase the amount of buildable area and encourage higher densities in the corridor node.

A retaining wall will be visible to the loading area behind Giant, not facing Walker Mill Drive. The wall rises from behind the Giant to 16 feet tall. The wall then maintains this 16 foot height as it curves around Giant at the southern entrance. No details or material specification has been provided for any retaining walls. Staff recommended that the applicant provide details for the wall to ensure it will be reasonably attractive, or divide the wall into terraces to break up the height and monotony. The Planning Board has imposed a condition in this resolution to require the applicant to provide the retaining wall details along with the sightline analysis prior to certification.

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On the eastern side of the retail section is a steep 1:3 downhill slope away from the parking lot with a retaining wall at the base that will range in height from 2-18 feet. This wall is also quite long and it wraps around the northern edge of the retail parking area and runs along the road leading to restaurant row. This retaining wall is within 12 feet of the boundary shared with the Santos property.

The applicant has proposed to modify the drive lanes of the parking lot to create internal, private drives. However, this concept should be expanded to come closer to conformance to the requirements of the sector plan. The sidewalks in several locations are immediately adjacent to the curb. The parking lot for the proposed Giant has too many entrances and other surface parking features to be considered 'across the street.' The above standards should be applied to all parking areas adjacent to these internal, private roads. A condition has been included in this resolution to require the applicant to provide raised pedestrian crosswalks across the two driveway entrances that are located farthest away from the main entrance of Giant building prior to certification.

- 3. **Interior planting shall be required for any parking lot which is 6,000 square feet or larger. A minimum of nine percent of the lot must be interior planting area. For purposes of calculation, all areas within the perimeter of the parking lot shall be counted, including planting islands, curbed areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. Landscaped areas situated outside the parking lot, such as peripheral areas and areas surrounding buildings, may not be counted as interior planting area.**

Since the applicant has chosen to utilize internal, private streets with parking lots enclosed by perimeter plantings, the perimeter plantings should not be counted toward the interior planting requirement. The site plan should be revised to show the percentage of the interior planting area prior to certification.

- M. **Convenient and easily visible pedestrian connections shall be provided between parking areas and adjacent buildings and destinations.**

Pedestrian circulation has been provided for within the parking areas. Sidewalks have been provided on both sides of most proposed internal roads. However, the pedestrian allée in front of Giant should be curbed and expanded to include planting beds, if possible. The current proposal has shown this as an asphalt gap with perpendicular parking spaces on either side. This path is only five feet wide, which will not provide sufficient protection from overhanging, parked vehicles. It should also be extended to provide access to the deck near the northwestern SWM pond.

The pedestrian circulation system provided is not complete. The trails coordinator has provided additional comments to address these deficiencies. The site plan will conform to this requirement if the conditions as included in this resolution are addressed by the applicant.

Landscaping, Buffering, and Screening Standards

- A. **Public spaces shall be planted with shade and flowering trees, evergreen shrubs, and other appropriate landscaping to provide shade, increase air quality, and treat stormwater, as well as to add interest, visual appeal, and year-round greenery and color. Other devices, such as trellises, covered walkways, pavilions, and gazebos are also encouraged in public spaces to mark special locations and contribute to sense of place.**

A public outdoor plaza space with a deck projecting over the water has been provided on the south side of the SWM pond in front of the parking lot where the Giant building is located. A gazebo along with landscaping and benches has been provided. However, the size of the plaza is not large enough for this shopping center and there is no pedestrian connection from the rest of the shopping center to this plaza.

Monument/Freestanding Signs Standards

- A. **Freestanding signs located anywhere within the development district shall consist of monument signs between two and eight feet in height mounted directly on a base and shall be constructed from or faced with high quality materials such as brick or stone. Signs shall not be constructed of tin, aluminum, signboard, and other similar, low-quality materials. New pole-mounted signs shall not be permitted.**
- B. **The area of the freestanding sign shall not exceed 1 square foot for each 2 linear feet of street frontage, to a maximum of 100 square feet for each sign for building(s) located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the center or complex associated with the sign.**
- C. **The area of the freestanding sign shall not exceed 1 square foot for each 4 linear feet of street frontage, to a maximum of 100 square feet per sign for building(s) not located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-**

street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the use associated with the sign.

- H. **Plantings and low masonry walls should be incorporated around the base of signs to soften their appearance and help integrate them into the surrounding urban pattern.**

Three monumental signs have been provided with this DSP. Judged by the graphic the sign face area should be within the allowed limit. The method utilized to light the monumental sign, specific materials utilized, and landscaping surrounding the sign are not sufficient in this sign package. A revised sign package shall be submitted with consistent details that comply with sector plan standards prior to certification.

- J. **Only one monument on-site sign shall generally be permitted for each office building complex, single office building, commercial/retail building, shopping center, mixed-use development, or multifamily residential complex. If the property or development project has frontage on two parallel (or approximately parallel) streets, one monument sign shall be permitted on each street, as modified from Section 27-614(d) of the Zoning Ordinance.**

The applicant has proposed three identical signs. One is located 20 feet from the right-of-way on Central Avenue. The second is at the entrance of restaurant row. The third is at the entrance at Walker Mill Drive. The applicant has argued that the development has frontage on two approximately parallel streets, which is correct, but only one sign is permitted on each street. The applicant shall remove one monumental sign from the site's frontage along Central Avenue.

BUILDING DESIGN

Height, Scale, and Massing Standards

- C. **For the Central Avenue Corridor Node area, buildings shall be between two and four stories in height. The shopping center on the Santos/Zimmer properties shall be anchored by a national grocery chain store, a food or beverage store, which includes a bakery, pharmacy, deli, and seafood counters. No store on the Santos/Zimmer properties may exceed 125,000 square feet gross floor area.**
- H. **The massing of a building should be appropriate to its surroundings and the size of its site. Monolithic box-like structures should be avoided.**

- I. **The height, scale, and massing of buildings within a large parcel should be clustered so that the relationships create a sense of outdoor space.**
- J. **Buildings located at prominent intersections should address the corner by providing proper articulation, appropriate building forms, and an entrance on the corner.**

The proposed buildings in the subject detailed site plan are single story and therefore, do not technically meet the height, scale, and massing standard. The standard calls for a building height of two to four stories because the corridor node is in the Developed Tier within a Development District Overlay Zone. The applicant has responded to this comment by indicating that all of the proposed buildings are 20 feet or more in height. The applicant has also provided some faux second story windows in addition to a small number utilized for office space. In addition to the building height requirements, other building-related standards also clearly indicate the intent of the DDOZ to create a built environment that is highly urban in character.

The fact that the sector plan specifically requires a national grocery chain store and allows up to 125,000 square feet of gross floor area, coupled with the confined two separate buildable envelopes, mandates a suburban site design. The inconsistency between the land use vision of the sector plan and the specific design standards in the DDO Zone is not common and creates ambiguity in the interpretation of the applicable design standards.

The applicant has proposed compensating for the building layout through improvements to the site. Providing an internal street network with improved pedestrian connections and amenities has improved the quality of the outdoor space created by the buildings despite not complying fully with the above standard. The negative effects of the building arrangement are minimized by the provision of improved streetscape and pedestrian environment. Additional building articulations and site amenities have also been provided to further improve the quality of the center.

In addition, the subject site is the only property included in the core area of the Morgan Boulevard DDOZ that is located south of Central Avenue, which is a barrier to any pedestrian connection from the subject site to the Morgan Boulevard Metro station. Given that the surrounding area is still a suburban area served predominantly by automobile, the current site design is a reasonable solution to meet the site constraints.

**Materials and Architectural Details
Standards**

- A. High quality materials that are durable and attractive shall be used on the façades of all proposed buildings. These materials include, but are not limited to, brick, stone, precast concrete, wood, and tile.**

- D. Low quality materials such as standard smooth-faced concrete masonry units, prefabricated metal panels, and exterior insulation and finish systems (EIFS) shall not be used. Imitation or synthetic exterior building materials, which simulate the appearance of natural materials, should be avoided.**

The proposed buildings are finished with a combination of brick, split face CMUs and EIFS panels. The elevations are generally acceptable, but use of EIFS is prohibited by the standard above. No breakdown of the proposed finish materials has been provided. By looking at the rendered elevations, it seems that EIFS accounts for a large percentage of the wall surfaces. The reason that EIFS is not recommended in the sector plan is that this type of finish material is easily worn out if it is located on the lower portion of the buildings. If they are away from pedestrians, such as they appear to be in this project where the EIFS is located on the upper part of the building elevations, EIFS provides some visual variety of building materials from a design perspective. Therefore, the EIFS shown on the elevation is acceptable.

- G. Trademark buildings with typical franchise architecture shall not be permitted.**

Even though the sector plan specifically required a national chain store be placed on this site and the applicant responded by providing a Giant grocery store, the Giant building is not typical franchise architecture. However, certain architectural elements including using of EIFS panels are presented. As discussed above, the Planning Board found that the EIFS as shown on the elevation is acceptable and approves the applicant's amendment request.

Window and Door Openings Standards

- B. Storefronts with retail uses at street level shall provide large display windows. Display windows shall encompass a minimum of 40 percent and a maximum of 80 percent of a storefront's frontage (measured in linear feet).**

This standard has been met to the greatest extent possible on all of the buildings except for the front elevation of the Giant building. Staff is recommending that additional windows be provided on the front elevation and the side elevation facing the entrance from Walker Mill Drive.

Lighting Standards

- D. Proposals for new development shall submit a comprehensive lighting package at the time of detailed site plan review, to include illustrations, plans, or photographs indicating the design, size, methods of lighting fixture attachment, and other information the Planning Board requires.**

The applicant provides a lighting package with this DSP including lighting fixtures for parking lots, pedestrian pathways and buildings. Pedestrian lighting is proposed on the plan, but no detail has been provided. Details should also be submitted for external lighting for monument signs. Lighting should be shown on all elevations of all proposed buildings. In addition, the lighting details submitted indicate a great diversity of fixture styles. DDOZ standards require consistent and coordinated lighting styles among different lighting types and specifically require that building lighting to be coordinated with the site lighting and sufficient lighting be provided to ensure a safe environment is created for patrons, while dissipating at the property line, and taking measures to prevent light pollution. A comprehensive lighting plan shall be provided. A comprehensive lighting plan shall be reviewed and approved by the Urban Design Section as the designee of the Planning Board prior to certification.

PUBLIC AND PRIVATE OPEN SPACES

Parks and Plazas Standards

- A. Public art, such as statues, decorative fountains, and sculpture shall be incorporated into public and private open spaces, and coordinated with appropriate agencies.**

A plaza area has been proposed on the south side of the SWM pond with amenities and landscaping. In addition to the size of the plaza that staff has recommended be increased, additional amenities including public art should be included as stated in the proposed condition below.

- G. Crosswalks should be provided at all intersections. At locations with high pedestrian traffic, these crosswalks should be safe crosses, with bump-outs, special paving, reflector treatments, countdown pedestrian crossing signs, or street narrowing at corners to provide a greater degree of pedestrian safety (subject to the approval of DPW&T and other appropriate agencies).**

Crosswalks have been provided in many locations within the subject proposal. Crosswalks will need to be added to the intersections of the ingress and egress drives from the roads adjacent to the site as recommended by the Transportation Planning Section.

- K. Pedestrian circulation should provide convenient and well-marked access to the Metro stations.**

The subject site is within two-thirds of a mile of the Morgan Boulevard Metro Station, but adjacent to the metro core. The sector plan envisions that the subject site should create a stronger public-transit connection through enhancement of the nearest bus stop by adding a bus shelter and other pedestrian amenities. However, the subject site is located on the south side of Central Avenue, which is a barrier to the pedestrian circulation from the subject site to the metro station. Given the distance from the subject site to the metro station and difficult crossing over Central Avenue, it is very unlikely that pedestrians would walk from this site to the Morgan Boulevard Metro Station.

Street and Site Furniture Standards

- A. Bus shelters shall be provided on bus service routes as determined by appropriate agencies. These shall be constructed with high-quality materials and shall be compatible with the overall character and materials of the mixed-use center in the core area.**

The applicant has indicated that no bus shelter will be provided with this development. The sector plan indicates that bus transportation from metro cores should be enhanced in the Central Avenue Corridor Node, which is adjacent to the metro cores and offers opportunities for bus transportation. The character of the bus station should be compatible with those in the core area. A bus shelter has been recommended by the Transportation Planning Section to be placed along the site's frontage on Central Avenue subject to final approval of the Department of Public Works and Transportation (DPW&T) which has the jurisdiction over this matter.

8. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-S-C Zone and the site plan design guidelines of the Zoning Ordinance.

a. The subject application is in conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs development in commercial zones. The proposed uses including a shopping center, a bank, and restaurants are permitted uses in the C-S-C Zone. In addition, the subject site was rezoned from the I-1 Zone to the C-S-C Zone through a zoning map amendment application, which was approved by the District Council (via Zoning Ordinance No. 2-2005) on February 14, 2005, with two specific conditions as follows:

A. The shopping center on the properties shall be anchored by a national grocery chain store, a food or beverage store, which includes a bakery, pharmacy, deli, and seafood counters.

The Giant grocery store is the only known tenant of this DSP. The rest of the retail, bank, and restaurant tenants are still unknown.

B. No store on either property may exceed 125,000 square feet gross floor area.

The Giant grocery store, which has a total gross floor area of approximately 57,960 square feet, is the largest store in the proposed shopping center. The DSP satisfies this condition.

b. The only regulation in the C-S-C Zone is the front building setback from the street that has been superseded by the build-to-line DDOZ standard. See above Finding 7 for discussion.

9. **Preliminary Plan of Subdivision 4-06139:** The Planning Board approved Preliminary Plan of Subdivision 4-06139 with 21 conditions. The following conditions are applicable to the review of this DSP. Other permit-related conditions will be enforced at the time of issuance of the respective permits.

8. **At the time of detailed site plan, the approved technical stormwater management plan shall be submitted for review. The plan shall demonstrate the incorporation of wetland benches and forebays into the stormwater management design for the in-stream stormwater management pond and shall be correctly reflected on the associated TCPII.**

This information has not been provided with the DSP. According to the review by the Environmental Planning Section (Shoulars to Zhang, April 24, 2009), this information is needed for review. The plan should demonstrate the incorporation of wetland benches, with emergent planting, into the stormwater management design for the in-stream stormwater management pond and shall be correctly reflected on the associated DSP, TCPII, and landscape plan.

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10. **The applicant, the applicant's heirs, successors, and or assignees shall provide a standard sidewalk a minimum of five-feet wide along the property's entire street frontage of Walker Mill Drive. The sidewalk shall be set back from the curb edge with a green, landscaped strip of at least five feet in width, unless modified by DPW&T.**

The applicant has provided a standard five-foot-wide sidewalk along the length of Walker Mill Drive with a ten-foot strip (except where the turn lane enters the site) between the curb edge and the sidewalk.

15. **The development of this property shall be in accordance with the conditions set forth in Zoning Ordinance No. 2-2005.**

See Finding 8 above for discussion. The DSP fulfills the conditions attached to Zoning Ordinance No. 2-2005.

21. **Total development of Parcel A, excluding a public safety facility by the County, and Parcel B within the subject property shall be limited to uses which would generate no more than 621 AM, 1,612 PM, and 1,545 weekend peak hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

According to the review by the Transportation Planning Section (Mokhtari to Zhang, May 15, 2009), the proposed development is projected to generate no more traffic than the required AM and PM peak-hour vehicle trips.

10. ***Prince George's County Landscape Manual*: The 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* and the standards of the Development District Overlay Zone (DDOZ) have modified the applicable sections of the *Prince George's County Landscape Manual*. Specifically, DDOZ standards for Site Design, Landscaping, Buffering and Screening Standard J, state that Sections 4.2, 4.3, 4.4, 4.6, and 4.7, do not apply within the development district.**

The development for a commercial shopping center is subject to development district overlay standards. See above Finding 7 for discussion.

11. ***Woodland Conservation and Tree Preservation Ordinance*: This property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland, and there is an approved Type I Tree Conservation Plan, TCPI/026/06, for this site.**

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- a. The subject site has a previously approved Natural Resources Inventory (NRI/001/06-01), dated October 29, 2006. The current NRI correctly shows all of the required information. No additional information regarding the NRI is required with this DSP.
 - b. A Type II Tree Conservation Plan (TCPII/141/91) was approved for a portion of the subject property in 1991. A new Type II tree conservation plan has been submitted with this DSP. The total requirement for the 29.44-acre site is 4.56 acres. The requirement is proposed to be met with 0.91 acre of on-site preservation and 3.65 acres of on-site reforestation/afforestation and landscaping. The TCPII meets the requirements of the Woodland Conservation Ordinance.
12. **Referral Agencies and Departments:** The subject application was referred to the concerned agencies and divisions. The Planning Board summarizes the comments as follows:
- a. **The Community Planning North Division**—The Planning Board finds the subject DSP is consistent with the 2002 General Plan Development Pattern policies for the Developed Tier and conforms to the land use recommendations of the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* for retail uses per District Council Zoning Ordinance No. 2-2005.
 - b. **The Subdivision Section**—The property is the subject of Preliminary Plan of Subdivision 4-06139, which was approved by the Planning Board on July 17, 2008, which provided an overview of the conditions that are applicable to the review of this DSP. The Planning Board concludes that the DSP is in substantial conformance with the previously approved Preliminary Plan of Subdivision, 4-06139.
 - c. **The Transportation Planning Section**—The Planning Board finds that the subject property complies with transportation requirements for a detailed site plan.
 - d. **The Environmental Planning Section**—The Planning Board finds that the DSP addresses the environmental constraints for the site and the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance and approves the Detailed Site Plan DSP-06015 and Type II Tree Conservation Plan TCPII/009/06, subject to several conditions.
 - e. **The Department of Parks and Recreation (DPR)**—No comment.
 - f. **The Historic Preservation Section**— No comment.
 - g. **The Permit Review Section**—The Planning Board finds that subject detailed site plan is consistent with the conditions established by the District Council within Zoning Ordinance No. 2-2005.

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- h. **Prince George's County Department of Public Works & Transportation (DPW&T)**—No comment.
 - i. **The Maryland State Highway Administration (SHA)**—In a memorandum dated May 12, 2009, stated that an access approval and a permit are required and that the permit is subject to plan reviews and approvals by the Engineering Access Permits Division of the SHA.
 - j. **The Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated February 26, 2009, WSSC stated that there are issues concerning the project that need to be addressed. These comments will be released upon receipt of payment for the WSSC plan review.
 - k. **Verizon, Inc.**—In response to a referral request dated February 5, 2009, Verizon stated the steel post located in the public utility easement (PUE) must be removed (Sheet 4). The applicant, on April 2, 2009, indicated that the steel post has been removed in response to the comment.
 - l. **Potomac Electric Power Company (PEPCO)**—PEPCO responded via telephone with some comments on requirements and instructions for the applicant to submit information on their website, and indicated that PEPCO's review prior to any action taken on this DSP is required.
13. In accordance with Section 27-285 (b) and Section 27-548.25 of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. The site plan also meets applicable development district standards except for the five amended.

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 Type II Tree Conservation Plan (TCPII/009/09 and further APPROVED Detailed Site Plan DSP-06015, for the above-described land, subject to the following conditions:

- A. APPROVAL of the alternative development district standards for:
 - 1. Site Design, Building Siting and Setbacks Standards, A. 3. (to allow the placement of buildings to be outside of 10–16 feet of the edge of the curb)

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2. Site Design, Parking Requirement Standards, A (to allow 26 additional parking spaces above the maximum allowed 567 parking spaces for this subject site)
 3. Site Design, Parking and Loading Area Design Standards, A (to allow the parking to be located across a private street in the front of the buildings)
 4. Building Design, Materials and Architectural Details, G (to allow EIFS to be included as one of the exterior finishing materials as shown on the elevations)
 5. Building Design, Height, Scale, and Massing Standards, C. (to allow the proposed buildings to be primarily one story high with partially second story)
 6. Building Design, Height, Scale, and Massing Standards, H. (to allow the boxy building footprint of a large anchor store to be developed on the site).
- B. APPROVAL of Detailed Site Plan DSP-06015 for Capitol Heights Shopping Center and Type II Tree Conservation Plan TCPII/009/09, subject to the following conditions:
1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Provide spandrel glass window treatments in the current block pattern locations along Giant's front elevations to meet the minimum 40 percent display window requirement; provide a porch along the front elevation of Giant building with all changes to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
 - b. Provide a sightline analysis for the rear of Giant building and, if deemed necessary, additional landscaping to screen the rear of Giant building from views along Walker Mill Drive.
 - c. Provide raised pedestrian crosswalks across the two outside driveway entrances in front of the Giant building.
 - d. Provide a comprehensive lighting package including locations, size, design and types of lighting fixtures for the shopping center to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
 - e. Revise all plans to remove the proposed tree line from the legend and plans, and only show the existing tree line.
 - f. Submit the technical stormwater management plan. The plan shall demonstrate the incorporation of wetland benches, with emergent planting, into the stormwater management design for the in-stream stormwater management pond and shall be correctly reflected on the associated DSP, TCPII and landscape plan.

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- g. Add the following note to each sheet of the TCPII that shows reforestation/afforestation areas:

“All reforestation/afforestation and the associated split-rail fencing along the outer edge of all reforestation/afforestation areas shall be installed prior to the building permits for the adjacent lots/parcels. A certification prepared by a qualified professional may be used to provide verification that the afforestation has been completed. It must include, at a minimum, photos of the afforestation areas and the associated fencing for each lot, with labels on the photos identifying the locations and a plan showing the locations where the photos were taken.”
- h. Provide a comprehensive sign plan for the DSP including sign details such as lighting method to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
- i. Remove one monument sign from the frontage along Central Avenue (MD 214) on the detailed site plan.
- j. Provide pedestrian amenities such as benches and site furniture along the pedestrian path and public art in or around the plaza area.
- k. Provide a bus shelter at the site’s Central Avenue (MD 214) frontage or provide written evidence from the governing agency that the bus shelter is not needed.
- l. Provide details of the proposed street furniture on the detail sheet.
- m. Provide a minimum five-foot-wide sidewalk along the subject site’s entire frontage of Walker Mill Drive, unless modified by DPW&T. This sidewalk shall be set back from the curb edge with a green, landscaped strip at least five feet in width, unless modified by DPW&T.
- n. Provide a minimum five-foot-wide sidewalk with curb cuts and marked crosswalks along the east side of the western access road from Walker Mill Drive unless modified by DPW&T.
- o. Provide a minimum five-foot-wide sidewalk along the east side of the eastern access road from Central Avenue (MD 214) to the private road for the commercial pad sites, unless modified by DPW&T. This sidewalk shall include a curb cut and marked crosswalk across the private drive to the proposed sidewalk along the east side of the access road to the south.
- p. Provide a sidewalk along the subject site’s entire frontage of Central Avenue (MD 214) to be a minimum of eight feet in width and separated from the curb by a five-

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foot-wide landscaped planting strip, per Mandatory Development Requirements C, D, and E of the Sidewalk, Crosswalk and Trails portion of the DDOZ, unless modified by the State Highway Administration (SHA). Provide crosswalks at both access points to the subject site consistent with Mandatory Development Requirement F, unless modified by SHA.

- q. Provide a minimum five-foot-wide sidewalk along the northern edge of the supermarket parking lot from the western access road to the eastern access road.
 - r. Provide a crosswalk with curb cuts from the sidewalk along the western access road to the sidewalk in front of the proposed supermarket.
 - s. Provide a pedestrian zone of contrasting surface material and/or pavement markings across the private road in front of the proposed supermarket entrance. This pedestrian zone shall link the proposed parking lot with the store entrance and highlight the location of the high volume pedestrian crossing.
 - t. Provide a total of 20 bicycle-parking spaces at two or more locations throughout the subject site. These locations should be well lit and convenient to building entrances.
 - u. All crosswalks and curb cuts shall be marked and labeled on the approved detail site plan and shall conform to Design Standards F, G, and H of the Sidewalks, Crosswalks, and Trails Section of the DDOZ (Sector Plan, page 117).
 - v. Provide a note stating "An automatic fire suppression system shall be provided in all new buildings in this DSP, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate."
 - w. Carry the same window treatments shown on the west elevation of the Giant building to the south elevation.
2. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit to The M-NCPPC Planning Department copies of all federal and state wetland permits.
 3. Prior to issuance of a grading permit for the SWM pond fronting Central Avenue, the applicant shall provide a fountain amenity that has a continuous flow of water and is lit at night if a stormwater management pond is located adjacent to Central Avenue to be reviewed by Urban Design Section as the designee of the Planning Board, unless modify by DPW&T. The applicant shall, at that time, provide correspondence from the Coalition of Central Civic Associations on their satisfaction with the design of the fountain amenity.

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- 4. The applicant shall not permit the display or sale of merchandise in its parking lot or along its sidewalks and also prohibit temporary window signage in the Shopping Center. This condition is not applicable to a grocery store tenant.

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 Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns, Cavitt and Parker voting in favor of the motion at its regular meeting held on Thursday, January 7, 2010, in Upper Marlboro, Maryland.

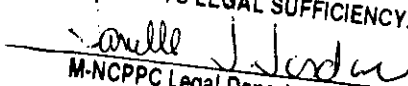
Adopted by the Prince George's County Planning Board this 4th day of February 2010.

Patricia Colihan Barney
Acting Executive Director



By Frances J. Guertin
Planning Board Administrator

PCB:FJG:HZ:ydw

APPROVED AS TO LEGAL SUFFICIENCY.

 M-NCPPC Legal Department
 Date 1/22/10
 DSP-06015-01_Backup 52 of 136

CAPITOL HEIGHT SHOPPING CENTER

DETAILED SITE PLAN DSP-06015-01

STATEMENT OF JUSTIFICATION

JUNE 1, 2021

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I. INTRODUCTION

ZP No. 141, LLC (the “Applicant”) presents this Detailed Site Plan application for construction of a retail shopping center containing 113,389 square feet of retail. The proposed development will be constructed on 27.77 acres located in Capitol Heights, Maryland. The development will be located on a tract of land containing 26.72 acres. The property is more particularly described as Parcels B depicted on a plat of subdivision entitled “Plat One, Parcels and B, Capitol Heights Shopping Center, which plat is recorded among the Land Records of Prince George’s County at Plat Book MMB 233 at Plat 91 (the “Subject Property”).

As is outlined in greater detail below, the Subject Property is the subject of an approved Detailed Site Plan, DSP-06015, which was approved in 2010. The Detailed Site Plan remains valid as of the date of this application. However, the Detailed Site Plan will expire on December 31, 2021. The Applicant is filing this Detailed Site Plan for the purpose of obtaining reapproval of the currently approved plan so that the application does not expire. Although not yet constructed, the primary tenant of the shopping center, Giant Food, maintains a lease and the right to occupy the property. It is essential that the Applicant maintain the validity of the Detailed Site Plan so that the shopping center can be constructed when Giant Food elects to move forward with its store.

II. PRIOR APPROVALS

Revisory Petition

The Subject Property is currently zoned C-S-C. The Subject Property was placed in the C-S-C zone pursuant to Zoning Ordinance No. 2-2004, a Revisory Petition approved by the District Council related to the Morgan Boulevard SMA which applied to the Subject Property and an adjacent property which is not part of the Detailed Site Plan. Prior to the adoption of the SMA, the Subject Property was zoned I-1. However, the SMA changed the Zoning of the Subject Property to the C-O zone. The Revisory Petition changed the zoning of the Subject Property to the C-S-C and retained the DDOZ. The rezoning was subject to one condition, contained in Section 2 of Zoning Ordinance No. 2-2005. This condition states as follows:

“Future use and development of the subject properties shall be limited by the following amendments to the applicable Development District Standards:

A. The shopping center on the properties shall be anchored by a national grocery chain store, a food or beverage store which includes a bakery, pharmacy, deli, and seafood counters.

B. No store on either property may exceed 125,000 square feet gross floor area.”

Consistent with the prior application, the proposed Detailed Site Plan includes a Giant Food store which will include a bakery, pharmacy, deli and seafood counter with 57,960 square feet, less than the 125,000 square foot maximum.

Preliminary Plan 4-06139

Preliminary Plan 4-06139 was approved for the Property on September 4, 2008 pursuant to the adoption of Prince George’s County Planning Board Resolution PGCPB No. 08-109. The Preliminary Plan was approved subject to 21 conditions. Conformance with the applicable conditions of approval will be addressed in greater details below.

Detailed Site Plan DSP-06015

Detailed Site Plan DSP-06015 was approved by the Planning Board on February 4, 2010. Planning Board resolution PGCPB No. 10-01 was approved subject to four conditions. The application being submitted with the instant application is identical to that approved and certified in 2010. No modifications to the approved Detailed Site Plan are proposed, therefore the conditions of approval are not addressed herein, although the applicant anticipates that any conditions not already incorporated into the DSP at the time of certification will be carried forward with the approval of this DSP.

III. RELATIONSHIP TO THE MASTER PLAN AND GENERAL PLAN

In 2004, Prince George’s County enacted CR-36-2004 for the Approved Sector Plan and SMA for the Morgan Boulevard and Largo Town Center Metro Areas (“Sector Plan”). The Subject Property is within the boundaries of the Sector Plan. The Sector Plan established a DDOZ over the entire land area included in the Sector Plan. The Subject Property was included within the boundaries of the Sector Plan, and specifically within an area designated as the Central Avenue Corridor Note. Included within the Sector Plan were Development District

Standards. There were standards which are applicable to the Largo Town Center Subareas, standards applicable to the Morgan Boulevard Subareas and standards applicable to the Central Avenue Corridor Node. In 2010, the Subregion 4 Master Plan and Sectional Map Amendment (“Master Plan”) which also creates Development District Overlay Zones and adopted Urban Design Standards and Guidelines in Chapter 15. It is stated in the introduction that the DDOZ adopted by the Master Plan was imposed over five focus areas, which are identified, and concept plans for the five focus areas are contained in Chapter 12. However, the Subject Property is not within one of the focus areas identified in the Master Plan. Further, the Subregion 4 Master Plan specifically states that it updates the 2004 Morgan Boulevard and Largo Town Center Metro Areas Sector Plan but does not replace it. Based upon this information, it is the Applicant’s understanding and contention that the Urban Design Standards and Guidelines in the Master Plan have no applicability to the Subject Property. Rather, the standards contained in the 2004 Sector Plan are still applicable and are the same standards which were applicable when the Detailed Site Plan was approved previously. These standards are addressed below.

In 2014, the County Council approved *Plan Prince George’s 2035* (“Plan 2035”), the County’s new General Plan. The Growth Policy Map, (Map 1; p. 18) includes the following six policy areas:

- Regional Transit Districts
- Employment Areas
- Local Centers
- Established Communities
- Future Water and Sewer Service Areas
- Rural and Agricultural Areas

Plan 2035 also includes a growth boundary. The first five policy areas are found generally within the growth boundary, with most future development recommended for the Regional Transit Districts and Local Centers. Rural and Agricultural Areas are found mostly outside the growth boundary.

The Property is identified on the Growth Policy Map as the part of the Morgan Boulevard Local Center. Local Centers are recommended “**as focal points for development and civic activity based on their access to transit or major highways.**” Plan 2035 includes

“recommendations for directing medium- to medium-high residential development, along with limited commercial use, to these locations, rather than scattering them throughout the established communities.” The centers, it continues, **“are envisioned as supporting walkability, especially in their cores and where transit service is available.”** (p. 19)

Plan 2035 further describes Local Centers as areas ripe for development including:

- Mid-rise and low-rise multifamily and townhomes at a density of 15 to 30 dwellings per acre.
- Limited new Commercial development at an FAR of 1.5 to 3.0
- Metrorail or Light Rail with connections to bus services. (p. 108)

As currently approved, the Capitol Heights Shopping Center is a commercial development with 113,389 square feet of gross floor area. As directed by the Revisory Petition conditions, it includes a national grocery chain store. The property, which is partially located within the edge of the local center, will provide retail commercial shopping opportunities for the surrounding community.

Plan 2035 presents a Vision of Prince George’s County of **“strong, green, and healthy communities”** in a **“competitive, innovative, and adaptive economy”** with **“vibrant and walkable mixed-use centers; quality open space; restored ecosystems; and iconic destinations”** (p. 11). The overriding Land Use Goal, and, indeed, the overarching theme of Plan 2035 is to:

“Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources” (p. 93).

Consistent with the recommendations of the General Plan, the proposed new Zoning Ordinance will change the zoning of the Property to the LTO-e (Local Transit Oriented Center-Edge) zone, which permits an FAR range of .25-2.0. Thus, while the proposed development will be approved under the provisions of the current C-S-C Zone, it will be consistent with the goals and policies of the General Plan and the new zoning category intended to implement the General Plan. The Applicant does note that the boundaries of the center designation only include less than half of the Subject Property. The Applicant believes that designating the entire property as LTO-e is in error and that the correct zoning category to be applied pursuant to the Countywide

Map Amendment should be C-G-O, the equivalent zone to the C-S-C zone. However, the proposed development is consistent with the goals of the General Plan regardless of the zoning category ultimately approved for the Subject Property.

IV. SUMMARY OF PROPOSED DEVELOPMENT

The Subject Property is predominantly undeveloped. In the southwest corner of the site, Prince George's County is constructing a shared driveway which will serve the abutting fire station and provide access to the proposed development. The Subject Property is irregular in shape with two sides fronting public rights-of-way. Existing site features include a stream, with an existing wetland, running from the northwest to the southeast through the site. The site plan proposes two access points from Central Avenue (MD 214), which is an arterial roadway, and one access point from historic Walker Mill Drive. As noted above, the access point that connects Walker Mill Drive to Central Avenue will be shared with a proposed fire/EMS station on Parcel A. The subject site, Parcel B, consists of two major sections: a "shopping center" in the southern portion and a "restaurant row" in the northern portion of the site. The two sections are divided by a stream and two associated stormwater management ponds. The Giant Food store is identified as an anchor in the DSP and is located in the shopping center section. An unknown number of "build-to-suit" retail stores will be introduced in the future within the retail section. The restaurant row consists of three pad sites for a bank, a drive-through restaurant, and two sit-down restaurants, which are shown in an attached footprint. All of the stores are oriented toward a private, internal road with the surface parking located on the other side of this internal road. There is an access road connecting the two sections, which are separated by surface parking lots and in-stream stormwater management ponds. The site design has been modified to treat the access drives for the surface parking as internal, private streets to meet DDOZ standards. All requirements for private roads shall be met.

Pedestrian access and internal circulation have also been addressed in this DSP. The site plan reflects a five-foot-wide sidewalk along the property's frontage on Walker Mill Drive in compliance with the Sector Plan. In addition, an eight foot wide sidewalk is provided along the Subject Property's entire frontage on Central Avenue. An internal pedestrian circulation system with streetscape improvements, such as pedestrian scale lighting, benches, and garbage cans is

also proposed and provides a complete pedestrian circulation system. There is a bike rack located in front of the retail section, close to the Giant building.

The layout proposed is identical to what was previously approved in DSP-06015. As discussed above, the approved detailed site plan includes 113,389 square feet of gross floor area. The grocery store contains 57,980 square feet while the additional in line retail stores in the shopping center section contains 31,959 square feet.

The buildings in the restaurant row section of the Subject Property include a total of 23,470 square feet. The proposed bank is 4,670 square feet, the free standing restaurant with drive-thru is 4,800 square feet and the larger 14,000 square foot building will house two 7,000 square foot sit down restaurants.

The proposed Giant store is a one-story, flat-roof, big-box building. The north (front) and east elevations of the Giant utilize rose and buff colored face brick facades and pilasters. The cornices are exterior insulation finishing system (EIFS) cornices, face brick water tables, and pilasters. The entrances are accented by dormers. There are primary and secondary entrances, which utilize a storefront system of window glass in clear anodized aluminum framing. The primary entrance has display windows. The building is articulated by a two-step bump out that displays the signage for the store. Second story windows have been added to give the appearance of a functional two-story building.

Three additional buildings are included in the shopping center for future “build-to-suit” retail. The front elevations of those building are designed in a similar three-part composition and are accented with hip roof towers to moderate the horizontal dominance of the entire façade. Windows have been added to these towers to create the illusion of a functional second story. The entire shopping center front façade is finished with a combination of split-face concrete masonry units (CMUs), face brick, and an aluminum storefront system. Horizontal and vertical accents are rose and buff toned face bricks, cast stone, and EIFS. Dark gray metal, green and white, and red and white fabric awnings have been added between the primary entrances. The south (rear) elevation incorporates EIFS, standard and ground-face CMUs, 21 service entrances, and four loading spaces. The side and rear of the retail section will be screened by proposed afforestation between the building and Walker Mill Drive.

The three freestanding buildings in the restaurant row section are designed in a three-part composition with the same combination of finishing materials as the buildings in the shopping center section. Decorative rose brick and cast-stone bands are used on each elevation. Since no specific tenants are identified, the building-mounted signs shown on the elevations are placeholders. Additional refinement of the elevations and signage will be needed through a revision to the detailed site plan in the future. The side and rear façades of the restaurants and bank are oriented toward Central Avenue. However, additional fenestration and detailing have been added to these elevations to provide attractive views from the road.

The lighting for this site falls into two basic categories: building-mounted and pole-mounted fixtures. The architecture is lit by six types of accent lighting with a diverse range of styles. The parking lot is lit by pole-mounted lamps of various heights with cut-off fixtures, which direct light toward the ground and prevent light pollution. A decorative post lamp has been utilized to provide additional pedestrian lighting.

The detailed site plan indicates that there will be two monumental signs proposed for the subject site. One sign is proposed at the eastern entrance from Central Avenue. The second sign is proposed for the entrance from Walker Mill.

The subject site has service and loading entrances on the rear elevations of the buildings. In the shopping center, these loading areas are located on the southern elevation, adjacent to Walker Mill Drive. The Giant store has a large loading dock servicing three trucks at a time and a compactor. However, a substantial retaining wall (approximately 16 feet in height) is proposed along the rear of the Giant store. The details of the wall, and a site line analysis of the rear of the Giant building have been provided. In the retail section of the shopping center, the loading areas will be screened by a proposed area of afforestation.

V. DEVELOPMENT DISTRICT STANDARDS

As noted above, the 2004 Approved Sector Plan and SMA for the Morgan Boulevard and Largo Town Center Metro Areas established a DDOZ over the entire land area included in the Sector Plan. The Subject Property was included within the boundaries of the Sector Plan, and specifically within an area designated as the Central Avenue Corridor Note. Included within the Sector Plan were Development District Standards. There were standards which are applicable to

the Largo Town Center Subareas, standards applicable to the Morgan Boulevard Subareas and standards applicable to the Central Avenue Corridor Node. In 2010, the Subregion 4 Master Plan and Sectional Map Amendment was adopted which includes Urban Design Standards and Guidelines in Chapter 15. It is stated in the introduction that the DDOZ was imposed over five focus areas, which are identified. Further, concept plans for the five focus areas are contained in Chapter 12. However, the Subject Property is not within one of the focus areas identified in the Master Plan. Further, the Subregion 4 Master Plan specifically states that it updates the 2004 Morgan Boulevard and Largo Town Center Metro Areas Sector Plan, but does not replace it. Thus, the Urban Design Standards and Guidelines in the Subregion 4 Master Plan and Sectional Map Amendment are not applicable to the Subject Property. Rather, the standards contained in the 2004 Sector Plan are still applicable. These are the standards which the Detailed Site Plan was evaluated for conformance with when the Detailed Site Plan was approved in 2010, and which are set forth below. As such, the DDOZ Design Standards included in the 2004 Sector Plan which are applicable to the proposed development are listed in *italics* in the column on the left below, with the Applicant’s response in the right column. Any amendments to the listed standards are addressed in later sections of this Statement of Justification.

Site Design (P. 94)	
<i>Intent</i>	
Consistent setbacks of buildings close to the street edge right-of-way line create a comforting sense of enclosure that contributes to a pedestrian-friendly environment. Setbacks should maintain a continuous building edge to help create and define public space and should be minimized to encourage a more active street environment.	
<u>Standards</u>	
(A)(3): <i>In Subarea 2 of the Largo Town Center core area and in the Central Avenue Corridor Node area, all new buildings shall be located within 10 to 16 feet of the edge of the curb.</i>	The proposed buildings are set back greater than 16 feet from the edge of the curb on both Central Avenue and Walker Mill Road. Amendment is requested. Justification is

<p><i>B. The primary entrance to a building shall be clearly visible from the street and shall front the primary street, unless the street is classified as an arterial road or greater in the sector plan.</i></p>	<p>provided in Amendment 1, Section V of this document.</p> <p>Complies.</p>
<p><i>C. To facilitate the intent to increase development intensity near Metro stations, the side and rear yard requirements specified in sections 27-442, 27-462, and 27-546.18 of the Zoning Ordinance, and the minimum building setbacks specified in section 4.7 of the Landscape Manual are waived. Side yards should be minimized to the greatest extent possible to achieve a continuous building edge.</i></p>	<p>Noted</p>
<p><i>D. Building facades shall occupy a minimum of:</i></p> <p><i>3. 50 percent of the property's street-facing frontage in the Central Avenue Corridor Node area.</i></p>	
<p><i>E. The maximum lot coverage for single-family attached dwelling units shall be 70 percent of the overall net tract area.</i></p>	<p>N/A</p>
<p><i>F. The maximum lot coverage for multifamily dwellings having less than four stories shall be 70 percent of the overall net lot area.</i></p>	<p>N/A</p>
<p><i>G. The maximum lot coverage for multifamily dwellings having four or more stories shall be 80 percent of the overall net lot area</i></p>	<p>N/A</p>

Vehicular Access and Circulation (P. 95)

Intent

Consolidated access points to and from parking areas reduce visual clutter and the number of potential accidents. Parking lots with well-designed circulation routes provide clear vehicular movement and safe pedestrian access from parked cars to building entrances and vibrant streets.

<p><u>Standards</u></p> <p><i>A. Drive-through windows of any kind shall not be permitted in the Morgan Boulevard core area and in Subareas 3 and 5 of the Largo Town Center core area.</i></p> <p><i>B. Common, shared entrances should be utilized to access development to reduce the amount of curb cuts, whenever possible.</i></p> <p><i>C. When possible, rear alleys of a minimum of 18 feet in width should be provided to facilitate service access and enhance vehicular circulation.</i></p> <p><i>D. Where possible, connections between adjacent properties are encouraged to provide alternative means to move between properties and to reduce traffic on main roads.</i></p>	<p>N/A</p> <p>Complies. The proposed development shares two points of access, one on Central Avenue and one on Walker Mill Road.</p> <p>N/A. All buildings are accessed by internal driveways. Alleys are not needed to provide access or enhance vehicular circulation.</p> <p>Complies. The entrance on Walker Mill Road is shared with the adjoining Fire Department which is currently under construction.</p>
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Parking Requirements (P. 96)

Intent

Shared parking for complementary uses and a reduction in regulatory parking requirements are preferred, when conditions and site restrictions allow, to encourage walking, biking, and the use of transit. Shared parking areas and a reduced number of required parking spaces also reduce paved areas and provide

increased opportunities for landscaping, buildings, and open space, contributing to the quality of the visual environment.

Standards

A. The maximum number of off-street parking spaces permitted for each land use type shall be equal to the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance, except modified as follows:

2. The maximum number of off-street parking spaces permitted for Shopping Centers between 25,000 and 399,999 square feet of gross leasable area (GLA) shall be modified from Section 27-568(a) as:

a. All uses except theaters shall provide no more than one space per 200 square feet of GLA.

B. The minimum number of off-street parking spaces permitted for each land use shall be reduced 20 percent from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. The minimum number of off-street parking spaces permitted for Shopping Centers (between 25,000 to 399,999 square feet of GLA) shall be equivalent to a 20 percent reduction of the maximum number of permitted off-street parking spaces (as calculated per Standard A.2).

C. To facilitate shared parking within the development district, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived.

The proposed shopping center is 113,389 square feet. In the approval of DSP-06015, it was determined that the minimum number of parking spaces required is 454 and the maximum number permitted is 567. A total of 593 parking spaces are provided, which is 26 spaces more than permitted.

Amendment Requested. **Justification is provided in Amendment 2, Section V of this document.**

N/A

1. Single ownership: For any property under one ownership and used for two or more uses, the number of parking spaces shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (B) above, by the appropriate percentage as shown in the shared parking requirements by time period (See Table 11). The number of parking spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.

2. Multiple ownership: The off-street parking requirements for two or more uses with different ownership may be satisfied by providing a joint parking facility, and the minimum parking requirements may be reduced in accordance with the procedure outlined above for shared parking for single ownership. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location if:

a. The shared parking facility is within 500 linear feet, measured along the most appropriate walking routes between the shared parking facility and the entrances to all establishments being served.

b. The applicant provides a recorded shared-use parking agreement signed by all owners involved which ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.

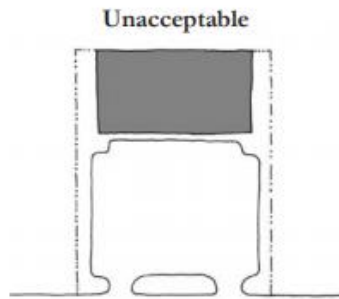
N/A

<p><i>D. Parking Credits for Use of Alternative Modes of Transportation: Applicants may request from the Planning Board during the site plan review process, a reduction in the minimum off-street parking requirements if they provide incentives to encourage use of alternative modes of transportation other than single-occupant vehicles. These alternatives include, but are not limited to, contributing to the county and/or city ride-sharing program, providing private incentives for car-and van-pooling, participating in usage of public transportation programs such as WMATA's Metrocheck and MTA's TransitPlus 2000, or providing private shuttle bus service. Verifiable data must be produced that supports the desired reductions in the minimum off-street parking. The reduction shall be no more than 20 percent.</i></p>	<p>N/A</p>
<p><i>E. To encourage the construction of off-street structured parking facilities and to promote economic development, the Planning Board during the site plan review process may waive the minimum off-street parking requirements provided that:</i></p> <ol style="list-style-type: none"> <i>1. A Parking District is established for the area in accordance with the requirements of Subtitle 2, Division 27, Sections 2-399 to 2-413 of the Prince George's County Code.</i> <i>2. The applicant agrees to pay a fee-in-lieu for the required number of off-street parking spaces that are to be waived and/or a special assessment as defined by the Parking District.</i> 	<p>N/A</p>

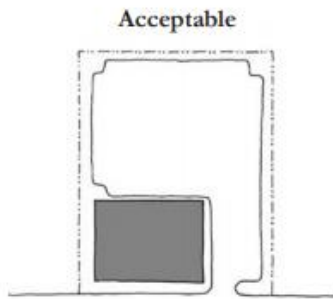
Parking and Loading Area Design (P. 98)

Intent

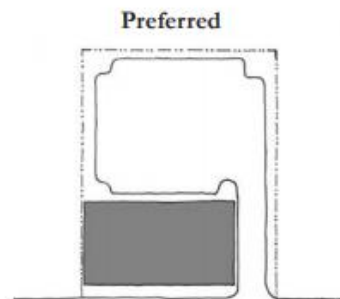
Parking lots are not a primary use but are an accessory use. As such, they should not dominate the streetscape, obscure building frontages, endanger pedestrians, or overwhelm the visual environment. The visual impact of automobiles in parking lots and of parking structures should be reduced by relocating parking to the sides and rear of buildings and by utilizing appropriate visual screening methods. Large single parking lots should be discouraged in favor of lots broken into smaller sections by trees and medians, structured parking, and on-street parking.



Parking shall not be located between the main building on the lot and the street.



Parking located along the side of the lot is acceptable as long as most of the parking is located to the rear of the lot. Side-lot parking may not occupy more than 30 percent of the lot frontage.



Parking placed behind the building minimizes its visual impact on the urban environment and enhances the streetscape by bringing buildings closer to the curb to reinforce the comforting sense of enclosure needed to make a place special.

Standards

A. Surface parking lots shall not be located between the main building on a lot and the street. Parking lots should be located to the rear of buildings. When this is not possible or feasible, parking should be located to the side or rear to the extent possible. In no case may surface parking areas occupy more than 30 percent of the frontage of the lot.

The applicant has created internal private roads within the shopping center to allow the proposed design to satisfy the build-to line and other DDOZ standards. However, this results in the parking being located in the front of the buildings. Amendment

<p><i>B. Shared parking lots are strongly encouraged.</i></p> <p><i>C. Parking lots shall be well lighted to ensure safety and shall be located and designed so as to avoid creating isolated and remote areas. Internal pedestrian paths shall be well illuminated and clearly delineated within parking lots.</i></p> <p><i>E. Curb bump-outs should be incorporated with on-street parking to provide physical separations and visual relief from long lines of parked cars. Within public rights-of-way, this shall be subject to the concurrence of DPW&T and other appropriate agencies.</i></p> <p><i>F. Parking garages shall be sited to reduce the visual impact from public streets and shall incorporate architectural design or landscape features to screen parked vehicles from passing pedestrians and motorists.</i></p> <p><i>K. All parking lots, garages, and on-street parking areas shall be in compliance with the Americans with Disabilities Act (ADA).</i></p> <p><i>L. Parking lots shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall, or other appropriate screening techniques. Landscaping shall be provided in surface parking lots, as follows:</i></p> <p><i>1. A landscaped strip consisting of a minimum four-foot-wide landscaped strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between 36 and 48 inches in height shall be provided to screen the parking lot. The wall shall be located</i></p>	<p>Requested. Justification is provided in Amendment 3, Section V of this document.</p> <p>Complies. The Planning Board required modifications to DSP-06015 which were implemented at the time of certification to ensure full compliance.</p> <p>N/A. No on-street parking provided.</p> <p>N/A. No parking garage proposed.</p> <p>Complies.</p> <p>Complies. The parking lots are screened by buildings and preserved greenspace.</p> <p>Complies. No parking lot abuts the right-of-way.</p>
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adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a mixture of evergreen groundcover and low shrubs planted between the shade trees.

2. Perimeter landscaping from incompatible uses as defined in Section 4.7 of the Landscape Manual shall consist of a landscaped strip to be a minimum of four feet wide, with a minimum three-foot-high brick, stone, or finished concrete wall, and/or plantings to consist of one tree and three shrubs per 35 linear feet of parking lot perimeter adjacent to a property line. If walls are constructed, they shall be located adjacent to but entirely outside the four-foot-wide landscaped strip and shall provide at least one passage with a minimum of three feet in width per every 60 linear feet when the wall is adjacent to open space, a pedestrian path, public plaza, or other pedestrian-oriented space to facilitate pedestrian movement and foster connections between parking areas and nearby uses

3. Interior planting shall be required for any parking lot which is 6,000 square feet or larger. A minimum of nine percent of the lot must be interior planting area. For purposes of calculation, all areas within the perimeter of the parking lot shall be counted, including planting islands, curbed areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. Landscaped areas situated outside the parking lot, such as peripheral areas and areas surrounding buildings, may not be counted as interior planting area.

Complies

Complies.

<p>4. <i>At least one shade tree shall be provided for each 300 square feet (or fraction) of interior landscaped area provided. These trees shall have a clear trunk at least six feet above finished grade level.</i></p>	<p>Complies</p>
<p>5. <i>If a parking lot less than 6,000 square feet is built without interior landscaping and later, additional spaces are added so that the total size of the lot is greater than 6,000 square feet, then the interior landscaping shall be provided for the entire parking lot.</i></p>	<p>Complies</p>
<p>6. <i>Planting spaces must be large enough to allow for healthy tree growth and must be protected from car overhangs and opening car doors.</i></p>	<p>Complies</p>
<p>a. <i>A minimum of 60 square feet of continuous pervious land area shall be provided for each tree. No tree planting area shall be less than five feet wide in any dimension.</i></p>	<p>Complies</p>
<p>b. <i>A curb or wheelstop shall be provided for all parking spaces adjacent to planting or pedestrian areas to protect those areas from overhanging by parked vehicles.</i></p>	<p>Complies</p>
<p>c. <i>Planting islands located parallel to parking spaces shall be a minimum of nine feet wide to allow car doors to swing open.</i></p>	<p>Complies</p>
<p>d. <i>In cases where a planting island is perpendicular to parking spaces and the spaces head into the planting island on both sides, the island shall be a minimum of eight feet wide to allow for bumper overhang. If parking spaces are located on only one side of such a planting island, the island shall be a minimum of six feet wide.</i></p>	<p>Complies</p>

<p><i>M. Convenient and easily visible pedestrian connections shall be provided between parking areas and adjacent buildings and destinations.</i></p>	<p>Complies</p>
<p><i>Landscaping, Buffering, and Screening</i></p> <p><i>INTENT</i></p> <p><i>Attractive landscaping provides a wealth of benefits for a community, from a psychological sense of well being to tangible benefits such as increased property values. Streets and lots utilizing trees, flowering plants, shrubs, and high-quality walls and fencing contribute to a positive identity, screen unattractive uses and mechanical equipment, provide shade, and create a pleasant and comfortable environment</i></p>	
<p><i>Standards</i></p> <p><i>A. Public spaces shall be planted with shade and flowering trees, evergreen shrubs, and other appropriate landscaping to provide shade, increase air quality, and treat stormwater, as well as to add interest, visual appeal, and year-round greenery and color. Other devices, such as trellises, covered walkways, pavilions, and gazebos are also encouraged in public spaces to mark special locations and contribute to sense of place</i></p> <p><i>B. Afforestation shall be accomplished through the provision of shade and ornamental trees for all sites. Tree cover shall be provided for a minimum of ten percent of the gross site area and shall be measured by the amount of cover provided by a tree species in ten years. Exceptions to this standard shall be granted on redevelopment sites where the provision of ten-year tree cover is not feasible due to existing buildings and site features.</i></p> <p><i>C. In the Morgan Boulevard core area and the Central Avenue Corridor Node area, the planting of trees on sites for new development and/or redevelopment shall be counted toward meeting the Woodland Conservation</i></p>	<p>A public outdoor plaza space with a deck projecting over the water has been provided on the south side of the SWM pond in front of the parking lot where the Giant building is located. A gazebo along with landscaping and benches has been provided.</p> <p>Complies</p> <p>Complies</p>

<p><i>Ordinance requirements. Street trees planted on abutting road rights-of-way may also be counted toward meeting the requirement.</i></p>	
<p><i>D. All design standards for planting street trees shall also apply to the planting of landscape trees and plants on sites proposed for new development and/ or redevelopment (See Public and Private Open Spaces category, Street Trees and Plantings section.)</i></p>	Complies
<p><i>E. For the Morgan Boulevard core area, an appropriate buffer yard of at least 20 feet in width should be established at the time of detailed site plan review between existing single-family dwellings and proposed nonresidential development and multifamily dwellings.</i></p>	N/A
<p><i>F. The bufferyard requirements within the development district may be reduced to facilitate a compact form of development compatible with the recommendations of the Urban Design chapter. The minimum bufferyard requirements (landscape yard) for incompatible uses in the Landscape Manual (Section 4.7) may be reduced by 50 percent. The plant units required per100 linear feet of property line or right-of-way may also be reduced by 50 percent. A four-foot-high, opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the bufferyard between office/retail/commercial uses and residential uses.</i></p>	Complies
<p><i>G. Bufferyards between any uses contained within a property of a mixed-use development shall not be required.</i></p>	N/A
<p><i>H. HVAC equipment, telecommunications buildings and equipment rooms related to monopoles and telecommunications towers, and satellite dish antennas shall be hidden</i></p>	Complies

<p><i>from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses, either by locating such equipment upon a roof behind a parapet wall or other device, or by utilizing landscaping, buffer walls, or other methods to screen the equipment.</i></p>	
<p><i>I. Dumpsters and storage, service, loading, and delivery areas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses by utilizing landscaping, buffer walls, or other methods to screen the equipment.</i></p>	Complies
<p><i>J. Except as may be modified above (and in the Site Design category, Parking and Loading Area Design section), the provisions of the Landscape Manual in Section 1.3 (Alternative Compliance), and Sections 4.2, 4.3, 4.4, 4.6, and 4.7 (Landscape Standards), do not apply within the development district.</i></p>	Complies
<p><i>K. Appropriate screening includes, but is not limited to, continuous solid, opaque fences, masonry walls, and evergreen plantings.</i></p>	Complies
<p><i>L. Walls and fences shall be made of high-quality materials, such as brick, stone, wrought iron, and wood, that are compatible with the associated building or, if none, the adjacent buildings. Walls and fences screening aboveground utility structures such as transformer boxes and HVAC equipment should utilize architecturally compatible materials and design features present in the associated building.</i></p>	Complies
<p><i>M. Artificial materials that simulate the appearance of natural materials, chain-link fencing, corrugated metal, corrugated fiberglass, sheet metal, and wire mesh shall not be used for screening.</i></p>	Complies

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Monument/Freestanding Signs

INTENT

Careful selection of signs enhances the built environment. Signage that is compatible with the surroundings in terms of size, materials, and design creates an attractive identity for businesses and communities. Consolidating signage and creating low, monument-style signs with coordinating colors and materials throughout the community reduce visual clutter.

<p><i>Standards</i></p> <p><i>A. Freestanding signs located anywhere within the development district shall consist of monument signs between two and eight feet in height mounted directly on a base and shall be constructed from or faced with high quality materials such as brick or stone. Signs shall not be constructed of tin, aluminum, sign board, and other similar, low-quality materials. New pole-mounted signs shall not be permitted.</i></p> <p><i>B. The area of the freestanding sign shall not exceed 1 square foot for each 2 linear feet of street frontage, to a maximum of 100 square feet for each sign for building(s) located in an integrated shopping center, other commercial center with three or more businesses served by</i></p>	<p>Two monumental signs have been provided with this DSP. A comprehensive sign plan, including sign details, is included with the DSP.</p> <p>Complies</p>
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<p><i>common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the center or complex associated with the sign.</i></p>	
<p><i>C. The area of the freestanding sign shall not exceed 1 square foot for each 4 linear feet of street frontage, to a maximum of 100 square feet per sign for building(s) not located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the use associated with the sign.</i></p>	Complies
<p><i>D. Monument signs shall not be located closer than ten feet behind the ultimate right-of-way as modified by Section 27-614(a), Freestanding Signs, in Part 12 of the Zoning Ordinance.</i></p>	Complies
<p><i>E. Signs should primarily serve to identify the name and/or type of business establishment.</i></p>	Complies
<p><i>F. Signs incorporating neon lights in their design shall not be permitted.</i></p>	Complies
<p><i>G. Placement of signs shall not hinder vision or obscure sight lines for motorists.</i></p>	Complies
<p><i>H. Plantings and low masonry walls should be incorporated around the base of signs to soften their appearance and help integrate them into the surrounding urban pattern.</i></p>	Complies

I. A comprehensive sign package shall be approved for any institutional, commercial, office, multifamily, or mixed-use development at the time of detailed site plan review. Each detailed site plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign support, and other information the Planning Board requires. In approving these signs, the Planning Board shall find that the proposed signs are appropriate in size, type, design, and are complementary to the development district, given the proposed location and the use to be served.

Complies

J. Only one monument on-site sign shall generally be permitted for each office building complex, single office building, commercial/retail building, shopping center, mixed-use development, or multifamily residential complex. If the property or development project has frontage on two parallel (or approximately parallel) streets, one monument sign shall be permitted on each street, as modified from Section 27-614(d) of the Zoning Ordinance.

Complies, a sign is provided on both Central Avenue and Walker Mill Road.

K. Signs shall be compatible in design, color, and materials with other urban design elements and associated buildings.

Complies

L. Signs should be externally lit, and light should be directed to illuminate the sign face only. Light spillover should be discouraged. Lighting sources should be concealed or screened by landscape plantings, low walls, or other methods.

Complies

<p><i>M. Signs that are portable, movable, or have flashing components shall not be permitted</i></p>	<p>Not applicable</p>
<p>Stormwater Management</p> <p>INTENT</p> <p><i>Integration of stormwater management techniques that minimize the consumption of land, improve the quality of stormwater run-off and maximize the wise use of stormwater are essential elements in a compact, mixed-use design. The condition of the receiving streams in the Centers and Corridor Node area are in need of restoration through the use of available bioretention techniques.</i></p>	
<p>Standards</p> <p><i>A. During the design of new development and redesign of renovated properties, all available stormwater micromanagement techniques will be considered, and used whenever possible. Bioretention areas, infiltration trenches, and storage and reuse of stormwater shall be considered on all developments.</i></p> <p><i>B. Streams that are to receive stormwater discharge from a subject property shall be evaluated for water quality and stream stability. If the receiving stream is considered degraded or in need of restoration, the stream will be restored as part of the proposed development and may be considered part of the stormwater management requirements for the site. The use of bioengineering techniques shall be considered first; the use of hardscape techniques will only be used when bioengineering techniques are not appropriate.</i></p> <p><i>C. If stormwater management ponds are constructed, they shall be amenities to the overall development and shall be placed so as</i></p>	<p>A stormwater concept plan has been approved for the Subject Property.</p> <p>Complies</p> <p>Complies, a fountain amenity that has a continuous flow of water and is lit at night.</p>

<p><i>to become part of the overall green infrastructure of the area. Trail connectivity should be included in the design. The ponds shall either be wet ponds as part of the hardscape features of the site, or they shall be fully landscaped and shaped to consider the natural topography that exists. If woodland is removed for the construction of stormwater management ponds, that woodland removed shall be mitigated on the site</i></p>	
<p>Green Infrastructure (P. 106) INTENT <i>Preservation of the identified green infrastructure elements (see Environmental Features Map 13) will be regulated through the use of existing land use regulations; however, the connectivity of other potential elements should be considered and enhanced during the design of individual sites</i></p>	
<p><i>C. Green infrastructure elements within new development, such as landscaped open spaces, plazas, and trails, should be constructed to provide internal connectivity and connect with existing elements outside the sector plan area</i></p>	<p>Complies. A stream channel has been preserved through the Subject Property to connect existing green elements outside the Sector Plan Area to the east.</p>
<p>Building Design (P. 106) Height, Scale and Massing Intent The height, scale, and massing of buildings in a community are integral elements to the character of the area. Buildings should be at least two stories tall to provide the pleasing sense of enclosure and impression of “room” that constitutes successful public places. Massing changes such as projections, recesses, and architectural detailing should be incorporated to enhance the visual experience and contribute to comfortable, attractive, and successful pedestrian environments</p>	

Standards

C. For the Central Avenue Corridor Node area, buildings shall be between two and four stories in height. The shopping center on the Santos/Zimmer properties shall be anchored by a national grocery chain store, a food or beverage store, which includes a bakery, pharmacy, deli, and seafood counters. No store on the Santos/Zimmer properties may exceed 125,000 square feet gross floor area.

NOTE: On February 14, 2005, the District Council adopted Zoning Ordinance No. 2-2005 amending the DDOZ development standards approved on May 27, 2004, only applicable to the Santos/Zimmer properties in accordance with Section 27-228 of the Zoning Ordinance. The Santos/Zimmer properties, containing approximately 33 acres, are located on the south side of MD 214 and north side of Walker Mill Road, approximately 1,000 feet east of their intersection with Hill Road and Shady Glen Drive

D. Buildings within an attached row or block shall be similar in height and shall not vary significantly from the average height in the row or block.

G. Individual buildings are encouraged to utilize human-scaled architectural elements designed as integral elements of the building that should not appear to be attached or applied onto the building facade.

H. The massing of a building should be appropriate to its surroundings and the size of its site. Monolithic box-like structures should be avoided.

The proposed buildings are all one story to implement the conditions set forth in Zoning Ordinance No. 2-2005. Amendment requested. **Justification is provided in Amendment 4, Section VII of this document.**

Complies

Complies

The buildings are rectangular and designed to accommodate retail tenants. As such, they are box-like. Amendment Requested. **Justification is provided in Amendment 4, Section VII of this document.**

Complies

<p><i>I. The height, scale, and massing of buildings within a large parcel should be clustered so that the relationships create a sense of outdoor space.</i></p> <p><i>J. Buildings located at prominent intersections should address the corner by providing proper articulation, appropriate building forms, and an entrance on the corner.</i></p> <p><i>K. Ensure that the design of development does not negatively impact existing surrounding Neighborhoods.</i></p>	<p>N/A</p> <p>Complies.</p>
<p>Materials and Architectural Details (P. 108)</p> <p>Intent</p> <p>The materials and detailing used in the design of a building constitute the image of the structure. Building facades that are appropriate to the building type, use, location, and context enhance the community by contributing to a strong sense of place and community identity.</p>	
<p>Standards</p> <p><i>A. High-quality materials that are durable and attractive shall be used on the facades of all proposed buildings. These materials include, but are not limited to, brick, stone, precast concrete, wood, and tile.</i></p> <p><i>D. Low-quality materials such as standard smooth-faced concrete masonry units, prefabricated metal panels, and exterior insulation and finish systems (EIFS) shall not be used. Imitation or synthetic exterior building materials, which simulate the appearance of natural materials, should be avoided.</i></p> <p><i>E. Environmentally friendly, energy-saving “green” building materials and techniques are strongly encouraged</i></p>	<p>The proposed buildings are finished with a combination of brick, split face CMU’s and EIFS panels. The use of EIFS requires an amendment. Amendment Requested. Justification is provided in Amendment 5, Section VII of this document.</p> <p>See above</p> <p>Noted</p>

<p><i>F. Infill development should use architectural details and materials that are compatible with the surrounding development.</i></p>	<p>Complies</p>
<p><i>G. Trademark buildings with typical franchise architecture shall not be permitted.</i></p>	<p>Complies</p>
<p><i>H. The first story and primary entrances of nonresidential and mixed-use buildings shall be articulated with pedestrian-scaled architectural elements and detailing.</i></p>	<p>Complies</p>
<p><i>I. Rear entrances to buildings from parking areas shall be articulated with pedestrian-scaled detailing, but shall read as a secondary, rather than primary, entrance.</i></p>	<p>Complies</p>
<p><i>J. Reflective and tinted glass shall not be permitted in residential buildings or for the ground floor of commercial and mixed-use buildings.</i></p>	<p>Complies</p>
<p><i>K. Buildings that are composed of ribbons or bands of glass and architectural precast panels shall be avoided.</i></p>	<p>N/A</p>
<p><i>M. Architectural detailing such as roofline variations, dormers, window and door treatments, porches, balconies, color, and materials should be used to avoid overly repetitive architectural elements and building forms.</i></p>	<p>Complies</p>
<p><i>N. Buildings on lots where endwalls are prominent (such as corner lots, lots visible from public spaces, streets, or because of topography or road curvature) shall have additional endwall treatments consisting of architectural features in a balanced composition, or natural features which shall include brick, stone, or stucco.</i></p>	<p>Complies</p>

<p><i>O. Public buildings should be designed with high-quality architecture and landmark features. These buildings should be located at prominent points, such as adjacent to public open spaces, plazas, village greens, and parks, and along major streets, as appropriate to the use.</i></p>	<p>N/A</p>
<p><i>P. The selection of exterior colors should allow the building to blend in harmoniously with the overall fabric of adjacent buildings. The color palette should be kept simple and restrained.</i></p>	<p>OK</p>

Building Facades and Storefronts (P. 111)

Intent

Properly articulated facades and retail storefronts enhance the pedestrian environment by providing a sense of scale that is comforting to humans. Store fronts should engage passersby and provide visual permeability between the street and the interiors of businesses.

<p>Standards</p>	
<p><i>A. Murals on exterior walls shall not be permitted.</i></p>	<p>Complies</p>
<p><i>B. Storefronts should be articulated with display windows, recessed entry door(s), lighting, signs, and awnings/canopies.</i></p>	<p>Complies</p>
<p><i>C. Rear and side building entrances should be provided if served by an adjacent parking area. These entrances should be inviting, well lit, and clearly articulated with awnings, signs, lighting, and plantings.</i></p>	<p>N/A</p>
<p><i>D. Storefronts should not vary significantly from adjacent buildings fronting the same street and within the same block in form, materials, and massing. Incompatible materials and design features should be discouraged.</i></p>	<p>Complies</p>

<p><i>E. Merchandise shall not be displayed in front of or leaning against the exterior façade(s) of a building.</i></p>	<p>Complies</p>
<p>Window and Door Openings (P. 111)</p> <p>Intent</p> <p><i>The window and door openings of a building establish scale, rhythm, and proportion. Windows and doors that are of a style and size appropriate for the building’s use and mass make the building seem to have a more friendly, inviting feel and contribute to the overall aesthetic quality of the community.</i></p>	
<p>Standards</p> <p><i>A. Individual punched or framed windows shall be used instead of continuous, horizontal ribbons or bands of windows or continuous floor-to-ceiling windows.</i></p> <p><i>B. Storefronts with retail uses at street level shall provide large display windows. Display windows shall encompass a minimum of 40 percent and a maximum of 80 percent of a storefront’s frontage (measured in linear feet).</i></p> <p><i>C. Large, blank building facades shall not face public areas such as streets, plazas, and zones of pedestrian activity.</i></p> <p><i>D. Exterior burglar bars on windows and doors shall not be permitted. Other, less visually obtrusive methods of security should be employed instead.</i></p> <p><i>F. Overly large or small windows that convey a distorted sense of scale should be avoided.</i></p> <p><i>G. Window and door openings should not be obscured by signs, other objects, or displays.</i></p>	<p>Complies</p> <p>Complies</p> <p>Complies</p> <p>Complies</p> <p>Complies</p> <p>Complies</p>
<p>Projections and Recesses (P. 112)</p> <p>Intent</p>	

Simple changes in building mass brought about by projections and recesses incorporated in the design should be employed, where appropriate, to improve the look and feel of the building and create a greater sense of comfort and proper proportion. Projections and recesses can also highlight building entrances and lend greater interest to the building by providing intriguing visual and physical niches, and increased space for café seating and landscaping.

Standards

A. Buildings shall be articulated with wall plane projections, recesses, or offsets on facades greater than 80 feet in length along any one side of the building

Complies

B. Awnings, canopies, and trellises should be incorporated into the architectural design of building façades, where appropriate, and should reinforce the appearance of a storefront by reflecting storefront window proportions.

Complies

C. Awnings, canopies, and trellises should be of a size appropriate for their use.

Complies

Lighting (P. 113)

Intent

Buildings and communities should incorporate distinctive lighting as a cohesive element of their architectural design to strengthen the appearance and functionality of the structure and its surroundings while providing adequate safety and visibility.

Standards

A. Lighting shall be an integral component in the overall architectural design and character of all buildings.

Complies. A comprehensive lighting package, including locations, size, design and types of lighting fixtures has been provided with the DSP.

B. Building lighting shall be coordinated in design with site lighting.

Complies

C. All exterior light fixtures shall direct light to specific locations and away from adjoining properties.

Complies

<p><i>D. Proposals for new development shall submit a comprehensive lighting package at the time of detailed site plan review, to include illustrations, plans, or photographs indicating the design, size, methods of lighting fixture attachment, and other information the Planning Board requires.</i></p>	<p>Complies</p>
<p><i>E. One consistent style of ornamental pole and luminaire should be used to be coordinated with the appropriate public agencies.</i></p>	<p>Complies</p>
<p><i>F. Lighting poles shall be the shortest necessary to provide the adequate lighting for safety. Light fixtures shall incorporate internal cut-off shields to direct light to intended areas. Up-lighting shall be limited to ground-mounted signage.</i></p>	<p>Complies</p>
<p>Building and Canopy Signs (P. 113)</p> <p>Intent</p> <p><i>Building signs should contribute to a positive image for the development by complimenting the architecture and design of both the building itself and of the surrounding environment. Attractive, well-maintained signs built of durable materials attract potential customers, provide directional orientation, and contribute to the look and feel of the community</i></p>	
<p>Standards</p> <p><i>A. Signs shall primarily serve to identify the name and/or type of business establishment.</i></p> <p><i>B. Building signs shall be constructed of durable, high-quality materials.</i></p> <p><i>C. The sign locations should be incorporated into the overall architectural design of the building. The placement, materials, colors, type, style, and size of signs should be compatible with other architectural features of a building.</i></p> <p><i>D. Retail and/or commercial signage should be placed in the zone of the façade that is directly above the storefront. The size of the sign should be in proportion to the height and width of the building face to which it is attached.</i></p>	<p>Complies</p> <p>Complies</p> <p>Complies</p> <p>Complies</p>

<p><i>E. Signs located above or projecting from the roofline or parapet wall shall not be permitted, as modified from Sections 27-613(a) and 27-613(b) of Part 12, Signs, of the Zoning Ordinance.</i></p>	<p>N/A</p>
<p><i>F. Building attached signs facing the Capital Beltway and/or Central Avenue shall include only the business name and logo.</i></p>	<p>Complies</p>
<p><i>G. Signs for individual tenants and businesses of multi-tenant buildings should be consistent and coordinated in terms of design, placement, size, materials, and color.</i></p>	<p>Complies</p>
<p><i>H. Signs shall project no more than 48 inches from the vertical plane of the wall to which they are attached, as modified from Section 27-613(d) of the Zoning Ordinance. Projecting signs shall not be attached to canopies; rather, canopy and awning signs, which may contain the name of a business and logo, may be located on the front face of an awning.</i></p>	<p>Complies</p>
<p><i>I. Sign area shall not exceed the regulations of Section 27-613(c) of the Zoning Ordinance.</i></p>	<p>Complies</p>
<p><i>J. Common sign plans shall be provided for all new institutional, office, mixed-use, and retail/commercial buildings developed on a single parcel or combination of parcels under common ownership at the time of detailed site plan. Requests for major exterior renovation (50 percent or more based on front façade in linear feet) or major rehabilitation (50 percent or more increase in gross floor area) shall also submit a common sign plan. These common sign plans shall be accompanied by plans, sketches, or photographs indicating the design (such as colors and lettering style), size, methods of sign attachment, lighting, quantity, location on the building, and other information the Planning Board requires.</i></p>	<p>Complies</p>
<p><i>K. Temporary signs attached to the building façade shall not be permitted.</i></p>	<p>Complies</p>

<p><i>L. Window signs shall not obscure the interior view of a business or retail establishment and shall not occupy more than 25 percent of the total area of the window in which the sign is located.</i></p>	<p>Complies</p>
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Public and Private Open Spaces (P. 115)

Street and Road Configuration

Intent

Logical street networks facilitate the flow of traffic, provide alternative routes, and contribute to increased pedestrian safety. Multimodal streets provide a circulation system for motorists, pedestrians, and cyclists to peacefully coexist in user-friendly environments; they are more accessible, less imposing, and safer than routes designed solely to move cars quickly through an area.

<p><i>A. All streets shall be constructed with curbs and gutters.</i></p>	<p>Complies</p>
<p><i>B. Roads shall be designed according to the Americans with Disabilities Act (ADA) and American Association of State Highway and Transportation Officials (AASHTO) guidelines, to the extent possible.</i></p>	<p>Complies</p>
<p><i>C. Cul-de-sac and dead-end streets should generally be avoided. Culs-de-sac may be used when environmentally sensitive features surround developable land.</i></p>	<p>N/A</p>
<p><i>E. Intersections should employ safe crossings, which enhance pedestrian safety by expanding the sidewalk area in the unused portion of the on-street parking lane adjacent to the intersection. These safe crossings should be developed in consultation with DPW&T and would be subject to its approval.</i></p>	<p>Complies</p>

Public and Private Open Spaces (P. 115)

Parks and Plazas

Intent

Public space such as parks and plazas are integral to the success of neighborhoods. They provide opportunities for active and passive recreation, soften the visual impact of the built environment, create gathering places and destinations, and enhance the overall impression of a place. Careful consideration to the integration of open space in the community leads to well-crafted spaces that increase safety, comfort, and civic pride

Standards

A. Public art, such as statues, decorative fountains, and sculpture shall be incorporated into public and private open spaces, and coordinated with appropriate agencies.

Complies. Per Condition 3 of DSP-06015, a fountain will be provided in the stormwater management pond fronting Central Avenue.

B. Street furniture and amenities such as benches, gazebos, trash receptacles, and drinking fountains should be provided and coordinated to present a common style or theme.

Complies

C. Parks, plazas, and other public space should be well lighted and should not be designed with isolated or dark areas.

Complies

D. Recreational equipment such as tot lots, playgrounds, gyms, courts, and exercise stations should be provided, whether or not such facilities are required in lieu of mandatory dedication of parkland. The applicant should submit a recreational facilities agreement for all proposed recreation facilities prior to approval of final plats of subdivision.

N/A

Public and Private Open Spaces (P. 116)

Sidewalks, Crosswalks, and Trails

Intent

Wide, safe sidewalks that are well shaded with trees, lined with plantings, and feature comfortable and attractive street furniture encourage walking, increase activity on the street and in the town center, and contribute to vibrant, active businesses. Sidewalks, crosswalks, and trails should be safe, well lighted, allow for multimodal access and provide strong connections throughout the community.

Standards	
<i>A. Sidewalks shall be provided on both sides of all public streets subject to the approval of DPW&T.</i>	Complies
<i>B. Walkways shall connect all uses, sidewalks, and public spaces in the most direct way possible, carrying across and through public spaces and street intersections.</i>	Complies
<i>C. Sidewalks shall be wide enough to accommodate pedestrians, street amenities, and bicyclists (where in-road facilities do not exist), as follows:</i>	Complies
<i>3. Sidewalks in the Central Avenue Corridor Node area shall be a minimum of five feet wide.</i>	Complies
<i>D. Sidewalks shall be set back from the curb edge. A green, landscaped strip at least five feet in width shall separate street from sidewalk to allow for the planting of shade trees to further protect pedestrians and enliven the streetscape.</i>	Complies
<i>E. Sidewalks shall be constructed of concrete, brick paving, or other appropriate, high-quality materials. Asphalt shall not be used as a paving material for sidewalks.</i>	Complies
<i>F. Sidewalk materials should be carried across streets along crosswalks to identify pedestrian crossings and maintain consistent pedestrian paths.</i>	Complies
<i>G. Crosswalks should be provided at all intersections. At locations with high pedestrian traffic, these crosswalks should be safe crosses, with bump-outs, special paving, reflector treatments, countdown pedestrian crossing signs, or street narrowing at corners to provide a greater degree of pedestrian safety (subject to the approval of DPW&T and other appropriate agencies).</i>	Complies
<i>H. All sidewalks, crosswalks, and trails shall comply with the Americans with Disabilities Act (ADA).</i>	Complies
<i>I. Sidewalks, crosswalks, and trails shall be well lighted with pedestrian-scale lighting fixtures.</i>	Complies

<p><i>J. Bicycle parking facilities and racks shall be located in highly visible and well-lit areas convenient to building entrances.</i></p>	<p>Complies</p>
<p><i>K. Pedestrian circulation should provide convenient and well-marked access to the Metro stations.</i></p>	<p>N/A</p>

Public and Private Open Spaces (P. 117)

Street Trees and Plantings

Intent

Street trees increase sense of place and pedestrian comfort by providing shade in the summer and allowing sun to penetrate to the sidewalk in winter. Trees provide multiple benefits in a built environment, including reductions in ambient air temperatures and ground level ozone, and improvements to air quality. Trees and plantings enhance the visual environment and screen undesirable views such as mechanical equipment and parked cars. Other important functions provided by street trees include defining outdoor spaces and strengthening view corridors.

<p>Standards</p> <p><i>A. Street trees shall be used along the sides of all roadways (subject to regulations and approval of DPW&T or the State Highway Administration [SHA] along public roads) in the core areas to define the street edge, provide a shaded overhead canopy, establish a rhythmic, unifying element to the street environment, and provide a safety buffer for pedestrians.</i></p> <p><i>B. Medium to large deciduous shade trees shall be utilized for street trees and shall be planted between 35 and 40 feet on center. Street trees shall be installed at a minimum height of 12 feet and with a minimum caliper of 2½ inches, subject to approval by DPW&T or SHA along public roads.</i></p> <p><i>C. Fruit-bearing trees shall not be permitted for use as street trees.</i></p>	<p>Complies</p> <p>Complies</p> <p>Complies</p>
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<p><i>D. Street trees shall be shown on all site plans such as building permits and detailed site plans.</i></p> <p><i>E. Screening and parking lot planting shall be coordinated with street tree Plantings.</i></p> <p><i>F. A limited tree palette consisting of shade trees should be selected for gateways and other roads. Plant selection for street trees shall consider shape of canopy, sun and shade tolerance, overhead utility lines, drought tolerance, maintenance requirements, and tolerance of adverse urban conditions, and shall be coordinated with the appropriate agencies. Native tree species are strongly recommended. Different selections from the palette should be made for each major street to avoid planting a monoculture and potentially losing all the trees within a development to disease.</i></p> <p><i>G. The minimum planting area for street trees shall be five feet in width, eight feet in length and four feet deep. Wherever possible, the tree planting areas below the sidewalk paving should be connected so that root zone space for trees can be shared</i></p>	<p>Complies</p> <p>Complies</p> <p>Complies</p> <p>Complies</p>
<p>Public and Private Open Spaces (P. 118)</p> <p>Street and Site Furniture</p> <p>Intent</p> <p><i>Durable, attractive, and compatible street furniture provides a positive community identity, comfortable seating, pleasing, convenient amenities, and a more pedestrian-friendly environment.</i></p>	
<p>Standards</p> <p><i>A. Bus shelters shall be provided on bus service routes as determined by appropriate agencies. These shall be constructed with high-quality materials and shall be compatible with the overall character and materials of the mixed-use center in the core area.</i></p>	<p>Complies. A prospective bus shelter location and bus shelter detail are shown on the DSP subject to approval of the appropriate governmental agency.</p>

<p><i>B. Street furniture should be constructed of durable materials and require minimal maintenance.</i></p>	<p>Complies</p>
<p><i>C. Street furniture shall include, but not be limited to, bicycle racks, bus shelters, benches, trash receptacles, and fountains.</i></p>	<p>Complies</p>
<p><i>D. Street furniture should be placed at strategic locations, such as bus stops, public plazas, high pedestrian traffic areas, along trails, and within retail/commercial activity zones.</i></p>	<p>Complies</p>
<p><i>E. Street furniture design and numerical requirements shall be coordinated throughout the core areas with appropriate public agencies to be consistent in style, quality, and character.</i></p>	<p>Noted.</p>

Public and Private Open Spaces (P. 118)

Lighting

Intent

Pedestrian-oriented lighting is essential for successful communities. Lighting adds to safety at night and encourages positive activities. A consistent level of low- to medium-intensity lighting will illuminate the entire area and eliminate the shadows and dark areas that make people uncomfortable at night. Lighting fixtures of a consistent design, carefully coordinated with street furnishings, help to create a unique identity for the neighborhood and to increase sense of place. Careful lighting designs are needed to ensure that the proper amount of light is provided without resulting in excessive lighting levels and glare.

<p>tandards</p> <p><i>A. Exterior areas, public spaces, roads, sidewalks, and trails shall be well-illuminated to ensure safety and improve visibility while minimizing light spillover to other properties.</i></p> <p><i>B. High-quality, pedestrian-scale ornamental poles and luminaires should be used on all sidewalks and trails and are strongly encouraged in other areas of pedestrian activity.</i></p> <p><i>C. Lighting poles shall be the shortest necessary to provide the adequate lighting for safety. Light fixtures shall incorporate internal cut-off shields to direct light to intended areas. Up-lighting shall be limited to ground-mounted signage.</i></p> <p><i>D. Light fixtures should be placed to provide maximum effective illumination to avoid conflicts with trees or other obstructions and shall direct light to specific locations and away from adjoining properties.</i></p> <p><i>E. Light fixture design should be coordinated throughout the core areas with the appropriate public agencies to ensure compatibility with street furnishings and the overall design themes of the area.</i></p> <p><i>F. At the time of the first detailed site plan, a consistent type of ornamental pole and luminaire shall be selected in consultation with DPW&T to be used along public streets adjacent to all subsequent development proposals in the core areas.</i></p> <p><i>G. Proposals for new development shall submit a comprehensive lighting design package at the time of detailed site plan review, to include illustrations, plans, or photographs indicating the design, size, lighting fixture placement, and other information the Planning Board requires</i></p>	<p>Complies</p> <p>Complies</p> <p>Complies</p> <p>Complies</p> <p>N/A. Subject property not in core area.</p> <p>N/A. Subject property not in core area.</p> <p>Complies</p>
<p>Public and Private Open Spaces (P. 119)</p> <p>Utilities</p>	

Intent	
<i>The visual clutter created by overhead utility lines leads to negative impressions of a place and obscures views to buildings, landscaping, and landmarks. Communities often relocate utilities to increase the quality of their surroundings and add to the aesthetics of the neighborhood by cutting back on negative visual images. Utilities include, but are not limited to, electric, natural gas, fiber optic, cable television, telephone, water, and sewer service</i>	
Standards	
<i>A. All future development shall locate utilities underground, whenever possible.</i>	Complies
<i>B. Redevelopment of parcels should relocate utilities underground, whenever possible.</i>	N/A
<i>C. Meter boxes, utility poles, and other at-grade structures should not block pedestrian and bicyclist movement and should be shielded from view with appropriate landscaping.</i>	Complies

VI. AMENDMENTS TO THE DDOZ DEVELOPMENT STANDARDS

Section 27-548.25(c) provides that as part of a detailed site plan in a Development District Overlay Zone, the applicant may ask the Planning Board to apply development standards which differ from Development Standards in the DDOZ. As identified above, the applicant has noted six Development District standards for which the applicant is requesting that the Planning Board apply different development requirements. Each of them is listed below with a discussion addressing the proposed amendment.

AMENDMENT 1

Site Design Standard, Building, Siting and Setbacks (A)(3)

Required: In Subarea 2 of the Largo Town Center core area and in the Central Avenue Corridor Node area, all new buildings shall be located within 10-16 feet of the edge of the curb (p. 94)

Proposed The proposed buildings are greater than 16 feet from the edge of the curb.

Discussion: As noted above, the Subject Property has frontage on two roads, and environmental features separate the site into two development pods. In addition, the requirement to provide a shopping center with a national grocery chain requires a more suburban design. Finally, the topography of the site requires the construction of a substantial retaining wall along Walker Mill Road. To comply with the DDOZ Design Standards to the fullest extent possible, the site includes internal private roads to which the proposed building front. As a result of these factors, the buildings are not located within 10-15 feet of either Central Avenue or Walker Mill Road. The design maximizes compliance with the applicable DDOZ standards, but an amendment to this specific build-to line standard is required.

AMENDMENT 2

Site Design Standard, Parking Requirements, Standard A

Required: A maximum of 567 parking spaces are permitted for the proposed development (P. 96)

Proposed: A total of 593 parking spaces are proposed, 26 more than permitted.

Discussion: The parking requirements contained in the DDOZ include three steps of calculations to allow parking reductions in order to reduce vehicle trips in the entire Sector Plan area, including the Subject Property. Standard A sets out the maximum number of parking spaces allowed, which is equal to the minimum number allowed pursuant to section 27-568(a); Standard B allows a 20% reduction in the number resulting from the calculation of Standard A;

Standard C factors in additional reductions if two or more uses have been proposed for the development.

The parking provided is in excess of the maximum number of spaces required by the DDOZ standard of the sector plan. The developer proposes no reductions or compact car spaces. Although partially located within the local center edge, the subject property is not located close to the core of the Local Center where shared parking and pedestrian access will represent common occurrences. The additional 26 parking spaces proposed above the maximum allowed is critical to the success of the shopping center and the ability to lease the proposed retail space. The applicant submits that since the maximum parking allowed is the minimum normally permitted in the Zoning Ordinance for a use of this type, a 26 space increase over the minimum is not a significant increase in the number of parking spaces provided.

AMENDMENT 3

Site Design, Parking and Loading Area Design Standards. Standard A

- Required: Surface parking lots shall not be located between the main building on a lot and the street. Parking lots should be located to the rear of buildings (P. 98)
- Proposed: Parking is located across a private street in the front of the buildings.
- Discussion: The Applicant has created internal, private roads, within the shopping center. Doing this allows the Detailed Site Plan to meet build-to lines and other DDOZ standards. By creating an internal “street”, the parking, which did not conform to the above standard

due to its location in front of the building, is now ‘across the street’ from the building.

The internal streets are private. Therefore, the area occupied by surface parking does not exceed 30 percent along the “frontage” of the lot. However, these surface lots will occupy 100 percent of the frontage along the internal, private roads that are proposed.

AMENDMENT 4

Building Design, Height, Scale, and Massing Standards, C and H.

- Required: Buildings shall be between two and four stories in height. The shopping center on the Santos/Zimmer properties shall be anchored by a national grocery chain store, a food or beverage store, which includes a baker, pharmacy, deli, and seafood counters (P. 107)
- Required: “The massing of a building should be appropriate to its surroundings and the size of its site. Monolithic box-like structures should be avoided (P. 108)
- Proposed: One story buildings with a large, boxy anchor store in a suburban shopping center layout.
- Discussion: The general intent of the Sector Plan standards clearly encourages a more urban form of development. The fact that the Sector Plan specifically requires a national grocery store chain and allows up to 125,000 square foot of gross floor area, coupled with the combined two separate building envelopes, mandates a suburban site design. The inconsistency between the land-use vision of the sector plan in the specific Design Standards of the DDOZ is not common and creates some ambiguity in the interpretation of the applicable design standards. The proposed buildings in the subject detailed site plan are single story and therefore, do not technically meet the height, scale, and massing standards referenced above. The standard calls for a building height of 2 to 4 stories because the

property is in a Local Center and within a DDOZ. However, the standard also requires a shopping center with a national grocery store on the Subject Property. To address the height issue, the applicant has proposed buildings that are 20 feet or more in height. The applicant has also provided some faux second-story windows in addition to a small number utilized for office space.

The applicant has proposed compensating for the building layout and building shape through improvements to the site. Providing an internal street network with improved pedestrian circulation and amenities has improved the quality of the outdoor space created by the buildings despite not complying fully with the above standard. The improved streetscape and pedestrian environment compensate for any design anomalies that conflict with the Sector Plan general goals. Additional building articulations inside amenities have also been provided to further improve the quality of the center.

AMENDMENT 5

Building Design, Materials and Architectural Details, Standard D (to allow EIFS to be included as one of the exterior finishing materials as shown on the elevations.

Required: Low-quality materials such as standard smooth-faced concrete masonry units, prefabricated metal panels, and exterior insulation and finish systems (EIFS) shall not be used. Imitation or synthetic exterior building materials which simulate the appearance of natural materials should be avoided (P. 109)

Proposed: The proposed exterior finishing materials include EIFS.

Discussion: The proposed buildings are finished with a combination of brick, split face CMU's and EIFS panels. The use of EIFS is prohibited by the design standards of the DDOZ. The reason that EIFS is not recommended by the Sector Plan is that this type of finish material is easily worn out if it is located on the lower portion of the buildings. However, if the EIFS is away from pedestrians, it provides visual variety of building materials from a design perspective. To provide the benefits of additional visual variety that EIFS brings to the architecture, the architectural renderings show that the EIFS is located on the upper part of the building elevations. Therefore, the Applicant submits, and the Planning Board previously found, that the EIFS shown on the elevations is appropriate given the circumstances.

With regard to all of the proposed amendments, Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets applicable development district standards. Amendments of the Development District Standards are permitted through the process described in Section 27-548.25(c) of the Zoning Ordinance:

“If the applicant so requests, the Planning Board may apply development standards which differ from the approved Development District Standards, unless the Sectional Map Amendment provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or sector plan.”

The applicant submits that the Planning Board can make such a finding in this case. The building proposed is has been designed based upon the unique characteristics of the property—and the dictates of the Revisory Petition. The Subject Property is split into two development pods, fronts on two roadways and shares an access with an important public safety improvement (which was only possible with the land and cooperation provided by the Applicant) In addition, the Sector Plan requirements specifically applicable to the Subject Property, which the proposed design conforms to, also conflicts with some of the broader design goals of the Sector Plan to

create a more urban environment. Given the location of the Subject Property on the south side of a major arterial roadway, separated by a substantial distance from the Metro Station itself, a less urban layout is not only appropriate, but is required in order to comply with the Sector Plan's specific goals for the site. Notwithstanding, the design of the proposed shopping center has been modified to comply with the applicable Development District Standards to the maximum extent possible, and only a handful of amendments are necessary. For these reasons, the amendments to the Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

VII. CONFORMANCE WITH THE CONDITIONS OF PRELIMINARY PLAN NO. 4-06139

As noted above, Preliminary Plan 4-06139 was approved for the Property on September 4, 2008 pursuant to the adoption of Prince George's County Planning Board Resolution PGCPB No. 08-109. The Preliminary Plan was approved subject to 21 conditions. The applicable conditions, are set forth and addressed below:

- 2. At the time of detailed site plan, a Type II tree conservation plan shall be approved.**

COMMENT:

- 3. Development of this site shall be in conformance with Stormwater Management Concept Plan No. 32244-2005 and any subsequent revisions.**

COMMENT: The Stormwater Concept Plan remains valid and development will be in accordance with the approved plan.

- 6. Development of this subdivision shall be in compliance with approved Type I Tree Conservation Plan (TCPI/26/06). The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/26/06), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will

make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department.”

COMMENT: DSP-06015 approved TCPII/009/09. The same TCPII is submitted with this application.

- 8. Prior to the issuance of any permits which impact jurisdictional wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.**

COMMENT: This condition was carried forward as Condition 2 of the DSP and should be carried forward with this DSP.

- 10. At the time of detailed site plan, the approved technical stormwater management plan shall be submitted for review. The plan shall demonstrate the incorporation of wetland benches and forebays into the stormwater management design for the in-stream stormwater management pond and shall be correctly reflected on the associated TCPII.**

COMMENT: This condition was addressed in the prior DSP and the same plan is included with this application.

- 12. The applicant, the applicant's heirs, successors and or assignees shall provide a standard sidewalk a minimum of five-feet wide along the property's entire street frontage of Walker Mill Drive. The sidewalk shall be set back from the curb edge with a green, landscaped strip of at least five feet in width, unless modified by DPW&T.**

COMMENT: The approved and proposed DSP includes a 5 foot wide sidewalk along Walker Mill Drive.

- 13. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.**

COMMENT: This condition will be complied with at the time of building permit.

15. **The development of this property shall be in accordance with the conditions set forth in Zoning Ordinance No. 2-2005.**

COMMENT: Conformance with the conditions of Zoning Ordinance No. 2, 2005 is addressed herein.

16. **MD 214/Shady Glen Drive/Hill Road: Prior to the issuance of any building permits within the Subject property, the following road improvements shall (a) have full financial assurances through either private money or full funding in the county's capital program, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
 - a. **Provision of an exclusive southbound right-turn, a thru lane, and double left-turn approach lanes along Hill Road, per DPW&T standards.**
 - b. **Provision of double left turn lanes, a thru lane and a shared thru-right-turn lane along northbound Shady Glen Road, per DPW&T standards, and**
 - c. **Provision of any intersection improvements and signal modifications as deemed necessary by the SHA and/or DPW&T.**

The recommended improvement for the provision of an exclusive right turn lane along southbound Hill Road, stated in (a) above may only be waived by the DPW&T in consultation with the M-NCPPC, Transportation Planning Section, and only if it is determined by the DPW&T that adequate right-of-way to construct the needed improvements is not available.

COMMENT: This condition will be addressed at the time of building permit.

17. **MD 214 at Ritchie Road: Prior to the issuance of any building permits within the subject property, the following improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
 - a. **Provision of a second left turn lane along MD 214 westbound, the recommended restriping of Ritchie Road approaches to provide for double left-turn lanes on both approaches, and provision of any**

additional signal modifications deemed necessary by the SHA and/or DPW&T.

COMMENT: This condition will be addressed at the time of building permit.

- 18. Walker Mill Drive at Shady Glen Road: Prior to the issuance of any building permits within the subject property, the following road improvements shall**
- (a) have full financial assurances,**
 - (b) have been permitted for construction through the operating agency's access permit process, and**
 - (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
 - a. Provision of a westbound exclusive right turn lane with appropriate storage lane, per DPW&T standards, and**
 - b. Provision of a southbound exclusive left turn lane, per DPW&T standards.**

COMMENT: This condition will be addressed at the time of building permit.

- 19. Central Avenue and Site Access: Prior to the issuance of any building permits within the subject property, the applicant shall obtain access approval from the SHA and shall demonstrate to the M-NCPPC, Transportation Planning Section, that all needed improvements, and the provision of a traffic signal, if approved by SHA shall (a) have full financial assurances, (b) have been permitted for construction by the SHA Access Permit Division, and (c) have an agreed-upon timetable for construction with the SHA.**

COMMENT: This condition will be addressed at the time of building permit.

- 21. Total development of Parcel A, excluding a public safety facility by the County, and Parcel B within the subject property shall be limited to uses which would generate no more than 621 AM, 1,612 PM, and 1,545 weekend peak hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

COMMENT: The proposed Detailed Site Plan does not propose any additional development than approved in the prior application, which was found to conform to the trip cap.

VIII. REQUIRED FINDINGS FOR DSP'S

The required findings which the Planning Board must make when approving a detailed site plan are set forth in Section 27-285(b) of the Zoning Ordinance. Each of the required findings is addressed below:

- (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.**

COMMENT: The Applicant submits that the proposed plan represents a reasonable alternative for satisfying the site design guidelines. In this case, the site design guidelines are established by the Design Standards set forth in the DDOZ, which have been addressed above. As discussed above, despite several site challenges, relatively few amendments are requested from the Development District Standards, and many of the relate to a specific requirement applicable to the Subject Property required by the Revisory Petition. It is also noted that the Planning Board previously found that the proposed site plan represents a reasonable alternative for satisfying the site design guidelines, as well as approving the same amendments to the DDOZ Design Guidelines requested in this application. Therefore, the Applicant submits that the site layout proposed represents a reasonable alternative and does not detract substantially from the utility of the proposed development for its intended use.

- (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).**

COMMENT: This criterion is not applicable as no Conceptual Site Plan is required in the C-S-C Zone.

- (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.**

COMMENT: This criterion is inapplicable as the proposed site plan is not a Detailed Site Plan for Infrastructure.

(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).

COMMENT: The impact on regulated environmental features was previously evaluated and approved in the prior preliminary plan of subdivision (4-06139) and in the prior Detailed Site Plan (DSP-06015). Specifically, the preliminary plan of subdivision approved required impacts to the regulated environmental features and, with those impacts, was found to conform to the requirements of Section 24-130. No new impacts are proposed in this application. Therefore, the proposed development can be found to preserve the regulated environmental features to the fullest extent possible.

IX. CONCLUSION

The Applicant presents that the proposed Detailed Site Plan is in conformance with the development standards outlined in the Morgan Boulevard Sector Plan and Development District, with the exception of those Standards identified herein. The amendments to the Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. Further the application satisfies the criteria of approval set forth in Section 27-285 (b). The Applicant, therefore, respectfully requests approval.

Respectfully Submitted,





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

February 15, 2022

MEMORANDUM

TO: Andrew Bishop, Planner II, Urban Design, Development Review Division

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

FROM: Zachary Luckin, Planner I, Neighborhood Revitalization Section, Community Planning Division 

SUBJECT: **DSP-06015-01 Capitol Heights Shopping Center**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.25(b) of the Zoning Ordinance this Detailed Site Plan application meets the applicable standards of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* Development District Overlay Zone.

BACKGROUND

Application Type: Detailed Site Plan in a Development District Overlay Zone

Location: Walker Mill Drive, Capitol Heights, MD 20734

Size: 28.27 acres

Existing Uses: Vacant

Proposal: Shopping Center/Grocery Store

GENERAL PLAN, MASTER PLAN, AND ZONING

General Plan: This application is in the Established Communities Growth Policy Area. The vision for the Established Communities is context-sensitive infill development of low- to medium-density.

Master Plan: The 2010 *Approved Subregion 4 Master Plan* recommends Commercial land uses on the subject property.

Planning Area: Largo-Lottsford
Community: 75A

Aviation/MIOZ: This application is located within the Military Installation Overlay Zone. (MIOZ) Pursuant to Sec. 27-548.54 (e) (2) (B) Requirements for Height, Structures shall not exceed a height (in feet) equivalent to the distance between Surface A and nearest boundary of the subject property, divided by 50. Surface B (Approach-Departure Clearance Surface)

SMA/Zoning: The 2010 *Approved Subregion 4 Master Plan* and Sectional Map Amendment retained the Commercial Shopping Center (C-S-C) and Development District Overlay (DDO) Zone on the subject property. In 2016, The District Council adopted CR 97-2016 and applied the Military Installation Overlay to the subject property.

DEVELOPMENT DISTRICT MANDATORY STANDARDS

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendments to the 2010 *Approved Subregion 4 Master Plan* and Sectional Map Amendment Development District Overlay Zone conforms with the purposes and recommendations for the Development District, as stated in the 2010 *Approved Subregion 4 Master Plan*.

c: Long-range Agenda Notebook
Frederick Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division



Countywide Planning Division
Historic Preservation Section

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

301-952-3680

January 28, 2022

MEMORANDUM

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

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: DSP-06015-01 Capitol Heights Shopping Center

The subject property comprises 27.77-acres and is located on the south side of Central Avenue, approximately 200 feet east of its intersection with Shady Glen Drive. The subject application proposes the approval of an integrated shopping center with a gross floor area of approximately 113,389 square feet. The subject property is Zoned C-S-C and D-D-O.

A Phase I archeological survey was completed on the 29.44-acre Capitol Heights Shopping Center property in June 2006. Four copies of the final report were received by the Historic Preservation Section on December 5, 2006. Five historic archeological sites were identified: 18PR826, 18PR827, 18PR828, 18PR829 and 18PR830. Site 18PR826 included an early 20th century four-square house, a related 20th century tobacco barn, a series of fence lines, and a network of paved and unpaved roads. Sites 18PR827, 18PR828, 18PR829, and 18PR830 were trash scatters containing 20th century artifacts. Due to the limited research potential of these sites, no further archeological investigations were recommended. The Historic Preservation Section concurs with the report's findings that no further archeological work is necessary on the Capitol Heights Shopping Center property. All archeological conditions for this property have been fulfilled.

The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, or historic resources. Historic Preservation staff recommend approval of DSP-06015-01 with no conditions.

Countywide Planning Division
Transportation Planning Section


301-952-3680


February 25, 2022

MEMORANDUM

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

FROM: Benjamin Patrick, Transportation Planning Section, Countywide Planning Division

VIA:  William Capers III., PTP, Transportation Planning Section, Countywide Planning Division

 Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-06015-01: Capitol Heights Shopping Center

Proposal:

The subject application proposes to retain the validity of the previously approved detailed site plan (DSP), DSP-06015, to obtain additional time to construct the shopping center. The subject application proposes approximately 113,389 square-feet of gross floor area (GFA) which consists of a supermarket located along the southern portion of the property and inline retail in the northern portion of the site. The subject property is located along the south side of Central Avenue (MD 214), approximately 200 feet east of its intersection with Shady Glen Drive.

Prior Conditions of Approval:

The site is subject to the prior approved Preliminary Plan of Subdivision (PPS) 4-06139 and DSP-06015, that include the following conditions that are applicable to this application:

4-06139:

12. The applicant, the applicant's heirs, successors and or assignees shall provide a standard sidewalk a minimum of five-feet wide along the property's entire street frontage of Walker Mill Drive. The sidewalk shall be set back from the curb edge with a green, landscaped strip of at least five feet in width, unless modified by DPW&T.
16. **MD 214/Shady Glen Drive/Hill Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances through either private money or full funding in the county's capital program, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Provision of an exclusive southbound right-turn, a thru lane, and double left-turn approach lanes along Hill Road, per DPW&T standards.

- b. Provision of double left turn lanes, a thru lane and a shared thru-right-turn lane along northbound Shady Glen Road, per DPW&T standards, and
 - c. Provision of any intersection improvements and signal modifications as deemed necessary by the SHA and/or DPW&T.

- 17. **MD 214 at Ritchie Road:** Prior to the issuance of any building permits within the subject property, the following improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Provision of a second left turn lane along MD 214 westbound, the recommended restriping of Ritchie Road approaches to provide for double left-turn lanes on both approaches, and provision of any additional signal modifications deemed necessary by the SHA and/or DPW&T.

- 18. **Walker Mill Drive at Shady Glen Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Provision of a westbound exclusive right turn lane with appropriate storage lane, per DPW&T standards, and
 - b. Provision of a southbound exclusive left turn lane, per DPW&T standards.

- 19. **Central Avenue and Site Access:** Prior to the issuance of any building permits within the subject property, the applicant shall obtain access approval from the SHA and shall demonstrate to the M-NCPPC, Transportation Planning Section, that all needed improvements, and the provision of a traffic signal, if approved by SHA shall (a) have full financial assurances, (b) have been permitted for construction by the SHA Access Permit Division, and (c) have an agreed-upon timetable for construction with the SHA.

- 21. Total development of Parcel A, excluding a public safety facility by the County, and Parcel B within the subject property shall be limited to uses which would generate no more than 621 AM, 1,612 PM, and 1,545 weekend peak hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Comment: A five-foot-wide sidewalk is proposed along the subject site's entire frontage of Walker Mill Drive, thereby satisfying condition 12. Conditions 16, 17, 18, and 19 are enforceable at the time of building permit and therefore do not need be addressed with this plan. Lastly, the subject DSP application is consistent with the density and use associated with the prior PPS approval and satisfies the trip cap requirement outlined in condition 21.

DSP-06015:

- 1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - c. Provide raised pedestrian crosswalks across the two outside driveway entrances in front of the Giant building.

- j. Provide pedestrian amenities such as benches and site furniture along the pedestrian path and public art in or around the plaza area.
- k. Provide a bus shelter at the site 's Central Avenue (MD 214) frontage or provide written evidence from the governing agency that the bus shelter is not needed.
- m. Provide a minimum five-foot-wide sidewalk along the subject site 's entire frontage of Walker Mill Drive, unless modified by DPW&T. This sidewalk shall be set back from the curb edge with a green, landscaped strip at least five feet in width, unless modified by DPW&T.
- n. Provide a minimum five-foot-wide sidewalk with curb cuts and marked crosswalks along the east side of the western access road from Walker Mill Drive unless modified by DPW&T.
- o. Provide a minimum five-foot-wide sidewalk along the east side of the eastern access road from Central Avenue (MD 214) to the private road for the commercial pad sites, unless modified by DPW&T. This sidewalk shall include a curb cut and marked crosswalk across the private drive to the proposed sidewalk along the east side of the access road to the south.
- p. Provide a sidewalk along the subject site's entire frontage of Central Avenue (MD 214) to be a minimum of eight feet in width and separated from the curb by a five-foot-wide landscaped planting strip, per Mandatory Development Requirements C, D, and E of the Sidewalk, Crosswalk and Trails portion of the DDOZ, unless modified by the State Highway Administration (SHA). Provide crosswalks at both access points to the subject site consistent with Mandatory Development Requirement F, unless modified by SHA.
- q. Provide a minimum five-foot-wide sidewalk along the northern edge of the supermarket parking lot from the western access road to the eastern access road.
- r. Provide a crosswalk with curb cuts from the sidewalk along the western access road to the sidewalk in front of the proposed supermarket.
- s. Provide a pedestrian zone of contrasting surface material and/or pavement markings across the private road in front of the proposed supermarket entrance. This pedestrian zone shall link the proposed parking lot with the store entrance and highlight the location of the high-volume pedestrian crossing.
- t. Provide a total of 20 bicycle-parking spaces at two or more locations throughout the subject site. These locations should be well lit and convenient to building entrances.
- u. All crosswalks and curb cuts shall be marked and labeled on the approved detail site plan and shall conform to Design Standards F, G, and H of the Sidewalks, Crosswalks, and Trails Section of the DDOZ (Sector Plan, page 117).

Comment: The DSP shows raised crosswalks along the drive aisles fronting the proposed supermarket. Benches are proposed at several locations on the proposed pedestrian path along the northern side of the property. Consistent with condition 1k, the location for a bus shelter is provided along MD 214. Five-foot-wide sidewalks are provided along all roadways as required in conditions 1m-o and 1q. Crosswalks and curb cuts are provided throughout the site crossing drive

aisles which provides pedestrian access to the restaurant and bank pad sites. A pedestrian zone is shown along the main entrance to the supermarket and details are provided as part of the DSP which illustrates the stamped concrete the applicant is proposing. Bicycle parking is provided in multiple locations throughout the site and a bicycle parking schedule is provided on the DSP showing the 20 required bicycle-parking spaces. Based on the submitted plans, staff concludes that conditions 1c, 1j-o, and 1q-u have been met. However, staff recommends that Condition 1p is carried forward as part of this DSP application and requests the applicant provide an eight-foot-wide sidewalk along MD 214 unless modified with written correspondence by SHA.

Master Plan Compliance

Master Plan Right of Way

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The subject site has frontage along MD 214 a master-planned arterial roadway and Walker Mill Drive. The required dedication of right-of-way has taken place and is recorded on plat MMB 233, p.91 consistent with the approved PPS.

Master Plan Pedestrian and Bicycle Facilities

The 2009 MPOT recommends continuous sidewalks within the right-of-way along MD 214 and Walker Mill Drive. The MPOT also provides policy guidance regarding multimodal transportation and how to accommodate infrastructure for people walking and bicycling.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Comment: The submitted plans accurately reflect the proposed right-of-way along MD 214 and Walker Mill Drive consistent with the PPS. Continuous sidewalks are provided along MD 214 and Walker Mill Drive as part of this application consistent with the 2009 MPOT recommendations.

Zoning Ordinance Compliance

Section 27-283 provides guidance for detailed site plans. The section references the following design guidelines described in Section 27-274(a):

(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:
 - (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;

- (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:
 - (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;
 - (ix) Pedestrian and vehicular routes should generally be separate 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

(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 site.

Comment: There are two access points that serve the site along MD 214 and along Walker Mill Drive. The proposed supermarket and inline retail sites are served by separate parking facilities. Vehicular circulation is provided via an internal drive aisle that is accessible from MD 214 near the center of the site. Pedestrian facilities are provided throughout the site with a network of internal sidewalks. Pedestrian sidewalk routes are prominently identified/marked and are ADA compliant to accommodate access into the building and across the parking lots. The use of stamped concrete in the pedestrian zone at the entrance to the supermarket will provide high visibility for the volume of pedestrian crossings. Benches are provided along the pedestrian path in multiple locations. The network of internal drive aisles, sidewalks and other pedestrian facilities will facilitate safe and adequate circulation onsite.

The DSP shows onsite surface parking facilities with sidewalks and crosswalks that accommodate access into the buildings. The parking proposed with this application is consistent with the previously approved DSP-06015. In addition, designated bicycle parking spaces with inverted u-style bicycle racks are provided along the main entrance to the supermarket and at the restaurant and bank pad sites.

Transportation Planning Recommendation:

Overall, from the standpoint of the Transportation Planning Section it is determined that this plan is acceptable, consistent with the site design guidelines pursuant to Section 27-283, and meets the findings for transportation purposes, with the inclusion of the following conditions:

1. Provide a sidewalk along the subject site's entire frontage of Central Avenue (MD 214) to be a minimum of eight feet in width and separated from the curb by a five-foot-wide landscaped planting strip, per Mandatory Development Requirements C, D, and E of the

Sidewalk, Crosswalk and Trails portion of the DDOZ, unless modified by the State Highway Administration (SHA).

2. Provide crosswalks at both access points to the subject site consistent with Mandatory Development Requirement F, unless modified with written correspondence by SHA.

February 18, 2022

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section
VIA: Mridula Gupta, Planner III, Subdivision Section *MG*
FROM: Mahsa Vatandoost, Planner II, Subdivision Section *MV*
SUBJECT: DSP-06015-01; Capitol Heights Shopping Center

The property considered in this amendment to detailed site plan (DSP-06015-01) is known as Parcel B and is located on Tax Map 66 in Grid F4, Tax Map 67 in Grid A4, Tax Map 73 in Grid F1, and Tax Map 74 in Grid A1. Parcel B is recorded among the Prince George's County Land Records in Plat Book MMB 233 at page 91 dated April 29, 2011. The property is located in the Commercial Shopping Center (C-S-C), Development District Overlay (D-D-O), and Military Installation Overlay (M-I-O) Zones and is subject to the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.

The applicant has submitted this amendment to DSP-06015-01 for development known as Capitol Heights Shopping Center. This amendment does not propose any revisions to DSP-06015 which approved 113,389 square feet of commercial development on Parcel B. DSP-06015 was approved by the Prince George's Planning Board on January 7, 2010 for development of an integrated shopping center with a gross floor area (GFA) of 113,389 square feet (57,960 square-foot grocery store, 31,959 square feet of retail, 4,670 square feet for a bank, and 18,800 square feet of restaurant space). However, the DSP expired on December 31, 2021, and this DSP amendment has been filed for re-approval and re-certification of the original DSP.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-06139, which was approved by the Prince George's County Planning Board on July 17, 2008 (PGCPB Resolution No. 08-109). PPS 4-06139 approved two parcels (Parcels A and B) for commercial shopping center development.

PPS 4-06139 was approved subject to 21 conditions. The conditions relevant to the subject application are shown below in **bold** text. Staff analysis of the project's conformance to the relevant conditions follows each one in plain text.

2. At the time of detailed site plan, a Type II tree conservation plan shall be approved.

A Type 2 Tree Conservation Plan (TCP2-009-09) has been submitted with this DSP. The Environmental Planning Section should review the plan and determine whether it may be approved.

3. Development of this site shall be in conformance with Stormwater Management Concept Plan No. 32244-2005 and any subsequent revisions.

The applicant submitted a copy of approved Stormwater Management (SWM) Concept Plan 32244-2005-00 and approval letter which is valid until April 18, 2022. The DSP is in general conformance with the approved SWM Concept Plan. The Environmental Planning Section should review the SWM Concept Plan for conformance to this condition.

6. Development of this subdivision shall be in compliance with approved Type I Tree Conservation Plan (TCPI/26/06). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCP2/26/06), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

The DSP is in general conformance with TCPI-26-06. Conformance with this condition should be further reviewed by the Environmental Planning Section.

9. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all of the Patuxent River Primary Management Area and associated plantings except for approved impacts. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

The DSP delineates the PMA consistently with PPS 4-06139 and its associated TCPI. The Environmental Planning Section should review the DSP and TCP2 to determine whether the impacts of the development are consistent with those approved at the time of the PPS.

10. At the time of detailed site plan, the approved technical stormwater management plan shall be submitted for review. The plan shall demonstrate the incorporation of wetland benches and forebays into the stormwater management design for the in-stream stormwater management pond and shall be correctly reflected on the

associated TCPII.

The applicant submitted a copy of approved Stormwater Management (SWM) Concept Plan 32244-2005-00. The Environmental Planning Section should review the SWM Concept Plan for conformance to this condition.

- 11. Prior to the approval of a final plat, the applicant, the applicant's heirs, successors and/or assignees shall have a detailed site plan approved by the Planning Board in accordance with Part 3, Division 9, of the Zoning Ordinance.**

DSP-06015 was approved in 2010, and Parcels A and B were subsequently recorded in 2011 in accordance with this condition.

- 12. The applicant, the applicant's heirs, successors and or assignees shall provide a standard sidewalk a minimum of five-feet wide along the property's entire street frontage of Walker Mill Drive. The sidewalk shall be set back from the curb edge with a green, landscaped strip of at least five feet in width, unless modified by DPW&T.**

This DSP amendment provides a five-foot-wide sidewalk along the property's entire street frontage of Walker Mill Drive. Conformance with this condition should be further reviewed by the Transportation Planning Section.

- 13. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.**

This condition should also be noted on the DSP as a general note. Condition 13 will be evaluated for conformance at the time of building permit for the proposed buildings on Parcel B.

- 14. Prior to the final plat for Parcel B, the applicant, the applicant's heirs, successors and/or assignees shall convey to the Prince George's County Government 1.48± acres of land (Parcel A). The applicant, the applicant's heirs, successors and/or assignees shall submit executed deeds of conveyance by all parties for Parcel A prior to approval of the final plat.**

Parcel A was conveyed to the Prince George's County Government by a deed recorded in the Land Records of the Prince George's County in Liber 32784 at folio 294. This condition has been satisfied.

- 15. The development of this property shall be in accordance with the conditions set forth in Zoning Ordinance No. 2-2005.**

The Urban Design Section should review this DSP amendment to ensure that the development proposed on the property conforms to this condition.

- 20. The final plat shall carry a note that direct vehicular access to Central Avenue (MD 214) from Parcel B shall be limited to the two access points shown on the preliminary plan of subdivision that are authorized pursuant to Section 24-121(a)(3) of the Subdivision Regulations. All other access shall be denied along Central Avenue (MD**

214).

This Condition has been addressed in the General Note 6 in the recorded final plat (MMB 233, page 91).

- 21. Total development of Parcel A, excluding a public safety facility by the County, and Parcel B within the subject property shall be limited to uses which would generate no more than 621 AM, 1,612 PM, and 1,545 weekend peak hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

This DSP amendment reflects the same development that was used by the Transportation Planning Section to establish the trip cap in the PPS. The proposed development should be further reviewed by the Transportation Planning Section for conformance to this Condition.

Additional Comments:

1. The Stormwater Management (SWM) Concept Plan and letter submitted with this DSP amendment will expire on April 22, 2022. The applicant should confirm whether they plan to apply for an extension to this plan with the Department of Permitting, Inspections and Enforcement (DPIE).
2. The hatched area dedicated for public right-of-way adjacent to MD 214 is labeled as "proposed R/W" on Sheets 2 and 3 of the DSP. These labels should be removed.
3. On Sheet 3 of the DSP, Parcel A is labeled as "to be conveyed to Prince George's County". Parcel A was conveyed to the Prince George's County Government by a deed recorded in the Land Records of the Prince George's County in Liber 32784 at folio 294. This label should be removed to provide the current ownership for Parcel A.
4. The area of right-of-way dedication along Walker Mill Drive is not labeled with the record plat reference.

Recommended Conditions:

1. Prior to certification, the detailed site plan shall be revised as follows:
 - a. Remove the label "Proposed R/W" from the hatched area adjacent to MD 214 on Sheets 2 and 3.
 - b. Correct label for adjoining Parcel A to provide current ownership.
 - c. Label the area of right-of-way dedication along Walker Mill Drive with the recording plat reference.
 - d. Add a general note to state:

“An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George’s County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.”

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the preliminary plan of subdivision. All bearings and distances must be clearly shown on the site plan and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

February 22, 2022

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section

FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section



SUBJECT: DSP-06015-01 – Capitol Heights Shopping Center

1. Dimensions of the loading spaces should be added to the site plan.
2. Make sure signage package is part of the final approval.
3. The Permit Review Section offers no further comments on this application.

May 17, 2022

MEMORANDUM

TO: Andrew Bishop, Planner II, Urban Design Section, DRD

VIA: Tom Burke, Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Alexander Kirchhof, Planner I, Environmental Planning Section, CWPD *ANK*

SUBJECT: **Capitol Heights Shopping Center; DSP-06015-01 and TCPII-009-09-01**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan (DSP-06015-01) received on January 20, 2022. Comments were delivered to the applicant at the Subdivision and Development Review Committee (SDRC) meeting on February 4, 2022. Revised plans were submitted in response to these comments by the applicant and logged in for review on February 14, 2022. Additional geotechnical information was submitted on May 4, 2022, and a renewed stormwater management (SWM) letter was submitted May 12, 2022. The EPS recommend approval of DSP-06015-01 and TCPII-009-09-01, subject to the conditions found at the end of this memorandum.

Background

The EPS previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
N/A	NRI-001-06	Staff	Approved	4-10-2006	N/A
N/A	NRI-001-06-01	Staff	Approved	10-4-2006	N/A
4-06139	TCPI-026-06	Planning Board	Approved	7-17-2008	08-109
DSP-06015	TCPII-009-09	Planning Board	Approved	1-27-2010	10-01
N/A	NRI-001-06-02	Staff	Approved	10-7-2021	N/A
DSP-06015-01	TCPII-009-09-01	Planning Board	Pending	Pending	Pending

Proposed Activity

The DSP application proposes development on one currently unimproved Parcel B, for the construction of a retail shopping center and associated parking areas. This is a resubmission of DSP-06015, as the plans have expired.

Grandfathering

The project is grandfathered from the current regulations of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance), as the site has previously approved Type I and II tree conservation plans.

Site Description

The 28.79-acre site consists of Parcel B, located due southeast of the intersection for Central Avenue and Shady Glen Drive. The current zoning for the site is Local Transit-Oriented-Edge (LTO-E); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Commercial Shopping Center (C-S-C) Zone. The site is bounded to the north by Central Avenue and to the south by Walker Mill Drive. A stream exists on-site, which bisects the property and flows to the south. Steep slopes are present in some areas, but there are no highly erodible soils located on-site. Walker Mill Drive is identified as a designated historic roadway. The site is not within a Sensitive Species Project Review Area (SSPRA). According to the *Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan (May 2017)*, portions of the site are in the Regulated and Evaluation areas. The stream on-site is an unnamed tributary that runs to the south to an off-site stream system that feeds into the Western Branch of the Patuxent River. The site is located within the Morgan Boulevard Metro Local Transit Center and is within the Established Communities Area of the Growth Policy Map. The property has a General Plan Generalized Future Land Use (2035) of Commercial and is in Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by *Plan Prince George's 2035 Approved General Plan*.

Prior Approvals

The following text addresses previously approved environmental conditions applicable to the subject application:

A Preliminary Plan of Subdivision (PPS 4-06139) was approved by the Prince George's County Planning Board on July 17, 2008. The environmental conditions of approval found in PGCPB Resolution No. 08-109 have been addressed with the signature approval of TCPI-026-06.

Detailed Site Plan DSP-06015 was approved by the Prince George's County Planning Board on January 27, 2010. The environmental conditions of approval found in PGCPB Resolution No. 10-01 have been addressed with the signature approval of TCPII-009-09.

Environmental Review

Natural Resource Inventory (NRI)/Environmental Features

The application has an approved Natural Resource Inventory (NRI-001-06-02). The TCPII and the DSP show all the required information correctly in conformance with the NRI. No revisions are required for conformance to the NRI.

Woodland Conservation

The project is grandfathered from the current regulations of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance). A Type I Tree Conservation Plan (TCPI-026-06) was approved with the PPS application, and a Type II Tree Conservation Plan (TCPII-009-09) was submitted with the prior DSP approval. TCPII-009-09-01 was submitted with this DSP-06015-01.

This 28.79-acre property contains no floodplain and has a total of 1.16 acres of woodlands. The woodland conservation threshold is 4.32 acres. The subject site proposes to clear 0.91 acres of existing woodland. The woodland conservation worksheet shows the project meeting the 5.23-acre woodland conservation requirement with 0.25 acres on-site, 2.87 acres of afforestation, 0.27 acres of natural regeneration, and 1.84 acres of woodland preservation off-site.

The revised approved NRI-001-06-02 identifies 29.44 acres for the gross tract area. The gross tract identified in the TCPII woodland conservation worksheet is shown as 26.73. While a difference between the acreage of the TCPII and DSP is not uncommon, the NRI and TCPII must reflect consistent site statistics. If areas of the NRI are not covered by the current application, the TCPII must show phasing for the additional sections. A condition is provided in the Recommended Conditions section to revise the TCPII to be consistent with the data provided on the NRI.

Five impacts to primary management area (PMA) were proposed with PPS 4-06139, of which four were approved. Impacts 1, 2, and 5 were supported with no conditions. Impact 3 was supported with conditions, and Impact 4 was not supported. A PMA statement of justification (SOJ) and exhibit was submitted with this DSP to identify any changes to the four approved impacts. No new impacts to regulated environmental features (REF) are proposed with this DSP.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), are Collington-Wist complex, Collington-Wist Urban, and Widewater and Issue soils. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on this site. The Department of Permitting, Inspections and Enforcement (DPIE) may require a Soils Report to address on-site conditions, prior to the issuance of a grading and/or building permits. This information is provided for the applicant's benefit. A review of geotechnical conditions specific to the site follows.

Geotechnical

A geotechnical report was submitted for review on May 4, 2022, for review. The report was reviewed with the standards set forth by DPIE and Technogram 005-2018. Five sections of the global stability analysis have been performed. The analysis on all five sections resulted in greater than 1.5 factor of safety considered stable in global stability. The geotechnical recommendations, including the type of the wall, the type and dimension of reinforcements (tieback and geogrid), the interval and spacing of reinforcements, and the backfill requirements, etc., provided by ESC Mid-Atlantic, LLC, shall be incorporated into the retaining wall design package. If the final wall design is different from these recommendations, the global stability analysis shall be re-performed, and a revised package shall be submitted to DPIE for a permit revision. The final retaining wall design package, including the wall drawings and design calculations, shall be reviewed and approved by DPIE under a wall Building Permit that shall be applied for prior to the issuance of the site Grading Permit.

Specimen, Champion, or Historic Trees

According to the NRI, 33 specimen trees have been noted on the site. Specimen trees ST-1 through ST-13 were approved for removal with PPS 4-06139. No additional specimen trees were requested for removal with this application.

Preservation of Regulated Environmental Features/Primary Management Area

There are REF and PMA located on this site. Consistent with the PPS and TCPI, impacts to the PMA were approved with 4-06139, and no additional impacts are proposed with the DSP.

This site contains an area of wetland mitigation which is required to be placed within a separate easement from the woodland conservation; however, the TCPII submitted with this DSP application does not clearly differentiate these two features. Further, the wetland mitigation area shall not be counted towards meeting the overall woodland conservation requirement. Conditions have been provided in the Recommended Conditions section to clearly differentiate between the wetland mitigation area and woodland conservation, and to provide a wetland report so staff can verify the area of wetland mitigation.

Stormwater Management

A SWM Concept Approval Letter (#32244-2005-00) and associated plan were submitted with the application for this site. The approval letter issued from DPIE on April 18, 2019, and expired April 18, 2022. The approved plan proposes standard SWM conditions for the site. A renewed SWM letter was submitted by the applicant on May 12, 2022, which has an expiration date of April 18, 2025. No further action regarding SWM is required at this time.

Summary of Recommended Findings and Conditions

The EPS recommend approval of DSP-06015-01 and TCPII-009-09-01, subject to the following recommended findings and conditions.

Recommended Findings:

1. Based on the level of design information submitted with this application, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. No impacts to the primary management area are proposed with this application.
2. No specimen trees are proposed for removal with this application.

Recommended Conditions:

1. Prior to certification of the detailed site plan, the TCPII shall be revised as follows:
 - a. The General Information Table shall be updated to the most recent version in the Environmental Technical Manual.
 - b. Provide an analysis for the natural regeneration area to clearly establish that the requirements are being met in accordance with the specifications put forth in the Landscape Manual and Subtitle 25 Section 25-122.

- c. Provide the wetlands report associated with the wetland mitigation area.
- d. Clearly differentiate the wetlands mitigation area and the woodland conservation areas on the TCPII.
- e. Correct the TCPII worksheet data to be consistent with the site statistics table on NRI-001-06-02.
- f. Have the plans signed and dated by the qualified professional who prepared them.

MEMORANDUM

March 3, 2022

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

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

Re: DSP-06015-01, Capitol Heights Shopping Center

CR: Central Boulevard, MD 214 (MDSHA)
CR: Shady Glen Drive (County)
CR: Walker Mill Road (County)

This is in response to the Detailed Site Plan No. DSP-06015-01. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located on the south side of Central Avenue (MD 214), approx. 200 feet east of its intersection with Shady Glen Drive.
- The applicant proposes to development of an integrated shopping center with a gross floor area of approximately 113,389 square feet.
- This property is the subject of an approved Detailed Site Plan, DSP-06015, which was approved in 2010. The Detailed Site Plan remains valid as of the date of this application. However, the Detailed Site Plan will expire on December 31, 2021. The applicant is filing this Detailed Site Plan for the purpose of obtaining the reapproval of the currently approved plan so that the application does not expire. Although not yet constructed, the primary tenant of the shopping center, Giant Food, maintains a lease and the right to occupy the property. It is essential that the applicant maintain the validity of the Detailed Site Plan so that the shopping center can be constructed when Giant Food elects to move forward with its store.
- The Detailed Site Plan No. DSP-06015-01 is consistent with the approved Stormwater Management Concept Plan No. 32244-2005, approved 4-18-19
- DPIE has no objection to DSP No. 06015-01.

If you have any questions or need additional information, please contact Mr. Steve Snyder, P.E, the District Engineer for the area, via (301) 636.2060.

MCG:SGS: AG

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE,
Young Roh, Soltesz, Inc., 4300 Forbes Blvd., Lanham, Md 20706
Adam Tucker, ZP NO 141 LLC, 11Princess St., Wilmington, NC 28401

THE PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Permitting, Inspections and Enforcement

Site/Road Plan Review Division

9400 Peppercorn Place, Suite 420

Largo, Maryland 20774

(301) 883-5710



STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: CAPITOL HEIGHT'S SHOPPING CENTER (FPS#200523) CASE #: 32244-2005-00
APPLICANT'S NAME: ZIMMER DEVELOPMEN
ENGINEER : SOLTESZ

REQUIREMENTS:

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

Type of Storm Drainage/SWM Construction is PRIVATE.

These additional approvals are required: STATE HIGHWAY ADMINISTRATION.

These fees apply: REVIEW.

These bonds apply: None.

Required water quality controls: RETENTION, EXTENDED DETENTION.

Required water quantity controls: 10 YEAR ATTENUATION(S).

A maintenance agreement is required.

No special conditions apply.

Required easements: FLOOD PLAIN.

**Storm Water Management fee payment of none in lieu of providing on-site attenuation/quality control measures.
(Fee-In-Lieu subject to change during technical review.)**

CONDITIONS OF APPROVAL:

- 1) SWM PONDS TO PROVIDE WQ_v, CP_v, Rev AND 10YR QUANTITY CONTROL REVIEWED BY RC.
 - 2) LANDSCAPE PLANS ARE REQD. AT TECHNICAL REVIEW FOR SWM PONDS.
- SUPERSEDES PREVIOUS APPROVAL DATED 4-9-10, 5-21-13, 4-18-16, 4-18-19, 4-18-22.
REVIEWED BY SS.

APPROVED BY:

Rey De Guzman

APPROVAL DATE: April 18, 2022
EXPIRATION DATE: April 18, 2025

FOR OFFICE USE ONLY

ADC MAP:	15A06	200' SHEET:	201SE07
STREET NAME:	WALKER MILL DR		
WATERSHED:	23-Southwest Branch (W		
NUMBER OF DU'S:	0	COST PER DWELLING:	0

CC: APPLICANT, SCD, PERMITS
P.G.C. FORM #3693 (REV 04/93)

Co

Date: January 26, 2022

To: Andrew Bishop, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-06015-01, CAPITOL HEIGHTS SHOPPING CENTER (PB)

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Capitol Heights Shopping Center and has the following comments / recommendations:

1. This property is located in an area of the county considered a "food desert" by the US Department of Agriculture, where affordable and healthy food is difficult to obtain. Health Department permit records indicate there are 3 carry-out/convenience store food facilities, but no markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. ***The Giant Food grocery store will provide the residents of the Capitol Height area access to healthy food options.***
2. The facility must submit plans to the Plan Review department at the Department of Permitting, Inspection Enforcement for the proposed food facilities and apply for a Health Department Food Service Facility permit located at 9400 Peppercorn Place in Largo, Maryland or call 301-636-2000.
3. The Giant Food facility must submit an application for plan review to the Maryland Department of Health's Environmental Health Bureau's Food protection and Food Licensing program located at 6 St. Paul Street, Suite 1301, Baltimore, Maryland. 21202.
4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

5. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

Bishop, Andrew

From: Hall, Bryan <Bryan.Hall@wsscwater.com>
Sent: Tuesday, February 1, 2022 8:36 AM
To: Bishop, Andrew
Cc: Madagu, Jonathan
Subject: DSP-06015-01 Capitol Heights Shopping Center
Attachments: CIVP-DSP-06015-01.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Andrew,

Please find attached WSSC review comments for above mentioned project. Let me know if you have any questions.



WSSC Water is the proud provider of safe, seamless and satisfying water services, making the essential possible every day.

Bryan Hall

Supervisor, Project Management
Development Services Division

301.206.8769 (O)

Bryan.Hall@wsscwater.com

9400 Peppercorn Place, Suite 650
Largo, MD 20774

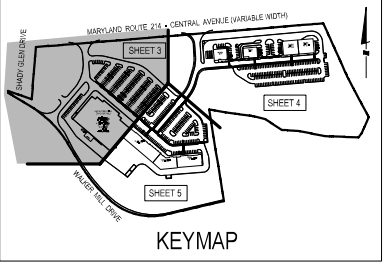
[My new hours are Monday – Friday
7:00am to 4:00pm](#)

wsscwater.com

MARYLAND ROUTE 214 - CENTRAL AVENUE (VARIABLE WIDTH - ARTERIAL ROAD)
S.H.A. R/W PLATS No. 44951 AND 44952

1

2



PROPOSED GIANT SUPERMARKET
 MAIN BUILDING = 82,880 SF
 ENCLOSED RECEIVING = 1,500 SF
 TOTAL BUILDING = 84,380 SF
 FRONT MEZZANINE = 2,450 SF
 REAR MEZZANINE (MECH) = 1,550 SF
 TOTAL MEZZANINE = 3,600 SF
 TOTAL GFA = 87,980 SF
 FFE = 202,16 FT
 HEIGHT OF BUILDING = 35'-6"

3

4

5

MATCHLINE SEE SHEET 5

SOLTESZ
 Lanham Office
 4300 Forbes Boulevard, Suite 230
 Lanham, MD 20706
 P: 301.794.7555 F: 301.794.7656
 www.soltesz.com

DATE: DECEMBER 2020	DATE: DECEMBER 2020	DATE: DECEMBER 2020	DATE: DECEMBER 2020
BY: [Signature]	BY: [Signature]	BY: [Signature]	BY: [Signature]
DATE: DECEMBER 2020	DATE: DECEMBER 2020	DATE: DECEMBER 2020	DATE: DECEMBER 2020

MISS UTILITY NOTE
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.

OWNER/DEVELOPER/APPLICANT
 ZP AND LLC
 10000 WOODBURN DRIVE
 WILMINGTON, DE 19804

DATE: 01/14/21	DATE: 01/14/21	DATE: 01/14/21	DATE: 01/14/21
BY: [Signature]	BY: [Signature]	BY: [Signature]	BY: [Signature]



DETAILED SITE PLAN
 DSP-06015-01
CAPITOL HEIGHTS SHOPPING CENTER
 SEAT PLEASANT (11th) ELECTION DISTRICT, PRINCE GEORGES COUNTY, MARYLAND

SHEET 3 OF 6
PROJECT NO. 1506000

1 - WSSC Plan Review Comments

Created by: Irene Andreadis
On: 01/28/2022 03:02 PM

DSP-06015-01
Capitol Heights Shopping Center

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

2 - WSSC Standard Comments For All Plans

Created by: Irene Andreadis
On: 01/28/2022 03:05 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 WSSC 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 WSSC's 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 WSSC's system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

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

3 - Water

Created by: Bryan Hall
On: 02/01/2022 08:04 AM

1. Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
2. Water service to this site can be provided by a Water house connection off of Walker Mill Drive and a site utility plan.
3. Existing 12" water main along Walker Mill Drive would be the source of water to serve this site.
4. An outside Master meter will be required to serve this site. The permit for WHC should be processed as an applicant built service connection under the site utility plan review.
5. A WSSC easement will be required for outside meter vault on applicant property.
6. Water pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

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

4 - Sewer

Created by: Bryan Hall
On: 02/01/2022 08:12 AM

1. Existing sewer on plan should be labeled with size, material and contract number built under.
2. Sewer service to this lot may require a main line extension. Any sewer running parallel to the street would be a main line and not classified as a service connection. If a main line is required the applicant will be required to submit for an HPA.
3. 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, manhole and any other WSSC facilities/structures outside of the PUE.
4. Size of SHC to be determine under site utility review. SHC permit to be applied as an applicant built service connection during the site utility plan review.

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

5 - Site Utility/Easements

Created by: Bryan Hall
On: 02/01/2022 08:20 AM

1. OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.7 & 603.4.1
2. A single water/sewer service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.
3. WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items

listed above 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 and/or Hold Harmless Agreement between WSSC and the developer.

4. A private 30-foot water house connection easement will be required and must be recorded on parcel "B" to serve this site. Delineate the easement and label the horizontal width on the plan.

5.

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

Additional Back-up

For

DSP-06015-01

**Capitol Heights Shopping
Center**

APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
CAPITOL HEIGHTS SHOPPING CENTER
DETAILED SITE PLAN DSP-06015-01
JUNE 9, 2022

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:
 - e. Provide additional screening of the loading spaces that face MD 214 (Central Avenue) **to the maximum extent possible**, in accordance with Section 4.4. of the 2010 *Prince George's County Landscape Manual*.

NOTE: The Applicant accepts all other conditions recommended in the Staff Report.