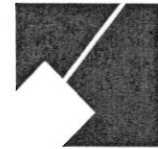


The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>.

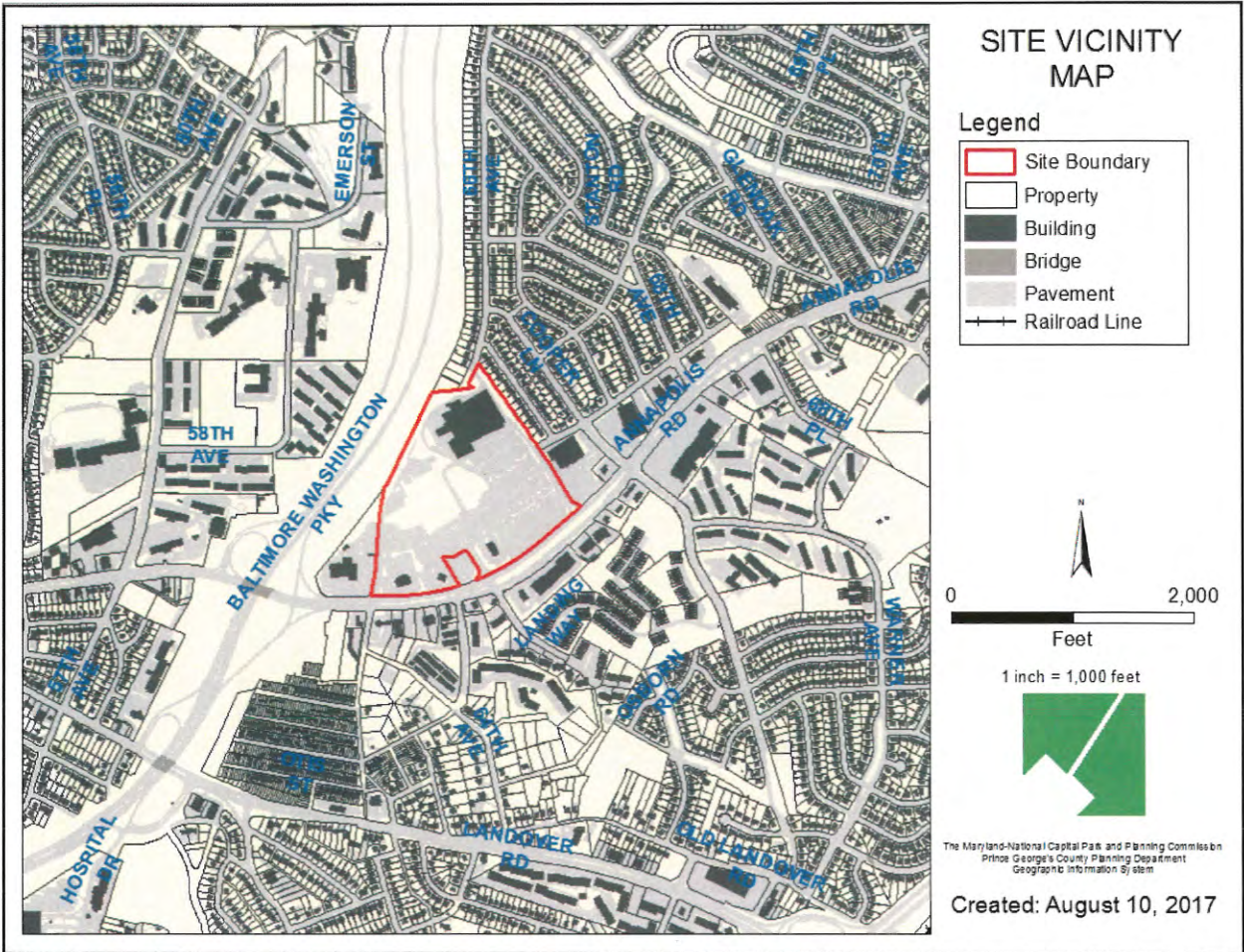
Detailed Site Plan

DSP-15020-03

Application	General Data	
Project Name: Capital Plaza, Eastern Pad Sites Location: On the north side of MD 450 (Annapolis Road), approximately 1,000 feet east of its intersection with MD 295 (Baltimore-Washington Parkway). Applicant/Address: Capital Plaza Associates Ltd. Partnership 7811 Montrose Road, Suite 420 Potomac, MD 20854 Property Owner: Same as applicant	Planning Board Hearing Date:	07/19/18
	Staff Report Date:	07/16/18
	Date Accepted:	05/16/18
	Planning Board Action Limit:	07/25/18
	Plan Acreage:	43.81/3.80
	Zone:	C-S-C/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area Proposed:	24,840 sq. ft.
	Planning Area:	69
	Council District:	03
	Election District	02
	Municipality:	N/A
	200-Scale Base Map:	205NE05

Purpose of Application	Notice Dates	
Development of a 24,840-square-foot gross floor area for three pad sites in an integrated shopping center known as Capital Plaza.	Informational Mailing:	12/28/17
	Acceptance Mailing:	04/08/18
	Sign Posting Deadline:	06/19/18

		Staff Reviewer: Ruth E. Grover, MUP, AICP Phone Number: 301-952-4317 E-mail: Ruth.Grover@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-15020-03
Capital Plaza, Eastern Pad Sites

The Urban Design staff has completed its review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

This amendment to a detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Development District Overlay (D-D-O) Zone standards of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*;
- b. The requirements of the Prince George's County Zoning Ordinance in the Commercial Shopping Center (C-S-C) Zone, the Development District Overlay (D-D-O) Zone, and the site design guidelines;
- c. The requirements of Preliminary Plan of Subdivision 4-86033 and Record Plat SJH 246-28;
- d. The requirements of Detailed Site Plan DSP-15020 and its revisions;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- h. Referrals.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design Section recommends the following findings:

1. **Request:** The subject amendment to a detailed site plan (DSP) proposes 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:**

	EXISTING	PROPOSED
Zone(s)	C-S-C/D-D-O	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.

**Square footage included in current application.

***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. Prior to certification, 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 proposed with this application 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 proposed 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 proposed with a GFA of 11,840 square feet, Building B is proposed with 3,000 square feet of GFA, and Building C is proposed with 10,000 square feet of GFA.

Site Design—The subject project, as proposed, will sit in linear fashion along MD 450. The buildings, however, are oriented to the north into 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 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, does not include a request for an amendment for building-mounted signage, as proposed.

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 applicant filed a request for seven amendments to the development district standards for the subject project, however, the amendment to a corner lot setback, the signage requirement, and knee wall placement are not required, as discussed below; therefore, only four are required.

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 staff 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 s from MD 450, and will not substantially im, it would have to be relocated in such a way that the on-site circulation would not allow a driveway to the rear of the building, or build a curved structure. Based on the elevations and screening provided, the building is located in an appropriate location. The amendment requested improves circulations. Moreover, the building is located to meet this standard, with only 35 feet of the 145-foot-long building not meeting this standard.

The amendment requested by the applicant 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 requested amendment to the building placement for Building A will not substantially impair implementation of the sector plan.

Staff recommends **approval** of 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.

Staff would note 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 may be 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. With this application, the applicant proposed to calculate 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 applicant, in this instant application, proposes Buildings A and C as mixed retail and/or restaurant because they have not yet identified tenants. 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 provided by the applicant 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 application is no longer applicable, which would require a revision to this DSP to reanalyze the parking waiver requested with this application.

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 recommended for approval, as discussed further.

EXISTING GFA		GROSS FLOOR AREA (GFA)
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)
PROPOSED GFA		158,235 sq. ft.
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.
TOTAL GFA PROPOSED		24,840 sq. ft.
TOTAL GFA		183,075 sq. ft.
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 Provided:	1,544
Handicapped Accessible Parking Required:	26
Handicapped Accessible Parking Provided:	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
Required	4
Provided	9

Loading Provided

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 this proposed development on these pad sites, 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 proposed amendment, 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 application 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:

Staff recommends **approval** of 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 proposed 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 façades 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 proposed architecture.

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 proposed, which utilizes high-quality materials in interesting compositions, meets the intent of the standard and will not substantially impair implementation of the sector plan.

Staff recommends **approval** of 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), staff recommends approval of the monument signage of 35 feet, as proposed.

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 240square-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 proposed by the applicant 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 proposed 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 proposed 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.

Staff recommends **approval** of the amendment.

Based on the analysis above, staff finds that Amendments 2, 5, and 6 are not required and recommend **approval** of 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 project 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:** If approved with conditions, the DSP will be 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 the review of this DSP, 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.**

Should the subject DSP be approved, as recommended, the applicant would have 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 response to Section 27-548(b) and (c), the application requires four such amendments, which is permitted by the Zoning Ordinance. Staff believes that, 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 ability to further the redevelopment and the development district, and will not substantially impair implementation of the

Central Annapolis Road Sector Plan. All other applicable development district standards are being met, as set forth in this technical staff report 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 that would have been required by this application. If the herein amendments to the development district standards are approved by the Planning Board, 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 review. 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 will be well within the noted limit. Therefore, the subject application does not require that a new PPS be approved at this time. This information should be clearly shown on the subject DSP. A proposed condition in the Recommendation section of this report 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 proposed 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 shall apply to the D-D-O Zone, unless the sector plan specifies otherwise. The D-D-O Zone landscape standards includes 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 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 modifies 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 proposed condition in the Recommendation section of this report 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 project 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 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 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. **Referral Comments:** The subject application 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**—In a memorandum dated May 25, 2018 (Stabler to Grover), the Historic Preservation Section stated that 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, staff concluded that there is sufficient vegetative buffer along the parkway to buffer the view of the new development from the historic site. Therefore, staff concluded that the subject project will not have an impact on the viewshed of the Baltimore-Washington Parkway Historic Site.
- b. **Community Planning**—In a memorandum dated June 29, 2018 (White to Grover), the Community Planning Division stated that 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 proposed in the subject project, 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 application 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 and recommended for approval to the Central Annapolis Road D-D-O Zone conforms to the purposes and recommendations for the development district, as stated in the sector plan and SMA.

- c. **Transportation Planning**—In a memorandum dated June 29, 2018 (Masog to Grover), the Transportation Planning Section, noted that 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 existing, approved, and proposed square footage is within this limit.

With respect to internal circulation, the Transportation Planning Section stated that staff found it acceptable. With respect to the conditions of previous approvals, relevant to the subject project, staff noted that there were none.

- d. **Trails**—In a memorandum dated June 21, 2018 (Lewis DeGrace to Grover), the Transportation Planning Section stated that 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**—In a memorandum dated June 29, 2018 (Larman to Grover), the Permit Review Section offered numerous comments that have been addressed by revisions to the plans or as conditions in the Recommendation section of this report.
- g. **Environmental Planning**—In an email dated May 24, 2018 (Reiser to Grover), the Environmental Planning Section stated that 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, staff noted that 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.

An SWM concept plan and approval letter were submitted and show the use of micro-bioretenment, in the form of planter boxes. The Environmental Planning Section noted that the 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)**—At the time of the writing of this technical staff report, staff has not received any comments from SHA regarding the subject project.
- j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, staff has not received any comments from DPIE regarding the subject project.

- k. **Prince George’s County Health Department**—At the time of the writing of this technical staff report, staff has not received any comments from the Health Department regarding the subject project.
 - l. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, staff has not received any comments from the Police Department regarding the subject project.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, staff has not received any comments from WSSC regarding the subject project.
 - n. **Verizon**—At the time of the writing of this technical staff report, staff has not received any comments from Verizon regarding the subject project.
 - o. **Potomac Electric Power Company (PEPCO)**—At the time of the writing of this technical staff report, staff has not received any comments from PEPCO regarding the subject project.
 - p. **Prince George’s County Soil Conservation District**—At the time of the writing of this technical staff report, staff has not received any comments 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**—At the time of the writing of this technical staff report, staff has not received any comments 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 recommended for approval herein.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and recommend APPROVAL of Detailed Site Plan DSP-15020-03, Capital Plaza, Eastern Pad Sites, to the Prince George's County District Council as follows:

- 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, and remove General Note 8, or include the following additional language: “All modifications of this DSP shall be approved by the Planning Board or its designee.”
 - 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.

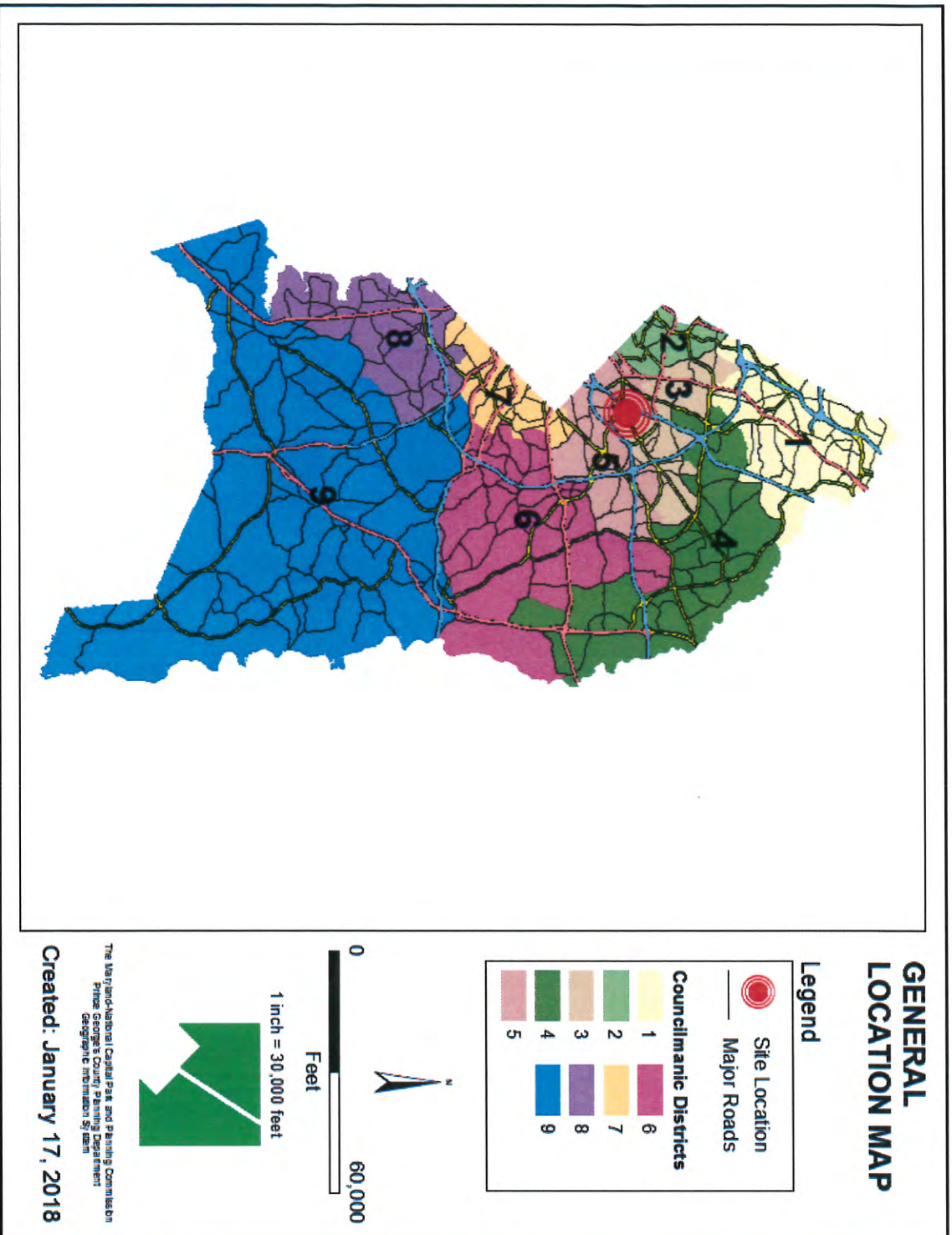
- g. Add a *Prince George's County Landscape Manual* Section 4.9 schedule to the landscape plan for the project, demonstrating conformance with its requirements.
 - h. Correct the Royal Farms gross floor area, consistent with previous approvals.
 - i. Remove "restaurant" from General Note A on the site 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.
2. At the time of use and occupancy permits, the applicant must demonstrate that an integrated shopping center is proposed with three or more retail uses, per Section 27-107.01(a)(208) of the Prince George's County Zoning Ordinance.

ITEM:

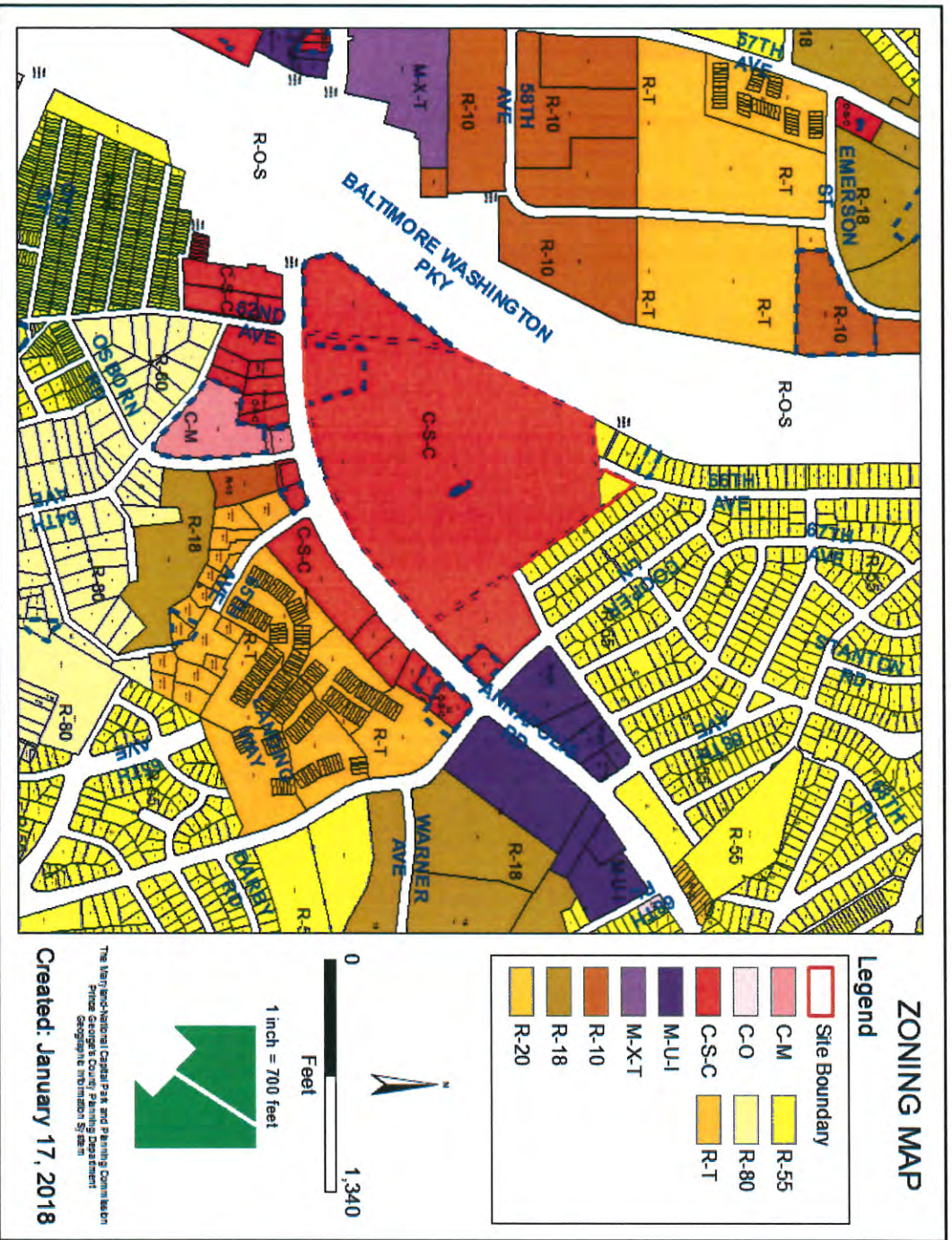
CASE: DSP-15020-03

CAPITAL PLAZA, EASTERN PAD SITE

GENERAL LOCATION MAP

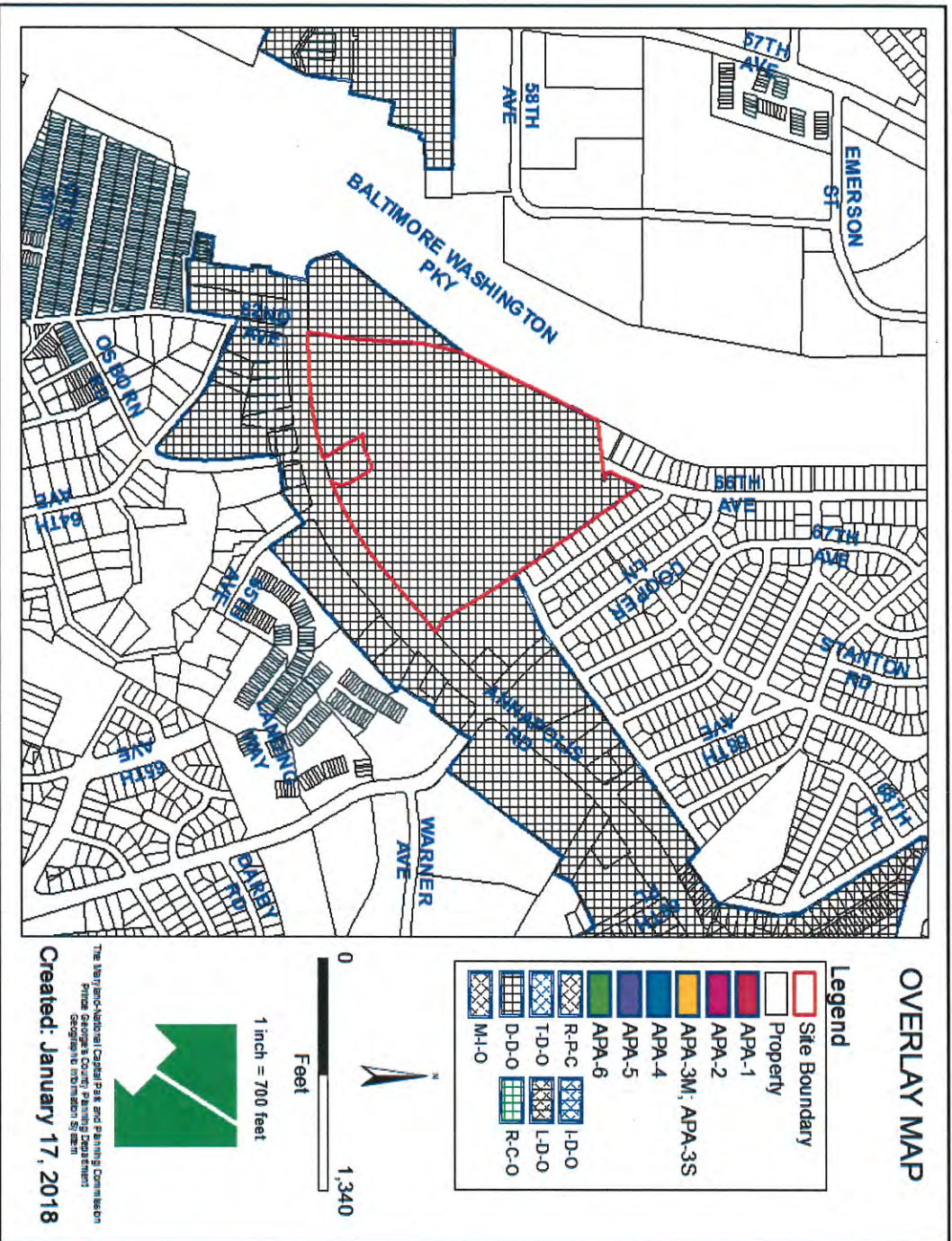


ZONING MAP

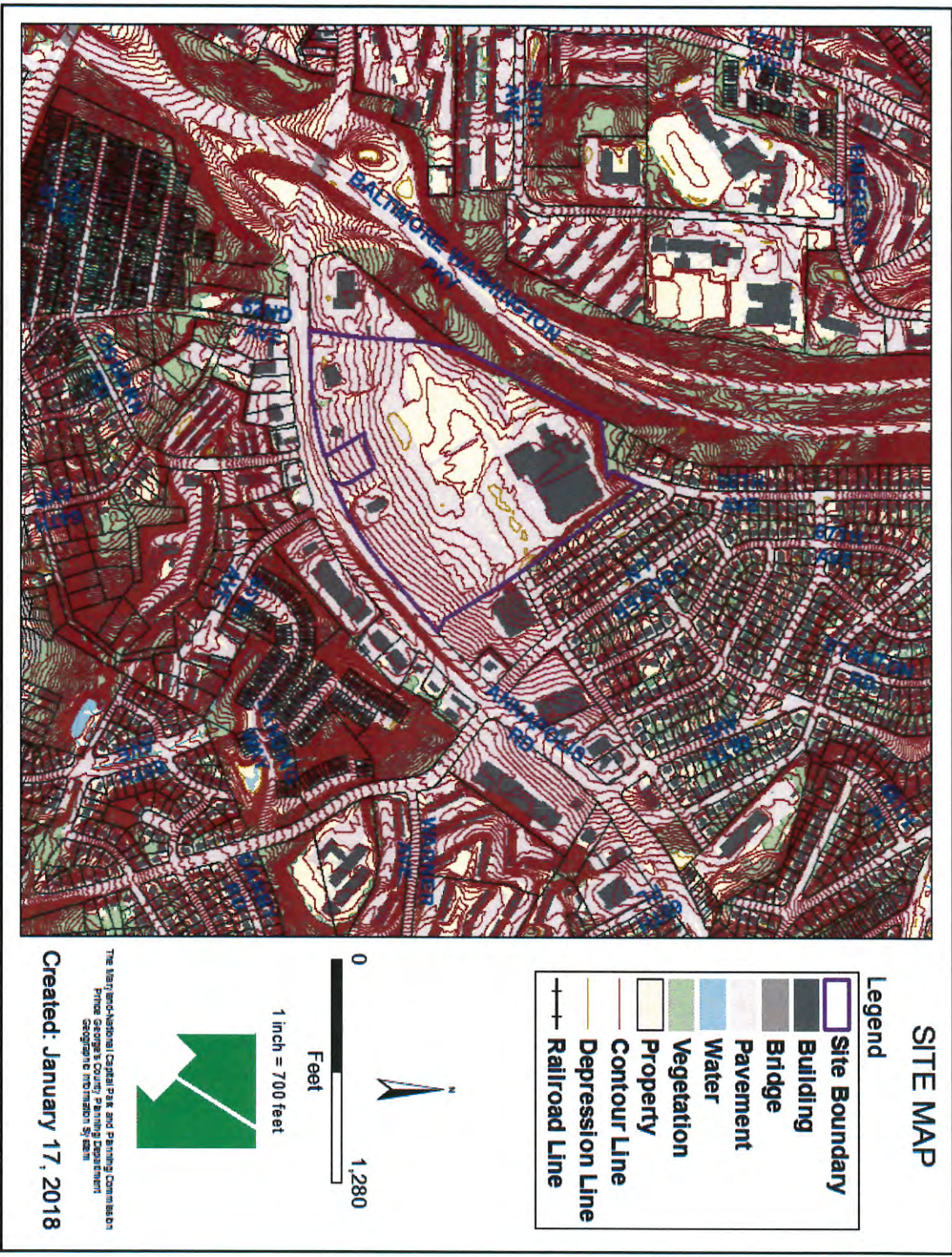


OVERLAY MAP

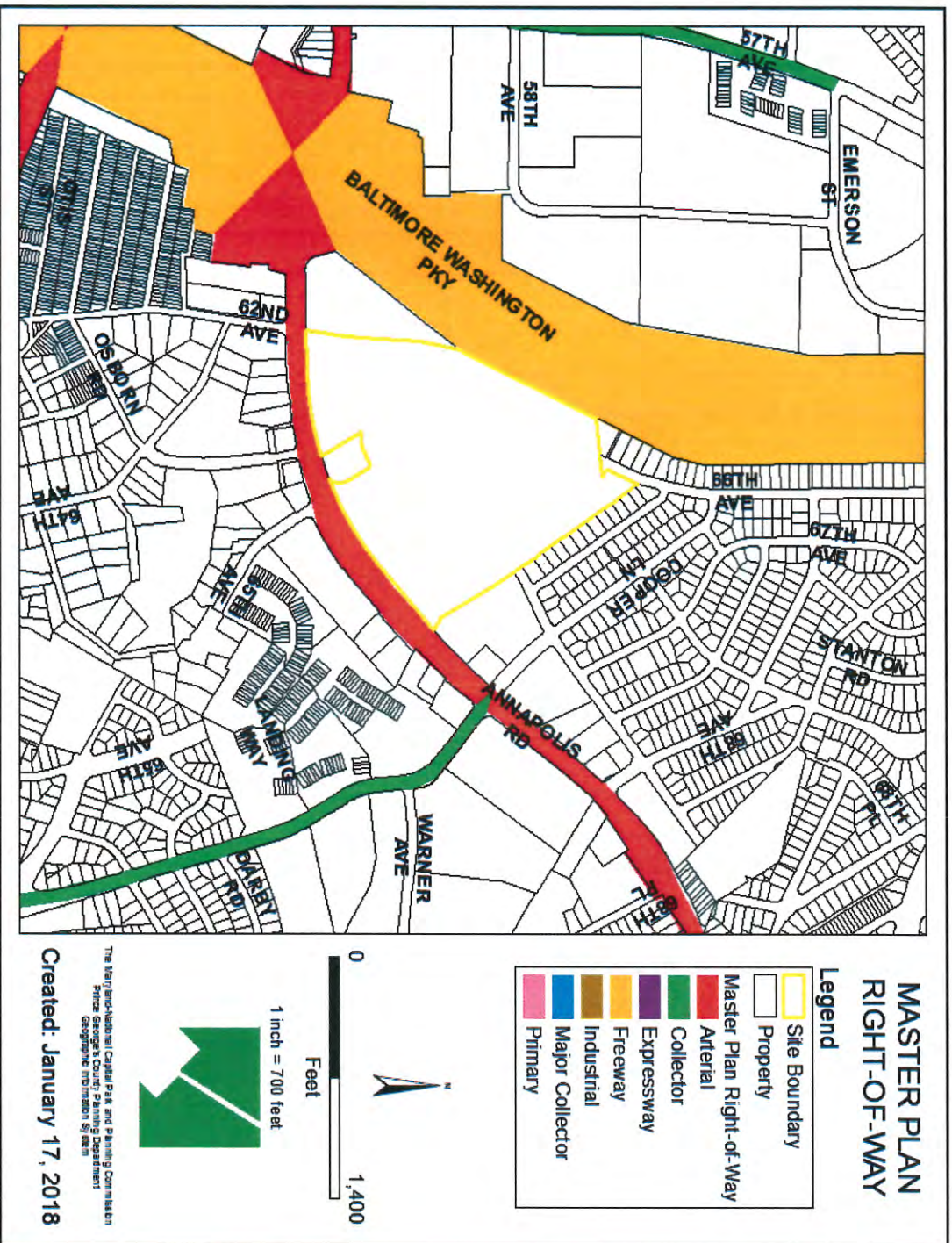
Case #DSP-15020-03



SITE MAP



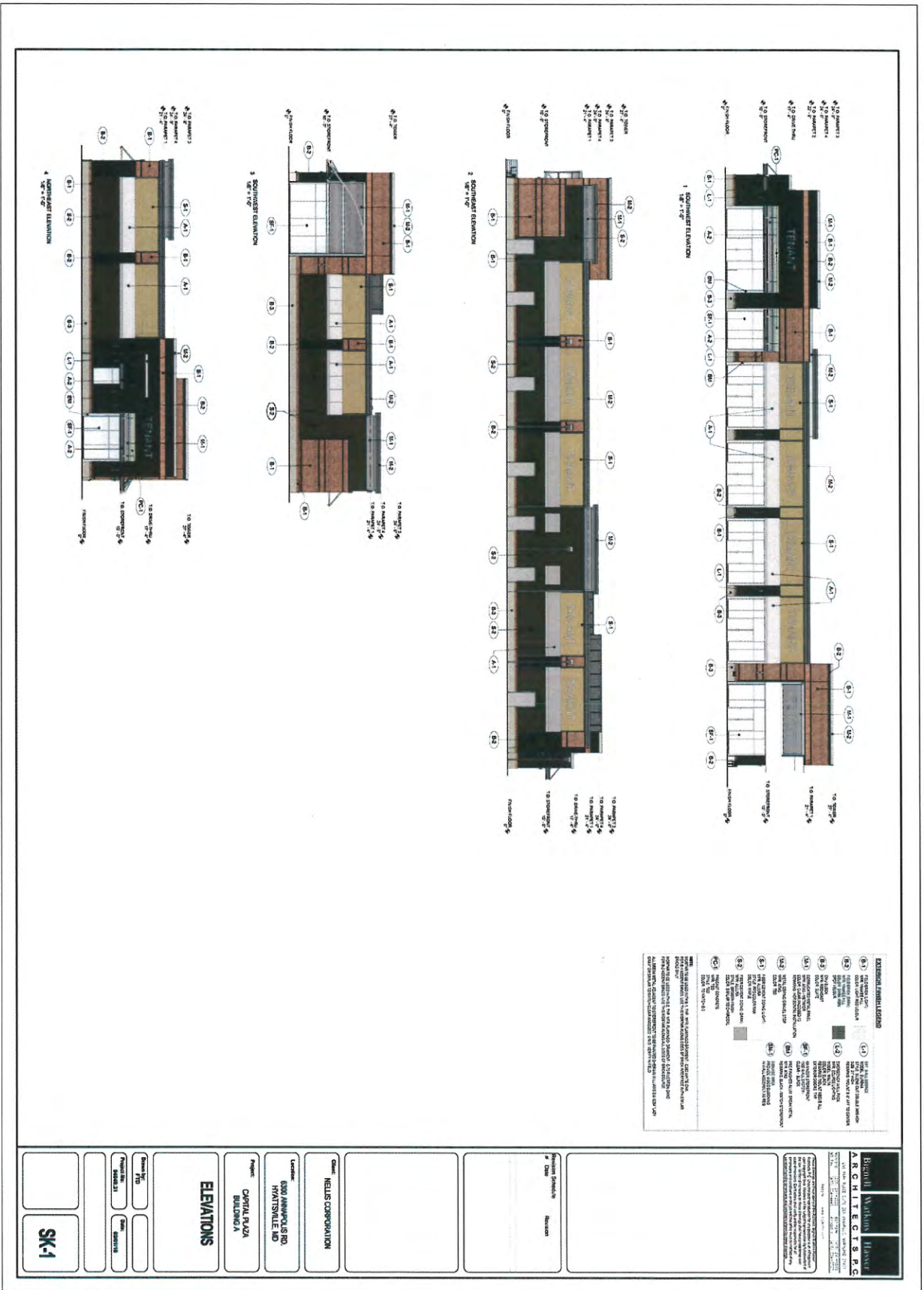
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



ELEVATIONS



ELEVATIONS

EXTENSION LIGHTING

- 11 EXTENSION LIGHTING
- 12 EXTENSION LIGHTING
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ADDITIONAL SCHEDULES

NO.	DESCRIPTION	DATE	BY	CHECKED	APPROVED
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CLIENT: NEULIS CORPORATION

ARCHITECT: DRD ARCHITECTS, P.C.

PROJECT: CAPITAL PLAZA BUILDING B

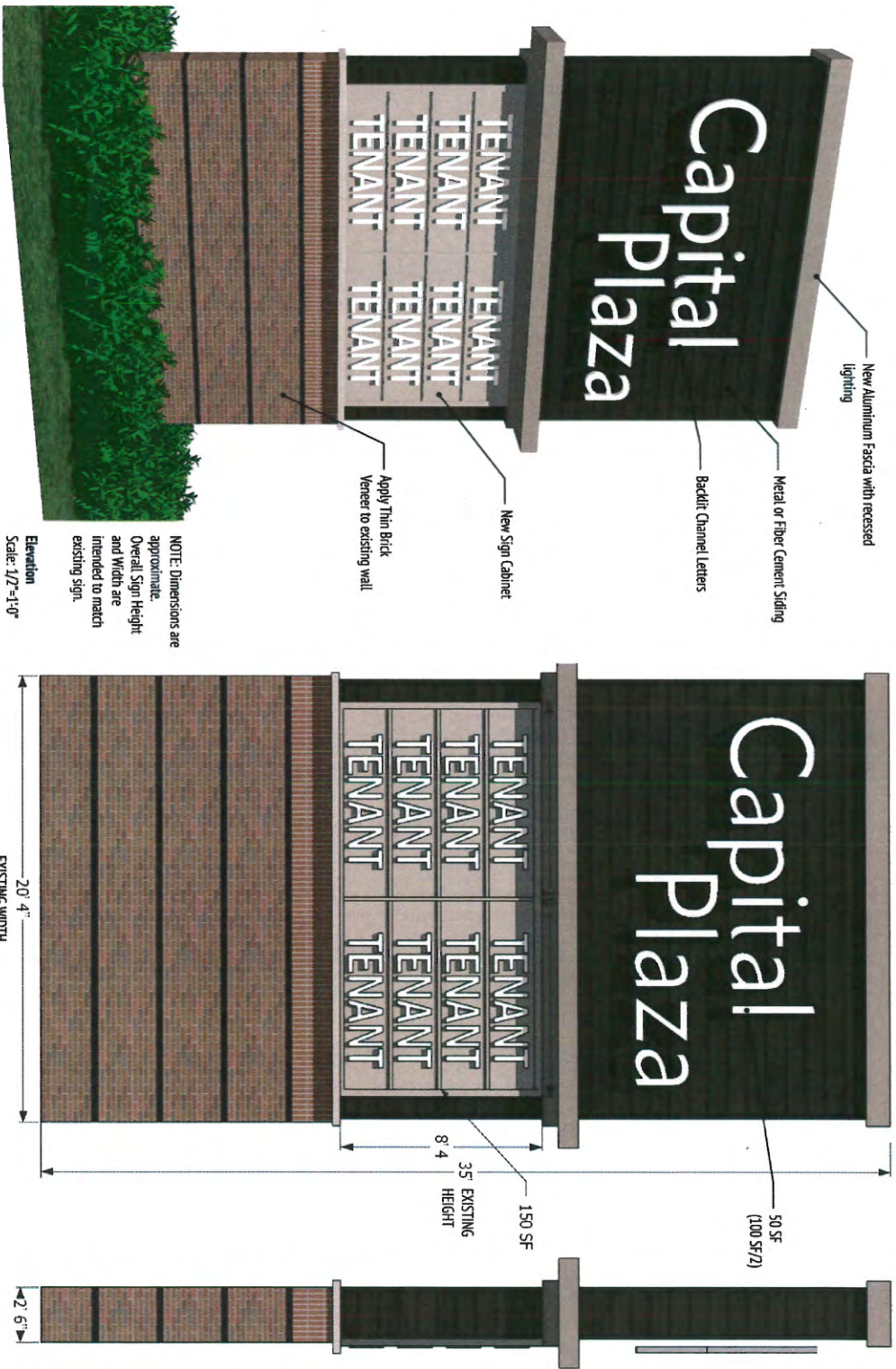
DATE: 7/19/18

SK-2



PLAZA SIGNAGE

TOTAL SIGN AREA: 200 SF



NOTE: Dimensions are approximate. Overall Sign Height and Width are intended to match existing sign.

Elevation Scale: 1/2"=1'-0"

NOTE: Signage area is 200 Square Feet Max or 1 Square Foot per Linear Foot of Road Frontage.

Capital Plaza
Landover Hills, Maryland

Client:
Nellis Corporation

Note: All dimensions, areas, and calculations are approximate. Number and size of tenant spaces and location of signs and doors subject to change.

Signage Plan
Pylon Sign

94099.30
4.27.2018

Biswell | Watkins | Lasser
ARCHITECTS - P.C.

SIGNAGE, BUILDING A



Capital Plaza
Landover Hills, Maryland

Client:
Nellis Corporation

Note: All dimensions, areas, and calculations are approximate. Signage square footages are not to exceed maximum square footages. Signage placement is subject to change. Signage placement is subject to change. Signage placement is subject to change. Signage placement is subject to change. Signage placement is subject to change.

Signage Plan
Building A

94099.30
6.7.2018



SIGNAGE, BUILDING C



Capital Plaza
Landover Hills, Maryland

Client:
Nellis Corporation

Signage Plan
Building C

94099.30
6.7.2018



Note: All dimensions, areas, and calculations are approximate. Signage placement shown is for illustrative purposes only. Final signage placement is subject to change. Final signage placement is subject to change. Final signage placement is subject to change.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Historic Preservation Section

(301) 952-3680
www.mncppc.org

May 25, 2018

MEMORANDUM

TO: Ruth Grover, Planner Coordinator
Urban Design Section
Development Review Division

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

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

SUBJECT: **DSP-15020-03, Capital Plaza Eastern Pad Sites**

The subject property comprises 3.80 acres located on the north side of Annapolis Road (MD 450), approximately 1,000 feet east of its intersection with the Baltimore-Washington Parkway (US 295) within the Capital Plaza shopping center in Hyattsville, Maryland. This application proposes three pad sites totaling 24,800 square feet of commercial/retail space, 169 parking spaces and 2 loading spaces within the existing integrated shopping center. The subject property is zoned C-S-C with a Development District Overlay Zone.

The overall Capital Plaza parcel is adjacent to the Baltimore-Washington Parkway Historic Site (69-026). Built between 1942 and 1954, the Baltimore-Washington Parkway runs for approximately 14 miles in Prince George's County; it is a dual-lane parkway with 18 bridges and a flanking buffer of natural forest and cultivated native vegetation. Construction began in 1942, but was carried out largely between 1950 and 1954. The parkway is a major scenic artery within the park and parkway system of Washington and serves as a formal entrance to the city. The parkway was listed in the National Register of Historic Places in 1991.

The proposed Royal Farms building is in the southeastern portion of the Capital Plaza shopping center where the parcel does not border on the parkway. There is a car dealership and a Capital One Bank building and the parkway. There is a sufficient vegetative buffer along the parkway to buffer the view of the new development from the historic site. Therefore, this proposal should not have an impact on the viewshed of the Baltimore-Washington Parkway Historic Site.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites.

June 29, 2018

MEMORANDUM

TO: Ruth Grover, Planner Coordinator, Urban Section, Development Review Division

VIA: Kipling Reynolds, AICP, Chief, Community Planning Division *KR*
 David A. Green, Master Planner, Community Planning Division *DAG*

FROM: Samuel L. White, Jr., Acting Planner Coordinator, Neighborhood Revitalization Section, Community Planning Division *SLW*

SUBJECT: **DSP-15020-03 Capital Plaza Eastern Pad Sites**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.25(b) of the Zoning Ordinance this Detailed Site Plan application does not meet the applicable standards of the Central Annapolis Road Sector Plan Development District Overlay Zone.

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendments to the Central Annapolis Road Sector Plan Development District Overlay Zone does not conform with the purposes and recommendations for the Development District, as stated in the Central Annapolis Road Sector Plan.

BACKGROUND

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

Location: The property is located on the north side of MD 450 (Annapolis Road) approximately 1,000 feet east of its intersection with the Baltimore-Washington Parkway.

Size: 43.81 acres.

Existing Uses: Vacant Lot

Proposal: The applicant proposes to develop three pad sites within an integrated shopping center with approximately 24,840 square feet of commercial/retail space, 169 parking spaces and two loading space.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located within the Established Communities policy area. Plan 2035 describes Established Communities as areas appropriate for context-sensitive infill and low- to medium-density development and recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of residents are met.

Master Plan: The 2010 *Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* recommends commercial land uses on the subject property.

Figure 1: Preferred Land Use (Page 129)



In addition, the property is located in the Retail Town Center character area of the Development District Overlay Zone (DDOZ). The vision for the Retail Town Center is for it to serve “as an attractive gateway to Annapolis Road from the historic Baltimore-Washington Parkway. It creates a pedestrian-friendly retail center, oriented toward Annapolis Road. The center accommodates a mix of regional retailers and neighborhood-oriented businesses. The area features safer pedestrian crossings, improved bus access, and

enhanced landscaping” (p. 92). “The purpose of this area is to promote the redevelopment of a regional shopping destination in a town center environment. The Retail Town Center area will include regional or subregional concentrations of commercial retail uses and tenants and may be composed of large parcels with multiple buildings and tenants, or standard parcels with individual structures. Development controls for this area address building design, parking location and access, and landscaping, and they include regulations related to the development of an internal street network and the design of public streets,” (p. 143).

Planning Area: 69

Community: Landover Hills

Aviation/MIOZ: This property is not located in an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning: *The 2010 Approved Central Annapolis Road Sectional Map Amendment* retained the subject property in the Commercial Shopping Center (C-S-C) zone and applied a Development District Overlay Zone (DDOZ).

DEVELOPMENT DISTRICT MANDATORY STANDARDS

Community Planning Division staff finds that, pursuant to Section 27-548.25(b), this application is not in conformance with the mandatory requirements of the Central Annapolis Road Development District Overlay Zone. This application does not conform to the following Development District Standards:

1. IV.A. C. Front Building Placement Line and Corner Side Yard

Table 8.10 Retail Town Center Bulk Table (p.164) requires that the minimum front building placement line on the north side of MD 450 (Annapolis Road) (which is designated as a Commercial Corridor Arterial) be 75 feet from the centerline of MD 450 (Annapolis Road). The allowable maximum is 85 feet. It also states that the front building placement line on a Secondary Street from the property line be a minimum of 0 feet and a maximum of 30 feet.

2. IV.C.(2) Parking and Access Management (p. 166) states for commercial uses, “The minimum 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). The permitted maximum on-site capacity shall be equal to 125% of the minimum capacity required by Section 27-568(a).”

3. V.D. (2)(c) Building design guidelines (p 168) states for sidewalk environment, “Commercial storefronts should use the following façade elements to create a comfortable and appropriately scaled pedestrian sidewalk environment:

- i Ground-plane knee wall
- ii Transparent commercial window area
- iii Sidewalk entrance
- iv Commercial awnings with a sidewalk clearance between 7.5 feet and 8.5 feet
- v Commercial signage frieze

vi Decorative commercial cornice and parapet”

4. V.D.(1)(a)(b)(d)(f) Transit, bicycle, and pedestrian mobility (p 179) states “Private development and the creation of new streets should enhance accessibility for pedestrians, bicyclists, and users of public transit.

1. The following requirements relate to the accommodation of pedestrian and bicycle infrastructure and access:

a. Development sites shall provide links to adjacent sidewalk or path networks to maintain continuity between development sites.

b. The location of on-site path networks should maximize access to primary structures and minimize conflicts with automotive access and storage.

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.

f. Commercial pad sites oriented towards Annapolis Road shall be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.”

5. V.(E)(1)(a)(b)(h) Public Realm Standards, Signage (page 180) states that, “Common sign plans should be provided for all institutional, office, and mixed-use and retail/commercial buildings developed on a single parcel or a combination of parcels under common ownership at the time of detailed site plan. The common sign plan should be accompanied by plans, sketches, or photographs indicating the design (such as colors and lettering style), size (all dimensions including sign face area), construction materials, method of sign attachment, lighting, quantity and location on the site and/or buildings.”

1. Building and Canopy Signs.

1.a. Signs shall be constructed of quality materials.

1.b. The placement, colors, type, style and size of the signs shall be integrated into the overall architectural design of the building.

1.h. Lit signs should be externally illuminated from the front, except for individually-mounted letters, or numbers, which may be internally lit. Panelized back lighting and box signs are discouraged.

6. VI.D.(2)(a) Landscape Standards, Parking Lot Requirements (p.182) states that, “A landscaped strip consisting of a minimum 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 landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with mixture of evergreen ground cover and low shrubs planted between the shade trees.”

Community Planning Division staff finds that all other elements of this application meet the requirements of Section 548.25(b).

REQUESTED AMENDMENTS TO DEVELOPMENT DISTRICT STANDARDS

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendments to the Central Annapolis Road Development District Overlay Zone do not conform with the purposes and recommendations for the Development District, as stated in the Central Annapolis Road Sector Plan.

1. IV.A. C. Front Building Placement Line and Corner Side Yard

Table 8.10 Retail Town Center Bulk Table (p.164) requires that the minimum front building placement line on the north side of MD 450 (Annapolis Road) (which is designated as a Commercial Corridor-Arterial) be 75 feet from the centerline of MD 450 (Annapolis Road). The allowable maximum is 85 feet. It also states that the front building placement line on private road (66th Avenue), which is considered a Secondary Street from the property line to be a minimum of 0 feet and a maximum of 30 feet.

The site plan shows South Elevations for proposed Building B and C within the maximum 85 feet front building placement line. Portion of the Southwest Elevation for proposed Building A is beyond the front building placement line at 90 feet. The front elevation of the proposed Building A is oriented internally and site plan shows a proposed retaining wall adjacent to the rear of the building. In addition, the proposed Building C is beyond the maximum front building placement line at 39 feet and the front elevation of the building is oriented internally.

Staff Comment: Community Planning supports the amendment to the standards by reasons of the change in grade and proposed retaining wall adjacent at the rear of proposed Building A and change in grade at the front of proposed Building C which would obstruct visibility from MD 450 (Annapolis Road) and 66th Avenue from the site. In addition, the applicant proposes consistent design and quality material on the rear elevations of Buildings A and C similar to the front elevations.

2. IV.C.(2) Parking and Access Management (p. 166) states for commercial uses, “The minimum 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). The permitted maximum on-site capacity shall be equal to 125% of the minimum capacity required by Section 27-568(a).”

The site plan shows 169 parking spaces for the site.

Staff Comment: Community Planning does not support the amendment to the parking standard which exceeds the 123 maximum capacity as determined by Section 27-568(a). The applicant should reduce the number of parking space to conform to the parking capacity for the site.

3. V.D. (2)(c) Building design guidelines (p 168) states for sidewalk environment, “Commercial storefronts should use the following façade elements to create a comfortable and appropriately scaled pedestrian sidewalk environment:

- i Ground-plane knee wall
- ii Transparent commercial window area
- iii Sidewalk entrance
- iv Commercial awnings with a sidewalk clearance between 7.5 feet and 8.5 feet

v Commercial signage frieze

vi Decorative commercial cornice and parapet”

The applicant shows spandrel glass down to the ground plane on some of the evaluation storefronts.

Staff Comment: Community Planning supports the alternative facade element shown on some of the proposed elevations which would not sustainably impair the vision for the sector plan.

4. V.D.(1)(a)(b)(d)(f) Transit, bicycle, and pedestrian mobility (p 179) states “Private development and the creation of new streets should enhance accessibility for pedestrians, bicyclists, and users of public transit.

1. The following requirements relate to the accommodation of pedestrian and bicycle infrastructure and access:

a. Development sites shall provide links to adjacent sidewalk or path networks to maintain continuity between development sites.

b. The location of on-site path networks should maximize access to primary structures and minimize conflicts with automotive access and storage.

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.

f. Commercial pad sites oriented towards Annapolis Road shall be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.”

The applicant proposes concrete for paths that are not used to provide vehicular service or maintenance access due to the constraints of the site.

Staff Comment: Community Planning supports the use of concrete for the paths which includes steps and ramps because it connects to the existing concrete sidewalk on MD 450 (Annapolis Road) and would not sustainably impair the vision of the sector plan for the character area.

5. V.(E)(1)(a)(b)(h) Public Realm Standards, Signage (page 180) states that, “Common sign plans should be provided for all institutional, office, and mixed-use and retail/commercial buildings developed on a single parcel or a combination of parcels under common ownership at the time of detailed site plan. The common sign plan should be accompanied by plans, sketches, or photographs indicating the design (such as colors and lettering style), size (all dimensions including sign face area), construction materials, method of sign attachment, lighting, quantity and location on the site and/or buildings.”

1. Building and Canopy Signs.

1.a. Signs shall be constructed of quality materials.

1.b. The placement, colors, type, style and size of the signs shall be integrated into the overall architectural design of the building.

1.h. Lit signs should be externally illuminated from the front, except for individually-mounted letters, or numbers, which may be internally lit. Panelized back lighting and box signs are discouraged.

The proposed building elevations show mounted sign placements on the buildings for future tenants, however; the application included directional signs and a menu board with specifications for a Starbucks.

Staff Comment: The applicant should provide details of the materials and specifications of sign to be mounted on the building designated for the Starbucks.

6. VI.D.(2)(a) Landscape Standards, Parking Lot Requirements (p.182) states that, “A landscaped strip consisting of a minimum 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 landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with mixture of evergreen ground cover and low shrubs planted between the shade trees.”

The landscape plan shows landscaping with trees and three feet maximum height for shrubs between the parking lot and MD 450 (Annapolis Road).

Staff Comment: Community Planning supports the proposed alternative to the concrete wall which would not substantially impair the vision for the sector plan and will provide a more visually pleasing streetscape along the corridor.

Community Planning Division staff finds that all other elements of this application meet the requirements of Section 548.25(b).

c: Long-range Agenda Notebook

Frederick Stachura, J.D., Supervisor, Neighborhood Revitalization Section, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
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June 29, 2018

MEMORANDUM

TO: Ruth Grover, Urban Design Section, Development Review Division

FROM: Tom Masog, Transportation Planning Section, Countywide Planning Division

VIA: Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-15020-03, Capital Plaza Eastern Pad Sites
Transportation Comments and Findings

The Transportation Planning Section has reviewed the detailed site plan application referenced above. The site is located in Parcel I of the Capital Plaza Shopping Center and consists of approximately 24,840 square feet of commercial/retail space in the C-S-C Zone. It is also within the Development-District-Overlay (D-D-O) zone as established within the *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*. The site is located in the northeast quadrant of the intersection of MD 450 (Annapolis Road) and MD 295 (Baltimore-Washington Parkway). The applicant is proposing three pad sites with a commercial use.

Review Comments—Detailed Site Plan

The site is a part of Parcel I of the Capital Plaza. Parcel I was recently created pursuant to a plat of resubdivision prepared in accordance with Section 24-108(a)(1) of the Subdivision Regulations. The properties included in the resubdivision (Parcels I, J and K) are limited to 493,913 square feet of development by the plat. The current total of existing and approved square footage within the limits of the subdivision is 193,615 square feet. This includes the existing McDonalds on the site plus development approved under Detailed Site Plans DSP-15020, DSP-15020-01 and DSP-15020-02. A total of 24,840 square feet are proposed on this plan. If this plan were to be approved, a total of 218,455 square feet would be existing or approved, and this would be within the development limit established by the plat. The site is currently vacant but striped for parking. te

The applicant is proposing three commercial pad sites totaling 24,840 square feet. The existing access along MD 450 would remain the same and internal driveways would create access to the whole site. The access as well as the circulation plans are acceptable.

There are no outstanding transportation conditions on the site.

As noted above, the site is within the D-D-O established within the *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*. The submitted plan generally meets the requirements of the D-D-O, but one comment of note is:

1. A previous site plan for this parcel was required to connect the use to the sidewalk along MD 450. This plan includes a sidewalk along the western side of the site, and pavement markings to direct pedestrians to the main entrances of these sites.

The site is adjacent to MD 450, a master plan arterial roadway. It is recommended in the *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* to be a “commercial corridor arterial” (page 141). It is described as a “multiway boulevard” on page 49, and the table on page 48 describes the adjacent portion of MD 450 as “six through lanes plus one left-turn lane” and not a “multiway boulevard” within 180 feet of right-of-way. Notably, the cross-sections on pages 171 through 175 measure the right-of-way from edge of parking lot to edge of parking lot, so it would appear that it is not essential that the entire measured right-of-way be in public ownership. Given all of this, existing MD 450 fully meets the functional requirements of the sector plan. The site plan allows for a wide buffer that includes the public utility easement. It is determined that the MD 450 right-of-way is acceptable as shown, and that the site plan does not conflict with the sector plan requirements.

Conclusion

Overall from the standpoint of transportation, it is determined that the site plan is acceptable, fulfills the intent of the 2010 *Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* and meets the necessary findings for a detailed site plan as described in Section 27-285.

Grover, Ruth

From: Masog, Tom
Sent: Thursday, July 05, 2018 12:23 PM
To: Grover, Ruth; Hancock, Crystal
Subject: RE: DSP-15020-03, Capital Plaza Eastern Pad Sites

Ruth

We spoke, and I don't believe anyone realized that the Walmart expansion did not get approved. So actually the Royal Farms case had an error that no one pointed out. Our conclusion will not change. I have revised the first paragraph in our memo accordingly.

The site is a part of Parcel I of the Capital Plaza. Parcel I was recently created pursuant to a plat of resubdivision prepared in accordance with Section 24-108(a)(1) of the Subdivision Regulations. The properties included in the resubdivision (Parcels I, J and K) are limited to 493,913 square feet of development by the plat. The current total of existing and approved square footage within the limits of the subdivision is 158,328 square feet. This includes the existing McDonalds and Walmart on the site plus development approved under Detailed Site Plans DSP-15020 and DSP-15020-02 (DSP-15020-01 for an expansion of the Walmart was not approved). A total of 24,840 square feet are proposed on this plan. If this plan were to be approved, a total of 183,168 square feet would be existing or approved, and this would be within the development limit established by the plat. The site is currently vacant but striped for parking.

We appreciate the chance to make this correction to the existing conditions.

Tom Masog

Supervisor, Transportation Planning Section, Countywide Planning Division
Prince George's County Planning Department
(301) 952-5216

From: Grover, Ruth
Sent: Wednesday, July 04, 2018 3:18 PM
To: Hancock, Crystal <crystal.hancock@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>
Subject: RE: DSP-15020-03, Capital Plaza Eastern Pad Sites

Hello again,

I guess I need you to weigh in on this as I need to know if you are counting the square footage that was disapproved in DSP-15020-01 for the Walmart in your 193,615-square foot figure? Guess they are within the trip cap either way, but our figures and our statements as to what was approved and what was disapproved should be correct.

Thank you,

Ruth


P.S. Tom, any puppies? 😊


From: Grover, Ruth
Sent: Tuesday, July 03, 2018 2:35 PM
To: Hancock, Crystal <crystal.hancock@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>
Subject: DSP-15020-03, Capital Plaza Eastern Pad Sites

July 3, 2018

MEMORANDUM

TO: Ruth Grover, Urban Design Section

VIA: Sherri Conner, Subdivision and Zoning Section 

FROM: Joseph Onyebuchi, Subdivision and Zoning Section 

SUBJECT: Capital Plaza Eastern Pad Sites, DSP-15020-03

The subject property is located on Tax Map 51 in Grid A-3 and is known as Parcel I and consists of 43.81 acres. The property currently developed with a number of commercial uses located in the Commercial Shopping Center (C-S-C) Zone and within the Development District Overlay Zone (D-D-O-Z) subject to the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*.

The development proposed with this application is for three buildings totaling approximately 24,480 square feet of commercial retail space, and 169 parking and 2 loading spaces, within the existing shopping center.

Parcel I is the subject of preliminary plan of subdivision (PPS) 4-86033 which was approved on May 8, 1986 and recorded in Plat Book NLP 131-6 as Parcels E and F. A capacity analysis was done with this PPS review totaling 493,913 square feet of development, which is therefore the cap on development for the included parcels. The PPS was approved subject to two conditions, neither of which are applicable to the review of this application.

The current plat is a resubdivision which was approved on November 17, 2016 and recorded in Plat Book SJH 246-28 as Parcels I, J, and K; the development cap would include all improvements located on these parcels. The properties included in the subdivision are limited to 493,913 square feet of development. Any additional development will require a new preliminary plan of subdivision.

The current record plat (SJH 246-28) contains the following notes:

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.**

The total gross floor area should be clearly shown on the DSP to allow analysis to determine the need for a new preliminary plan of subdivision.

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

There is no residential development proposed at this time.

Plan Comments

1. Create a table that delineates the total gross floor area for each parcel that was approved under the PPS.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The Preliminary Plan has obtained signature approval and the DSP has been found to be in substantial conformance with the applicable findings, conditions, and certified plan set forth by the PPS. All bearings and distances must be clearly shown on the DSP 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.





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
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June 21, 2018

MEMORANDUM

TO: Ruth Grover, Development Review Division
VIA:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division
FROM:  Marc Lewis-DeGrace, AICP, Transportation Planning Section, Countywide Planning Division
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following detailed site plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan in order to provide the appropriate recommendations.

Detailed Site Plan Number: DSP-15020-03

Name: Capital Plaza, Eastern Pad Sites

Type of Master Plan Bikeway or Trail

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

*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Central Annapolis Road Sector Plan & Sectional Map Amendment* in order to implement planned trails, bikeways, and pedestrian improvements. The applicant is proposing the construction of three (3) pad site buildings totaling approximately 24,840 square feet of commercial/retail space, 169 parking spaces and 2 loading spaces within the existing shopping center parking lot.

This application is for a Detailed Site Plan; therefore, it is not subject to Section 24-124.01 and the Transportation Review Guidelines – Part 2.

Background:

One master plan trail issues impact the subject property with MD 450 being designated as trail/bikeway corridor in the MPOT, and the area master plan further recommending that future development accommodate a multiway boulevard. The MPOT includes the following recommendations for each road:

MD 450 Standard or Wide Sidewalks with On-Road Bicycle Facilities: Provide continuous sidewalks and on-road bicycle facilities along this heavily traveled corridor. These sidewalks will improve access to the New Carrollton Metro Station, as well as several commercial areas. Areas of high pedestrian traffic may warrant wide sidewalks. Pedestrian amenities and safety features are also warranted in some areas. On-road bicycle facilities should be provided. Although right-of-way constraints may not allow full bicycle lanes, wide outside curb lanes are recommended (MPOT, page 20).

The area master plan expands upon this recommendation and includes the following short-, medium- and long-term strategies along MD 450:

- Install continuous roadway lighting to improve the visibility of pedestrians and bicyclists along Annapolis Road.
- Install street trees to provide shade and a buffer for pedestrians.
- Install continuous ADA-accessible sidewalks along both sides of Annapolis Road.
- In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume neighborhood streets. The bike route should be designed to meet three key objectives: (1) giving priority to bicycle mobility and comfort; (2) preserving auto access to all local land uses; and (3) discouraging cut-through auto traffic. Install wayfinding signs designating it as a preferred bicycle route.
- In the mid term (by 2025), replace the curb lane in each direction between 65th Avenue and Gallatin Street with an at-grade bike track with paint-striped buffer separating it from the two remaining travel lanes.
- Over the long term (2026 and beyond), develop the multiway boulevard concept with bike lanes. Carefully design curb radii, medians, and refuge islands to ensure safe pedestrian crossings (area master plan, page 51).

The MPOT also contains a section on Complete Streets which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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: A sidewalk has recently been constructed along the north side of MD 450, including the frontage of the subject site. The proposed road diet and the provision of buffered bicycle lanes is beyond the scope of the subject site's limited road frontage and will have to be undertaken by SHA as part of a larger, corridor-wide restriping or reconstruction project. However, it should be noted that modeling done

at the time of the master plan indicated that traffic volumes can accommodate the road diet, which will ultimately allow for buffered bicycle lanes and a wider pedestrian zone.

The DDOZ includes the following guidance regarding pedestrian access and bicycle parking.

1. The following requirements relate to the accommodation of pedestrian and bicycle infrastructure and access:
 - a. Development sites shall provide links to adjacent sidewalk or path networks to maintain continuity between development sites.
 - b. The location of on-site path networks should maximize access to primary structures and minimize conflicts with automotive access and storage.
 - c. Paths internal to a site shall be no less than four feet wide.
 - f. Commercial pad sites oriented towards Annapolis Road shall be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.
 - g. Non-residential and multi-family developments in the Glenridge Transit Village and Retail Town Center Character Areas shall provide a minimum of two bicycle parking spaces per 10,000 square feet of GFA.
 - h. Bicycle parking is not required for non-residential and multi-family developments under 10,000 square feet of GFA in the Glenridge Transit Village and Retail Town Center character areas.
 - i. Whenever possible, bicycle parking spaces should be located near building entrances, but should not conflict with pedestrian circulation routes.
 - j. Bicycle parking spaces shall be located in accessible, secure, well-lit, and highly-visible areas.
 - k. Bicycle racks and/or lockers should be designed and located so that they are integral to the overall site design and should be compatible in appearance with other site furnishings.

Comment: Staff has worked with Urban Design staff and the applicant to incorporate needed facilities into the revised plans. The revised plans reflect bicycle parking at each building and a sidewalk along the entrance road, consistent with earlier recommendations. Staff also recommended an ADA pedestrian connection to the site from MD 450. However, it appears that steep slopes make this connection impractical. Because the applicant incorporated many of the Transportation Planning Section's comments into the plan revision, we have no additional recommendations or conditions of approval at this time. The submitted plans comply with the bicycle and pedestrian recommendations of the MPOT, area master plan and DDOZ as revised.

Recommendations:

The submitted Detailed Site Plan complies with the bicycle and pedestrian recommendations of the MPOT, area master plan and DDOZ as revised by the applicant. No additional recommendations are necessary at this time regarding bicycle or pedestrian access.

June 26, 2018

MEMORANDUM

TO: Ruth Grover, Urban Design Section

FROM: Brooke Larman, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for DSP-15020-03 Capital Plaza, Eastern Pad Sites

1. FYI: See Note 2 on the Cover Sheet for Building setbacks, wall height and parking amendments.
2. Need to revise Sheet C-4 for the note in the parking within the number of spaces provided. The note is showing 15020-04 (Eastern Pad Sites) will add 166 spaces and remove 387 spaces however, there is no 04 revision to the DSP.
3. Need to revise Sheet C-6 for the separate parking calculations for the Eastern Pad site is not required.
4. Need to revise Sheet C-6 to include the height and type of screening around the dumpster area. Any screening higher than 6' must be main building setbacks.
5. Need to revise Sheet C-6 to include the dimensions of the proposed buildings.
6. Need to revise Sheet C-6 for the loading space in front of Building A and Building C. Loading must be screened from any street and these spaces are adjacent to Annapolis Road. Need to clarify.
7. Need to revise Sheet C-11 for the arrow pointing to the loading space adjacent to Building A.
8. Need to demonstrate compliance with the 2010 Landscape Manual and include schedules for the required sections as well. The plan must also be signed and sealed by a licensed State of MD Landscape Architect.
9. Need to clarify the allowed square footage of the signage. Some of the signage square footage is not equaling to the allowed 1 to 2 ratio of store frontage per the CSC zone.

10. Need to clarify the setback of the freestanding sign and it appears the height will be 35' high which is higher than the allowed 25' height. Need to clarify.

Grover, Ruth

From: Reiser, Megan
Sent: Thursday, May 24, 2018 1:43 PM
To: Grover, Ruth
Subject: DSP-15020-03 Capital Plaza Shopping Center

Hi Ruth,

The Environmental Planning Section (EPS) has reviewed the referral package received by EPS on May 16, 2018. The proposal is for the development of three pad sites located on Parcel I of the Capital Plaza Shopping Center.

The site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-048-18) because the site contains less than 10,000 square feet of woodland and has no previous TCP approval. The exemption letter is valid until March 26, 2020. An NRI equivalency letter (NRI-132-12-02) has been issued based on the standard woodland conservation exemption and that no regulated environmental features are located on-site. The NRI equivalency letter is valid until July 7, 2020.

A stormwater management concept plan and approval letter (38515-2017-00) were submitted and show the use of micro-bioretenion in the form of planter boxes. The overall site fronts on the Baltimore Washington Parkway (MD 295), which is a designated scenic and historic roadway; however, Parcel I does not front on MD 295. No additional information is needed with respect to scenic and historic roadway.

No other environmental requirements have been identified for this application.

This email serves in lieu of a memo.

Thanks,

Megan Reiser

Planner Coordinator, Environmental Planning Section
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
301-952-3752



M-NCPPC

Grover, Ruth

From: Reilly, James V <JVReilly@co.pg.md.us>
Sent: Tuesday, July 03, 2018 6:24 PM
To: Grover, Ruth
Cc: Toth, Steven L.
Subject: FW: EPlan Referral for DSP-15020-03, Capital Plaza Eastern Pad Sites via DROPBOX
Attachments: DSP-15020-03 COVER .pdf; DSP-15020-03 D-COVER.pdf

Hello Ruth,

Sorry for the delay. The Fire/EMS Department has the following comments:

- Only one hydrant shown on the submitted drawings. No Fire Department Connections (FDC) are shown on the drawing. Without these appliance 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.
- Fire hydrants shall be provided so no FDC is more than 200 ft. from a hydrant as hose is laid by the fire department. Any proposed hydrant shall flow 1000gpm at 20 psi residual.
- All drive aisles in the parking lot should be 22' in width.

Regards. J.

James V. Reilly
Assistant Fire Chief



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department
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From: ePlan [mailto:ePlan@ppd.mncppc.org]

Sent: Wednesday, May 16, 2018 7:53 AM

To: Smith, Tyler; Berger, Howard; Stabler, Jennifer; Henderson, Tamika; Franklin, Judith; Masog, Tom; Conner, Sherri; Dixon, June; Chaconas, Sheila; fred.shaffer@ppd.mncppc.org; Gallagher Deborah L; Linkins, John; Fields, Ernest; Shoulars, Katina; Reilly, James V; Kmoladeinde@co.pg.md.us; Richards, Dorothy A.; Gaskins, Tabitha; Devaney, Brendan E.; Thweatt, Susan W.; erigby@sha.state.md.us; kenneth.l.barnhart@verizon.com; mark.g.larsen@verizo.com; jkoroma@pepco.com; wkynard@pepcoholdings.com; Cheverly Mayor; CheverlyMD TownAdministrator; wjames@bladensburg.net; dsandlin@bladensburg.net; Indvrhlls@aol.com; Chollingsworth@hyattsville.org; Cheverly Mayor

Cc: Grover, Ruth; Summerlin, Cheryl; Grigsby, Martin; Rotondo, Chris; Davis, Lisa; Walker, Tineya; Fairley, Lillian; Kosack, Jill; treddan@glwpa.com; Stephenie Clevenger

Subject: EPlan Referral for DSP-15020-03, Capital Plaza Eastern Pad Sites via DROPBOX

All,

Capital Plaza Eastern Pad Sites

Capital Plaza Associates Limited Partnership

Detailed Site Plan DSP-15020-03

Statement of Justification

March 1, 2018
Revised May 1, 2018

Revised June 12, 2018

APPLICANT:

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I. INTRODUCTION

Capital Plaza Associates Limited Partnership (“Applicant”) by and through its attorneys, Rifkin Weiner Livingston LLC (“RWL”), hereby submits this Detailed Site Plan (“DSP”) Statement of Justification to demonstrate conformance of the proposed development with the applicable provisions of Subtitle 27 of the Prince George’s County Code (“Zoning Ordinance”) and the *2010 Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* (“2010 Sector Plan”).

The subject property is located within the existing Capital Plaza Shopping Center in the northeast quadrant of the intersection of MD Route 450 (Annapolis Road) and MD Route 295 (Baltimore-Washington Parkway). The eastern pad site is part of the larger 43.8115 parcel, designated as Parcel “I” on the plat entitled “Parcels I, J and K - The Capital Plaza, Inc.”. It is zoned Commercial-Shopping Center (C-S-C) with a Development District Overlay Zone (DDOZ) and is subject to the recommendations and standards contained in the 2010 Sector Plan. The site lies in the southeastern most portion of the Parcel “I” and has been designated as 6300, 6320 and 6340 Annapolis Road, Hyattsville, Maryland (“EPS” or “Property”). The Property is currently improved with an impervious parking compound.

Through the subject DSP application, Applicant is proposing the development of three pad site buildings totaling approximately 24,840 square feet of commercial/retail space, 169 parking spaces and 2 loading spaces within the existing integrated shopping center.

II. **SITE DATA:**

- A. Location: Approximately 1000' east of the intersection of the Baltimore-Washington Parkway (MD 295) and Annapolis Road (MD 450).
- B. Tax Map/Grid: Map 51, Grid A-3 & B-3.
- C. Frontage: Annapolis Road (MD 450).
- D. Election District: 2.
- E. Legislative District: 47A.
- F. County Council District: 3.
- G. Municipality: None
- H. Acreage: 43.8115 acres.
- I. Current Zone: C-S-C/DDOZ Commercial Shopping Center
- J. Water Category: 3.
- K. Sewer Category: 3.
- L. Master Plan & SMA: The 2010 Sector Plan places the Property within the "Retail Town Center" character area.
- M. General Plan: The *Plan Prince George's 2035* Approved General Plan places the Property within an "Established Community."

III. **BACKGROUND**

The site was developed in the 1960's as the Capital Plaza Mall with approximately 493,913 square feet of development, which has subsequently been demolished. The site is currently developed with a Walmart department/variety store, a McDonald's fast-food restaurant and drive through, and large expanses of parking that had originally served the mall. The subject

EPS project along with the recently approved Royal Farms gas station/convenience store/car wash project are redeveloping and revitalizing the shopping center in accordance with the General Plan and the 2010 Sector Plan.

In 2014, Prince George's County adopted a new general plan, *Plan Prince George's 2035* ("Plan 2035"). Plan 2035 replaced the former 2002 General Plan's tier designations and replaced them with "Growth Policy Areas". The subject property has been placed in the "Established Communities" growth policy area. Established Communities are defined as "existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers" and designated as most appropriate for low to medium density, context-sensitive infill development. Twenty percent of new dwellings and nine percent of new jobs are recommended to occur in the Established Communities. Development of the EPS project serves the goals and purposes of Plan 2035.

Prior to the approval of the 2010 Sector Plan, the Property was zoned Commercial Shopping Center (C-S-C). The 2010 Sector Plan and SMA superimposed a Development District Overlay Zone (DDOZ) on the Property. DDOZ's are generally intended to ensure that the development of land in a designated district meets the goals established in a Master Plan or Sector Plan and that the development takes advantage of the unique opportunities presented by the district. The DDOZ for the 2010 Sector Plan was adopted without a use table, which was later provided by the adoption of Council Resolutions CR-28-2017 on May 2, 2017 as a minor amendment to the sector plan. The Table of Uses included in PGCPB No. 17-27 permits the development of the proposed uses, in the C-S-C/D-D-O Zone. Thus, the Property is now zoned

C-S-C/DDOZ and must comply with the “Retail Town Center” Development District Standards established by the 2010 Sector Plan.

In accordance with the goals of the 2010 Sector Plan, the Retail Town Center character area is intended to create a pedestrian-friendly retail center oriented toward Annapolis Road (MD 450). It is further recommended that the center should accommodate a mix of regional-serving retailers and neighborhood-oriented businesses. The DDOZ imposes certain enumerated urban design standards as the means to implement the plan’s vision for this portion of the Annapolis Road corridor and the Retail Town Center character area.

CHARACTER AREA D: RETAIL TOWN CENTER

The 2010 Sector Plan divided the Annapolis Road corridor into four character areas. Character Area D: Retail Town Center includes the Capital Plaza Mall and the EPS Property that is the subject of DSP-15020-03 (See, Figure 6.5 on page 57). On Page 94, the Land Use Goal of the 2010 Sector Plan is to “[c]reate a competitive attractive and pedestrian friendly retail center with a diverse mix of neighborhood-oriented and large-scale national retailers.” The Urban Design Goal on page 96 encourages development to “[f]acilitate the transformation of Capital Plaza and neighboring retail uses from an entirely auto-oriented shopping center to a more pedestrian friendly destination.”

Of the seven (7) key recommendations related to land use, urban design and infrastructure improvements in the Composite on page 98 of the 2010 Sector Plan, the proposed EPS development incorporates the five (5) applicable recommendations.

- a. — The EPS project provides a “cut through” pedestrian walkway to connect retail with the transit stop along Annapolis Road;

- c. The landscaped parking lot incorporates features designed to reduce stormwater run-off and on-site water-retention amenities;
- d. Side and rear elevations of the three buildings that are visible from Annapolis Road are visually appealing and consistent with design and quality of materials on their front elevations;
- e. The landscaped sidewalk and roadway edge along Annapolis Road screens the surface parking and provides a safe pedestrian environment with adequate street lighting; and
- f. The landscaped view corridor along the private entrance drive assures continued visibility of Wal-mart.

PREVIOUS APPROVALS

Parcel "I" is the subject of several approved DSP's including, (i) Detailed Site Plan DSP-15020, Capital Plaza, Pollo Campero and (ii) DSP-15020-02, Capital Plaza, Royal Farms both recently approved by the Prince George's County Planning Board. The site is not however subject to the Board's approval of DSP-15020-01, Capital Plaza, Walmart, because the application was subsequently disapproved by the Prince George's County District Council. The subject eastern pad site portion of Parcel "I" is also the subject of an approved forest conservation plan exemption (S-190-13) and approved Stormwater Management Concept Plan No. 38515-2017.

On November 30, 2016, a final plat entitled "Parcels I, J and K - The Capital Plaza, Inc." totaling 49.3222 acres of land, was recorded among the Land Records of Prince George's County in Plat Book SJH 246 at Page 28. This re-subdivision of Parcels E, G and H was prepared in accordance with Sec. 24-108 (a)(1) of the Subdivision Ordinance. Among other things, the plat established that up to 493,913 square feet of development is approved on Parcels I, J and K. The

subject 24,840 square feet of commercial/retail development will be counted against that approved total square footage and therefore does not require a new preliminary plan.

SURROUNDING USES

The EPS is surrounded by other property in the Capital Plaza shopping center and a public right-of-way. To the north lies the existing Walmart store and its associated parking; to the south lies Annapolis Road (MD 450); to the east lies a private entrance drive and beyond Parcel K which is developed with a commercial/retail building and parking, to the west lies an existing McDonald's restaurant, a Capital One Bank branch and to the northwest lies the remainder of the parking compound which had served the now demolished shopping mall.

IV. PROPOSED PROJECT

The proposed EPS development consists of three commercial/retail pads, totaling 24,840 square feet of gross floor area, 169 parking spaces and 2 loading spaces. Front façades and all three building entrances are oriented internally to the existing integrated shopping center and the redeveloped main parking field. An ADA compliant, comprehensive internal pedestrian circulation system between the buildings as well as pedestrian connections to the adjacent development and public bus stop have been designed to begin the reorientation of the Capital Plaza shopping center from a traditional auto-oriented center into a more pedestrian friendly environment. Extensive internal landscaping in large planting islands that break up the parking areas and along the pedestrian walkways provide shade and reinforce the pedestrian network. Loading, service and trash enclosures have been located to the rear of the buildings generally along the southern edge of the EPS. Storm water management is being accomplished through the use of environmental site design elements, including micro-bioretenion systems.

Building A (11,840 square feet) & Building C (10,000 square feet), which can accommodate up to six and seven individual tenants respectively anchor the development along the southwestern and eastern edges of the EPS property. Between these commercial/retail buildings is a smaller drive-through restaurant building, Building B (3,000 square feet). All three structures share common architectural features, materials, color schemes, lighting and signage; the site details are also common to all three pad sites including direction signage, site lighting, landscaping, trash enclosures and gates, pavement markings and crosswalk materials.

The architecture combines extensive use of glass, contrasting brick and cement fiber siding in interesting patterns and positions, metal canopies and creative awnings along with other high quality materials on all four elevations of each building. The use of awnings and detailed materials on all building facades creates “four-sided” buildings. The massing addresses both the pedestrian and vehicular circulation while creating a dynamic building with towers, various parapets, and articulated wall surfaces. This use of a common vocabulary for the site and the architecture results in a well-balanced, attractive finished product which will set the tone for the redevelopment of the remainder of the shopping center.

PLANNING BOARD CRITERIA OF APPROVAL

The subject property is within the boundaries of a DDOZ established by the adoption of the 2010 Sector Plan. DSP-15020-03 must be reviewed for conformance with the requirements of the C-S-C zone, the 2010 Sector Plan DDOZ and the site design guidelines. Section 27-548.25 requires that approval of a DSP prior to the issuance of building permits.

Section 27-548.21 Relationship to Other zones.

The Development District Overlay Zone shall be placed over other zones on the Zoning Map, and may modify specific requirements of those underlying

zones. Only those requirements of the underlying zones specifically noted in this Subdivision and elsewhere in this Subtitle are modified. All other requirements of the underlying zones are unaffected by the Development District Overlay Zone.

The underlying zone on the Property is Commercial Shopping Center. The applicable DDOZ contains requirements regarding uses and setback that modify the standard requirements of the C-S-C Zone. The proposed commercial, retail and restaurant uses are permitted uses in the (C-S-C) Zone.

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.

RESPONSE: DSP-15020-03 has been prepared and submitted by the Applicant in fulfillment of this request.

(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.

RESPONSE: The Applicant is requesting seven (7) development standards that differ from the development district standards. The alternate development district standards will benefit the development and will not substantially impair implementation of the Central Annapolis Road

Sector Plan and SMA. With the exception of the 7 alternate development district standards, all other applicable development district standards are being met.

(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.

RESPONSE: These proposed uses are permitted uses; this finding 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.

RESPONSE: Applicant is not requesting variances or departures; this finding does not apply.

V. **CONFORMANCE WITH DEVELOPMENT DISTRICT STANDARDS**

The Development District Standards for Character Area D: Retail Town Center are set forth on pages 164-185 of the Sector Plan. An analysis of the "Retail Town Center" area Development District Standards is attached hereto and incorporated herein as Sheet C-3, prepared by Gutschick Little & Weber, P.A., in the DSP drawing set. The Applicant satisfies the vast majority of the Development District Standards, however, in some instances, the proposed development deviates from the Development District Standards. Thus, in instances when the proposed development deviates from the Development District Standards, the Applicant respectfully requests that the Planning Board apply alternative Development District Standards as set forth below.

Per Section 27-548.25 of the Prince George's County Zoning Ordinance, these alternate standards may be approved if they can be found to benefit the development and the development district, and will not substantially impair implementation of the master plan, master plan amendment, or sector plan (all page numbers reference the sector plan). The following amendments are requested for approval from the Development District Standards for DSP-15020-03.

Alternate Standard No. 1.

IV. RETAIL TOWN CENTER

A. Table 8.10 Retail Town Center Bulk Table

Front Building Placement Line

B. Maximum 85' (North side of MD 450)

RESPONSE: The southern boundary of the Property is contiguous with the right-of-way for the westbound lanes of MD 450. The DDOZ standards require that the buildings be placed a minimum of 75' and a maximum of 85' from the MD 450 centerline. Building B and Building C comply with the standard. A short section of approximately 35 linear feet of the southwestern most corner of Building A is located approximately 90' from the MD 450 centerline. The condition is site specific in that it is caused by the curvature of MD 450 and it is common to a number of the other pad site which front onto Annapolis Road.

This "alternate development district standard" is based on an impossibility due to the curvilinear geometry of MD 450. A straight line façade cannot physically fit in between the narrow minimum and maximum building setback lines. To the degree possible the plan is in compliance with intent of the front building placement line standard. The recently approved

Pollo Campero, which has a similar condition, set the precedent for the development when it was granted an alternate standard of 89' from the centerline.

The 5' variation from the standard will be imperceptible and is significantly closer to the DDOZ standard than the neighboring McDonald's which is set back approximately 145' from the MD 450 centerline at its closest point and is comparable to the relief granted for other recently approved DSP's at Capital Plaza. The variation will benefit efficiency of the building and parking layout on-site by maintaining parallel setbacks from the northern and western boundaries, improve on-site vehicular circulation, and allow adequate loading and refuse collection in an appropriate location to the rear of Building A. Due to minor deviation from the DDOZ standard the proposed alternate standard will not substantially impair implementation of the 2010 Sector Plan. Applicant respectfully requests approval of this alternative.

Alternate Standard No. 2.

**A. Table 8.10 Retail Town Center Bulk Table
Corner Side Yard**

D. Maximum 30' (North side of MD 450)

RESPONSE: The eastern boundary of the Property is contiguous with a private easement for a private road (66th Avenue), making the Property a corner lot. The DDOZ standards require that the maximum corner side yard be 30-feet in width. The side yard between Building C and the private street ranges from 29-38 feet. The condition is site specific in that it is caused by the existing topography (approximately seven-feet (7') of vertical separation at the southeastern corner of Building C) and the requirement to have rear access doors for the individual tenant bays.

In this particular location, the standard 30' maximum corner side yard is not sufficient in width to accommodate a 5'-wide sidewalk, a 5' wide sidewalk providing rear access behind the building, and a slope that can be easily maintained (maximum slope 3:1). The maximum variation of 10' from the standard will be imperceptible. The wider setback also serves to implement two (2) key recommendations of the Sector Plan: (i) the landscaped sidewalk and roadway edge along 66th Avenue provides a safe pedestrian environment with adequate street lighting; and (ii) the landscaped view corridor along the private entrance drive assures continued visibility of Walmart.

The variation will benefit efficiency of the building and parking layout on-site by maintaining parallel setbacks from the northern and western boundaries, improve on-site vehicular circulation and sight distance at the intersection of 66th Avenue and MD 450 and provide a safe and attractive pedestrian connection to the EPS project and the remainder of the shopping center. The minor deviation from the DDOZ standard not substantially impair implementation of the 2010 Sector Plan and its primary vision of converting this remote, open sea of asphalt into a pedestrian connected local retail center. Applicant respectfully requests approval of this alternative.

Alternate Standard No. 3.

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.

RESPONSE: When the original Capital Plaza mall was developed in the 1960's it was nearly exclusively auto-oriented. The shopping mall has been demolished and removed however the majority of that parking which supported that development, 1,765 spaces, still exists on-site. Currently the required parking pursuant to the Zoning Ordinance is 732 spaces for the entire shopping center based on the existing, approved and proposed uses. The minimum and maximum parking permitted pursuant to the 2010 Sector Plan are 367 spaces and 917 spaces respectively for the entire shopping center.

The original DSP-15020 amended the maximum parking spaces approved by the Planning Board. The intent of this development standard is to reduce the existing "sea of parking" and convert the shopping center into a pedestrian connected local center with increased connectivity internally and to the surrounding community.

As portions of the 43.8115 acre site are re-developed, the excess parking which exists will be reduced accordingly. The EPS project, like the Royal Farms and the Pollo Campero projects are to be constructed in areas of the site that are currently developed as parking without storm water management. The development of 24,840 square feet of new, high-quality commercial/retail and the construction of new parking areas landscaped in accordance with all applicable County standards will replace the existing 387 spaces in this area of the shopping center (a reduction of 218 parking spaces) and integrates storm water management facilities into the design.

This redevelopment project brings the overall site closer to the 2010 Sector Plan regulations. When fully redeveloped the overall parking capacity for the shopping center will be

more in accordance with the DDOZ maximum parking capacity standards. The portion of the shopping center property that is the subject of this current application is relatively small when compared to the remaining areas to be redeveloped. Additionally, because the property owner is unsure what future redevelopment will occur, it would be an unfair burden to require the Applicant to remove the excess existing parking on the remainder of the site at this time.

For all of the reasons set forth above the Applicant respectfully submits that the proposed alternative to the parking capacity regulations, temporarily allowing all of the existing parking upon the remainder of the shopping center property to remain will benefit the development, and will not substantially impair implementation of the Sector Plan, and the Applicant requests approval of these alternatives to the requirements of Development Standards.

Alternate Standard No. 4.

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

RESPONSE: The proposed 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 EPS project does incorporate all of the other five (5) facade elements into the proposed architecture.

Allowing this variation to one of the six the suggested elements will increase the diversity of the architectural facades. 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 proposed which utilizes high quality materials in interesting compositions meets the intent of the standard and will not substantially impair implementation of the 2010 Sector Plan. Applicant respectfully requests approval of this alternative.

Alternate Standard No. 5.

V. PUBLIC REALM STANDARDS

D. Transit, bicycle and pedestrian mobility

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.

RESPONSE: This standard is not mandatory. It is encouraged for those areas where less durable materials may be utilized. Paths which are not used to provide vehicular service or maintenance access are proposed as part of the EPS project. Two pedestrian connections, one of which is ADA compliant, between the EPS project and the bus stop along MD 450 and a pedestrian/bicycle path which runs from MD 450 north along the west side of 66th Avenue and then makes a left hand turn and continues to run along the south side of the existing driveway which forms the southern boundary of the Walmart site provide the desired pedestrian link to both MD 450 and the remainder of the shopping center.

Due to the change of grade between MD 450 in the area of the bus stop and the finished floor elevations of the buildings, these connections require a series of steps or steps and ramps. The paths and these facilities need to be constructed of poured concrete. Likewise due to the proximity of the other long pathway immediately contiguous to the public right-of-way and the

parking lot drive aisle, this path also requires a durable material that can withstand being subject to sand and salt for snow removal. Allowing the use of poured concrete for these paths will not substantially impair implementation of the 2010 Sector Plan. Applicant respectfully requests approval of this alternative.

Alternate Standard No. 6.

E. Signage

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

RESPONSE: There is an existing, electrified, white-painted brick pylon sign located on the east side of the main entrance from MD 450 to the Capital Plaza Shopping Center. The sign has large externally lit top portion with the name “Capital Plaza” in large black letters and existing back lit sign cabinet to advertise individual tenants. Applicant is proposing to extensively renovate the pylon sign utilizing the same materials as are being used on the EPS buildings. See the Design Concept Plan prepared by Bignell Watkins Hasser Architects. The proposal is to apply a thin brick veneer at the base, install a new backlit sign cabinet in the center and to apply a veneer of dark metal or fiber cement siding and contrasting aluminum fascia at the top and additional aluminum fenestration to provide depth to the existing structure. The name “Capital Plaza” will be in backlit Channel Letters will appear at the top of the sign against the dark background. The pylon sign will also be attractively landscaped at its base.

The variance requested will allow the Applicant to maintain the size and location of the existing structure. However, the complete renovation and repurposing in accordance with the DSP design will result in an attractive pylon sign that bears little resemblance to the existing

sign. Retaining the location of the sign near the McDonald's and MD 450 eliminates any concern regarding light spill over. Allowing the use of backlit sign cabinet and backlit channel letters will not substantially impair implementation of the Sector Plan. Applicant respectfully requests approval of this alternative.

Alternate Standard No. 7.

VI. LANDSCAPE STANDARDS

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.**

RESPONSE: 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' wide) between the right-of-way and the EPS project for most of the approximate 640' 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 sixty percent (60%) 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 6' high trash enclosure walls for all four enclosures and a variable height retaining wall between the development and MD 450 provide additional screening of the parking lot.

Given the proposed 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), eliminating 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. Applicant respectfully requests approval of this alternative.

VI **CONCLUSION**

For all of the reasons set forth above, the Applicant, Capital Plaza Associates Limited Partnership, respectfully requests that the Planning Board grant approval of this Detailed Site Plan 15020-03 for the Eastern Pad Site project. The proposed redevelopment of a portion of the existing Capital Plaza shopping center with 24,840 square feet of quality commercial/retail space conforms to *Plan 2035* and the 2010 Sector Plan. The EPS project meets and exceeds the majority of the DDOZ standards for the Retail Town Center character area and sets the standard for the continued redevelopment of the balance of Capital Plaza.

RIFKIN WEINER LIVINGSTON, LLC

By: 

Michael S. Nagy, Esq.
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Bethesda, Maryland 20814
(301) 951-0150

Attorney for the Applicant

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 March 24, 2016, regarding Detailed Site Plan DSP-15020 for Pollo Campero, Capital Plaza the Planning Board finds:

- 1. **Request:** The subject detailed site plan (DSP) is for the construction of a 2,757-square-foot eating and drinking establishment, with drive-through service, including additional outdoor seating, associated parking, and other site improvements.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zones	C-S-C/D-D-O	C-S-C/D-D-O
Use	Vacant	Eating and drinking
Acreage	43.82	43.82
Building Square Footage/GFA		
Walmart	144,227	
McDonald’s	4,585	
Pollo Campero		2,757
TOTAL		151,569

OTHER DEVELOPMENT DATA

Parking Requirements per the Sector Plan

	Spaces Required
Department Store (144,227 sq. ft. (existing))	726
McDonalds (100 @ 1/3 seats)	33
Pollo (106 seats @ 1/3 seats)	35
Total required	795 spaces
Parking allowed per the DDOZ*	
Min (50%)-Max (125%)	394-994
Total Parking Provided	1,867
Existing spaces	1,824
Proposed spaces per DSP	43 spaces proposed for the subject pad-site including: 39 standard spaces and 2 van-accessible handicapped
Total Loading Spaces Required**	1
Total Loading Spaces Provided	0

Notes: * The number of parking spaces required is per the D-D-O standard IV(C)(2)(3) on page 166 of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA). This standard sets the minimum required on-site parking for all uses to be 50 percent of the required minimum as determined by the Zoning Ordinance, Section 27-568(a), and the maximum to be 125 percent of the Zoning Ordinance requirement.

**The D-D-O Zone does not have a standard for required loading spaces. Therefore, the loading standards require one space, for the overall site in accordance with the Zoning Ordinance; and a condition is included requiring the plan to be revised.

3. **Location:** The subject property is located on the north side of Annapolis Road (MD 450), specifically within the Capital Plaza Shopping Center approximately 1,000 linear feet east of the intersection of MD 450 and the Baltimore-Washington Parkway (MD 295). It is located in Council District 5, Planning Area 69, and in the municipality of Landover Hills.
4. **Surrounding Uses:** The subject property is bounded to the northeast by residential development of single-family detached homes. Webster Street deadends into the site and south of Webster Street is commercial development. To the west abuts the site to the north with commercial uses in the Commercial Shopping Center (C-S-C) Zone beyond; 62nd Avenue abuts the site to the west with a gas station and hotel in the C-S-C Zone beyond; and the platted, but undeveloped,

Columbia Avenue abuts the site to the south with vacant land in the One-Family Detached Residential (R-80) Zone beyond. To the east, the property abuts a hotel in the C-S-C Zone.

5. **Previous Approvals:** The subject property is Parcel H, of the Capital Plaza, Inc. Subdivision, located on Tax Map 51 in Grid A-3, recorded in Plat Book PM 228-87. The site was completely developed in the 1960s with approximately 395,000 square feet of development associated with the Capital Plaza Mall, which has been subsequently demolished. The current site is developed with a department store (Walmart) and an eating and drinking establishment with drive-through service (McDonalds). The Central Annapolis Road Sector Plan and SMA retained the property in the C-S-C Zone. The subject site also has an approved Stormwater Management Plan (SWM), 20152-2015-00, which is valid through June 18, 2018.

6. **Design Features:** The subject application proposes to completely raze a pad-site with an existing building on the property and construct a one-story, 22.5 foot-high, 2,757-square-foot eating and drinking establishment for Pollo Campero. The building will be located on the north side of Annapolis Road (MD 450) approximately 1,000 linear feet from its intersection with the Baltimore-Washington Parkway (MD 295). The proposed 43-space parking compound is located to the north and east of the building. Access to the building is proposed through the existing parking lot of the overall shopping center. The drive-through facility is located such that the on-site circulation is counter-clockwise around the building and traffic flow minimizes conflict with pedestrian coming from the sidewalk within the Annapolis Road corridor. A split-face concrete block dumpster enclosure is proposed to be located to the north east of the building, easily accessible to trash removal trucks. Stormwater is being accommodated in bioretention facilities around the perimeter of the pad-site.

The proposed one-story building is rectangular in shape and has a flat roof. The shorter southern elevation, facing MD 450, will have store front windows and a door with faux wood paneling walls and projected awnings along the front façade. Building mounted signage includes both the Pollo Campero logo and the name of the restaurant. The main access into the restaurant is along the east elevation includes the same elements as the front with the addition of a light unpolished ceramic tile along a large portion of the building at pedestrian levels. Signage is the same as the front elevation. The west elevation provides for the window service, store front windows, and the light unpolished ceramic tile along a large portion of the building. Signage is the same as the other two sides of the building. The façade facing the interior of the overall shopping center is actually the rear of the building and indicates the same use of exterior finish materials and does not include signage.

The lighting proposed in association with the Pollo Campero pad-site is depicted on the plans as a 42.5-foot-high pole with fixture. The Development District Standards indicate that a full cut-off optic should be used and should be located so that light spillover from one property to another is minimized. The photometric plan indicates lighting levels proposed from 3.02 to 7.25 foot-candles. In regard to spillover, The Dark Sky Society (2009) recommends the following relating to spillover:

Limit light crossing property lines, i.e. “light trespass.” Limit light to spill across the property lines. Light levels at the property line should not exceed 0.1 foot-candles (fc) adjacent to business properties, and 0.05 fc at residential property boundaries. Utility leased floodlight fixtures mounted on public utility poles in the public right-of-way should not be used.

The photometric plan proposes much higher lighting levels at the perimeter of the site, in the range of 3.02 to 7.4. The Planning Board finds that the lighting should be revised to reduce the height of the fixtures so that the lighting is “pedestrian friendly,” a maximum of 30 feet in height, and the lighting levels be reduced to the levels recommended by either the Dark Sky Society or the recommendations of the Illuminating Engineering Society of North America. A condition stating such is included in the approval of this resolution.

The proposed signage of the project is subject to Part 12, Signs of the Zoning Ordinance. The plans do not provide for the measurement for the proposed signs. The Planning Board finds that the plans should be revised as appropriate to address the requirements of Part 12 of the Zoning Ordinance to meet the requirements of the C-S C Zone prior to certificate approval or obtain a departure from sign design standards.

7. **2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment and Development District Overlay Zone (D-D-O):** The subject site is located within the Retail Town Center area of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA). The character area is intended to create a pedestrian-friendly retail center oriented toward Annapolis Road (MD 450). The center should accommodate a mix of regional-serving retailers and neighborhood-oriented businesses. The Development District Overlay Zone (D-D-O) Zone imposes urban design standards to implement the plan’s vision for the corridor and this character area.

The subject property is currently occupied by a vacant bank, and the applicant proposes to completely raze the existing development and build a new eating and drinking establishment. Since a site plan has been submitted for the development of a new building, the property is required to comply with the intent and the development district standards of the Central Annapolis Road Sector Plan. Compliance with the applicable standards has been evaluated as a part of the DSP process.

Development District Standards

The submitted application and justification statement indicate the need to deviate from a number of development district standards to accommodate the proposed development on the subject property. Per Section 27-548.25 of the Prince George’s County Zoning Ordinance, these alternate standards may be approved if they can be found to benefit the development and the development district, and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. These alternate standard requests, along with other standards, warrant discussion as follows (all page numbers reference the sector plan):

IV. Retail Town Center Bulk Table

- a. **Amendment Request–Front Building Placement Line:** The development district standards identify the minimum and maximum building placement line as 75 and 85 feet respectively, measured from the existing centerline of the eastbound MD 450 travel lanes.

The applicant provides the following amendment request:

“Front Building Placement Line: Capital Plaza fronts on the westbound lanes of Annapolis Road, and upon this property, the Plan requires that the “Front Building Placement Line” be a minimum of 75 feet from the Annapolis Road centerline (of the westbound lanes), and a maximum of 85 feet from that same centerline (as shown within Table 8.10, “Retail Town Center Bulk Table”). While most of the building proposed upon the subject property of this DSP conforms to this standard, a small corner of this proposed building is located 89 feet from the Annapolis Road centerline, a mere 4 feet beyond the maximum Front Building Placement Line of 85 feet. This minor variation is the result of a slight curvature by Annapolis Road in front of the subject property. The proposed building aligns with the existing pad site abutting it to the east (Capital One Bank), to create a visually cohesive development. Additionally, aligning the building in a manner that would meet the Front Building Placement Line in all respects would impair the internal vehicular circulation of this pad site, and it would thus be impractical, detrimental to the visual cohesiveness and functionality of the site, and ultimately contrary to the overall goal of the Plan.

“For all of the above-stated reasons, the Applicant respectfully submits that the proposed alternative to this Development Standard, being a setback of 89 feet from the Annapolis Road centerline, will benefit the development, and will not substantially impair implementation of the Sector Plan, and for these reasons, the Applicant requests the approval of this alternative to the Front Building Placement Line standard in the DDOZ of this Sector Plan.”

The Planning Board supports this minor modification to allow four feet beyond the maximum front building placement line.

- b. **Parking and access management–Standard IV.C**

(1)(c) Drive through facilities should be located so that they are logically arranged within the on-site and contextual circulation plan. They should also be designed to ensure safe pedestrian circulation and access.

The submitted site plans show a direct pedestrian connection from MD 450 via a short sidewalk that leads to a stamped pavement crosswalk and then the primary entrance of the building. Additionally, the driveway between the proposed building and MD 450 is a one-way, 12 feet wide, which will improve pedestrian comfort as vehicles will only originate from one direction at the crosswalk. The applicant and staff discussed this issue at length. Staff has concluded that the site plan as finally submitted is the best solution for the management of the vehicles and pedestrians around the structure. The plan provides for counter-clockwise vehicular circulation around the building. The pedestrian access from the pedestrian corridor of Annapolis Road reduces the potential for vehicle and pedestrian conflicts. Further the plans provide for safe pedestrian access to the north and east within the shopping center.

c. **Amendment Request–Parking and Management Access–Standard IV.C**

- (2) **The following minimum and maximum parking capacity regulations apply to uses in the retail Town Center Area: the minimum 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.**

- (3) **For any property under one ownership and with two or more uses, the minimum number of spaces requires shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (2) above, by the appropriate shared-parking percentage by time period shown in Table 8.7a. The number of 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 requirements.**

Maximum Parking Capacity: The development district standards identify the minimum and maximum parking as 50 percent and 125 percent respectively. The applicant provides the following amendment request:

“Within the Retail Town Center Area of the DDOZ, the maximum parking capacity is stated to be 125% of the minimum capacity required by the Zoning Ordinance for all uses (Section IV.C.2.). Currently, the following parking analysis applies to the entire Capital Plaza property:

“Required parking (per Zoning Ordinance) – 795 spaces

“Minimum parking required per the Sector Plan – 394 spaces

“Maximum parking permitted per the Sector Plan – 994 spaces

“Existing parking on the Property – 1867 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 10 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, and the “sea of asphalt” that was once the parking to serve the mall and pad sites on the property remains. The portion of this property that is currently the subject of DSP-15020 is a relatively small pad site, and 43 spaces are proposed to be provided for the subject restaurant. Clearly no new pavement is either necessary or is being provided for this proposed restaurant on this pad site, so the existing parking area is not being enlarged beyond its current boundaries. However, since the entire property is being redeveloped in phases, and no one yet knows of other possible future uses on this site, it would be an unfair burden upon the Applicant for this DSP, and would serve no purpose, to require removal of any portion of the existing pavement upon this property.

“For all of the above-stated reasons, the Applicant respectfully submits that the proposed alternative to this Development Standard, allowing all of the existing parking upon the Capital Plaza property to remain, will benefit the development, and will not substantially impair implementation of the Sector Plan, and the Applicant requests approval of this alternative to the Maximum Parking Capacity standard in the DDOZ of this 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. It would be unreasonable to ask the owner of the shopping center to remove all of the existing parking on the site, so that only the maximum amount of parking would remain on the site. As new development is proposed over time the amount of existing parking on-site and the requirements of the DDOZ will reconcile. However, it seems that the applicant is using the calculations for an integrated shopping center in order to create the base calculation in which to apply the minimum and maximum standards for the overall site. In reality, the site is subject to the calculations as would normally be applied for a restaurant. In that case, the number of required spaces is 36, and 125 percent of that number is 45, two more than the number of spaces proposed on the subject site plan. Therefore, the Planning Board approved this amendment request.

d. **Building Design Guidelines–Standard IV.D**

3. **Style and Detail**

a. **Building designs shall use materials with high aesthetic**

character, such as brick, decorative masonry, decorative metals, and decorative wood, to be determined through the design review process.

- b. Low-quality materials, such as concrete masonry units, exterior insulating finishing system, or prefabricated panels, shall be minimized and masked wherever possible.**

The applicant's original submission included the use of Exterior Interior Finishing Systems (EIFS) as the primary sheathing material on left side, right, and rear elevations. Revised plans indicate the substitution of unpolished ceramic tile along a large portion of the building at pedestrian level. This improves the durability and quality of the exterior finish material along the pedestrian zone and is acceptable and is determined to meet the requirements above.

- e. Public Realm Standards—Standard V**

(D) Transit, Bicycle, and pedestrian mobility

- 1(a) Development sites shall provide links to adjacent sidewalk or path networks to maintain continuity between development sites.**
- (b) The location of on-site path networks should maximize access to primary structures and minimize access to primary structures and minimize conflicts with automotive access and storage.**
- (c) Paths internal to the site shall be no less than four feet wide.**
- (d) Paths shall be adequately illuminated, attractively designed and signed for safety and navigability, and shall be compatible with the overall design of the development site.**
- (e) Commercial pad sites oriented towards Annapolis Road shall be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.**

The application includes a connection to Annapolis Road (MD 450) and creates a vehicular circulation pattern that provides for the safest crossing designs for the pedestrians. The plan also shows a pedestrian connection on the north side of the Pollo Campero pad-site that will provide for safe access for pedestrians heading northeast internal to the site. The above requirements are met in the revised plans proposed for development as submitted.

- f. **Signage–Building and Canopy Signs–Standard V(E)**
 - 1.a. **Signs shall be constructed of quality materials.**
 - 1.b. **The placement, colors, type, style and size of the signs shall be integrated into the overall architectural design of the building.**
 - 1.h. **Lit signs should be externally illuminated from the front, except for individually-mounted letters, or numbers, which may be internally lit. Panelized back lighting and box signs are discouraged.**

The applicant is proposing to construct building mounted signage with internal light. The materials and specifications for the signs was not included in the application. The applicant should provide staff with a description of the materials and specifications to construct the mounted signs prior to signature approval of the plans. The applicant has stated that the lighting requirements of 1(h) above are too restrictive considering the need for visibility from Annapolis Road. Considering the economic aspects of low lighting of signage, and the impact it can have on the success of a single use pad-site, and the fact that there isn't a free standing sign being proposed, the Planning Board believes that the allowance of the internal lit signage is appropriate at this location.

- g. **Landscape Standards–Standards VI**

- A. **Existing trees within the DDOZ should be preserved where feasible.**

The plan as proposed includes the preservation of existing trees along the immediate frontage of the Pollo Campero site. The Planning Board supports the preservation of existing trees, even though the development district standards also proposes to create a low continuous screening of the parking along the frontage of Annapolis Road (MD 450), which could damage root systems of existing trees and further threaten the livability of the existing shade trees. In this case, the frontage of the building is not a parking compound but a driveway between the building and the right-of-way.
- C. **Street Trees–Standard VI.C**
 - 2. **Street trees shall be planted along the arterial frontage and all new commercial streets in the DDOZ according to the streetscape sections.**

This is an issue of the SHA, but should be shown on the plans.

Parking Lot Requirements (Standard VI.D.2.):

- a. **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 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 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.

**Amendment Request–Parking Lot Requirements
(Standard VI.D):**

The development district standards require a planting strip along the frontage of the property. The applicant provides the following amendment request:

“Within the Applicant’s pad site area, a roughly 10-foot wide landscaped strip currently exists between the pad site and Annapolis Road. There are currently several large oak shade trees planted within this existing landscaped strip, and it is not possible to erect a knee wall at this location, given that the wall foundation would interfere with the root zones of the oak trees. Additionally, this existing landscaped strip will actually be widened by approximately 8-feet from its current 10-foot width in connection with the construction of the proposed new restaurant upon the subject property, thus aiding the survivability of the existing trees. This situation is proposed as an alternative to the above-referenced Development Standard.

“For all of the above-stated reasons, the Applicant respectfully submits that the proposed alternative to this Development Standard, widening the existing landscaped strip along the pad site frontage without a knee wall, will benefit the development, and will not substantially impair implementation of the Sector Plan, and the Applicant requests approval of this alternative to the Parking Lot Landscaped Strip standard in the DDOZ of this Sector Plan.”

The Planning Board agrees that the implementation of a wall along the edge of the current treed landscape strip would be inappropriate and could cause decline of the existing trees along the street line. Therefore, the Planning Board approved this amendment. It is reasonable to allow for the preservation of the existing trees, with a requirement of an arborists evaluation and treatment plan to and improve the health and vigor of the trees and a plan to protect the trees during the construction process.

h. **Streetscape Elements (Standard VI.I.)**

All streetscape elements shall be required for all streets and shall include information of location, spacing, quantity, construction details, and method of illumination in accordance with the plan's recommended streetscape sections and public realm elements.

Streetscape elements shall include:

1. Street Trees
2. Street furniture (benches, trash receptacles, lighting, and bus shelters)
3. Landscaping and planters
4. Decorative paving
5. Sculptures/artwork

The above requirement does not apply to the subject site because the Central Annapolis Road Sector Plan should not be interpreted to apply to the Annapolis Road as it is a state highway right-of-way (ROW) and the improvements within the right-of-way are wholly within SHA's jurisdiction. The above requirement may apply to private streets that could be developed on the overall site in the future, but this type of development is not proposed at this time. This plan does include the additions of pedestrian walkways, the curb and gutter to define vehicular movement on the site associated with the subject improvements, but these are driveways that are part of the existing infrastructure of the site and should not be construed as "streets."

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

- a. **Requirements of the C-S-C-Zone:** The proposed eating and drinking establishment is a permitted use in the C-S-C Zone.

Section 27-548.21. Relationship to other zones.

The Development District Overlay Zone shall be placed over other zones on the Zoning Map, and may modify specific requirements of those underlying zones. Only those requirements of the underlying zones specifically noted in this Subdivision and elsewhere in this Subtitle are modified. All other requirements of the underlying zones are unaffected by the Development District Overlay Zone...

The applicable D-D-O Zone contains requirements regarding uses and setbacks that modify the requirements of the C-S-C Zone.

b. **Development District Overlay Zone Required Findings**

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 DSP has been submitted in fulfillment of the above 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 response to Section 27-548.25(b) and (c) of the Zoning Ordinance, the applicant requests that the Planning Board apply three development standards which differ from the development district standards. The Planning Board believes that the three alternate development district standards will benefit the development and will not substantially impair implementation of the Central Annapolis Road Sector Plan and SMA, given the property's location and site constraints.

- (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.**

The applicant has not asked for any variances or departures.

9. **Preliminary Plan of Subdivision:** Parcel H was the subject of preliminary plan of subdivision (PPS) 4-86033 which was approved on May 8, 1986 and recorded in Plat Book NLP 131-6 as

Parcels E and F. A capacity analysis was done with this PPS review totaling 493,913 square feet of development, which is therefore the cap on development for the included parcels. The current plat is a resubdivision which was approved on November 25, 2008 and recorded in Plat Book PM 228-87 as Parcel H and G. The development cap would include all improvements located on Parcels E, G and H. These parcels (Parcels E, G and H) are in the process of a plat of resubdivision, prepared in accordance with Section 24-108(a)(1) of the Subdivision Regulations to note the development limitations of the subdivision. The platting process must be completed prior to approval of building permit. The properties included in the subdivision are limited to 493,913 square feet of development. Any additional development will require a new preliminary plan of subdivision. In order for the Planning Board to analyze if the development proposal of Detail Site Plan DSP-15020 is in conformance with the PPS, the existing as well as proposed square footages should be noted on the DSP, including the development on Parcel E.

10. **2010 Prince George's County Landscape Manual:** The development district standards contained in the Central Annapolis Road Sector Plan and SMA modify those contained in the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Discussion of the DSP's conformance with the landscape-related development district standards is provided in Finding 7 above. The Central Annapolis Road Section Plan SMA does not include any standards that modify Sections 4.6 (c)(2) Buffering Development from Special Roadways and 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. In regard to Section 4.6, the plans do not recognize the buffering of the overall property from the Baltimore-Washington Parkway (MD 295), probably because the specific portion of the overall site associated with the improvements are so far removed from that portion of the site. However, improvements to the site in near proximity of MD 295 should address this aspect of the Landscape Manual. The submitted plans demonstrate conformance to Section 4.9 by providing the appropriate schedule and notes. A condition has been included in the Recommendation section of this report requiring that the other non-applicable Landscape Manual schedules be removed from the landscape plan.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The property is exempt from the Woodland and Wildlife Habitat Conservation Ordinance because the property contains less than 10,000 square feet of woodland on-site, and does not have a previously approved tree conservation plan. The site has received a Woodland Conservation Exemption Letter (S-168-14) dated December 9, 2014 and remains valid until December 9, 2016. A Type 2 tree conservation plan is not required.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The site is subject to the Tree Canopy Coverage Ordinance because it proposes more than 5,000 square feet of building. The Ordinance requires that, based on the zoning of the site, ten percent of the site is to be covered in tree canopy. The site measures 1.33 acres and therefore it requires 0.13 acre, or 5,793 square feet, of the site to be covered in tree canopy. The site plan provides the appropriate schedule indicating that this requirement is being met on-site with a small amount of existing non-woodland conservation trees and proposed tree plantings.

13. **Further Planning Board Findings and Comments from Other Entities:** The summarized comments of the concerned agencies and divisions are as follows:

- a. **Community Planning**—The Community Planning Division provided an analysis of the subject DSP’s conformance with the D-D-O Zone, as discussed in Finding 7 above. The application conforms to the 2010 Central Annapolis Road Sector Plan Land Use recommendation for commercial uses. They also provided the following additional information:

The Plan Prince George’s 2035 Approved General Plan: This site is located within the Established Communities policy area. The plan recommends maintaining and enhancing existing public services (police and fire/EMS), facilities such as libraries and schools, and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

The Community Planning Division recommended approval of amendments to DDOZ Standards regarding building placement, landscaping, and retaining existing trees and parking.

- b. **Transportation Planning**—The Planning Board has reviewed the vehicular access to the Pollo Campero site, noting it will be from the entire access roadways serving the Capital Plaza shopping center, and without and direct vehicular access to MD 450, as envisioned by the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*. Consistent with the Sector Plan’s goals for better pedestrian accommodations, the submitted detailed site plan shows a direct pedestrian walkway extension from the subject site to the existing side walk on the north side of MD 450.

The applicant proposes to replace several existing surface parking spaces on this portion of the Capital Plaza with a new eating and drinking building with a drive-through service, not to exceed 2,800 square feet, some outdoor seating, and approximately 43 new surface parking spaces.

Following several meetings with the applicant’s representatives, the most recently submitted detailed site plan incorporates on-site vehicular and pedestrian circulation patterns that are consistent with the goals of the approved Central Annapolis Sector Plan and satisfactorily addresses all of the required transportation-related standards of the Sector Plan’s Development District Development Zone (DDOZ).

The subject site was included in the overall site which was the subject of preliminary plan of subdivision (PPS) 4-86033. A capacity analysis was done with this review totaling 493,914 square feet of development, which is therefore the cap on development for the included parcels. This would cap development at 289 AM and 1,223 PM peak-hour trips, net of allowed pass-by trips. The development cap would include all improvements located on Parcels E, G, and H. Current development with the proposed Pollo Campero

restaurant would generate 141 AM and 566 PM peak-hour trips. Therefore, development is within the designated trip cap. At the Planning Board hearing, staff noted that the owner of the property has made a commitment to memorialize the trip cap in the form of a record plat filed with the Subdivision Section that is currently being processed.

In summary, and based on the preceding findings, the Planning Board finds that the revised detailed site plan, as submitted, fully satisfies or represents reasonable alternative for satisfying the required transportation-related site design guidelines.

- c. **Subdivision Review**—Preliminary plan conformance is addressed through the conditions of approval in this resolution.
- d. **Trails**—The subject site is one component of an entire parcel, which covers the Capital Plaza shopping center, and the subject application includes road frontage along MD 450. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (area master plan). The subject site is located in a Commercial Shopping Center (C-S-C) Zone with a Development District Overlay (D-D-O) Zone.

Master Plan Compliance

One master plan trail impacts the subject property directly. MD 450 is designated as trail/bikeway corridor in the MPOT. The MPOT includes the following recommendation (MPOT, page 20):

MD 450 Standard or Wide Sidewalks with On-Road Bicycle Facilities:

Provide continuous sidewalks and on-road bicycle facilities along this heavily traveled corridor. These sidewalks will improve access to the New Carrollton Metro Station, as well as several commercial areas. Areas of high-pedestrian traffic may warrant wide sidewalks. Pedestrian amenities and safety features are also warranted in some areas. On-road bicycle facilities should be provided. Although right-of-way constraints may not allow full bicycle lanes, wide outside curb lanes are recommended.

Maryland State Highway Administration (MD SHA) recently built a sidewalk along MD 450 for the entire frontage of the site parcel, this includes a sidewalk in front of the subject property. These sidewalks are approximately five feet wide and have a grass buffer between the sidewalk and MD 450. There are no bicycle facilities along MD 450. The Planning Board believes that the applicant should provide MD SHA with a bicycle signage fee to provide “Share the Road” signage along the property frontage. Bicycle lanes along MD 450 can be striped as a component of a future roadway improvement project.

The MPOT also contains a section on Complete Streets which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk

construction and the accommodation of pedestrians (MPOT, page 10).

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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.

POLICY 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.¹

The subject site is located in the first sustainable growth tier (the developed tier). A sidewalk connecting the sidewalk along MD 450 and the subject site is depicted in the submitted site plans and will provide direct pedestrian access to the subject site.

2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment

The area master plan includes the following strategies related to bicycle and pedestrian improvements along MD 450 (area master plan, page 56):

- Install and maintain continuous ADA-accessible sidewalks along both sides of Annapolis Road, in particular between 65th Avenue and the Baltimore-Washington Parkway.
- Install continuous roadway lighting to improve the visibility of pedestrians and bicyclists along Annapolis Road.
- Install street trees to provide shade and a buffer for pedestrians.
- Install continuous roadway lighting to improve the visibility of pedestrians and bicyclists along Annapolis Road.
- Install street trees to provide shade and a buffer for pedestrians.
- Install continuous ADA-accessible sidewalks along both sides of Annapolis Road.

The area master plan includes additional strategies related to bicyclist and pedestrian improvements along MD 450 that are specific to the Retail Town Center, the area between

¹ The American Association of State Highway and Transportation Officials (AASHTO) has published the *Guide for the Development of Bicycle Facilities 2012 Fourth Edition*.

the Baltimore-Washington Parkway and Cooper Lane (area master plan, page 96):

- Encourage cross-access parking.
- Orient surface parking for smaller retailers, restaurants, and mixed-use developments to the rear of the building.
- Install continuous ADA-accessible sidewalks along both sides of Annapolis Road, in particular between 65th Avenue and the Baltimore-Washington Parkway.
- Ensure pedestrian pathways through Capital Plaza follow the shortest, most direct route between transit stops and the retail town center, and between Wal-Mart and any future adjacent retail strip development.

The applicant worked to address the last strategy in particular. The revised plans reflect the strategies of the area master plan in regards to pedestrian transportation.

The area master plan provides additional short mid and long-term strategies for bicycle facilities along the MD 450 corridor (area master plan, page 51):

- In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume neighborhood streets. The bike route should be designed to meet three key objectives: (1) giving priority to bicycle mobility and comfort; (2) preserving auto access to all local land uses; and (3) discouraging cut-through auto traffic. Install way-finding signs designating it as a preferred bicycle route.
- In the mid term (by 2025), replace the curb lane in each direction between 65th Avenue and Gallatin Street with an at-grade bike track with paint-stripped buffer separating it from the two remaining travel lanes.
- Over the long term (2026 and beyond), develop the multi-way boulevard concept with bike lanes. Carefully design curb radii, medians, and refuge islands to ensure safe pedestrian crossings (area master plan, page 51).

The subject development faces MD 450, which would not be part of a local, low volume, neighborhood bike route. Mid- and long-term improvements can be a component of a future corridor wide improvement project, or as a future CIP project. The DSP is subject to the Central Annapolis Corridor D-D-O Zone, which provides specific standards for the active and non-motorized transportation. The plan specifically states (area master plan, page 137):

All new development and redevelopment of existing structures within the DDOZ shall comply with the intent and the development district standards

and Central Annapolis Road sector plan. Development must show compliance during the detailed site plan process.

The area master plan also provides requirements regarding parking (area master plan, page 165):

The area master plan provides more specific requirements for transit, bicycle, and pedestrian mobility (area master plan, page 179):

Private development and the creation of new streets should enhance accessibility for pedestrians, bicyclists, and users of public transit.

1. The following requirements related to the accommodation of pedestrian and bicycle infrastructure and access:
 - a. Development sites shall provide links to adjacent sidewalk or path networks to maintain continuity between development sites.
 - b. The location of on-site path networks should maximize access to primary structures and minimize conflicts with automotive access and storage.
 - c. Paths internal to a site shall be no less than four feet wide.
 - d. Paths are not used to provide vehicular service or maintenance access are encouraged to use sustainable paving materials such as porous asphalt or permeable pavers.
 - e. Paths shall be adequately illuminated, attractively designed, and signed for safety and navigability, and shall be compatible with the overall design of the development site.
 - f. Commercial pad sites oriented towards Annapolis Road shall be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.

The submitted site plans reflect the requirements 1(a)–(f). The depicted sidewalks connecting MD 450 to the main driveway through the entire parcel will provide a valuable pedestrian connection.

- g. Nonresidential and multi-family developments in the Glenridge Transit Village and Retail Town Center character areas shall provide a minimum of two bicycle parking spaces per 10,000 square feet of GFA.
- h. Bicycle parking is not required for nonresidential and multifamily developments under 10,000 square feet of GFA in the Glenridge Transit

Village and Retail Town Center character areas.

- i. Whenever possible, bicycle parking spaces should be located near building entrances, but should not conflict with pedestrian circulation routes.
- j. Bicycle parking spaces shall be located in accessible, secure, well-lit, and highly-visible areas.
- k. Bicycle racks and/or lockers should be designed and located so that they are integral to the overall site design and should be compatible in appearance with other site furnishings.

The submitted site plans do not include bicycle parking spaces. The subject site includes the entire parcel, which is approximately 151,569 square feet. It is unlikely that one property on the subject site would provide bicycle parking for the entire site. The Planning Board finds that the subject property include four bicycle parking spaces (e.g. two inverted u-rack style bicycle parking racks) at a location near the primary entrance of the proposed building. Locating the bicycle parking near the primary entrance will likely meet the criteria for bicycle parking set forth in the plan.

Proposed improvements

The submitted site plans indicate several pedestrian and bicycle improvements:

- (1) A sidewalk connecting the existing sidewalk along MD 450 with the proposed development.
- (2) A reduced crossing width along the front of the proposed building.
- (3) Marked or stamped crosswalks at appropriate locations within the proposed development.
- (4) A sidewalk connection between the proposed building's primary entrance and the interior of the entire parcel.
- (5) A sidewalk along a section of the main driveway of site.

The proffered improvements depicted in the site plan will improve pedestrian comfort, the general walkability of the site, and contribute toward meeting the goals set forth in the 2010 Central Annapolis Sector Plan.

From the standpoint of non-motorized transportation, the Planning Board determined that the submitted site plan is acceptable, fulfills the intent of the 2009 *Approved Countywide Master Plan of Transportation* and 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*, and meets the necessary findings for a detailed site plan as described in Section 27-285, if the following conditions are to be placed:

1. Provide Maryland State Highway Administration with a bicycle signage fee to provide “Share the Road with a Bike” signage along the property frontage on MD 450, subject to modification by MD SHA.
2. Prior to signature of approval of the detailed site plan (DSP-15020) the applicant and the applicant’s heirs, successors, and/or assignees shall revise the detailed site plan to show the following:
 - a. Four bicycle parking spaces (e.g. two inverted u-rack style bicycle racks) at a convenient location near the primary entrance of the proposed development.
- e. **Permit Review**—The Permit Review Section did not offer comments on the subject application.
- f. **Environmental Planning**—An approved and signed Natural Resource Inventory, NRI-132-12-02, for this project area was issued on July 7, 2015. This site also has a Standard Woodland Conservation Exemption letter, S-190-13, which expired on November 18, 2015. No other previous environmental reviews have occurred on this site.

Site Description

The site is in the C-S-C Zone and D-D-O overlay zone is located on the northern side of Annapolis Road (MD-450), east of the Baltimore and Washington Parkway interchange. The site is relatively flat and contains no woodlands. It is located within the Lower Northeast Br (Ana) watershed which flows into the Potomac River Basin. According to the USDA NRCS Web Soil Survey, the predominant soils found to occur on the site are Urban-Land Christiana-Downer complex (5%-15% slopes). According to available information, Marlboro clay is not identified on the property and according to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered (RTE) species found to occur on or in the vicinity of this property. There are no floodplains, streams, waters of the US, or wetlands associated with the site. No Forest Interior Dwelling Species (FIDS) or FIDS buffers are mapped on-site. The site has frontage on Annapolis Road (MD 450) which is a master planned arterial roadway that is a traffic noise generator. However, due to the proposed commercial use, traffic generated noise is not regulated in relation to the subject application. Annapolis Road (MD 450) is also not identified as a historic or scenic roadway. The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated

Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. According to the *2005 Approved Countywide Green Infrastructure Plan*, the site is not mapped within the network.

Natural Resources Inventory/Existing Conditions

An approved Natural Resource Inventory Equivalence letter (NRI-132-12-02) was submitted with the review package, which was approved on July 7, 2015. The NRI verifies that no regulated environmental features or woodlands occur on the subject property. No revisions are required for conformance to the NRI.

Regulated Environmental Features

This site has been previously developed and does not contain any regulated environmental features that are required to be protected under Section 27-285(b)(4) of the Zoning Regulations. No further information concerning the regulated environmental features is needed at this time.

Woodland Conservation

This project is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 acres of woodland, and does not have a previously approved tree conservation plan. The site received a Woodland Conservation Exemption Letter (S-190-13) on November 18, 2013, which expired on November 18, 2015. A Type 1 Tree Conservation Plan is not required. No additional information is required with regard to woodland conservation.

Stormwater Management

A Site Development Concept Plan was submitted with the application for this site. The approval was issued on September 7, 2015, from the Prince George County Department of Permitting, Inspections and Enforcement (DPIE). Since this area contains impervious areas, the plan proposes to construct new on-site bio-retention areas with infiltration. No further action regarding stormwater management is required with this Conceptual Site Plan review.

Soils

According to the USDA NRCS Web Soil Survey, the predominant soils found to occur on the site are Urban-Land Christiana-Downer complex (5%-15% slopes). According to available information, Marlboro clay is not identified on the property. This information is provided for the applicant's benefit. The county may require a soils report in conformance with County Council Bill CB-94-2004 during the building permit process review.

- g. **Prince George's County Health Department**—The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a health impact assessment review of the detailed site plan submission for Pollo Campero, Capital Plaza, and has the following comments / recommendations:

- (1) Health Department permit records indicate there are over five carry-out/convenience store food facilities and two markets/grocery stores within a one-half mile radius of this location. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity.

This particular issue raised is outside the Planning Board's legislative authority to establish conditions.

- (2) The applicant must obtain a raze inspection from the County's Department of Permitting, Inspections and Enforcement (DPIE) to address potential asbestos issues associated with the existing building on the site.

This information is provided to the applicant to assist in the permit review process.

- (3) The applicant must submit plans for the proposed food facility and apply to obtain a Health Department Food Service Facility permit through the Department of Permitting, Inspections and Enforcement (DPIE).

DPIE will be responsible for enforcing such a requirement prior to issuance of permit.

- (4) 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.

A note should be provided on the DSP indicating the applicant's intent to conform to the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control requirements.

- (5) During the demolition/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.

A note should be provided on the DSP indicating the applicant's intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

- h. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated November 3, 2015, WSSC provided standard comments on the DSP regarding existing water and sewer systems in the area, along with requirements for service and connections, requirements for easements, spacing, work within easements, and meters.

These issues must be addressed at the time of permits for site work.

- i. **Historic Preservation**—There is a low probability of archeological sites within the subject property.
 - j. **Verizon**—Verizon did not offer comments on the subject application.
 - k. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer comments on the subject application.
 - l. **Town of Landover Hills**—The Town of Landover Hills did not provide any comments on the subject application.
 - m. **Town of Cheverly**—The applicant submitted an e-mail dated March 17, 2016 to Lawrence N. Taub from David Warrington, Town Administrator of the Town of Cheverly stating that “the Mayor and Council unanimously support the proposal and look forward to approvals being provided and construction to begin in the near future.”
 - n. **City of Bladensburg**—The City of Bladensburg did not provide any comments on the subject application.
14. Based on the foregoing and as required by Section 27-285(b)(1), the DSP 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.
 15. 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 of Subtitle 24-130(b)(5). In their memorandum dated November 12, 2015, the Environmental Planning Section noted that the site does not contain any regulated environmental features that are required to be protected.
 16. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central Annapolis Road Sector Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district as required by Section 27-548.25(c) of the Zoning Ordinance, and would not substantially impair implementation of the sector plan.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George’s County Code, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the following amendments:

1. **Standard IV.A.:** To allow for a building setback of 89 feet, measured from the existing centerline of the eastbound Annapolis Road (MD 450) travel lanes.
2. **Standard IV.C.1.a.:** To allow parking to exceed the 125% maximum allowed for the overall site, until such time as plans for redevelopment are proposed that are subject to the parking standards.
3. **Standard VI.D.2.a.:** To allow for no wall or screening to be provided and instead provide for the retention of existing shade trees, between the building and parking lot and Annapolis Road.

The Planning Board further APPROVED Detailed Site Plan DSP-15020, Pollo Campero Capital Plaza, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the plans shall be revised as follows:
 - a. Add the existing as well as proposed square footages to the plan.
 - b. Provide four bicycle parking spaces (e.g. two inverted u-rack style bicycle racks) at a convenient location near the primary entrance of the proposed development.
 - c. Provide a note on the plans indicating intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
 - d. Provide a note on the plans indicating intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
 - e. Revise the DSP to correctly identify all of the approved development district standard amendments and parking calculations in accordance with the Central Annapolis Road Sector Plan.
 - f. Revise the 2010 *Prince George's County Landscape Manual* schedule for Section 4.3 with notes regarding conformance to the applicable Landscape Standards and Parking Lot Requirements.
 - g. Revise the lighting plans to reduce the height of the lighting pole to be less than 30 feet in height, revise the fixture to full cut-off optics, and demonstrate that spillover lighting meets the recommended standards of either the Dark Sky Society or the recommendations of the Illuminating Engineering Society of North America.

- h. Revise the signage plans to address the requirements of Part 12 of the Zoning Ordinance to meet the requirements of the C-S-C Zone or obtain a departure from sign design standards.
 - i. For informational purposes only, revise the plans to indicate proposed street trees in the SHA right-of-way.
 - j. Revise the plan to add one 12-foot-wide by 33-foot-long loading space.
 - k. Revise the landscape plan to include a plan to improve the health and vigor of the existing trees along the right-of-way of MD 450 as shown in Staff Exhibit A. The plan shall be prepared by a certified arborist and shall include details and specifications for protection of the trees during the construction process.
2. The applicant, its heirs, successors and assignees, shall provide Maryland State Highway Administration with a bicycle signage fee to provide "Share the Road with a Bike" signage along the property frontage on Annapolis Road (MD 450), subject to modification by State Highway Administration of Maryland (MD SHA).

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 Shoaff, seconded by Commissioner Geraldo, with Commissioners Shoaff, Geraldo, Bailey and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, March 24, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7th day of April 2016.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

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, in consideration of evidence presented at a public hearing on October 19, 2017, regarding Detailed Site Plan DSP-15020-02 for Royal Farms #241 (Capital Plaza), the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) is for a 6,619-square-foot food and beverage store, in combination with a gas station and car wash. This application also proposes to amend four Development District Overlay (D-D-O) Zone standards of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA).

The building square footage is a combined total for the food and beverage store and car wash buildings. Individually, the food and beverage store is 5,371 square feet and the car wash building is 1,248 square feet.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	C-S-C/D-D-O	C-S-C/D-D-O
Use(s)	Department Store and Restaurant	Food and Beverage Store in combination with a Gas Station
Acreage	43.81	43.81
Building Square Footage/GFA	186,856	193,475
Acreage*	2.63	2.63
Building Square Footage/GFA*	0	6,619

Note: *Subject site covered in this DSP

OTHER DEVELOPMENT DATA

PARKING AND LOADING SCHEDULE

	DESCRIPTION	RATE	REQUIRED	PROVIDED
PARKING	RETAIL - 5,371 SQ. FT. GROSS FLOOR AREA	NORMAL PARKING GENERATION GROUP: 1 SPACE / 150 SQ. FT. OF THE FIRST 3,000 SF.	20	
		+1.0 SPACE / 200 SQ. FT. (ABOVE THE FIRST 3,000 SQ. FT.) * 2,371 SF	12	
	GAS STATION	1 SP /EMPLOYEE * 8 EMPLOYEES (LARGEST SHIFT)	8	62
	24 OUTDOOR SEATS 14 INDOOR SEATS	EATING OR DRINKING ESTABLISHMENTS (NOT INCLUDING DRIVE THRU SERVICE)	13	
	CARWASH	1 SPACE / 500 SQ. F.T. OF GFA	3	
	HANDICAPPED ACCESSIBLE	1 SPACE / 25	3	3
	TOTAL NUMBER OF PARKING SPACES		56	65
MIN. = 50% OF MIN REQUIRED BY 27-568(a)			28 – 70	
MAX = 125% OF MIN REQUIRED BY 27-568(a)				
LOADING	5,371 SQ. FT. GROSS LEASE AREA	ONE LOADING SPACE FOR 2,000 - 10,000 SF. GROSS LEASE AREA (15' X 33' LOADING SPACE)	1	1

Overall Parking Analysis

Parking Required by Section 27-568 of the Zoning Ordinance:

Walmart	726.4
McDonald's	63.3
Pollo Campero	79.8
Royal Farms	56
	925.5 (Rounded up: 926)

Parking Reduction Pursuant to Annapolis Road Sector Plan:

Minimum Parking (50 percent):	463
Maximum Parking (125 percent of the above):	1,158
Parking Provided:	1,759*
Handicapped Accessible Parking Required:	19
Handicapped Accessible Parking Provided:	32

Loading Analysis:

Required for Walmart	3 spaces
Provided for Walmart	4 spaces
Required for McDonald's	1 space
Provided for McDonald's	1 space
Required for Pollo Campero	1 space
Provided for Pollo Campero	1 space
Required for Royal Farms	1 space**
Provided for Royal Farms	1 space

Notes: *The number of parking spaces required is per D-D-O standard IV(C)(2)(3) on page 166 of the 2010 Central Annapolis Road Sector Plan and Sectional Map Amendment. 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.

**The D-D-O Zone does not have a standard for required loading spaces. Therefore, the loading standards require one space, which has been provided by the applicant.

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 pad site, where the subject project is hereby approved, is located in the southwestern corner of the Capital Plaza Shopping Center, in Planning Area 69, and Council District 3.
4. **Surrounding Uses:** The subject pad site is surrounded to the north by an undeveloped portion of the Capital Plaza Shopping Center, with MD 295 and single-family detached residences in the Multifamily High Density Residential (R-10) and Townhouse (R-T) Zones beyond; to the east by the Pollo Campero restaurant and a fast-food restaurant, both part of the Capital Plaza Shopping Center; to the south by MD 450, with a variety of commercial uses in the C-S-C and Miscellaneous Commercial (C-M) Zones beyond; and to the west by an automotive dealer and service center in the C-S-C Zone, with MD 295 beyond.

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 has subsequently been demolished. The C-S-C-zoned property was overlaid with the D-D-O Zone by the 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 Council Resolutions CR-28-2017 on May 2, 2017 and CR-100-2010 on October 5, 2010, respectively, 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 on April 7, 2016). The site was also the subject of DSP-15020-01, Capital Plaza, Wal-Mart, approved by the Planning Board on May 5, 2016 (PGCPB Resolution No. 16-60 on May 26, 2017). However, DSP-15020-01 was subsequently called up, heard in oral argument, and disapproved by the Prince George's County District Council on September 19, 2016. Therefore, requirements of that approval do not apply. The site is the subject of an approved woodland conservation letter of exemption dated September 1, 2016 and valid until September 1, 2018; an approved natural resources equivalency letter dated September 1, 2016 and valid until September 1, 2021; and approved Stormwater Management Concept Plan 44374-2016-00, approved on December 22, 2016 and valid until December 22, 2019.
6. **Design Features:** The subject Capital Plaza Shopping Center is located on the north side of MD 450, approximately 1,000 feet east of its intersection with MD 295. The subject Royal Farms #241 pad site is located in the southeastern corner of the larger Capital Plaza Shopping Center.

Site Design: The site is herein approved to be accessed at three points internal to the shopping center. One is to the shopping center driveway from MD 450 that forms the western boundary of the pad site, the second is via a drive aisle that enters the site on its southeastern corner from the adjacent Pollo Campero site, and the third is directly from the shopping center driveway that borders the site on the west. The Royal Farms building is located on the north/central portion of the pad site, with the gas station canopy covering eight pump islands set back approximately 30 feet from the right-of-way of MD 450. The car wash is herein approved to be located on the east side of the building and canopy. Surface parking is herein approved to be located immediately around the Royal Farms building, with additional parking along the western, northern, and eastern lease lines. A four-foot-wide sidewalk connection is herein approved between the adjoining future development of the Pollo Campero on the northern site of the connecting drive aisle. The subject site, including both frontages of the pad site along the access drives, is generously landscaped.

Architecture: The architecture of the car wash utilizes glass extensively, with stone on the watertable and composite siding securing the corners of the building. Vehicular entrance and exits are provided on the shorter ends of the building where the pitched standing metal roof offers a decorative element in its pediment. The color scheme for the car wash is primarily neutral, with a contrasting accent in red follows the slope of the roofline in each pediment.

The architecture of the Royal Farms food and beverage store incorporates a band of composite siding at the top portion of the building, brick veneer in the middle, and stone veneer at the base of the building. The main entrance, with a high-profile pitched roof, projects from the rest of the

building. The front elevation is accented with a pitched roof with cupola over the main entrance, supported by stone veneer and painted steel columns. Over-sized windows help break up the horizontal mass of the building. The rear elevation presents long uninterrupted bands of the composite siding, red brick, and stone veneer. The applicant has used durable quality materials including stone, brick, and composite siding. The pumps and canopy are designed to coordinate well with the architecture and materials of the main building.

Signage: A 25-foot-tall, 190-square-foot pylon sign in the southwestern corner of the pad site, proximate to the entry drive into the Capital Plaza Shopping Center Driveway from MD 450 (Annapolis Road) was approved herein for the project. The sign will be lit internally with environmentally-sensitive low-emitting diode (LED) illumination. The upper portion of the sign (124 square feet) is devoted to the traditional “Royal Farms” sign with gas prices on the lower portion. The base of the sign is composed of stone veneer with a concrete cap. The project includes the following additional signs: a fuel canopy sign (35.67 square feet), directional arrow (8 square feet), wall signage including the project name (37.05), and a “fresh kitchen” sign (11.75 square feet). The proposed building and canopy signage is acceptable.

BUILDING AND CANOPY SIGN TABLE

ITEM	ALLOWABLE			APPROVED		PERCENTAGE (%) OF TOTAL AREA
	LENGTH	MULTIPLIER	SQ. FT.	SQ. FT.	50 PERCENT OF AREA	
B-STORE	106 LF	2 SF / 1 LF	212	$37.85+37.85+11.75+4.41=91.86$	45.93	37%
MAIN CANOPY	132 LF	2 SF / 1 LF	264	3 at 37.85 = 113.55	56.78	46%
CAR WASH				42.2	21.1	17%
TOTAL			476	247.61	123.81	100%

NOTE: APPROVED AREAS CALCULATED PER APPLICABLE CODE SECTION 27-613(C)(3)(E) and (G)

PYLON SIGN TABLE

1. LINEAR FEET ALONG ANNAPOLIS ROAD	458 L.F.
LINEAR FEET ALONG SHOPPING CENTER ROAD	303 L.F.
TOTAL LINEAR FEET OF STREET FRONTAGE	761 L.F.
2. TOTAL ALLOWABLE SIGN AREA (1 SF / 4')	190 S.F.
3. PROPOSED PYLON SIGN AREA (SEE CALC)	190 S.F.
“ROYAL FARMS” SIGN	50 S.F.
PRICE SIGN(S) (28 S.F. X 5)	140 S.F.
4. MAX ALLOWABLE SIGN HEIGHT	25 LF
5. PROPOSED SIGN HEIGHT	25 LF

Site Details: The project includes a double dumpster enclosure to be located in the northeastern corner of the site. The enclosure is proposed to be constructed of brick sides and rear, with a tan gate constructed of a composite material. Details of the vacuum and air pump stations, and a bicycle rack are provided and found acceptable. A bicycle rack is herein approved for the project.

Green Building and Sustainable Techniques: The applicant has incorporated energy- and water-efficient green building features into the project and may seek Leadership in Energy and Environmental Design (LEED) certification for the building. Examples of these green building and sustainable techniques include that all the vegetable oil used to prepare Royal Farms' signature chicken will be converted into biofuel, the majority of the materials will be purchased locally, and over 85 percent of all waste from construction is recycled or repurposed.

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 at a gateway into the sector plan area and within the boundaries of Character Area D-Retail Town Center within the Central Annapolis Road Development District Overlay Zone. Page 92 of the sector plan expresses the vision of this character area as to "serve as an attractive gateway to Annapolis Road from the historic Baltimore-Washington Parkway." It goes on to state that the retail town center "creates a pedestrian-friendly retail center, oriented towards Annapolis Road." The table of uses for the sector plan indicates that the development of a "food and beverage store in combination with a gas station, with a car wash as an accessory use" is a permitted use in the C-S-C Zone, subject to the general special exception standards in Section 27-317(a)(1), (4), (5), and (6) of the Zoning Ordinance. The project is hereby found to conform to these requirements.

The project fits within the sector plan's vision for the Retail Town Center character area, as it will provide attractive architecture using quality materials such as brick, composite siding, and standing seam metal, and it will provide outdoor seating for patrons that may arrive by foot, and a bicycle rack for those who might choose to arrive by bicycle. Currently, the lot is unimproved and offers nothing in terms of visuals or conveniences for pedestrians.

Development District Standards

The project is in conformance with the vast majority of development district standards applicable in this character area for this use. Four amendments to the development district standards, in accordance with Section 27-548.25 of the Zoning Ordinance, are granted herein. Each of these standards is included in **boldface** type below, followed by Planning Board comment.

- a. **Standard IV.A (A) and (B), page 164**

Front Building Placement Line

Minimum – 75 feet (northern side of MD 450)

Maximum – 85 feet (northern side of MD 450)

The Planning Board herein approves an amendment to this development district standard, allowing the car wash building to sit 127 feet and the Royal Farms store to sit 194 feet respectively from the centerline of the westbound MD 450. First, the deep setbacks respect the existing street edge created by the adjacent approved Pollo Campero development and the existing nearby Capital One Bank. Second, the gas pump canopy (though not technically a building), which sits approximately 83 feet back from the centerline of the westbound MD 450, help create the desired street edge, and the elevation of the road being 10 feet higher than the pad site, will decrease visibility of the site.

b. **Standard IV.D.2.c.i, page 168**

D. Building design guidelines

2. Sidewalk environment

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

i. Ground-plane kneewall

With respect to Standard IV.D.2.c.i., the Planning Board herein grants an amendment. This requirement would be more expected in an urban environment where one establishment shares sidewalks with another. Here, the development is a pad site in an existing shopping center, and running such a wall would be requiring that the applicant provide the kneewall in front of the Royal Farms store, but along stretches of frontage on both sides of the building. Also, as the adjacent Pollo Campero did not provide such a kneewall, there is no existing kneewall to connect to on the eastern side of the site. Lastly, because the pad site is lower in elevation than that of the road, visibility will be limited. The applicant has provided a 14-foot-wide sidewalk along the front elevation of the store with outdoor seating that will help create a comfortable and appropriate scaled pedestrian environment desired by this development district standard.

c. **Standard VI.C.(2), page 182**

(2) Street Trees (Arterial Frontage Road and New Commercial Streets): Street trees shall be planted along the Arterial Frontage Road and all New Commercial Streets in the DDOZ according to the streetscape sections. Street trees shall be a minimum three-inch caliper in size, located 30 feet on center, planted in tree pits (minimum five feet by ten feet), limbed up to six feet above finished trade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk pavement system, provide a positive drainage system, and provide an automated irrigation system to promote the

health and vigor of the root system. Street trees species shall be large, broad spreading, open canopy trees at maturity. Tree species that will not grow beyond 25 feet in height shall be planted underneath utility wires. If the utility wire is buried with the road construction, then larger trees are recommended.

The applicant has filed an amendment to this standard, which the Planning Board herein approves, subject to conditions. There are three existing street trees along the project's 457 feet of the MD 450 frontage. and would require 12 additional street trees (for a total of 15 shade trees), to be planted 30 feet on center. However, the existing topography and the need for visibility make it difficult to provide all 12 shade trees and to ensure the survivability. The provision of street trees along the MD 450 frontage would provide continuity with the adjacent site and would help fulfill the sector plan's goals to enhance and soften building façades, create street character, provide shade for pedestrian street-level activity, and to create a pedestrian-friendly retail center oriented towards MD 450. Therefore, the Planning Board grants this amendment, subject to conditions that require four additional street trees to be planted 60 feet on center, along the MD 450 frontage, which would meet the landscaping goals of the sector plan and be consistent with the prior approval on the adjacent pad site in the same shopping center. In order to ensure the survivability of the three existing trees to remain on the site, a condition of this approval requires that the landscape plan include a plan prepared by a certified arborist, with details and specifications for protection of the trees during the construction process in order to improve the health and vigor of the existing trees along the right-of-way of MD 450.

d. **Standard IV.C, pages 166–167**

C. Parking and Access Management.

- (2) **The following minimum and maximum parking capacity regulations apply to uses in the retail Town Center Area: the minimum 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.**

- (3) **For any property under one ownership and with two or more uses, the minimum number of spaces requires shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (2) above, by the appropriate shared-parking percentage by time period shown in Table 8.7a. The number of 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 requirements.

The development district standards identify the minimum and maximum parking as 50 percent and 125 percent, respectively. An amendment to this standard is herein granted, as the application exceeds the maximum parking permitted by the sector plan (1,157 spaces) by providing 1,759 parking spaces. More specifically, the parking analysis applies to the entire Capital Plaza property, as follows:

- Required parking (per Zoning Ordinance) – 926 spaces
- Minimum parking required per the Sector Plan – 463 spaces
- Maximum parking permitted per the Sector Plan – 1,157 spaces
- Provided Parking – 1,759 spaces

Following logic first put forth in the original DSP-15020 (Pollo Campero), the Planning Board hereby finds:

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, and the “sea of asphalt” that was once the parking lot to serve the mall and pad sites on the property remains. The portion of this property that is currently the subject of DSP-15020-02 is a relatively small pad site, and 65 spaces are proposed to be provided for the subject food and beverage store, gas station, and car wash. Clearly, no new pavement is either necessary or is being provided for this proposed development on this pad site, so the existing parking area is not being enlarged beyond its current boundaries. However, since the entire property is being redeveloped in phases, and no one yet knows of all other possible future uses, it would be an unfair burden upon the applicant for this DSP, and would serve no purpose, to require removal of any portion of the existing pavement upon this property.

For all of the above-stated reasons, the Planning Board agrees with the applicant that the proposed amendment, allowing all of the existing parking upon the Capital Plaza property to remain, will benefit the development and 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. It would be unreasonable to ask the owner of the shopping center to remove all of the existing parking on the site, so that only the maximum amount of parking would remain on the site. As new development is proposed over time, the amount of existing parking on-site and the requirements of the D-D-O Zone will reconcile. The site is subject to the calculations as would normally be applied for a food and beverage store, gasoline station, and car wash. In that case, the number of required spaces is 56, and 125 percent of that number is 70, which is 5 spaces more than the number of

spaces proposed on the subject site plan. Therefore, the Planning Board herein approves this amendment request.

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 project 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 the 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:** If approved with conditions, the DSP will be in conformance with any 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 take precedence, and the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) only apply when the sector plan's development district standards are silent on a specific subject.
 - c. **Development District Overlay Zone Required Findings:** Section 27-548.25(a), (b), (c) and (e) of the Zoning Ordinance are applicable to the review of this DSP, 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.**

As the subject DSP is approved herein with conditions, 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 response to Section 27-548(b) and (c), the approval requires four such amendments, which is permitted by the Zoning Ordinance. The Planning Board believes that, due to the pad site location and site constraints, the alternate development district standards will benefit the development and the development district and will not substantially impair the implementation of the 2010 Central Annapolis Road Sector Plan. All other applicable development district standards are being met by the subject project.

- (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 use proposed in this DSP is permitted, but is subject to site plan review by the Planning Board. The subject application complies with all applicable development district standards, except the four standards for which the applicant has requested relief from, pursuant to the Zoning Ordinance. Lastly, the subject project meets the general special exception standards set forth in Section 27-317(a)(1), (4), (5), and (6), as follows:

Section 27-317. - Required findings.

- (a) **A Special Exception may be approved if:**

- (1) **The proposed use and site plan are in harmony with the purpose of this Subtitle;**

The subject proposed use and site plan are in harmony with the purposes of the Zoning Ordinance, as expressed in Section 27-102, in that it will help protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County; it will help implement the General and sector plans; it will help guide the orderly growth and development of the County, while recognizing the needs of businesses; and it will encourage economic development

activities that provide desirable employment and a broad, protected tax base

(4) The proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area;

The proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area. The site is well-designed and provides for vehicular, pedestrian, and bicycle safety. Additionally, the proposed development will provide many goods and services to residents or workers in the area including food and beverages, gasoline and related products, and a car wash. The project should have a positive, not adverse, effect on the health, safety, or welfare of residents or workers in the area.

(5) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood; and

For the same reasons as stated in (4) above, the proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood.

(6) The proposed site plan is in conformance with an approved Type 2 Tree Conservation Plan.

The project is exempt from the requirements of the Prince George's County 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. Therefore, no Type 2 tree conservation plan is required for the subject project and this normally required finding need not be made for the subject project.

(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 application. If the herein amendments to the development district standards are approved by the Planning Board, it may be said that the site plan conforms to all applicable development district standards, in conformance with this requirement.

9. **Detailed Site Plan DSP-15020 and its revision:** 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, subject to the two following conditions, on March 24, 2016.
1. **Prior to certification of the detailed site plan (DSP), the plans shall be revised as follows:**
 - a. **Add the existing as well as proposed square footages to the plan.**
 - b. **Provide four bicycle parking spaces (e.g. two inverted u-rack style bicycle racks) at a convenient location near the primary entrance of the proposed development.**
 - c. **Provide a note on the plans indicating intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.**
 - d. **Provide a note on the plans indicating intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.**
 - e. **Revise the DSP to correctly identify all of the approved development district standard amendments and parking calculations in accordance with the Central Annapolis Road Sector Plan.**
 - f. **Revise the 2010 *Prince George's County Landscape Manual* schedule for Section 4.3 with notes regarding conformance to the applicable Landscape Standards and Parking Lot Requirements.**
 - g. **Revise the lighting plans to reduce the height of the lighting pole to be less than 30 feet in height, revise the fixture to full cut-off optics, and demonstrate that spillover lighting meets the recommended standards of either the Dark Sky Society or the recommendations of the Illuminating Engineering Society of North America.**
 - h. **Revise the signage plans to address the requirements of Part 12 of the Zoning Ordinance to meet the requirements of the C-S-C Zone or obtain a departure from sign design standards.**
 - i. **For informational purposes only, revise the plans to indicate proposed street trees in the SHA right-of-way.**
 - j. **Revise the plan to add one 12-foot-wide by 33-foot-long loading space.**

- k. **Revise the landscape plan to include a plan to improve the health and vigor of the existing trees along the right-of-way of MD 450 as shown in Staff Exhibit A. The plan shall be prepared by a certified arborist and shall include details and specifications for protection of the trees during the construction process.**

These conditions were all satisfied prior to the plans for the project being certified by staff on April 12, 2017.

- 2. **The applicant, its heirs, successors and assignees, shall provide Maryland State Highway Administration with a bicycle signage fee to provide “Share the Road with a Bike” signage along the property frontage on Annapolis Road (MD 450), subject to modification by State Highway Administration of Maryland (MD SHA).**

This condition will be satisfied at the time of building permit, as confirmed by the trails coordinator on October 6, 2017.

Detailed Site Plan DSP-15020-01 was approved by the Planning Board for Capital Plaza, Walmart on May 5, 2016. 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 case.

- 10. **2010 Prince George’s County Landscape Manual:** Page 182 of the sector plan states that the regulations and requirements of the Landscape Manual shall apply to the D-D-O Zone, unless the sector plan specifies otherwise. These relevant sections of the Landscape Manual are discussed below.

- a. **Section 4.4, Screening Requirements**—The site is subject to Section 4.4, which requires screening of loading spaces, trash facilities, and mechanical equipment. The loading space is located where viewable only from an internal drive aisle and is, therefore, not required to be screened. The trash facilities are proposed to be screened by a brick dumpster enclosure, with tan composite gates in accordance with this requirement. There is no mechanical equipment on the DSP that is required to be screened.
- b. **Section 4.9, Sustainable Landscaping Requirements**—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 percent
Ornamental trees	50 percent
Evergreen trees	30 percent
Shrubs	30 percent

The landscape plan indicates that the Planning Board has herein approved 100 percent native shade trees, 82 percent native ornamental trees, and 84 percent native shrubs, meeting and exceeding these requirements. No evergreen trees are included in the landscape design.

A condition, of this approval requires that the additional schedules provided on Sheet 3 (for Sections 4.2, 4.3, 4.7, and 4.10) be removed from the landscape plan and list the applicable D-D-O standards instead.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project 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.
12. **Prince George's County 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 Ordinance requires that, based on the C-S-C zoning of the site, ten percent of the site is to be covered in tree canopy. The overall site measures 2.63 acres and, therefore, requires 0.26 acre or 11,456 square feet of the site in tree canopy coverage. The site plan provides the appropriate schedule demonstrating that this requirement has been met by the inclusion of 11,650 square feet of tree canopy, meeting and exceeding the requirement.
13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic Preservation and Archeological Review**—The subject property comprises 43.81 acres located on the north side of MD 450 (Annapolis Road), approximately 1,000 feet east of its intersection with MD 295 (Baltimore-Washington Parkway), within the Capital Plaza Shopping Center in Hyattsville, Maryland. This approval is for a Royal Farms food and beverage store. The subject property is zoned C-S-C.

The overall Capital Plaza parcel is adjacent to the Baltimore-Washington Parkway Historic Site (69-026). Built between 1942 and 1954, the parkway runs for approximately 14 miles in Prince George's County, and is a dual-lane parkway with 18 bridges and a flanking buffer of natural forest and cultivated native vegetation. Construction began in 1942, but was carried out largely between 1950 and 1954. The parkway is a major scenic artery within the park and parkway system of Washington and serves as a formal entrance to the city. The parkway was listed in the National Register of Historic Places in 1991.

The Royal Farms building herein approved is in the southwestern portion of the Capital Plaza Shopping Center where the parcel does not border on the parkway. There is a car dealership between the site of the proposed Royal Farms building and the parkway. There

is a sufficient vegetative buffer along the parkway to buffer the view of the new development from the historic site. Therefore, this approval will not have an impact on the viewshed of the Baltimore-Washington Parkway Historic Site.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This approval will not impact any historic sites, historic resources, or known archeological sites.

b. **Community Planning—**

Determinations

Pursuant to Section 27-548.25(b) of the Zoning Ordinance, this DSP application meets the applicable standards of the Central Annapolis Road D-D-O Zone.

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 with the purposes and recommendations for the development district, as stated in the 2010 Central Annapolis Road Sector Plan and SMA.

Background

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

Location: 6200 Annapolis Road, Hyattsville, MD 20784. The property 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 facility is approved for the southwest corner of the property, directly east of the Toyota automobile dealership.

Size: 43.81 acres

Existing Uses: Vacant

Proposal: The Planning Board herein approves a food and beverage store with a gas station and car wash.

General Plan, Master Plan, And Zoning

General Plan: This approval is located within the Established Communities policy area. The *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) describes Established Communities as areas appropriate for context-sensitive infill and low- to medium-density development, and recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of residents are met (page 20).

Master Plan: The property is located in the Retail Town Center character area of the D-D-O Zone. The vision for Retail Town Center is to serve “as an attractive gateway to Annapolis Road from the historic Baltimore-Washington Parkway. It creates a pedestrian-friendly retail center, oriented toward Annapolis Road. The center accommodates a mix of regional retailers and neighborhood-oriented businesses. The area features safer pedestrian crossings, improved bus access, and enhanced landscaping” (page 92). “The purpose of this area is to promote the redevelopment of a regional shopping destination in a town center environment. The Retail Town Center area will include regional or subregional concentrations of commercial retail uses and tenants, and may be composed of large parcels with multiple buildings and tenants, or standard parcels with individual structures. Development controls for this area address building design, parking location and access, and landscaping, and they include regulations related to the development of an internal street network and the design of public streets” (page 143).

Planning Area/Community: 69/Bladensburg, New Carrollton, and Vicinity

Aviation/ Military Installation Overlay Zone: The property is not located in an Aviation Policy Area or the Military Installation Overlay Zone.

Sectional Map Amendment /Zoning: The 2010 Central Annapolis Road Sector Plan and SMA retained the subject property in the C-S-C Zone and applied a D-D-O Zone.

Requested Amendments to the Development District Standards: Pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the amendments to the Central Annapolis Road D-D-O Zone herein approved generally conform with the purposes and recommendations for the development district, as stated in the sector plan.

- **IV.A. Front Building Placement Line** (page 164) requires that the minimum front building placement line on the north side of MD 450 (which is designated as a commercial corridor arterial) be 75 feet from the centerline of MD 450. The allowable maximum is 85 feet. The site plan shows the front building placement line for the convenience store at 194 feet from the centerline.

In general, a building set back 194 feet from the centerline of MD 450 would substantially impair the plan’s vision to construct a walkable urban environment. The sector plan and its associated D-D-O Zone were approved in 2010 not envisioning the potential for construction of the proposed use. Council Resolution CR-28-2017 amended the Central Annapolis Road D-D-O Zone to expressly permit the approved use in the D-D-O/C-S-C Zone. This amendment did not include development regulations for construction of a gas station or car wash. In general, a gas station is constructed with pumps in front of the store. The amendment is appropriate, given the lack of guidance that the D-D-O Zone provides for construction of a gas station.

- **IV.C.(2) Parking and Access Management** (page 166) states that, “The following minimum and maximum parking capacity regulations apply to uses in the Retail Town Center Area: The minimum 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). The maximum permitted on-site capacity shall be equal to 125% of the minimum capacity required by the Zoning Ordinance for all uses.” The site plan shows 66 parking spaces, which is between the 28-space minimum and the 70-space maximum parking capacities for the site, as determined by Section 27-568(a) of the Zoning Ordinance.

Since the parking capacity shown on the site plan does not exceed the maximum parking capacity as determined by Section 27-568(a), there are no issues with the parking capacity for the site.

- **VI.D.(2)(a) Landscape Standards, Parking Lot Requirements** (page 182) states that, “A landscaped strip consisting of a minimum 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 landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and a with mixture of evergreen ground cover and low shrubs planted between the shade trees.” The landscape plan shows landscaping with a three-foot maximum height for shrubs, between the parking lot and MD 450.

The Planning Board herein approves this amendment subject to the condition that the applicant plant four additional shade trees and retain the three existing shade trees along the project’s MD 450 frontage. The development district standards require a brick, stone, or finished concrete wall between three and four feet tall to screen the parking lot for a minimum four-foot-wide landscape strip. As an alternative to wall construction (which was not proposed due to the grade), the Planning Board herein requires appropriate landscaping along MD 450 to screen the parking lot, which would provide a more visually-pleasing streetscape along the corridor.

Additional Information

Pursuant to Section 27-548.25(b), this meets the guidelines contained in the Central Annapolis Road D-D-O Zone. In addition, Section 27-281(b)(1)(A) of the Zoning Ordinance states that a general purpose of a DSP is “to provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan.” The development is in accordance with the development district standards, except for the four amendments that the Planning Board is granting herein.

- c. **Transportation Planning**—The site consists of approximately 2.63 acres in the C-S-C Zone, and is within the D-D-O Zone established by the 2010 Central Annapolis Road Sector Plan and SMA. The site is part of a larger overall site of 43.81 acres. The site is located on the north side of MD 450 (Annapolis Road), approximately 1,000 feet east of its intersection with MD 295. The Planning Board is herein granting approval of a gas station, convenience store, and car wash.

Review Comments—Detailed Site Plan

The site is a part of Parcel I of The Capital Plaza Shopping Center. Parcel I was recently created pursuant to a plat of resubdivision prepared in accordance with Section 24-108(a)(1) of the Subdivision Regulations. The properties included in the resubdivision (Parcels I, J, and K) are limited to 493,913 square feet of development by the plat. The current total of existing and approved square footage within the limits of the subdivision is 186,856 square feet. This includes the existing McDonald's on the site plus development approved under Detailed Site Plans DSP-15020 and DSP-15020-01. A total of 6,759 square feet are proposed on this plan (including 1,388 square feet for the car wash). A total of 193,615 square feet will be existing or approved, and this is within the development limit established by the plat. The site is currently vacant; a restaurant on the site was previously razed.

The Planning Board herein approves a convenience store of 6,619 square feet, a car wash, and a gas station with 20 fueling positions. Access would be via driveways internal to the overall site, and this is acceptable. Circulation is hereby found to be acceptable. Plans were provided showing that fueling trucks can safely and adequately access the fuel tanks on the site. The Planning Board verified that safe and adequate access for fueling trucks within the site will be provided.

There are no outstanding transportation conditions on the site.

As noted above, the site is within the D-D-O established within the sector plan. The submitted plan generally meets the requirements of the D-D-O.

The site is adjacent to MD 450, a master plan arterial roadway. It is recommended in the sector plan to be a "commercial corridor arterial" (page 141). It is described as a "multiway boulevard" on page 49, and the table on page 48 describes the adjacent portion of MD 450 as "six through lanes plus one left-turn lane" and not a "multiway boulevard" within 180 feet of the right-of-way. Notably, the cross-sections on pages 171 through 175 measure the right-of-way from edge of parking lot to edge of parking lot, so it would appear that it is not essential that the entire measured right-of-way be in public ownership. Given all of this, existing MD 450 fully meets the functional requirements of the sector plan. The site plan allows for a wide buffer that includes the public utility easement. It is determined that the MD 450 right-of-way is acceptable, as shown, and that the site plan does not conflict with the sector plan requirements.

Conclusion

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance from a transportation perspective.

- d. **Subdivision and Zoning Review**—The subject property is located on Tax Map 51 in Grids A-2, A-3, B-2, and B-3; the site is known as Parcel I and consists of 43.81 acres. The property is currently developed with a number of commercial uses located in the C-S-C Zone and within a D-D-O Zone, subject to the 2010 Central Annapolis Road Sector Plan and SMA.

The development proposed in this approval is a food and beverage store, in combination with a gas station and car wash.

Parcel I is the subject of Preliminary Plan of Subdivision (PPS) 4-86033, which was approved on May 8, 1986 and recorded in Plat Book NLP 131-6 as Parcels E and F. A capacity analysis was done with this PPS review totaling 493,913 square feet of development, which is therefore the cap on development for the included parcels. The PPS was approved subject to two conditions, neither of which are applicable to this approval.

The current plat is a resubdivision, which was approved on November 17, 2016 and recorded in Plat Book SJH 246-28 as Parcels I, J, and K; the development cap would include all improvements located on these parcels. The properties included in the subdivision are limited to 493,913 square feet of development. Any additional development will require a new PPS.

The current Record Plat (SJH 246-28) contains the following notes:

- 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.**

The total gross floor area should be clearly shown on the DSP to allow analysis to determine the need for a new PPS.

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

There is no residential development herein approved.

- (1) Identify all existing and proposed square footages on the plan for the entire site.
- (2) Clearly mark and label all bearings and distances on the plans.

- (3) The property has frontage along MD 450; this is a designated master plan right-of-way (A-18) with an ultimate right-of-way width of 120 feet. The limits of the right-of-way should be clearly delineated on the site plan. Based on PGAtlas, it appears that the master plan right-of-way extends onto the property and should be delineated and labeled. This should be verified by the Transportation Planning Section.

The project is in conformance with any underlying subdivision approvals on the subject property and Subtitle 24 of the Prince George's County Code. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat for the property, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

Conditions of this approval or revisions to the plans have addressed the Planning Board's outstanding concerns.

e. **Trails—**

Review Comments (Master Plan Compliance and Prior Approvals): One master plan trail issue impacts the subject property, with MD 450 being designated as a trail/bikeway corridor in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the area sector plan further recommending that future development accommodate a multiway boulevard. The MPOT includes the following recommendations for each road:

MD 450 Standard or Wide Sidewalks with On-Road Bicycle Facilities: Provide continuous sidewalks and on-road bicycle facilities along this heavily traveled corridor. These sidewalks will improve access to the New Carrollton Metro Station, as well as several commercial areas. Areas of high pedestrian traffic may warrant wide sidewalks. Pedestrian amenities and safety features are also warranted in some areas. On-road bicycle facilities should be provided. Although right-of-way constraints may not allow full bicycle lanes, wide outside curb lanes are recommended (MPOT, page 20).

The area sector plan expands upon this recommendation and includes the following short-, medium-, and long-term strategies along MD 450 (page 51):

- **Install continuous roadway lighting to improve the visibility of pedestrians and bicyclists along Annapolis Road.**
- **Install street trees to provide shade and a buffer for pedestrians.**
- **Install continuous ADA-accessible sidewalks along both sides of Annapolis Road.**

- **In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume neighborhood streets. The bike route should be designed to meet three key objectives: (1) giving priority to bicycle mobility and comfort; (2) preserving auto access to all local land uses; and (3) discouraging cut-through auto traffic. Install wayfinding signs designating it as a preferred bicycle route.**
- **In the midterm (by 2025), replace the curb lane in each direction between 65th Avenue and Gallatin Street with an at-grade bike track with paint-striped buffer separating it from the two remaining travel lanes**
- **Over the long term (2026 and beyond), develop the multiway boulevard concept with bike lanes. Carefully design curb radii, medians, and refuge islands to ensure safe pedestrian crossings.**

The MPOT also contains a section on complete streets which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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.

A sidewalk has recently been constructed along the north side of MD 450, including the frontage of the subject site. The attached street views show the condition of MD 450 along the subject site before and after construction. The proposed road diet and the provision of buffered bicycle lanes is beyond the scope of the subject site's limited road frontage and will have to be undertaken by SHA as part of a larger, corridor-wide restriping or reconstruction project. However, it should be noted that modeling done at the time of the sector plan indicated that traffic volumes can accommodate the road diet, which will ultimately allow for buffered bicycle lanes and a wider pedestrian zone.

The D-D-O Zone includes the following guidance regarding pedestrian access and bicycle parking.

1. The following requirements relate to the accommodation of pedestrian and bicycle infrastructure and access:

- a. Development sites shall provide links to adjacent sidewalk or path networks to maintain continuity between development sites.**

At the time of approval of the adjacent pad site, walkways linking the proposed use within the larger overall parking lot were planned. The submitted site plan accommodates those connections and includes a standard sidewalk along the western edge of the subject site and along the relocated shopping center road. As noted earlier, a sidewalk has recently been retrofitted along the frontage of the subject site. These sidewalks will provide access from the subject site to nearby parcels, and to the rest of the Walmart site.

- b. The location of on-site path networks should maximize access to primary structures and minimize conflicts with automotive access and storage.**

The sidewalks approved herein to be located around the perimeter of the site avoid potential conflicts with motor vehicles, directing pedestrians away from the area immediately around the gas pumps.

- c. Paths internal to a site shall be no less than four feet wide.**

The sidewalks included on the plan meet this requirement.

- f. Commercial pad sites oriented towards Annapolis Road shall be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.**

A pedestrian connection from the building to the recently constructed sidewalk along MD 450 is included on the plans.

- g. Non-residential and multi-family developments in the Glenridge Transit Village and Retail Town Center Character Areas shall provide a minimum of two bicycle parking spaces per 10,000 square feet of GFA.**

- h. Bicycle parking is not required for non-residential and multi-family developments under 10,000 square feet of GFA in the Glenridge Transit Village and Retail Town Center character areas.**

- i. **Whenever possible, bicycle parking spaces should be located near building entrances, but should not conflict with pedestrian circulation routes.**
- j. **Bicycle parking spaces shall be located in accessible, secure, well-lit, and highly-visible areas.**
- k. **Bicycle racks and/or lockers should be designed and located so that they are integral to the overall site design and should be compatible in appearance with other site furnishings.**

A bicycle rack is indicated on the submitted plans.

2. The following requirements relate to the accommodation of transit operations and users (see Figures 8.34a and 8.34b):

- a. **To the extent possible, transit facilities shall be integrated into the planning and design of private development lots.**
- b. **Logical access and adequate pedestrian and vehicular circulation areas shall be provided around transit facilities**
- c. **Transit facilities should link directly to the local pedestrian network**

The existing bus stop on the site has a shelter. Sidewalk access is provided to the shelter from the proposed use.

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

g. **Environmental Planning**—

Background

The Planning Board has reviewed the following cases and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number/District Council Order
DSP-15020	S-168-14	Planning Board	Approved	3/24/2016	PGCPB No. 16-45
DSP-15020-01	TCP2-031-2015	District Council	Denied	9/19/2016	District Council Order dated 9/19/2016

Activity Herein Approved

The DSP is for the demolition of an existing building and parking lot within part of an existing shopping center for the construction of a 6,619-square-foot food and beverage store, in combination with a 5,280-square-foot canopy for the retail sale of gasoline, and a 9,345-square-foot drive-through car wash on Parcel C.

Grandfathering

The project is subject to the current regulations of Subtitles 24 and 25 of the County Code that came into effect on September 1, 2010 and February 1, 2012 because the approval is for a new DSP, and none of the previous approvals precede those dates.

Site Description

The subject property is at the northeastern corner of the intersection of MD 295 (Baltimore-Washington Parkway) with MD 450 (Annapolis Road), on an existing developed parcel. The site is relatively flat and contains no woodlands. The site is within the lower Northeast branch of the Anacostia River that drains into the Middle Potomac watershed. The predominant soils found to occur on-site, according to the USDA NRCS Web Soil Survey are Urban land-Christiana-Downer complex (5–15% slopes), and Urban land-Russett-Christiana complex (0–5% slopes). Marlboro clay is not known to occur on-site; however, Christiana complexes exist on this property. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this site. There are no floodplains, streams, waters of the U.S., or wetlands associated with the site. No forest interior dwelling species (FIDS) or FIDS buffer are mapped on-site. The Baltimore-Washington Parkway is also identified as a scenic and historic roadway. According to the 2017 *Countywide Green Infrastructure Plan*, the site contains no regulated areas.

Natural Resources Inventory/Existing Conditions

An approved Natural Resources Inventory, NRI-076-2016, was submitted for the approval. The site does not contain regulated environmental features such as wetlands, streams, associated buffers, and 100-year floodplain; however, soils with Christiana complexes are found to occur on this property according to the USDA NRCS Web Soil Survey.

Woodland Conservation

The site is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has less than 10,000 square feet of woodlands on-site and no previously approved tree conservation plan. This site has an approved Standard Woodland Conservation Exemption (S-156-2016) that expires on September 1, 2018.

Stormwater Management

A Stormwater Management Concept Approval Letter (44374-2016-00) and associated plan were submitted for this approval, dated December 22, 2016, from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), Site/Road Plan Review Division.

Soils

The predominant soils found to occur on-site, according to the USDA NRCS Web Soil Survey are Urban land-Christiana-Downer complex (5–15% slopes), and Urban land-Russett-Christiana complex (0–5% slopes). Marlboro clay is not known to occur on-site; however, Christiana complexes exist on this property. The site is relatively flat and currently paved, so slope stability issues are not of concern with respect to Christiana clays.

This information is provided for the applicant's benefit. The County may require a soil geotechnical report in conformance with Council Bill CB-94-2004 during the building permit review process.

Scenic and Historic Roads

Baltimore-Washington Parkway is a special roadway designated as a scenic and historic roadway. Specifically, it is part of the scenic Star-Spangled Banner Byway, which traces the chronology of the Chesapeake Campaign as British troops made their way along the Chesapeake Bay in a northerly direction, leading up to the fight in Baltimore made famous by Francis Scott Key's "Star-Spangled Banner." When a roadway is designated as historic, it is because it is located in its historic alignment and there is an expectation that historic features will be found along its length, although not necessarily on every property. Roadways are a linear element, and the intention of the scenic buffer is to preserve or enhance the extent of the roadway and enhance the travel experience if scenic qualities or historic features have not been preserved. The subject site is not directly abutting the Baltimore-Washington Parkway. Therefore, a Section 4.6 (Buffering Development from Special Roadways) landscape buffer is not required.

- h. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer comment on the subject project.
- i. **Maryland State Highway Administration (SHA)**—In an e-mail dated July 13, 2017, SHA stated that work within the SHA right-of-way is limited to connecting to the existing sidewalk on MD 450, which will require the applicant to coordinate with the District 3 Utilities for a District Office (DO) Permit. SHA then provided the applicant with contact information for an individual in that office able to assist in the procurement of the needed permit.
- j. **Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE)**—DPIE did not offer comment on the subject project.

- k. **Prince George's County Health Department**—The Health Department did not offer comment on the subject project.
- l. **Prince George's County Police Department**—The Police Department did not offer comment on the subject project.
- m. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail dated August 8, 2017, WSSC offered numerous comments that will be addressed through its separate permitting process.
- n. **Verizon**—Verizon did not offer comment on the subject project.
- o. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer comment on the subject project.
- p. **Prince George's County Soil Conservation District**—In an e-mail dated August 11, 2017, the Soil Conservation District offered the following comments:
- The referenced project received approval of its Concept Grading, Erosion and Sediment Control submission (CSC #49-17) on 02.01.2017 and is valid through 02.01.2020.
 - The client shall submit an Environmental Site Development Grading, Erosion and Sediment Control application followed by a Final Grading, Erosion and Sediment Control (FSC) application for approval pursuant to the Code of Maryland Regulation Title 26, Subtitle 17, Chapter .01, Regulation .07 (COMAR 26.17.01.07) upon which development permits may be issued.
 - All submissions for Grading, Erosion and Sediment Control shall be in conformance with the pertinent section of the District's design manual, the criteria established in COMAR 26.17.01, the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, (Standards and Specifications), or later revisions and Chapter 5 Environmental Design of the 2000 Maryland Stormwater Design Manual, as applicable.
 - An appropriate Grading Permit shall be applied for prior to the approval of the final grading, erosion and sediment control documents.
- The applicant has been provided these comments and they will be addressed through the Soil Conservation District's separate permitting process.
- p. **Town of Bladensburg, Town of Cheverly, and City of Hyattsville**—These municipalities did not offer comment on the subject project.

- q. **Town of Landover Hills**—In a telephone conversation with the Planning Board on October 5, 2017, the Mayor of Landover Hills expressed the Town’s support for the subject project
14. 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.
15. 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.
16. 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 herein.
17. At the Planning Board hearing for the project, staff provided the Planning Board with an errata memorandum, as there were some needed corrections to the technical staff report. The Planning Board approved the project, together with the revisions proposed in the errata sheet, as well as certain revisions to the conditions and one revision to the findings proposed by the applicant.

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:

- A. Recommends APPROVAL of the following alternative Development District Overlay Zone standards to the District Council for Detailed Site Plan DSP-15020-02, Royal Farms #241 (Capital Plaza):

1. Standard IV.A (A) and(B), page 164

Front Building Placement Line (North side of Annapolis Road (MD 450)): To allow the Royal Farms store to be set back 194 feet from the right-of-way and the car wash to be set back 127 feet from the right-of-way.

2. Standard IV.D.2.c.i, page 168

Building Design Guidelines – Sidewalk environment: To allow, in this instance, a sidewalk connection and the edge of the gas pump canopy to demark the edge and provide continuity to the adjacent site, which also was not approved to have a ground-plane kneewall.

3. Standard VI.C.(2), page 182

Landscape Standards – Street Trees: To allow street trees provided to be planted 60 feet on center, rather than 30 feet on center.

4. Standard IV.C.2 and 3, pages 166–167

Parking and Access Management: To allow the applicant to exceed the maximum parking permitted by the sector plan (1,157 spaces) by providing 1,759 parking spaces.

- B. APPROVED Detailed Site Plan DSP-15020-02, Royal Farms #241 (Capital Plaza), subject to the following conditions:

1. Prior to certificate approval of the DSP, the applicant shall submit the following documentation or revise the plans as follows:
 - a. Identify all existing and proposed square footages on the plan for the Capital Plaza Shopping Center site.
 - b. Ensure that all bearings and distances labeling included on the plans for the project are legible.
 - c. Delineate and label the ultimate right-of-way of the designated master plan right-of-way (A-18/Annapolis Road) with an ultimate right-of-way width of 120 feet.
 - d. Show a sidewalk along the southern side of the drive aisle on the northern edge of the limits of disturbance more clearly.
 - e. Revise the site plan to demonstrate all proposed structure building dimensions.
 - f. Revise the site plan to include the dimensions of the loading space
 - g. Revise the site plan to show the freestanding sign setback.

- h. Remove the schedules provided on Sheet 3 of the plan set for Sections 4.2, 4.3, 4.7, and 4.10 of the *Prince George's County Landscape Manual* from the landscape plan.
- i. Revise the landscape plan to remove, as necessary, proposed shrubs to provide four shade trees 60 feet on center along the MD 450 (Annapolis Road) frontage, in addition to the existing three trees to remain.
- k. Revise the landscape plan to include a plan to improve the health and vigor of the existing three trees (to remain) along the right-of-way of MD 450 (Annapolis Road). The plan shall be prepared by a certified arborist and shall include details and specifications for protection of the trees during the construction process.

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 Doerner, with Commissioners Washington, Doerner, Bailey, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, October 19, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 9th day of November 2017.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:RG:rpg

Additional Back-up – July 19, 2018



The Town of Landover Hills

Office of
Mayor and Town Council
6904 Taylor Street
Landover Hills, Maryland 20784
301-773-6401
301-773-9145 (fax)

July 18, 2018

Elizabeth M. Hewlett, Chairman
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
4th Floor
Upper Marlboro, Maryland 20772



Re: DSP-15020-03

Dear Chairman Hewlett,

The Landover Hills Mayor and Council discussed the proposed Integrated Shopping Center, to be located on the Capital Plaza Eastern Pad Sites, at the last Town Council Meeting. The position of the Mayor and Council is that they are in support of the development of Capital Plaza.

Sincerely,

Kathleen A. Tavel
Town Manager

EXHIBIT'S LIST
7/19/18 PGCPB REGULAR MEETING
ITEM 8 DSP-15020-03 CAPITAL PLAZA, EASTERN PAD SITE

Applicant's Exhibit No. 1:

Applicant's proposed revisions to staff's conditions (2 pages)

Town of Cheverly Exhibit No. 1:

Letter dated 7/18/19 from Mike Callahan, Mayor, Town of Cheverly (1 page)

Town of Landover Hills Exhibit No. 1:

ORIGINALS TO DRD

DATE: 7/19/18

REC'D BY PGCPB ON 7.19.18
ITEM # 8 CASE # DSP-15020-03
EXHIBIT # Appl Ex No. 1

A-E-#1

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and recommend APPROVAL of Detailed Site Plan DSP-15020-03, Capital Plaza, Eastern Pad Sites, to the Prince George's County District Council as follows:

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 sector plan 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 (ROW).

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 DSP, the applicant shall submit the following documentation or revise the plans as follows:
 - a. Applicant shall correct the spelling of "Capital" in General Note 1, ~~and remove General Note 8, or include the additional language "All modifications of this DSP shall be approved by the Planning Board or its designee."~~
 - 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 ~~Building A and~~ Building C from 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 Section 4.9 of the *Prince George's County Landscape Manual* 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 McDonalds 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, which includes an area of impact along the northern property line abutting MD 295.
- l. Locate the center line of MD 450 on all plan sheets.
- m. Correct the coversheet to remove reference to amendments for retaining wall and dumpster enclosures.

~~2. At the time of use and occupancy permits, the applicant must demonstrate that an integrated shopping center is proposed with three or more retail uses, per Section 27-107.01(a)(208) of the Zoning Ordinance.~~

Town of Cheverly

Town of Cheverly
Ordinance # 2

Elizabeth Hewlett
MNCPPC
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

July 18, 2018

RE: Support For DSP-15020-03

REC'D BY PGCPB ON 7.19.18
ITEM # 8 CASE # DSP-15020-03
EXHIBIT # Town of Cheverly
Ex No. 1

The Town of Cheverly and the surrounding communities have continuously asked the Nellis Corporation to develop Capital Plaza. We are excited to see the Nellis Corporation initiate development of the southeastern quadrant of the plaza and hope that it will trigger more retail / restaurant development.

The Town Council continues to support the Nellis Corporation in their efforts and wish them godspeed.

The surrounding community continues to have concerns about the cleanliness and the parking of passing RVs and Trucks in the parking lot. While these concerns are real and need to be addressed this DSP will be a big step forward in addressing them. When these buildings are constructed and the tree canopy and pedestrian rights of ways implemented the plaza will become less of a concrete desert that attracts these types of issues.

Again, the Town of Cheverly supports DSP-15020-03 and look forward to working with the Nellis corporation when the remainder of the shopping center is developed.

Sincerely,



Mike Callahan
Mayor, Town of Cheverly

REC'D BY PGCPB ON 7-19-18
EM # 8 CASE # DSP-15020-03
EXHIBIT # Town of Landover Hills Exhibit #1



The Town of Landover Hills

Office of
Mayor and Town Council
6904 Taylor Street
Landover Hills, Maryland 20784
301-773-6401
301-773-9145 (fax)

July 18, 2018


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

Re: DSP-15020-03

Dear Chairman Hewlett,

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Sincerely,


Kathleen A. Tavel
Town Manager