

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on July 19, 2018, regarding Detailed Site Plan DSP-15020-03 for Capital Plaza, Eastern Pad Sites, the Planning Board finds:

1. **Request:** The subject approval of an amendment to a detailed site plan (DSP) is to develop 24,840 square feet of retail and restaurant development in three buildings, as part of an integrated shopping center.
2. **Development Data Summary:**

Zone(s)	<b>EXISTING</b> C-S-C/D-D-O	<b>APPROVED</b> C-S-C/D-D-O
Use(s)	Integrated Shopping Center	Integrated Shopping Center
Total Acreage Parcel 1	43.81	43.81
Total Gross Floor Area (GFA)	158,235 sq. ft.***	183,075 sq. ft.***
DSP Acreage*	3.80	3.80
DSP proposed GFA**	0	24,840

**Notes:** \*Area of impact of this DSP amendment approval.

\*\*Square footage included in current approval.

\*\*\*The GFA of the existing McDonald’s restaurant is not consistently represented. The site plan filed with this application indicates that it is 4,582 square feet. The previous DSP approval indicated that the GFA is 4,585 square feet. A recent permit for the site indicates that the GFA is 4,156 square feet. A condition of this approval requires that the applicant shall provide the actual GFA of the McDonald’s, and the site plan general notes for parking adjusted. For purposes of this analysis, the GFA is as indicated on the site plan, 4,582 square feet. The Royal Farms food and beverage store is also not correctly reflected on the DSP, as indicated further below. The GFA above reflects the correct GFA for the Royal Farms. (See chart on page 9 of this report.)

3. **Location:** The Capital Plaza Shopping Center is located on the north side of MD 450 (Annapolis Road), approximately 1,000 feet east of its intersection with MD 295 (Baltimore-Washington Parkway). The three pad sites included in this approval are located in the

southeast portion of the Capital Plaza Shopping Center, fronting along MD 450, west of the easternmost entrance. The project is also located in Planning Area 69, and Council District 3.

4. **Surrounding Uses:** To the north of the pad sites, within the shopping center, is an existing Walmart and parking; to the east is a private driveway serving the shopping center; to the south is MD 450; and to the west is the existing McDonald's restaurant, also on a portion of Parcel 1 (Capital Plaza Shopping Center). The larger Capital Plaza Shopping Center is surrounded to the north and west by commercial development and MD 295; to the east by single-family detached dwellings and commercial development; and to the south by MD 450.
5. **Previous Approvals:** The site was developed in the 1960s as the Capital Plaza Mall with approximately 395,000 square feet of development, most of which, except for the asphalt parking lot, has subsequently been demolished. The C-S-C-zoned property was overlaid with the Development District Overlay (D-D-O) Zone by the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA) Change No. 1, page 131, adopted without a use table, which was later provided by the adoption of Prince George's County Council Resolution CR-28-2017 on May 2, 2017, as minor amendments to the sector plan.

The site is also the subject of Detailed Site Plan DSP-15020, Capital Plaza, Pollo Campero, approved by the Prince George's County Planning Board on March 24, 2016 (PGCPB Resolution No. 16-45, adopted on April 7, 2016). The site was also the subject of DSP-15020-01, Capital Plaza, Walmart, disapproved by the Prince George's County District Council on September 19, 2016. The site is also subject to the requirements of DSP-15020-02, approved by the Planning Board on October 19, 2017 (PGCPB Resolution No. 17-137, adopted on November 9, 2017) for a Royal Farms food and beverage store in combination with a gas station.

The site is the subject of an approved Stormwater Management (SWM) Concept Plan, 38515-2017-00, approved on January 30, 2018 and valid until January 30, 2021.

The site is subject to the requirements of Preliminary Plan of Subdivision (PPS) 4-86033, approved by the Planning Board on May 8, 1986. The site is also subject to the requirements of a final plat entitled "Parcels I, J, and K, The Capital Plaza, Inc.," recorded in the Land Records of Prince George's County in Plat Book SJH at page 28, which established a maximum gross floor area (GFA) of 493,913 square feet of development on Parcels I, J, and K. Development more than that will require a new PPS and a new analysis for adequate public facilities.

6. **Design Features:** The subject Eastern Pad Sites are located in the southeastern corner of the larger Capital Plaza Shopping Center. Three pad sites are herein approved totaling approximately 24,840 square feet of commercial/retail space, 169 parking spaces, and 2 loading spaces. The three buildings proposed on the site, described from east to west, are referred to as Buildings A, B, and C. Building A is herein approved with a GFA of 11,840 square feet, Building B is herein approved with 3,000 square feet of GFA, and Building C is herein approved with 10,000 square feet of GFA.

**Site Design**—The subject project, as approved, will sit in linear fashion along MD 450. The buildings, however, are oriented north to south in the shopping center. Service functions, such as loading and trash disposal, are primarily located at the rear of the buildings, along MD 450. Originally, the site arrangement was not consistent with the sector plan, which supports creating walkable communities and encouraging the relationship between the buildings and the pedestrian realm along MD 450. In response, the applicant revised the plans to orient the development more toward MD 450 and increase the screening of service areas along its frontage. The site elevation is substantially lower than the elevation of MD 450, creating a natural barrier that mitigates views.

**Architecture**—The architecture utilizes quality materials such as brick and fiber cement panels, complemented by extensive glazing. The architecture creates visual interest in both its form and massing, its use of architectural detail, and by rooflines articulated with towers and parapets. All of the buildings' façades are articulated like fronts and present a pleasing view, insofar as they will be visible from MD 450. The architecture of the three buildings is coordinated and, therefore, sets up internal relationships that support the project, as a whole, and sets an appropriate standard for quality architecture for future development on the balance of the site.

**Signage**—Sheet C-9 of the plans includes a variety of small, customary signs for a drive-through restaurant on Parcel B, including a pre-order menu board, a mounted illuminated drive-through sign, directional signage, a clearance bar, and order point canopy. Sheet C-10 provides details for a menu board. Separate signage plans submitted include the tenant signage for Buildings A, B, and C. The building signage is subject to the requirements of the D-D-O Zone, as it overrides the Zoning Ordinance requirements, unless the Planning Board grants an amendment to the design standard of the D-D-O Zone or a departure from Part 12 with the DSP. The applicant's statement of justification (SOJ), dated June 12, 2018, did not include a request for an amendment for building-mounted signage.

The site includes an existing freestanding sign on the property (Parcel 1), located to the south between the existing McDonald's restaurant and MD 450, which is to remain and will be refaced with the subject DSP, as discussed further. The sign will utilize red brick veneer at its base, with a new grey sign cabinet above it providing space for each tenant's name. The uppermost portion of the sign will be a green metal or fiber cement siding, with the name of the center "Capital Plaza" in backlit channel letters. The three sections of the sign will be separated with new aluminum fascia, forming horizontal dividing elements. The fascia at the top of the sign will contain recessed lighting, providing nighttime legibility of the sign. It should be noted that a freestanding sign exists for the subject site, approved per Section 27-624.02(a)(1) of the Zoning Ordinance, on an adjacent property and a freestanding sign was approved for the Royal Farms, DSP-15020-02.

**Site Details**—Site details include a retaining wall and four dumpster enclosures. Satisfactory details have been provided for these site improvements. The retaining wall and the dumpster enclosures will be constructed of split-face block, of a dark brown color. The dumpster enclosures will have metal coping at the top of the enclosure walls and gates constructed of composite boards.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The subject project is located within the boundaries of Character Area D-Retail Town Center within the Central Annapolis Road D-D-O Zone. In accordance with the goals of the sector plan, the Retail Town Center Character Area is intended to create a pedestrian-friendly retail center oriented toward MD 450. It is further recommended that the center accommodate a mix of regional-serving retailers and neighborhood-oriented businesses. The table of uses for the sector plan indicates that the development of the proposed uses is permitted in the C-S-C Zone.

Of the seven key recommendations related to land use, urban design and infrastructure improvements (page 98), the proposed project incorporates the following five recommendations.

- a. The subject project provides a “cut through” pedestrian walkway to connect retail with the transit stop along MD 450;
- b. The landscaped parking lot incorporates features designed to reduce SWM run-off and on-site water-retention amenities;
- c. The side and rear elevations of the three buildings, that are visible from MD 450, are visually appealing and consistent with design and quality of materials on their front elevations;
- d. The landscaped sidewalk and roadway edge along MD 450 screens the surface parking and provides a safe pedestrian environment with adequate street lighting; and
- e. The landscaped view corridor along the private entrance drive assures continued visibility of Walmart.

### **Development District Standard Amendments**

The Planning Board herein grants four required amendments to the development district standards for the subject project. Amendments to a corner lot setback, the signage requirement, and knee wall placement are not required, as discussed below.

Where an amendment is required, Section 27-548.25 of the Zoning Ordinance permits an amendment to the D-D-O Zone standard if the amendment is found to benefit the development and the development district, and to not substantially impair implementation of the master plan, master plan amendment, or sector plan.

Each development district standard, from which an amendment is requested, is included in **boldface** type, followed by Planning Board comment:

## **Amendment 1**

### **IV. Retail Town Center (page 164)**

#### **Table 8.10 Retail Town Center Bulk Table**

##### **Front Building Placement Line**

##### **B. Minimum 75 feet/Maximum 85 feet (North side of MD 450)**

The southern boundary of the subject property is contiguous with the right-of-way for the westbound lanes of MD 450. The development district standards require that the buildings be placed a minimum of 75 feet and a maximum of 85 feet from the MD 450 centerline. Although Buildings B and C comply with the standard, approximately 35 feet of the southwestern most corner of Building A is located approximately 90 feet from the MD 450 centerline, in contravention of this standard. This condition is caused by the curvature of MD 450 and the length of the building along that frontage of 145 feet. In order for the building to meet this standard, it would have to be relocated in such a way that precludes a driveway to the rear of the building or requires a curved structure. Based on the elevations and screening provided, the building is appropriately located. The amendment that is herein granted improves circulation. Moreover, the building is located to meet this standard in large part, with only 35 feet of the 145-foot-long building not meeting this standard.

The amendment also includes screening for the four dumpster pad sites, which exceed six feet in height and are, therefore, subject to the main building setback requirements. However, the minimum setback is 75 feet, and the retaining walls and screening provided for the dumpsters is set back 40 feet within this minimum and is, therefore, not necessary. As discussed, the grade on-site is below the elevation of MD 450 and retaining walls help shield the dumpster areas from pedestrian view along MD 450.

The amendment of the building placement standard for Building A will not substantially impair implementation of the sector plan.

The Planning Board approves the amendment.

## **Amendment 2**

### **IV. Retail Town Center (page 164)**

#### **Table 8.10 Retail Town Center Bulk Table**

##### **Corner Side Yard**

##### **D. Maximum 30 feet (North side of MD 450)**

The subject property is not a corner lot. Therefore, this development district standard does not apply. The driveway to the north of the northern pad site is an access driveway on-site, which is co-located within an existing access easement, as reflected on Record Plat NLP 131-6. The vehicular access easement was not authorized, pursuant to Subtitle 24 of the Prince George's County Code, and was not dedicated to public use and does not, therefore, meet the definition of a street (Section 27-107.01 of the Zoning Ordinance). This amendment requested by the applicant is not necessary.

The Planning Board finds that the side yard between Building C and the driveway ranges from 29 to 38 feet. This is in part due to topography and the need to include a five-foot-wide sidewalk and rear access to the building. The deviation of eight feet from the standard is *de minimus* and is hereby found to benefit the development and the development district, by allowing a new project to go forward and provide safe and efficient pedestrian circulation.

Amendment 2 is not required.

## **Amendment 3**

### **IV. Retail Town Center (page 165)**

##### **C. Parking and access management**

- 2. The following minimum and maximum parking capacity regulations apply to uses in the Retail Town Center: The maximum required on-site parking capacity for all uses shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a) of the Zoning Ordinance. The maximum permitted on-site capacity shall be equal to 125% of the minimum capacity required by the Zoning Ordinance for all uses.**

##### **Parking Analysis**

The required number of parking spaces is based on a formula, set forth in the D-D-O Zone, that first requires that the number of parking spaces be determined pursuant

to the parking and loading requirement of Part 11, Section 27-568, of the Zoning Ordinance. The applicant’s SOJ, revised on June 12, 2018, converts the methodology for calculating the required parking spaces for this site from the previous approvals. Under the previous approvals, DSP-15020 and its amendments, the parking calculations were made on a use-by-use basis. Note that DSP-15020-01 for an addition to the existing Walmart was disapproved by the District Council. With this approval, the applicant calculated the required parking based on an integrated shopping center use. To utilize the integrated shopping center calculation of 1 parking space for every 250 square feet of GFA, the site must have three or more retail uses, as defined in Section 27-107.01(208). In this case, the only known retail use on-site is the Walmart.

The subject approval is for Buildings A and C to be mixed retail and/or restaurant, with tenants not yet identified. Because a restaurant is not considered a retail use for purposes of the definition of an integrated shopping center, if Buildings A and C are occupied by restaurants, this site would not qualify as an integrated shopping center and the parking analysis would not be correct. Therefore, the review of the parking required pursuant to Subtitle 27 of the County Code, the required/maximum parking allowed pursuant to the D-D-O Zone standards, and the waiver requested by the applicant is all based on Buildings A and C being occupied by at least two retail uses, as an integrated shopping center, which is reflected on the proposed DSP parking analysis. If the center is not occupied by three or more retail uses, it ceases to be an integrated shopping center and the analysis done with this approval is no longer applicable, which would require a revision to this DSP.

Based on the analysis below, the site (Parcel 1) will have more on-site parking than permitted by the D-D-O Zone standards (page 122), which requires the approval of an amendment. The applicant has filed that request (SOJ), based on an integrated shopping center, which is herein approved, as discussed further.

<b>EXISTING GFA</b>		<b>GROSS FLOOR AREA (GFA)</b>
Existing N/R	Walmart	144,277 sq. ft.
Existing N/R	McDonald’s	4,582 sq. ft.
DSP-15020	Pollo Campero	2,757 sq. ft.
DSP-15020-02	Royal Farms	*6,619 sq. ft. (5,371 + 1,248)
<b>APPROVED GFA</b>		<b>158,235 sq. ft.</b>
DSP-15020-03	**Building A (Retail)	11,840 sq. ft.
	Building B (Proposed drive-through restaurant)	3,000 sq. ft.
	**Building C (Retail)	10,000 sq. ft.

<b>TOTAL GFA APPROVED</b>		<b>24,840 sq. ft.</b>
<b>TOTAL GFA</b>		<b>183,075 sq. ft.</b>
Integrated Shopping Center	One parking space per 250 GFA/183,075)	732.3 or 733 parking spaces required

**Notes:** \*DSP-15020-02 approved the Royal Farms with a total GFA of 6,619 square feet (5,571 + 1,248), which is not correctly reflected on the site plan and shall be revised prior to certification.

\*\*Analysis as retail

**Parking Reduction Pursuant to Annapolis Road Sector Plan**

The number of parking spaces required is per D-D-O Zone Standard IV(C)(2)(3) on page 166 of the sector plan and SMA. This standard sets the minimum required on-site parking for all uses to be 50 percent of the required minimum and the maximum to be 125 percent of the Zoning Ordinance (Section 27-568(a)) requirement.

Minimum Parking (50 percent of 733):	367
Maximum Parking (125 percent of the above):	917
Parking Approved:	1,544
Handicapped Accessible Parking Required:	26
Handicapped Accessible Parking Approved:	41

**Loading Analysis**

The D-D-O Zone does not have a standard for required loading spaces. Therefore, the loading standards per Subtitle 27 apply. An integrated shopping center requires 3 spaces for up to 100,000 square feet of GFA and 1 space for every additional 100,000 square feet of GFA, which is provided on-site.

Three spaces up to 100,000 GFA	3
+One space for every additional 100,000 GFA	1
<b>Required</b>	<b>4</b>
<b>Approved</b>	<b>9</b>

**Loading Approved**

Walmart	4 spaces
McDonald's	1 space
Pollo Campero	1 space
Royal Farms	1 space
Eastern Pad Site (Buildings A-C)	2 spaces



Capital Plaza has existed as a retail center for almost 60 years and was once the site of a major enclosed mall, which was demolished about 11 years ago. At the time it was originally developed, it was generally believed that many parking spaces were needed to serve all of the numerous uses on this property. The property is currently going through a redevelopment. The area of impact of this DSP is roughly 3.6 acres and is a relatively small area of the total 43.8-acre site. No new pavement is either necessary or is being provided for the development on these pad sites approved herein, so the existing parking area is not being enlarged beyond its current boundaries. However, since the entire property is being redeveloped in phases, as each phase comes in, the redevelopment and reduction in parking will ultimately be accomplished with final build-out.

The subject amendment approval, allowing the existing parking upon the Capital Plaza property to remain, pending future redevelopment, will not substantially impair implementation of the sector plan. This amendment to the parking requirements is reasonable because the project is part of a redevelopment of an existing site that was previously approved as an integrated shopping center. As new development is proposed over time, the amount of existing parking on-site and the parking requirements of the D-D-O Zone will reconcile. With this approval utilizing the integrated shopping center parking calculations, the site is 627 parking spaces over the maximum allowed, which are primarily located in proximity to the existing Walmart, which was built in March 2007. Based on the foregoing analysis, and in keeping with the actions on the previous redevelopment applications on this site:

The Planning Board approves the amendment.

#### **Amendment 4**

#### **IV. Retail Town Center (page 167)**

##### **D. Building design guidelines**

##### **2. Sidewalk**

##### **c. Commercial store fronts should use the following façade elements to create a comfortable and appropriately scaled pedestrian sidewalk environment:**

##### **i. Ground plane kneewall**

The architectural elevations in the areas between the tenant spaces include the ground plane kneewall element through the use of contrasting color and materials. In other areas, the intent of this standard is being met through the use of contrasting darker-colored spandrel glass panels at the ground plane. This kneewall element is carried around the sides and rears of the three buildings, as well. However, to provide variety and interest, the

front facades in the remaining areas run the spandrel glass down to the ground plane. The sidewalk environment of the project does incorporate all of the other five façade elements into the architecture herein approved.

Allowing this variation to one of six of the suggested elements will increase the diversity of the architectural façades. Each individual building does not have to robotically incorporate all six elements in order to create a comfortable and appropriately scaled pedestrian sidewalk environment. The design approved herein, which utilizes high-quality materials in interesting compositions, meets the intent of the standard and will not substantially impair implementation of the sector plan.

The Planning Board herein approves the amendment.

#### **Amendment 5**

##### **V. Public Realm Standards (page 169)**

###### **D. Transit, bicycle and pedestrian mobility (page 179)**

###### **1.d. Paths that are not used to provide vehicular service or maintenance access are encouraged to use sustainable paving materials such as porous asphalt or permeable pavers.**

This standard is not mandatory. The applicant is somewhat hampered by grade differences and the need to include ramping/steps and retaining walls, which requires the strongest of building materials. The pedestrian circulation, as proposed, is appropriate and includes pedestrian accessibility, as envisioned in the DSP-15020-01 application.

Amendment 5 not required.

#### **Amendment 6**

##### **V. PUBLIC REALM STANDARDS (page 169)**

###### **E. Signage (page 180)**

###### **2. Monument/Freestanding Signs**

###### **d. Signs should be externally lit, and light should be directed to illuminate sign face only to prevent any light spillover. Lighting sources should be concealed by landscaping.**

The project includes renovation of an existing, electrified, internally lit sign as part of the project. With the approval of Royal Farms (DSP-15020-02), a monument sign was approved and reviewed for conformance to the sign section (Part 12) of the Zoning Ordinance for bulk standards, pursuant to the D-D-O Zone, which states that the provision of the Zoning Ordinance will apply, unless the D-D-O Zone specifies otherwise. The D-D-O Zone does not contain bulk requirements for freestanding monument signage.

Part 12, Section 27-624.02, Gateway Signs (Integrated Shopping Center), limits the height of the freestanding sign to 55 feet. In this case, the applicant states that they are refacing an existing 35-foot-tall pylon sign. Based on the size of the shopping center, the number of pad sites, and the amount of frontage (1,233.14 linear feet), the Planning Board herein approves the monument signage of 35 feet.

Section 27-614(d) limits the number of signs on this property to a maximum of 2, based on the 1,233.14 linear feet of frontage on MD 450. The Zoning Ordinance allows 1 sign per 1,100 linear feet of frontage, plus one for every additional 1,000 linear feet. With the single freestanding sign permitted with Royal Farm (DSP-15020-02), the one additional sign (refaced), located on the north side of the entrance, is within the maximum number allowed (2).

Part 12, Section 27-624.02(a)(3) limits the area of the gateway signage to 400 square feet:

“For purposes of this Section of the Ordinance, the area of said sign shall be defined to be, and only include, the actual area of the sign box (which could include internally illuminated panels), and/or individual letters not within a sign box, which shall be calculated and reduced by fifty percent (50%); said fifty percent (50%) reduction shall be presumed to equal the spaces between the letters, figures, and designs;”

Based on the pylon signage detail submitted by the applicant, the gateway sign includes an upper panel with the Capital Plaza name in a 240 square-foot panel and a tenant board of 151.2 square feet, for a total sign area of 391.2 square feet, or 195.6 square feet, for purposes of the sign calculation, which is within the allowable requirements.

The modifications herein approved will greatly improve the appearance of the sign, and a submitted photometric plan does not indicate excessive light spillover. The existing sign is internally lit and approved herein only to be refaced, therefore, Amendment 6 is not required.

## **Amendment 7**

### **VI. Landscape Standards (page 182)**

#### **D. Parking lot requirements**

##### **2. Landscaping shall be provided in surface lots as follows:**

- a. A landscape strip consisting of a minimum of four-foot-wide landscape strip between the right-of-way line and the parking lot with a brick, stone or finished concrete wall between three and four feet in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscape strip. Plant with a minimum of one shade tree per 35 linear feet of frontage excluding driveway.**

Only limited areas of the parking compound are located adjacent to and visible from MD 450. Nonetheless the applicant has been able to provide a variable-width landscape strip (up to 10 feet wide) between the right-of-way and the area of impact for most of the approximate 640 linear feet of frontage with MD 450. The landscape strip is planted with a combination of shade trees, evergreen trees, and shrubs totaling 300 plant units, which is an over 60 percent increase in the number of plant units required (183 plant units) for the entire frontage, at 1 shade tree per 35 linear feet, as required by the landscape standards. In addition to the plant material, the walls of the trash enclosures and a variable-height retaining wall, between the development and MD 450, provide additional screening of the parking lot.

Given the approved use of a wider range of plant material, including variable layers of shrubs and evergreen trees (rather than just shade trees as required by the standard), not providing the three- to four-foot high wall in this area of the site will not increase the visibility of the parking areas from MD 450, and will not substantially impair implementation of the sector plan.

The Planning Board herein approves this amendment.

Based on the analysis above, the Planning Board finds that requested Amendments 2, 5, and 6 are not required and approves Amendments 1, 3, 4, and 7.

8. **Prince George's County Zoning Ordinance:** The subject site plan has been reviewed for conformance with the applicable requirements of the C-S-C and D-D-O Zones and the site design guidelines. The following discussion is offered regarding these requirements:

- a. **Commercial Shopping Center (C-S-C) Zone:** The approval is subject to the requirements of Section 27-461, which governs permitted uses in the C-S-C Zone, and Section 27-462, which provides regulations for permitted uses in commercial zones, of the Zoning Ordinance. The project is in conformance with these sections of the Zoning Ordinance.
- b. **Site design guidelines:** As approved with conditions, the DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance. However, it should be noted that the development district standards of the sector plan are applicable, and the Zoning Ordinance and Landscape Manual only apply when the sector plan's development district standards are silent on a specific regulation.
- c. **Development District Overlay (D-D-O) Zone Required Findings:** Section 27-548.25(a), (b), (c), (d), and (e) are applicable to this DSP amendment approval, as follows:

#### **Section 27-548.25 Site Plan Approval**

- (a) **Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.**

The applicant has fulfilled this requirement.

- (b) **In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.**
- (c) **If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate 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.**

In accordance with Section 27-548(b) and (c) of the Zoning Ordinance, the approval requires four amendments. Due to the pad site location, the site constraints, and the process of phasing the ultimate redevelopment of the

shopping center, the alternate development district standards will benefit the redevelopment of the site and the development district, and will not substantially impair implementation of the Central Annapolis Road Sector Plan. All other applicable development district standards are met, as set forth in this approving resolution and the applicant's SOJ, including the referrals received and adopted herein by reference.

- (d) **Special Exception procedures shall apply to uses within a Development District as provided herein. Uses which would normally require a Special Exception in the underlying zone shall be permitted uses only if the Development District Standards so provide within a table of uses, and such uses shall instead be subject to site plan review by the Planning Board. Development District Standards may restrict or prohibit any such uses. The Planning Board shall find in its approval of the site plan that the use complies with all applicable Development District Standards, meets the general Special Exception standards in Section 27-317 (a)(1), (4), (5), and (6), and conforms to the recommendations in the Master Plan, Master Plan Amendment or Sector Plan.**

The Central Annapolis Road D-D-O Zone does not include a use table, therefore, the permitted uses are as set forth in the Zoning Ordinance, as modified by CR-28-2017. The uses proposed as general retail (Buildings A and C) are permitted uses in the C-S-C Zone. The eating and drinking establishment with drive-through is permitted, subject to a DSP. Therefore (d) above does not apply.

- (e) **If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.**

There is no variance or departure required by this approval. The requested amendments to the development district standards are herein approved by the Planning Board as necessary. The site plan conforms to all applicable development district standards and the applicable requirements of the Zoning Ordinance, in regard to parking, loading, and signage.

9. **Preliminary Plan of Subdivision 4-86033 and Record Plat SJH 246-28:** The site is the subject of Preliminary Plan of Subdivision 4-86033, that was approved by the Planning Board and recorded in Plat Book NLP 131-6 as Parcels E and F. The property was resubdivided in 2016, reflecting the established trip cap of 493,913 square feet of development for Parcels I, J, and K (SJH 246-28). The PPS was approved, subject to two conditions, neither of which is applicable to the subject approval. The record plat contains the following two notes, which are relevant to this review:

- 1. The property included in this plat of subdivision is limited to the 493,913 square feet of gross floor area of development. Additional development will require a new preliminary plan.**

With the anticipated 24,840 square feet of development, total square footage on the site is well within the noted limit. Therefore, the subject approval does not require that a new PPS be approved prior to the subject DSP. This information should be clearly shown on the subject DSP. A condition of this approval requires that the total cumulative GFA be clearly shown on the DSP, to demonstrate that the project is within the noted limit.

- 2. Any residential development will require a new preliminary plan of subdivision.**

No residential development is approved at this time.

10. **Detailed Site Plan DSP-15020 and its revisions:**

**Detailed Site Plan DSP-15020** was approved by the Planning Board for Capital Plaza, Pollo Campero. The Planning Board adopted PGCPB Resolution No. 16-45 on March 24, 2016, subject to the two conditions. Neither condition of that approval is applicable to the subject case.

**Detailed Site Plan DSP-15020-01** was approved by the Planning Board on May 5, 2016 for Capital Plaza, Walmart, to expand the existing store on the site. The Planning Board adopted PGCPB Resolution No. 16-60, subject to three conditions, on May 26, 2016, formalizing that approval. On September 19, 2016, the District Council heard the case in oral argument and issued an order on the same date, denying the application.

**Detailed Site Plan DSP-15020-02** was approved by the Planning Board for Royal Farms, subject to one condition, on October 19, 2017. The Planning Board adopted PGCPB Resolution No. 17-137 on November 9, 2017, formalizing that approval. The condition of approval is not applicable to the subject project.

- 11. 2010 Prince George's County Landscape Manual:** Page 182 of the Central Annapolis Road Sector Plan and SMA states that the regulations and requirements of the Landscape Manual apply to the D-D-O Zone, unless the sector plan specifies otherwise. The D-D-O Zone landscape standards include requirements for street trees, parking lots, and screening (page 182). The site plan has been reviewed for conformance with the standards, as discussed herein, and conforms to the requirements, as conditioned.

Section 4.9, Sustainable Landscape Requirements, of the Landscape Manual is applicable and shall by condition of this approval be demonstrated on the site plan, prior to certification. Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or cultivars is specified below:

Shade trees	50%
Ornamental trees	50%
Evergreen trees	30%
Shrubs	30%

The sector plan and SMA does not include any standards that modify Section 4.6(c)(2), Buffering Development from Special Roadways. The site plan must recognize that buffering of the overall property (Parcel I) from MD 295 is required and will be addressed upon redevelopment of the northern area of the site. Therefore, a condition of this approval requires that Landscape Manual Schedule 4.9 be added to the plan and a note that Section 4.6(c)(2) will be addressed with any DSP with an area of impact along the northern property line abutting MD 295.

12. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The approval is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance, as it does not have a minimum of 10,000 square feet of woodlands or any prior approved tree conservation plans.
13. **Prince George’s County Tree Canopy Coverage Ordinance:** The site is subject to the Tree Canopy Coverage Ordinance because it is herein approved for 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 measures 43.8 acres, however, the area of impact of this DSP is 3.8 acres. As previously indicated, the tree canopy coverage (TCC) requirements are being applied to the area of impact and will ultimately be satisfied for the overall site, upon full redevelopment. Therefore, for this area of impact, 16,533 square feet of TCC is required and provided. The site plan provides the appropriate schedule demonstrating that this requirement has been met.
14. **Further Planning Board Findings and Comments from Other Entities:** The subject approval was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and the referrals are incorporated herein by reference:
  - a. **Historic Preservation and Archeological Review**—The overall Capital Plaza parcel is adjacent to the Baltimore-Washington Parkway Historic Site (69-026). Noting that there is a flanking buffer of natural forest and cultivated native vegetation adjacent to MD 295 and that it is separated from it by a car dealership and a bank building, the Planning Board hereby finds that there is sufficient vegetative buffer along the parkway to buffer the view of the new development from the historic site. Therefore, the subject approval will not have an impact on the viewshed of the Baltimore-Washington Parkway Historic Site.
  - b. **Community Planning**—The project is located in the Established Communities policy area of the *Plan Prince George’s 2035 Approved General Plan*, where context-sensitive infill and low- to medium-density development, such as that which is approved herein is appropriate.



The project is located within the land area covered by the Central Annapolis Road Sector Plan, where several amendments to development district standards are supported for the subject project. Pursuant to Section 27-548.25(b), this DSP approval meets the applicable standards of the Central Annapolis Road D-D-O Zone and, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the amendments herein approved to the Central Annapolis Road D-D-O Zone conform to the purposes and recommendations for the development district, as stated in the sector plan and SMA.

- c. **Transportation Planning**—The site is part of Parcel I of the Capital Plaza, which (together with Parcels J and K) is limited to 493,912 square feet of development. The square footage approved is within this limit.

With respect to internal circulation, it is acceptable. With respect to the conditions of previous approvals, relevant to the subject project, there are none that are transportation related and affect the subject approval.

- d. **Trails**—The subject project had been reviewed for conformance with the requirements of the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 Central Annapolis Road Sector Plan SMA to implement planned trails, bikeways, and pedestrian improvements. Both the MPOT and the sector plan recommend that future development adjacent to MD 450 accommodate a multiway boulevard, and the subject project is in conformance with these goals, as it provides pedestrian and bicycle amenities, as envisioned. In addition, the applicant provided pedestrian access to and bicycle parking in front of each of the three buildings included in this project.

- f. **Permit Review**—Permit Review comments have been addressed by revisions to the plans or as conditions of this approval.

- g. **Environmental Planning**—The site had been issued a standard exemption from the requirements of the WCO because the site contains less than 10,000 square feet of woodland and has no previous tree conservation plan approval. In addition, a natural resources inventory equivalency letter had been issued, based on the standard woodland conservation exemption and the fact that no regulated environmental features are located on the site.

A SWM concept plan and approval letter were submitted and show the use of micro-bioretenion, in the form of planter boxes. The overall site fronts on the MD 295, a designated scenic and historic roadway; however, the area of impact of this DSP does not front on MD 295.

- h. **Prince George's County Fire/EMS Department**—In an email dated July 3, 2018, the Fire/EMS Department offered the following:

- (1) Only one hydrant shown on the submitted drawings. No Fire Department Connections (FDC) are shown on the drawing. Without these appliances shown, we are unable to determine if there will be fire access to any proposed hydrant or any proposed arrangement might create a situation where hose lines supplying the FDC will cross drive aisles.
  - (2) Fire hydrants shall be provided so no FDC is more than 200 feet from a hydrant as hose is laid by the fire department. Any proposed hydrant shall flow 1,000 gpm at 20 psi residual.
  - (3) All drive aisles in the parking lot should be 22 feet in width.
- i. **Maryland State Highway Administration (SHA)**—Comments were not received from SHA regarding the subject project.
  - j. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—Comments were not received from DPIE regarding the subject project.
  - k. **Prince George’s County Health Department**—Comments were not received from the Health Department regarding the subject project.
  - l. **Prince George’s County Police Department**—Comments were not received from the Police Department regarding the subject project.
  - m. **Washington Suburban Sanitary Commission (WSSC)**—Comments were not received from WSSC regarding the subject project.
  - n. **Verizon**—Comments were not received from Verizon regarding the subject project.
  - o. **Potomac Electric Power Company (PEPCO)**—Comments were not received from PEPCO regarding the subject project.
  - p. **Prince George’s County Soil Conservation District**—Comments were not received from the Soil Conservation District regarding the subject project.
  - q. **Town of Bladensburg, Town of Cheverly, City of Hyattsville, and the Town of Landover Hills**—Comments were not received from the aforementioned municipalities regarding the subject project.
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 County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

16. As there are no environmental features located on the subject property, the normally required finding pursuant to Section 27-285(b)(4) of the Zoning Ordinance 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 of Section 24-130(b)(5) of the Subdivision Regulations, does not need to be made for the subject project.
17. The subject approval adequately takes into consideration the requirements of the D-D-O Zone of the Central Annapolis Road Sector Plan and SMA. Four amendments to the development district standards of the sector plan are approved herewith.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-15020-03 for the above described land, subject to the following conditions:

- A. APPROVAL of the following alternative Development District Overlay Zone standards:
  1. Standard IV.B. Table 8.10, Bulk Standards (page 164)  
**Front Building Placement Line (North side of MD 450)**—To allow Building A to have a 90-foot setback for 35 linear feet of the building face.
  2. Standard IV. C.2. (page 166)  
**Parking and access management**—To allow the applicant to exceed the maximum parking permitted by the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* by providing 1,544 parking spaces.
  3. Standard IV.D.2.c.i. (page 168)  
**Building design-Sidewalk environment**—To utilize alternative design elements in lieu of a ground plane kneewall.
  4. Standard VI.D.2.a. (page 182)  
**Landscape Standards-Parking lot requirements**—To provide additional landscaping in lieu of providing a wall, between three to four feet high, between the parking lot and the right-of-way.
- B. APPROVAL of Detailed Site Plan DSP-15020-03, Capital Plaza, Eastern Pad Sites, subject to the following conditions:
  1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit the following documentation or revise the plans, as follows:
    - a. The applicant shall correct the spelling of “Capital” in General Note 1.

- b. Correct Sheet C-4 to refer to the subject project consistently as DSP-15020-03.
- c. Revise Sheet C-6 to dimension the proposed buildings.
- d. Revise Sheet C-6 to provide adequate screening for the loading space in front of Buildings A and C from MD 450 (Annapolis Road).
- e. Correct the arrow pointing to the loading space adjacent to Building A on Sheet C-11.
- f. Have the landscape plan sealed by a landscape architect licensed in the state of Maryland.
- g. Add a *Prince George's County Landscape Manual* Section 4.9 schedule to the landscape plan for the project, demonstrating conformance with its requirements.
- h. Correct the Royal Farms gross floor area, consistent with previous approvals.
- i. Remove "restaurant" from General Note A on the site plan for pad sites A-C.
- j. Provide the actual gross floor area of the McDonald's restaurant, and adjust the general notes for parking.
- k. Add a note to the landscape plan that Section 4.6(c)(2) will be addressed with any DSP that includes an area of impact along the northern property line abutting MD 295 (Baltimore-Washington Parkway).
- l. Locate the center line of MD 450 (Annapolis Road) on all plan sheets.
- m. Correct the cover sheet to remove reference to amendments for a retaining wall and dumpster enclosures.

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

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 19, 2018, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of July 2018.

Elizabeth M. Hewlett  
Chairman

By Jessica Jones  
Planning Board Administrator

EMH:JJ:RG:gh