The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department

AGENDA ITEM: 5
AGENDA DATE: 5/28/2026

1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Detailed Site Plan (Amendment) DSP-2026-0004
Capital Plaza Eastern Pad Site

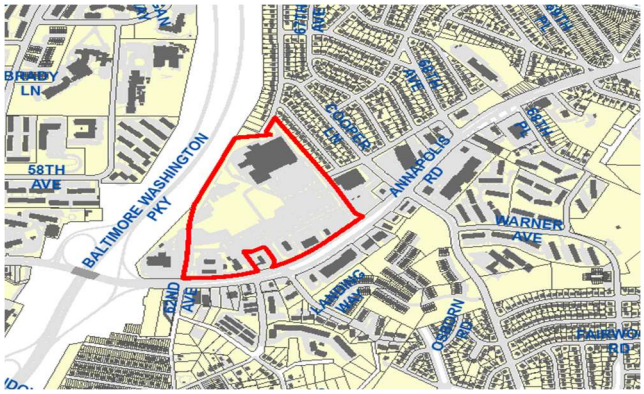
REQUEST	STAFF RECOMMENDATION
Construction of a 1,910-square-foot eating and drinking establishment, with drive-through service, on a 1.33-acre area within a 43.81-acre integrated shopping center	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DSP-2026-0004

Location: On the north side of MD 450 (Annapolis Road), approximately 1,150 feet east of its intersection with MD 295 (Baltimore-Washington Parkway)

Gross Acreage:	43.81
Zone:	RSF-65/CGO
Prior Zone:	R-55/C-S-C/D-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1704(e)
Dwelling Units	N/A
Gross Floor Area:	1,910 sq. ft.
Planning Area:	69
Council District:	03
Municipality:	None

Applicant/Address:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832

Staff Reviewer: Quincy Langford
Phone Number: 301-780-8314
Email: Quincy.Langford@ppd.mncppc.org



Planning Board Date:	05/28/2026
Planning Board Action Limit:	06/01/2026
Staff Report Date:	05/13/2026
Date Accepted:	03/23/2026
Informational Mailing:	05/09/2025
Acceptance Mailing:	03/17/2026
Sign Posting Deadline:	04/28/2026

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan (Amendment) DSP-2026-0004
Capital Plaza Eastern Pad Site

The Urban Design Section has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The subject property is within the Commercial, General, and Office (CGO) Zone. It was previously located within the Commercial Shopping Center (C-S-C) and Development District Overlay (D-D-O) Zones under the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance). The site is subject to an approved Detailed Site Plan, DSP-15020, and subsequent amendments. Pursuant to Section 27-1704(a) Zoning Ordinance, detailed site plans approved under the prior Zoning Ordinance remain valid for the period of time specified in the prior Zoning Ordinance or prior Subdivision Regulations. DSP-15020 was approved on March 24, 2016 and vested during the applicable three-year validity period. Pursuant to Section 27-1704(e) of the Zoning Ordinance, subsequent amendments to development approvals or permits shall be reviewed and decided under the prior Zoning Ordinance, unless the applicant elects to have the proposed amendment reviewed under the current Zoning Ordinance. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior C-S-C/D-D-O zoning. Therefore, staff considered the following in reviewing this detailed site plan:

a. The 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment;*

b. The prior Prince George's County Zoning Ordinance for the Commercial Shopping Center (C-S-C) Zone and the Development District Overlay (D-D-O) Zone;

c. Preliminary Plan of Subdivision 4-86033 and Record Plat SJH 246–28;

d. Detailed Site Plan DSP-15020 and its amendments;

e. The 2010 *Prince George's County Landscape Manual*;

f. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

g. The Prince George's County Tree Canopy Coverage Ordinance; and

h. Referral comments

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommend the following findings:

1. Request: The subject detailed site plan (DSP) is for construction of a 1,910-square-foot building and associated improvements for an eating and drinking establishment, with drive-through service, on a 1.33-acre area within a 43.81-acre integrated shopping center, on property known as Parcel I. This is an amendment to DSP-15020 for Eastern Pad Site C. Detail Site Plan amendment DSP-15020-03 specifically included approval of the building on Eastern Pad Site C, which is now proposed for amendment with the subject application.

2. Development Data Summary:

	APPROVED	EXISTING	EVALUATED
Zone (s)	C-S-C/D-D-O		
Use(s)	Integrated Shopping Center		
Gross tract acreage	43.81		
Eastern Pad Site C*	1.33		
Parcels	1 (Parcel I)		
Gross floor area of Eastern Pad Site C	10,000 sq. ft	vacant	1,910 sq. ft
Total GFA of Parcel I	182,649 sq. ft.	173,530 sq. ft.	175,440 sq. ft.

Note: *Area of amendment

Parking Requirements

Parking	Number of Parking Spaces Required	Number of Parking Spaces Provided
Integrated Shopping Center 175,440 sq. ft. (1 space/250 sq. ft.*)	702	1,588**
Loading	4	8
ADA Accessible	26	40

Notes: ***Parking required by Section 27-568 of the Prince George's County Zoning Ordinance

****DSP-15020-05 approved a modification to D-D-O standard IV.C.2 (page 166), to allow the applicant to exceed the maximum parking permitted by the 2010 *Approved Central Annapolis Road Sector Plan*, allowing up to 1,994 parking spaces.

Bicycle Spaces

Page 180 of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (sector plan) notes, "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." The subject DSP includes one U-shaped bicycle rack, providing two bicycle parking spaces, to be located in front of the proposed eating and drinking establishment building entrance. Staff find that the location and number of proposed racks are appropriate for the development.

3. **Location:** The Capital Plaza shopping center is located on the north side of MD 450 (Annapolis Road), approximately 1,150 feet east of its intersection with MD 295 (Baltimore-Washington Parkway). The proposed eating and drinking establishment, with a drive-through, is located in the southeast portion of the Capital Plaza shopping center, with frontage on MD 450. The property is also located in Planning Area 69 and Council District 3.

4. **Surrounding Uses:** The subject area proposed for an eating and drinking establishment is within an existing integrated shopping center containing retail and other eating and drinking establishment uses. 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 has been subsequently demolished, except for the asphalt parking lot. The C-S-C-zoned property was overlaid with the Development District Overlay (D-D-O) Zone by the sector plan in 2010. The plan was originally adopted without a use table, but a use table was later added through a minor amendment to the sector plan, adopted by Prince George's County Council Resolution CR-28-2017, on May 2, 2017.

   Preliminary Plan of Subdivision (PPS) 4-86033 was approved by Prince George's County 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.

   Detailed Site Plan DSP-15020 was approved by the Planning Board on April 7, 2016 (PGCPB Resolution No. 16-45) for 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 on Parcel I.

   Detailed Site Plan DSP-15020-01 was approved by the Planning Board on May 26, 2016 for construction of a 35,287-square-foot addition to the existing 144,227-square-foot department store, modifications to the associated parking area, and other site improvements. The Prince George's County District Council elected to review this DSP and ultimately disapproved it on September 19, 2016.

   Detailed Site Plan DSP-15020-02 was approved by the Planning Board on October 19, 2017 (PGCPB Resolution No. 17-137) and adopted on November 9, 2017, for a food and beverage

store in combination with a gas station. DSP-15020-02 was approved by the Planning Director for architectural modifications to the food and beverage store, which is west of the subject area of amendment.

Detailed Site Plan DSP-15020-03 was approved on July 19, 2018 by the Planning Board (PGCPB No. 18-77(C)) to develop 24,840 square feet of retail and restaurant development in three buildings, including the building on Eastern Pad Site C, now being amendment under the subject application. DSP-15020-03 also approved four amendments to the D-D-O Zone standards, none of which are relevant to the current request.

Detailed Site Plan DSP-15020-04 was approved on January 30, 2019 by the Planning Director for a reduction in the size of the previously approved food and beverage store building, from 5,371 square feet to 4,649 square feet, and a reduction in outdoor seating from 29 seats to 18 seats.

Detailed Site Plan DSP-15020-05 was approved on October 14, 2021 by the Planning Board (PGCPB No. 2021-116) for construction of a 4,996-square-foot eating and drinking establishment, with drive through service in the southwestern part of Parcel I. The DSP approved five amendments to the D-D-O Zone standards, none of which affect the current request.

Detailed Site Plan DSP-15020-06 was approved on June 24, 2022 by the Planning Director for a modification to the building footprint and elevations of Building B within the Eastern Pad Site.

6. Design Features: The subject application proposes to develop a 1,910-square-foot eating and drinking establishment, with drive-through service, including outdoor seating, associated parking, and other site improvements, as part of an integrated shopping center.

The eastern pad site is located in the southeastern corner of the larger Capital Plaza shopping center. Three buildings were approved for the eastern pad site, Buildings A, B, and C, with Buildings A and B having already been built (per DSP-15020-03). Only Building C, located on the eastern pad site, will be developed under this DSP amendment, with the remainder portions of the property being previously reviewed as part of DSP-15020 and its subsequent amendments. Pad Site C is accessed by drive aisles internal to the shopping center to the west and north. Direct access onto MD 450 is not proposed from Pad Site C. The proposed layout results in minimal conflicts between pedestrians and motorists accessing the site. The DSP proposes an approximately 30-foot-wide drive aisle leading to the drive through. Although parking is for the overall shopping center, the eating and drinking establishment is served by approximately 35 surface parking spaces, which are located on the north and west sides of the building to ensure safe and efficient on-site circulation. The proposed layout creates a safe environment for patrons and pedestrians utilizing the other stores within the Capital Plaza shopping center. The proposed building is set back approximately 43 feet from the adjacent private driveway situated to the east of the site, and 192 feet from Building B, the closest building which is currently utilized as an eating and drinking establishment with drive-through service. The outdoor dining is located on the north side of the building facing the internal drive aisle and buffered by landscaping to enhance the patron experience.

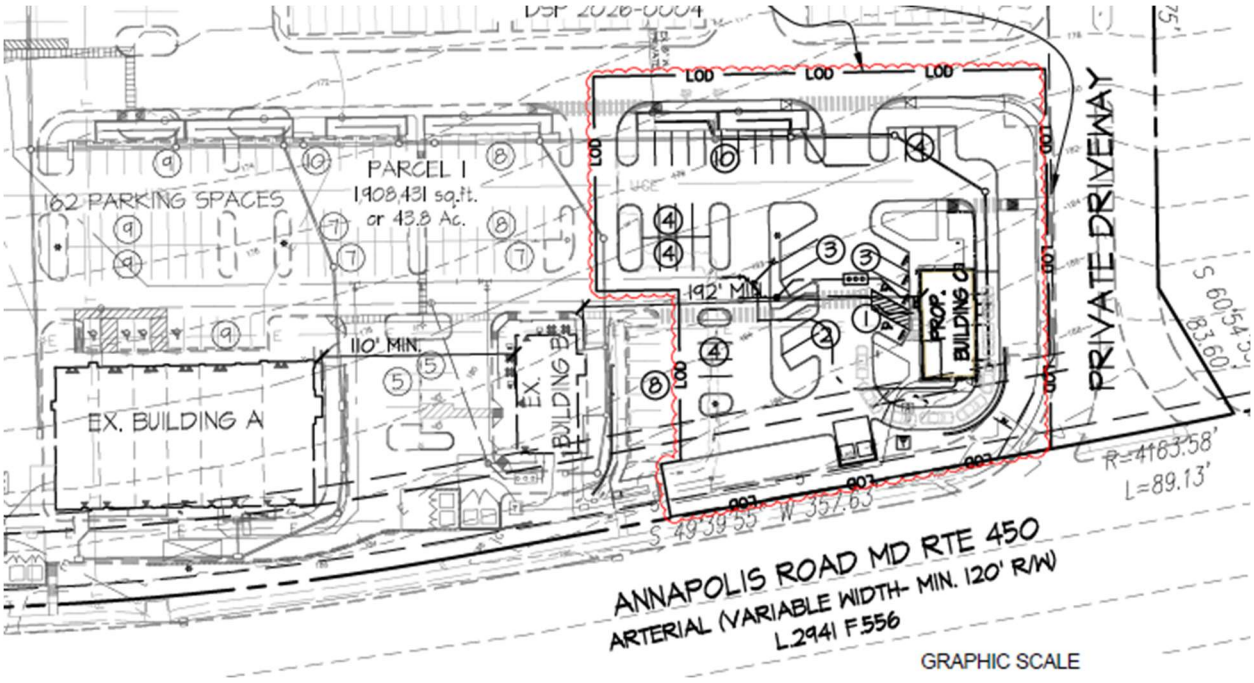


Figure 1: Detailed Site Plan

Architecture

The proposed development is designed to reflect a modern aesthetic which is the trademark of the restaurant. The proposed one-story building is rectangular in shape and has a flat roof. The building design incorporates metal coping, canopies, brick finish, aluminum storefront windows, and fiber cement siding displayed in lava, cotton, and cedar tones. Building-mounted signage includes the restaurant's logo and associated trademarked images. The main entrance projects from the rest of the building and features a full brick façade. The front elevation, facing the internal parking lot, is further accented with a metal canopy with an accent band over the main entrance and over-sized windows that help break up the horizontal mass. The drive through elevation, which faces a private driveway interior to the Capital Plaza shopping center, also presents a brick façade and horizontal paneling.



Figure 2: Front Elevation Facing Interior Parking Lot (Top) and Side Elevation of Drive Through (Bottom)

Signage

The subject DSP includes three building-mounted signs for the proposed eating and drinking building with drive through. These signs are located on the north, east, and west elevations, respectively. The submitted plans also include directional signage, pre-order menu board, a mounted illuminated drive-through sign, a clearance bar, and order point canopy. The signs included with this DSP, located on Sheet C41, are in conformance with the development district standards and Part 12 of the prior Zoning Ordinance.

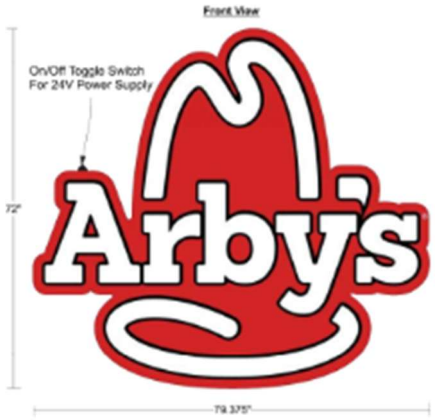


Figure 3: Wall Signage on the Front Elevation

Lighting

The subject DSP includes both building-mounted and pole-mounted lighting throughout the site, with details. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles and building entryways. The photometric plan demonstrates that the lighting fixtures included are full cut-off and directed downward to reduce glare and light spill-over.

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 the Retail Town Center Character Area within the sector plan. 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 sector plan's Table of Uses indicates that the proposed use is permitted within the C-S-C Zone.

The subject application is consistent with the *Plan Prince George's 2035 Approved General Plan* (Plan 2035) vision for Established Communities areas and, specifically, the 2035 Land Use Goal which is to, "Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources" (page 93). The subject application proposes development of a restaurant establishment, with drive-through service, which will utilize existing infrastructure and capitalize on the overall economic viability of a long-standing commercial center within an Established Communities area; Capital Plaza.

Staff find that, pursuant to Section 27-548.25(b) of the prior Zoning Ordinance, this development, within the Retail Town Center Character Area of the sector plan, complies with the D-D-O standards in the sector plan.

The proposed development conforms with the Retail Town Center Character Area requirements and the landscape standards in the sector plan, as shown on the site plan and described on Sheet C3 of the DSP. Certain updates to Sheet C3 are needed, as follows:

- Front building placement line
- Parking and access management
- Building design guidelines
- Transit, bicycle, and pedestrian mobility
- Signage
- Landscape standards

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**—Per the sector plan (page 139), "The Central Annapolis Road Development District includes properties classified in the C-A, C-M, C-O, C-S-C, R-20, R-35, R-55, R-T, M-U-I and M-X-T. The uses allowed on these properties shall be the same as those allowed in the underlying zone in which the property is classified, except as modified by these development district standards." Section 27-461 of the prior Zoning Ordinance governs permitted uses in the C-S-C Zone. The D-D-O use table adopted, per CR-028-2017, does not supersede the status of the proposed use in the underlying C-S-C Zone. An eating and drinking establishment with drive through service is permitted, subject to Footnote 24, which provides:

> **Subject to Detailed Site Plan approval in accordance with Part 3, Division 9, of this Subtitle. Any fast-food restaurant operating pursuant to an approved Special Exception as of the effective date of CB-49-2005 shall remain valid, be considered a legal use, and shall not be deemed a nonconforming use. Such fast-food restaurants and their underlying special exceptions may be modified pursuant to the existing provisions relating to revisions or amendments to special exceptions generally and fast-food restaurants specifically as they exist in the Zoning Ordinance. The requirement for Detailed Site Plan approval does not apply to eating or drinking establishments within, and sharing the same points of vehicular access as, an integrated shopping center having six individual businesses (including the fast-food restaurant) and a minimum 50,000 square foot gross floor area.**

The requirement for detailed site plan approval does not apply to the subject site, as this development is an eating or drinking establishment within, and sharing the same points of vehicular access as, an integrated shopping center having six individual businesses (including the fast-food restaurant) and a minimum 50,000-square-foot gross floor area. A detailed site plan is nonetheless required, per the property's location in the D-D-O Zone.

b. Per page 138 of the sector plan, for development standards not covered by the DDOZ, the other applicable sections of the Zoning Ordinance and the Landscape Manual shall serve as the requirement. Therefore, the following sections of Part 6 of the prior Zoning Ordinance apply.

Section 27-447. Fences and walls.

(a) Unless otherwise provided, fences and walls (including retaining walls) more than six (6) feet high shall not be located in any required yard, and shall meet the setback requirements for main buildings.

The proposed retaining wall is 3 feet high, as such (a) does not apply for this development.

(b) Walls and fences more than four (4) feet high (above the finished grade, measured from the top of the fence to grade on the side of the fence where the grade is the lowest) shall be considered structures requiring building permits.

The proposed retaining wall is 3 feet high, as such (b) does not apply for this development.

(c) Stranded barbed and/or razor wire are prohibited on all fences and walls, except for land that is assessed for agricultural use, and land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility.

Stranded barbed and/or razor wire is not proposed for this development.

(d) Except for fences less than four (4) feet in height, fences not requiring a permit, and fences on land assessed as agricultural uses, all structural support (vertical posts and horizontal rails) shall face the interior of the subject lot.

Proposed fences and walls conform with Section 27-447 of the prior Zoning Ordinance, regarding all applicable standards. In particular, the applicant proposes a retaining wall of 3 feet in height, southeast of the building, between the drive-through lane and proposed landscaping,

Section 27-448.01. Frontage.

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

The proposed development conforms with Section 27-448.01 of the prior Zoning Ordinance, regarding all applicable standards. The subject property has frontage on MD 450 (Annapolis Road). Direct access to Annapolis Road is provided via a private driveway.

Section 27-449. Extensions and projections.

(a) General projections.

(1) No projections from building walls (including show windows, but not including signs) shall extend beyond building lines.

The proposed architectural elevations propose canopies that project from the building walls, however, the canopies do not extend beyond building lines.

(2) Notwithstanding any other requirement of this Subtitle, a tent that covers an approved patio that is affixed to the side building wall of an Eating or Drinking Establishment and used as accessory patron seating for the use shall be permitted, provided that the use is located within the boundaries of an incorporated municipality, a temporary permit was previously granted for the usage of an affixed tent for such purposes, the affixed tent is approved by the Department of Permitting, Inspections and Enforcement, and the usage of the affixed tent does not conflict with any applicable sector plan, master plan, or district development standards.

A tent that covers an approved patio that is affixed to the side building wall of an eating or drinking establishment is not proposed.

(b) Canopies.

(1) Canopies may not extend beyond the building line along a street.

The applicant proposes canopies along the building's front and side elevations, which face north, northeast, and southwest. No canopy extends beyond the building line along Annapolis Road.

Section 27-450. Landscaping, screening, and buffering.

Landscaping, screening, and buffering of all development in the Commercial Zones shall be in accordance with the provisions of the Landscape Manual.

The proposed development conforms with Section 27-450 of the prior Zoning Ordinance, regarding all applicable standards.

Section 27-462 of the prior Zoning Ordinance provides regulations for development in commercial zones. Theses consist of yard requirements. However, the development district standards (sector plan, page 164) also contain yard requirements, which supersede the yard requirements listed within section 27-462. Accordingly, compliance with Section 27-462 is not required.

c. **Development District Overlay (D-D-O) Zone Required Findings—**
Section 27-548.25(a), (b), (c), (d), and (e) of the prior 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.

The subject application has been submitted, in fulfillment of this requirement.

(b) In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.

All applicable development district standards are being met with this proposed development.

(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.

The applicant has not requested that the Planning Board apply development standards which differ from the applicable development district standards.

(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 uses allowed in the sector plan are the same as those permitted by the Zoning Ordinance (page 139). The eating and drinking establishment with drive-through is permitted in the C-S-C Zone, subject to a DSP. Therefore, subsection (d) does not apply.

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

There is no variance or departure required with this application.

d. Per Section 27-283(a) of the prior Zoning Ordinance, a DSP shall be designed in accordance with the design guidelines in Section 27-274(a). The applicable design guidelines are described, as follows:

(1) General.

(A) The Plan should promote the purposes of the Conceptual Site Plan.

This application is for a detailed site plan. Therefore, this design guideline is inapplicable.

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

(i) Parking lots should generally be provided to the rear or sides of structures;

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of

green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

(v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

The submitted plans demonstrate safe and adequate vehicular and pedestrian circulation. A surface parking lot is located to the side and rear of the development. The surface parking lot is then screened from MD 450 by landscaping. Parking spaces are arranged along drive aisles, west and north of the proposed building, with internal crosswalks for safe access to the building.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

(i) Loading docks should be oriented toward service roads and away from major streets or public view; and

(ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

No loading spaces are provided on-site, since the overall loading requirements are exceeded by the integrated shopping center, as a whole (four spaces required and eight spaces provided). In addition, a loading space for the retail sales and service is not required for a development with less than 2,000 square feet of GFA.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

(ii) Entrance drives should provide adequate space for queuing;

(iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;

(iv) Parking areas should be designed to discourage their use as through-access drives;

(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;

(vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;

(vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

Vehicles will enter the site from an internal drive within the Capital Plaza shopping center. There are two existing vehicle access points located in the rear and side of the property that will be maintained with this DSP. No vehicular access is provided from MD 450. The surface parking area is located directly adjacent to the eating and drinking establishment building, providing easy access via 6-foot-wide sidewalks and crosswalks. Bicycle parking is also provided via one bicycle rack, located adjacent to the entrance and outdoor dining area.

Pedestrian access is provided via 6-foot-wide sidewalks, shown along the private driveway and internal drive aisle, that connect to the proposed development. These sidewalks provide safe and efficient pedestrian access to the site.

The drive aisles have been designed to allow the efficient movement of vehicles throughout the site. The minimum drive aisle width provided is 22 feet and the maximum drive aisle width provided is 30 feet, as shown on the DSP. The submitted plans show both vehicular and pedestrian circulation to be safe, efficient, and

convenient for both pedestrians and drivers, because vehicular and pedestrian routes are separated, where feasible.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:

(i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;

(ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;

(iii) The pattern of light pooling should be directed on-site;

(iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;

(v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and

(vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.

A photometric plan was submitted, demonstrating the lighting fixtures that are proposed for the development. The lighting fixtures have been designed to provide adequate site lighting that encourages pedestrian and vehicular safety. All lighting fixtures will be durable, full cut-off appliances. Lighting will be directed on-site to avoid spilling over to adjacent properties.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

The proposed eating and drinking establishment is designed to be landscaped and aesthetically enhanced from the viewpoint of MD 450. The submitted elevations show that the proposed eating and drinking establishment building design incorporates metal coping, canopies, brick finish, aluminum storefront windows, and fiber cement siding displayed in

lava, cotton, and cedar tones. The main entrance projects from the rest of the building and features a full brick façade. The front elevation, facing the internal parking lot, is further accented with a metal canopy with an accent band over the main entrance and over-sized windows that help break up the horizontal mass. The drive-through elevation, which faces a private driveway interior to the Capital Plaza shopping center, also presents a brick façade and horizontal paneling.

(5) Green Area.

(A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. As a means of achieving these objectives, the following guidelines should be observed:

(i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;

(ii) Green area should link major site destinations such as buildings and parking areas;

(iii) Green area should be well-defined and appropriately scaled to meet its intended use;

(iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;

(v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;

(vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and

(vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.

(B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

There are no regulated environmental features (REF) present on the site.

A landscape plan was submitted that depicts landscaping located on all sides of the subject property. The landscaping along the northern side of the

property, which faces the shopping center drive aisle, provides screening and privacy for the proposed outdoor seating area. The landscaping along the eastern side of the property, which faces a private driveway, provides sufficient screening between the drive through and vehicles entering the shopping center. The landscaping along the western side of the property, which faces an existing drive-aisle connecting to other commercial uses, enhances the physical and visual character of the site. Finally, the landscaping along the western side of the property, which faces MD 450, enhances the physical and visual character of the roadway by providing screening of the parking lot.

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. As a means of achieving these objectives, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

(ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

(iv) Amenities should be functional and should be constructed of durable, low maintenance materials;

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

(vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and

(vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

Site and streetscape amenities are emphasized through the provision of an outdoor seating area adjacent to the eating and drinking establishment building. This outdoor seating area will be screened via landscaping from the surrounding roadways, to create an enclosed and comfortable area. The

outdoor seating area may be accessed directly though the food or beverage store or via the proposed 6-foot-wide sidewalk in front of the building. Trash receptacles will be located nearby, to dispose of waste, and adequate lighting will ensure the safety of all patrons.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. As a means of achieving these objectives, the following guidelines should be observed:

(i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;

(ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;

(iii) Grading and other methods should be considered to buffer incompatible land uses from each other;

(iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and

(v) Drainage devices should be located and designed so as to minimize the view from public areas.

The subject property is an infill site that has been previously graded. However, any additional grading necessary to develop the project will be minimized, to the maximum extent possible. There are no REF present on-site.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

(i) Service areas should be located away from primary roads, when possible;

(ii) Service areas should be located conveniently to all buildings served;

(iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and

(iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

The submitted plans show that the location of the proposed dumpster is accessible, but unobtrusive. While the dumpster is screened with landscaping, it is also enclosed with a dumpster enclosure.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

(i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;

(ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;

(iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;

(iv) Public spaces should be readily accessible to potential users; and

(v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

The submitted DSP shows improvement of the MD 450 frontage with landscaping. The existing sidewalk, within this frontage, extends to the east side of the private driveway, which accesses the Capital Plaza shopping center, and then connects to a proposed 6-foot-wide walkway to the entrance of the proposed building (that will house an eating and drinking establishment). Such improvement enhances the public space system within the area. Although the outdoor seating area, included in this DSP, is mainly for patrons, it could potentially serve as additional quasi-public space to the area.

(10) Architecture.

(A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with Section 27-277.

A detailed discussion regarding architecture has been addressed in Finding 6 above. The architectural design of the proposed development is consistent and compatible with the existing Capital Plaza shopping center and the development district standards of the sector plan.

(11) Townhouses and three-family dwellings.

This requirement is not applicable to this DSP because it does not include any townhouse or three-story units.

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

Parcels I, J, and K are currently developed with a total of 213,112 square feet of commercial GFA. An additional 7,980 square feet of GFA has been approved under various amendments to DSP-15020 for Parcel I. The proposed development of a 1,910-square-foot restaurant building, in addition to the existing and approved development, are within the limitation of the GFA established for all three parcels by this plat.

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

This amendment to DSP-15020 proposes an eating and drinking establishment with drive-through service and, therefore, this note is not applicable.

10. Detailed Site Plan DSP-15020 and its amendments:

a. Detailed Site Plan DSP-15020 was approved by the Planning Board on April 7, 2016 (PGCPB Resolution No. 16-45), subject to 12 conditions. None of the conditions are relevant to the subject DSP application.

b. Detailed Site Plan DSP-15020-03 was approved by the Planning Board on July 19, 2018 (PGCPB No. 18-77(C)), subject to one condition, which is not relevant to the subject DSP application.

c. Detailed Site Plan DSP-15020-06, Eastern Pad Site, was approved on June 24, 2022 by the Planning Director, with no conditions. As such, no conditions are relevant to the subject DSP application.

d. Detailed Site Plans DSP-15020-01, -02, -04, and -05 were reviewed; however, these DSP applications are not relevant to the Eastern Pad Site. As such, none of the conditions of approval are relevant to the subject DSP application.

11. 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. The D-D-O Zone landscape standards include requirements for street trees, parking lots, buffering, and screening (page 182). These supersede Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.10, Street Trees Along Private Streets, of the Landscape Manual, which would otherwise apply. The sector plan does not include any standards that modify Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The DSP has been reviewed for conformance with the standards and conforms to the requirements.

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 because it does not have a minimum of 10,000 square feet of woodlands, or any prior approved tree conservation plans, and was issued a Standard Letter of Exemption (WCO-SE-2026-0011) on January 27, 2026.

13. Prince George's County Tree Canopy Coverage Ordinance: Per Section 25-127(a)(4) of the Tree Canopy Coverage Ordinance, landscape plans demonstrating conformance to this division, approved as part of entitlement cases subject to the Transitional Provisions of the Zoning Ordinance (Section 27-1700), shall be subject to the regulations in place at the time of approval of any grandfathered development application. DSP-15020 and subsequent amendments were approved and grandfathers the property into the 10 percent tree canopy coverage (TCC) requirement for the prior C-S-C Zone. Per Section 25-128(c), redevelopment of a previously developed site is subject to the TCC requirements, based on the area within the limits of disturbance**,** which is approximately 1.33 acres for this DSP. The required TCC is 0.13 acre, or 5,793 square feet. A total of 8,150 square feet of TCC is proposed, which satisfies the requirement.

14. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference.

a. **Historic Preservation and Archeological Review**—In a memorandum dated April 10, 2026 (Stabler, Smith, and Chisholm to Langford), the Historic Preservation Section noted that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. No Prince George's County historic sites or resources are on or adjacent to the subject property.

b. **Subdivision**—In a memorandum dated April 29, 2026 (Vatandoost to Langford), the Subdivision Section provided an analysis of the subject DSP's conformance with the prior approvals, as included in Findings 9 and 10 above, and noted that the DSP is in conformance with the approved PPS.

c. **Community Planning**—In a memorandum dated April 24, 2026 (Parks to Langford), the Community Planning Division provided an analysis of the subject DSP's conformance with the recommendations of Plan 2035, the applicable aviation policy area, and the sector plan, as included in Findings 7 and 8 above.

d. **Transportation Planning**—In a memorandum dated April 24, 2026 (Marino to Langford), the Transportation Planning Section stated that access and circulation are acceptable. The number and locations of points of access are sufficient, and the total number of trips proposed with this application are within the trip cap for the site, per the ITE Trip Generation Manual (11th Edition). From the standpoint of transportation, and in consideration of the findings contained herein, it is determined that this plan is acceptable, if the application is approved with a condition to revise the site plan to provide a dimension from the right-of-way centerline of MD 450 (Annapolis Road) to the property line.

e. **Environmental Planning**—In a memorandum dated April 24, 2026 (Rea to Langford), the Environmental Planning Section offered the following summarized comments:

Natural Resources Inventory/Existing Conditions
The site has a Natural Resources Inventory Equivalency Letter (NRI-132-12-04), which was issued on April 7, 2022. The site is currently developed with pavement. No woodland or REF are located on this site.

Soils
According to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, the site contains Urban land-Christiana-Downer complex, Urban land-Russett-Christiana complex, Christiana-Downer complex, and Russett-Christiana-Urban land complex. Christiana clay is mapped on the site, but no geotechnical issues have been identified, at this time.

Stormwater Management
The site has an approved Stormwater Management Concept Plan, 38515-2017-02, which is valid until January 30, 2027. The approved plan proposes the use of micro-bioretention facilities.

f. **Permit Review Section**—In a memorandum dated April 6, 2026 (Greenwell to Langford), the Permit Review Section offered no additional comments on this application.

g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated April 27, 2026 (Abdullah to Langford), DPIE offered traffic, water, and sewer comments, to be addressed at the building permit stage.

h. **Price George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.

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

j. **Prince George's County Health Department**—In a memorandum dated April 13, 2026 (Adepoju to Langford), the Health Department indicated that there are 12 existing carry-out/convenience store food facilities and two markets/grocery stores within a 0.5-mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores, compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. Healthy food access is being addressed more broadly through various County initiatives.

k. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated April 13, 2026 (Sathyanadhan to Langford), WSSC provided water and sewer comments, to be addressed at the time of permit.

l. **Public Utilities**—On March 23, 2026, the subject application was referred to Verizon, Comcast, AT&T, the Potomac Electric Power Company (PEPCO), and Washington Gas for review and comments. At the time of the writing of this technical staff report, no correspondence has been received from these public utility companies.

m. **Town of Bladensburg. Town of Cheverly, City of Hyattsville, and the Town of Landover Hills**—The DSP application was referred to the listed municipalities for review on March 23, 2026. At the time of the writing of this technical staff report, the aforementioned municipalities did not offer comments on this application.

15. **Community Feedback:** As of the writing of this technical staff report, staff did not receive any inquiries regarding the subject DSP from the community.

16. Based on the foregoing and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, as revised in accordance with the conditions of this approval, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

17. Section 27-285(b)(2) of the prior Zoning Ordinance does not apply to this DSP because the subject property is not subject to a conceptual site plan.

18. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.

19. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP, if it finds that the REF 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 prior Subdivision Regulations. There is no REF on the subject property. Accordingly, this finding is met.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-2026-0004 for Capital Plaza Eastern Pad Site, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the following revisions shall be made, or information should be provided:

    a. Revise the overall site plan sheet to accurately reflect square footage and use classifications in an itemized format, demonstrating compliance with the required parking standards for the integrated shopping center.

    b. Revise the landscape plan to show Commercial Shopping Center (C-S-C) zoning as the applicable zone in the Tree Canopy Coverage schedule.

    c. Provide a detail sheet, with exhibits, of the outdoor furniture.

    d. Revise the site plan to provide a dimension from the right-of-way centerline of MD 450 (Annapolis Road) to the property line.

    e. Revise the site plan to accurately demonstrate existing retaining walls previously approved and proposed retaining walls for this development.

    f. Provide an updated retaining wall or fence detail that conforms with previous approvals or the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment.*

    g. Update the table on Sheet C3 of the DSP, per the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment,* as follows:

        (1) Revise the compliance for the front building placement line as part of the Retail Town Center Bulk and Yard requirements.

(2) Revise the compliance for the minimum and maximum parking capacity regulations, and add a note indicating the approved amendment from previous approvals.

(3) Revise the compliance indicated for sustainable paving materials.

(4) Revise the compliance indicated for externally lit signage.

(5) Revise the compliance indicated for a 4-foot-wide landscape strip, and add a note indicating the approved amendment from previous approvals.

CAPITAL PLAZA EASTERN PAD SITE

Detailed Site Plan (Amendment)

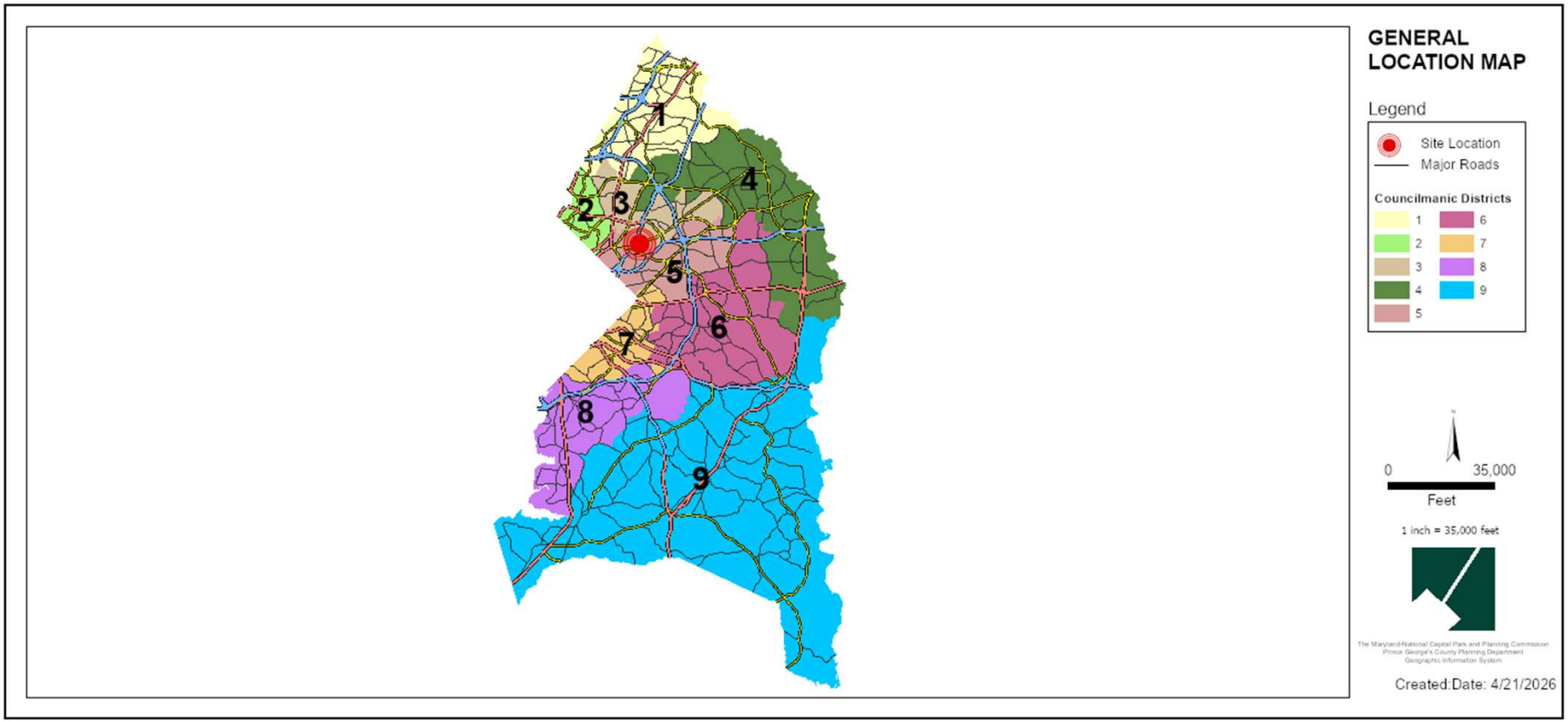
Staff Recommendation: APPROVAL with conditions



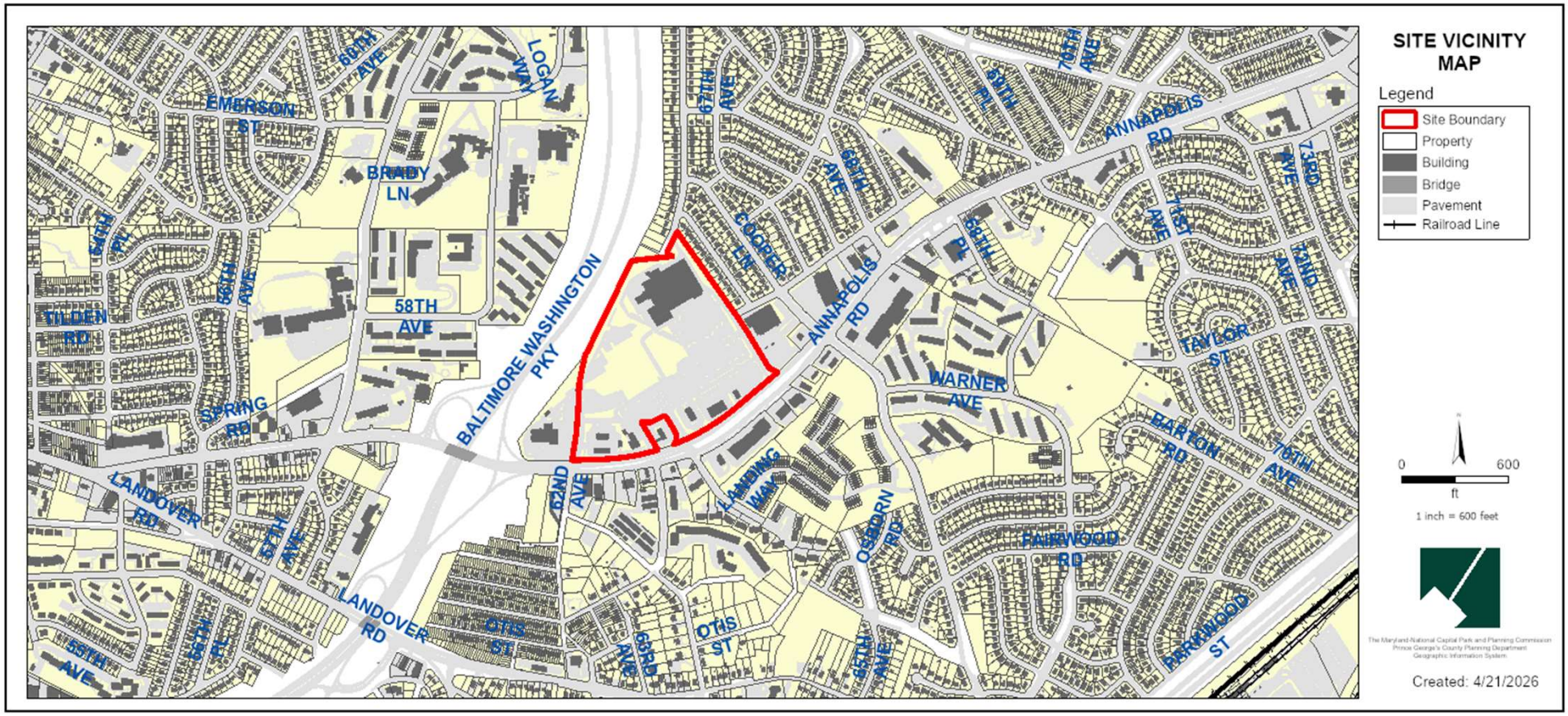
GENERAL LOCATION MAP

Council District: 03

Planning Area: 69

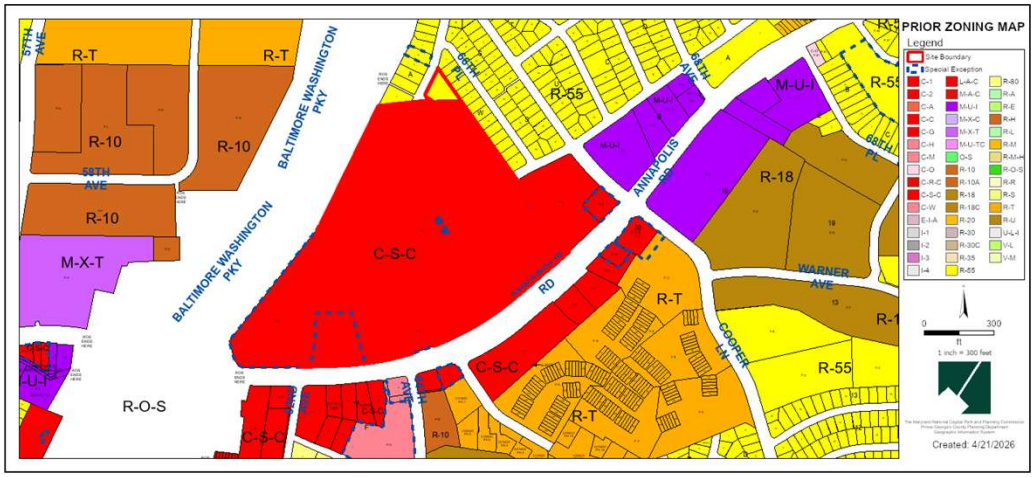


SITE VICINITY MAP

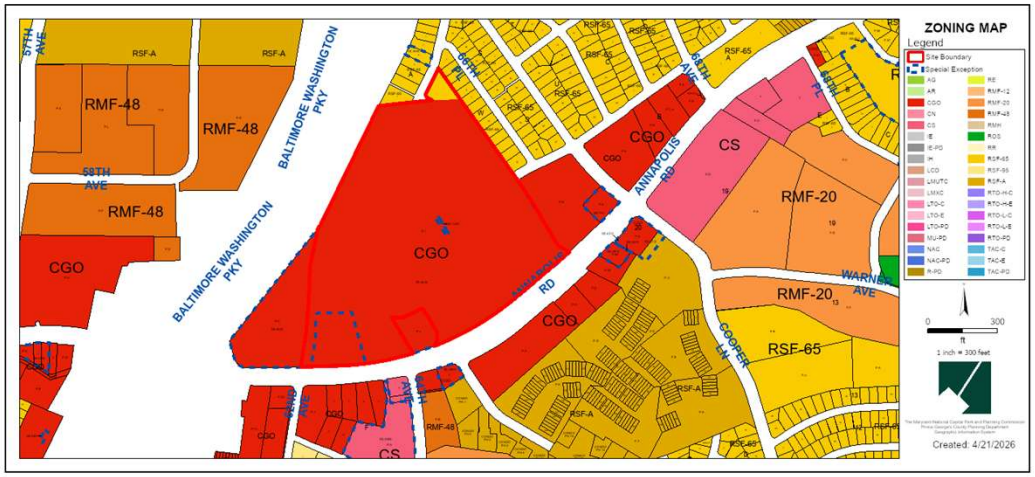


ZONING MAP (PRIOR AND CURRENT)

Prior Zoning Map: C-S-C

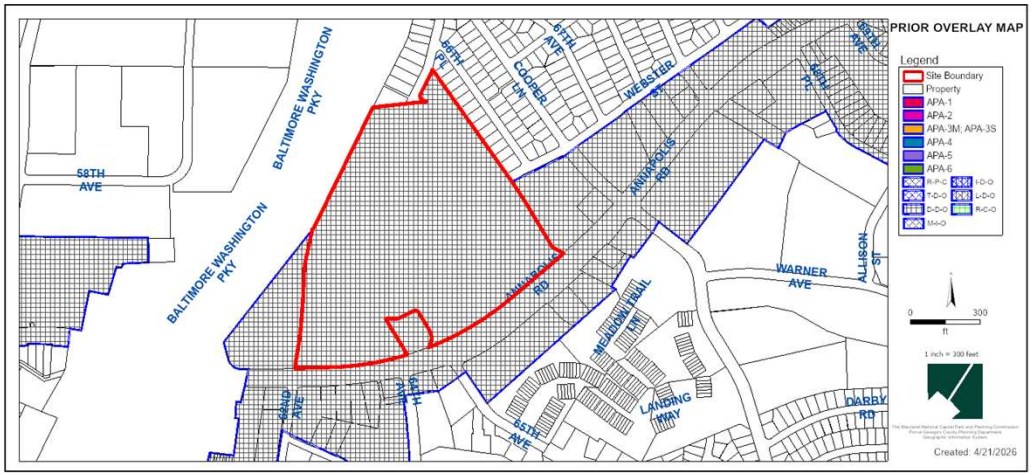


Current Zoning Map: C-G-O

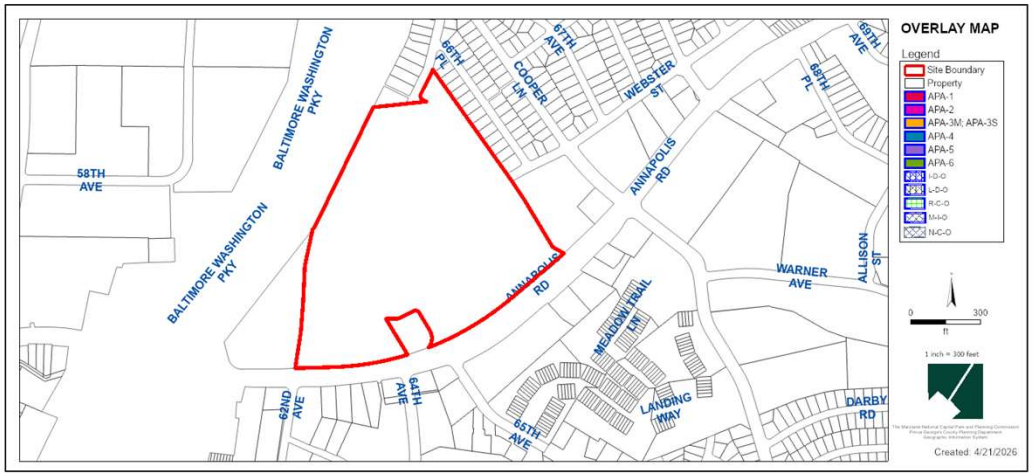


OVERLAY MAP (PRIOR AND CURRENT)

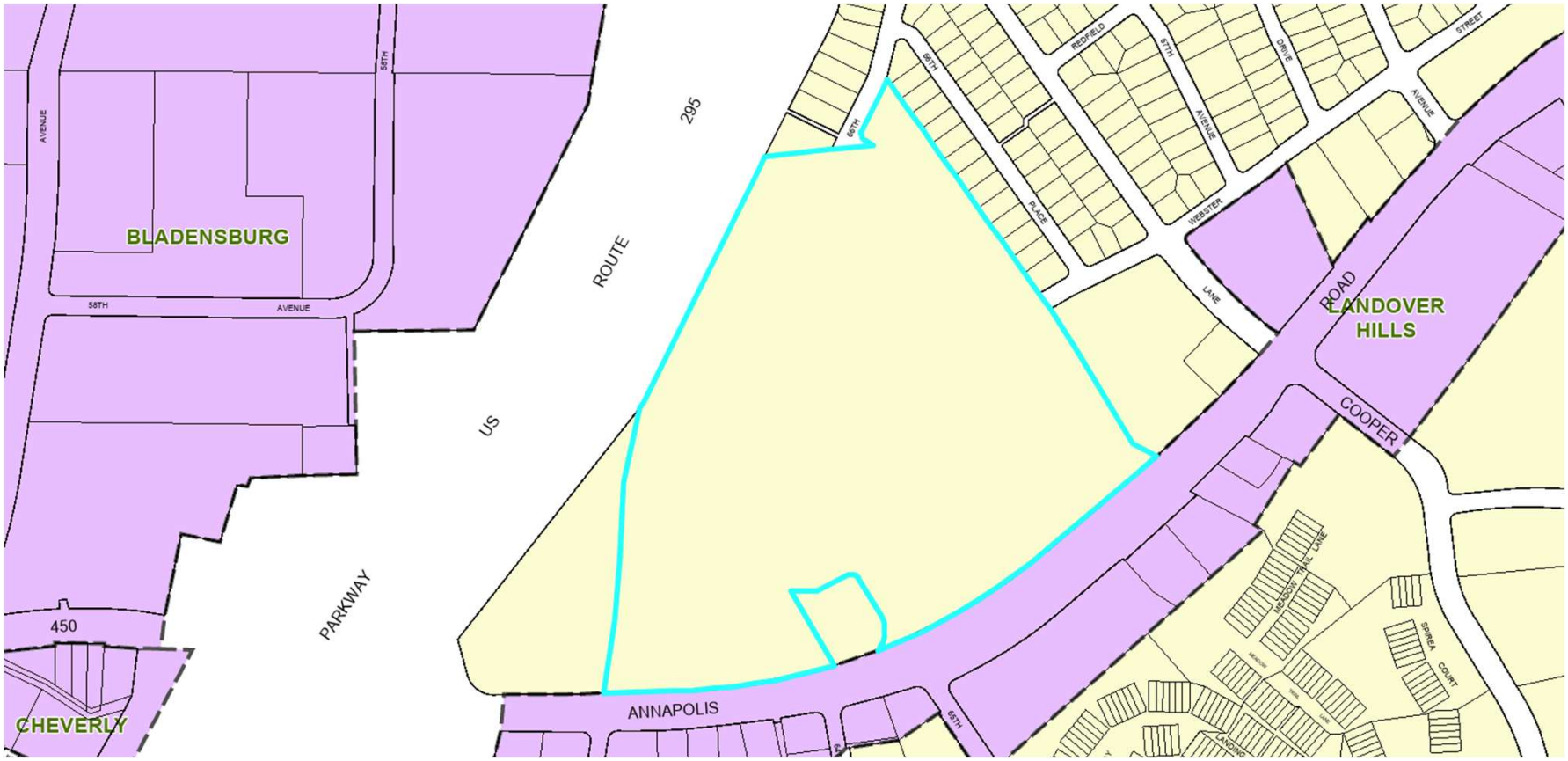
Prior Overlay Map



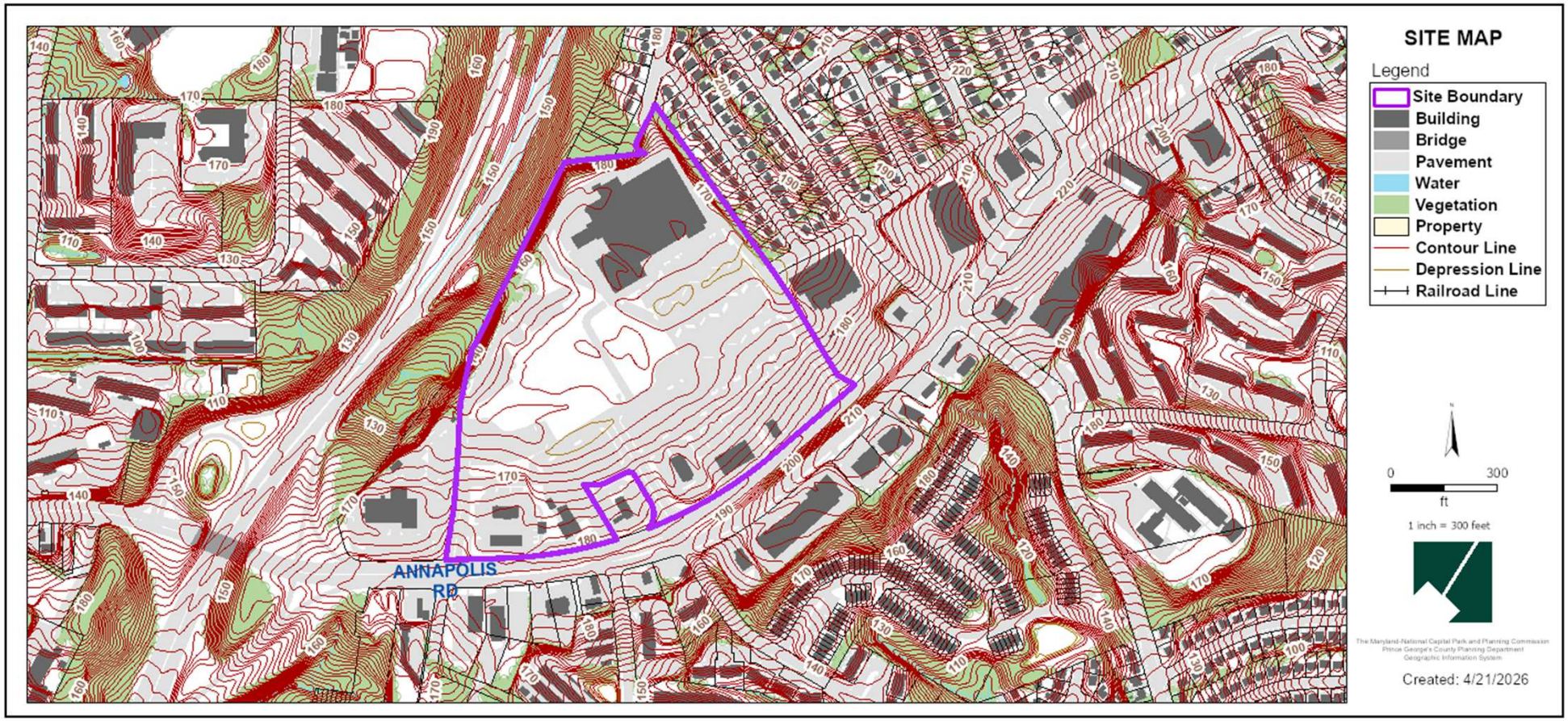
Current Overlay Map



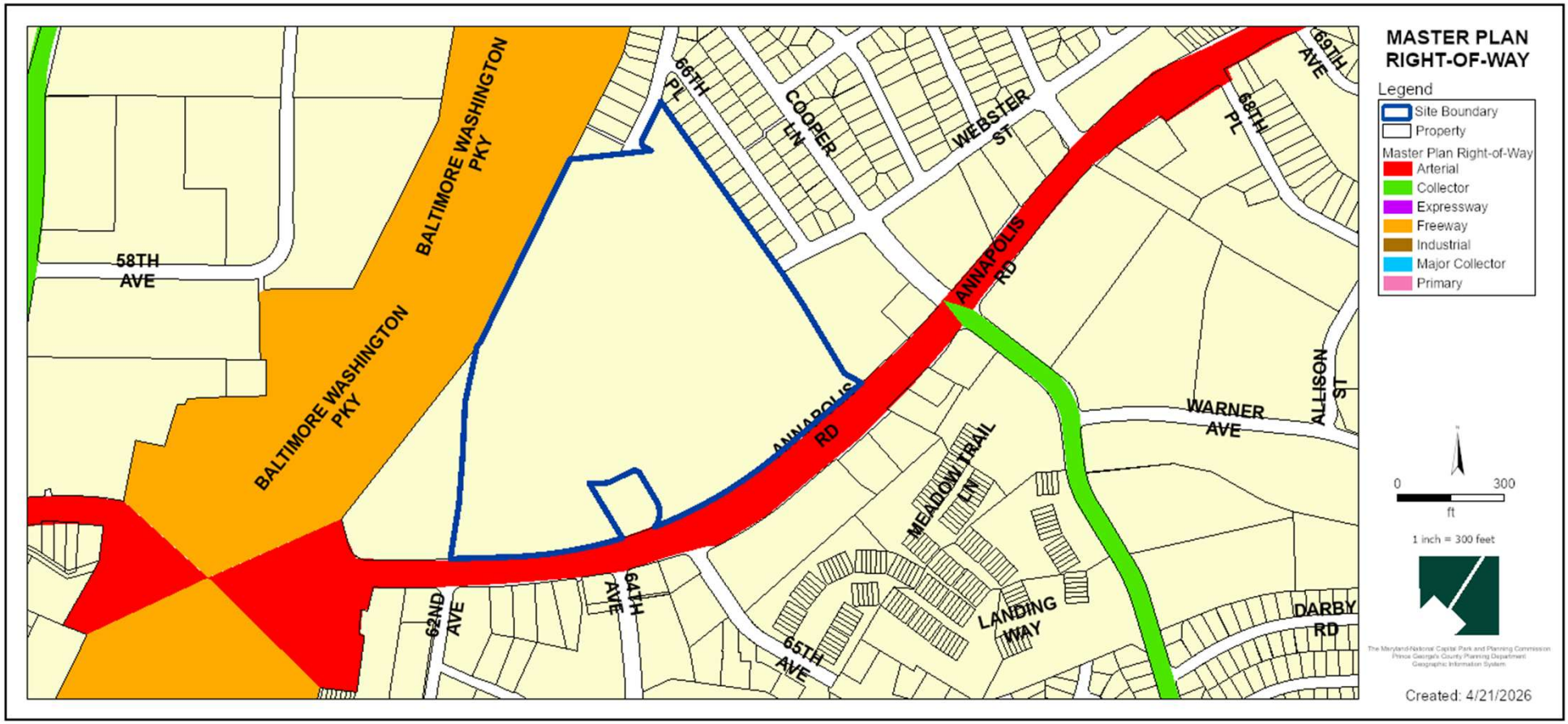
MUNICIPAL BOUNDARY (LANDOVER HILLS/BLADENSBURG)



SITE MAP


ANNAPOLIS RD
SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
0
300
ft
1 inch = 300 feet
Created: 4/21/2026

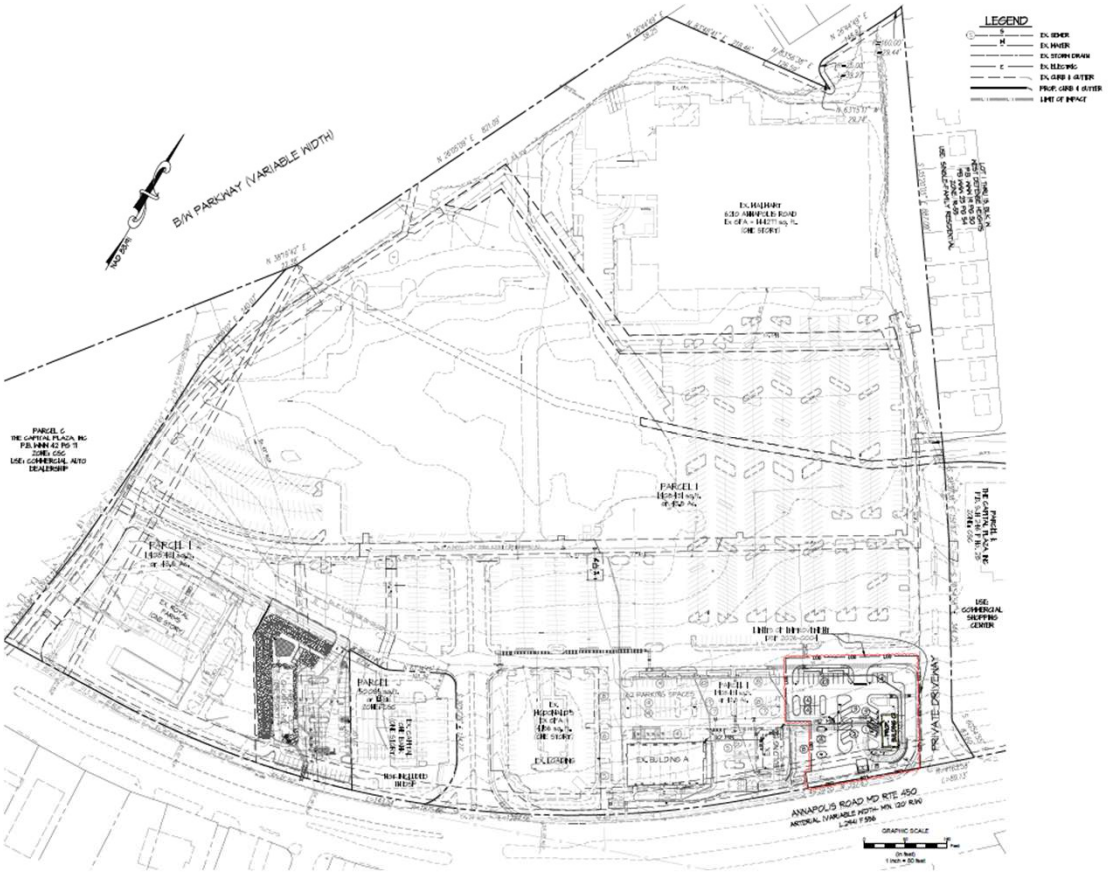
MASTER PLAN RIGHT-OF-WAY MAP



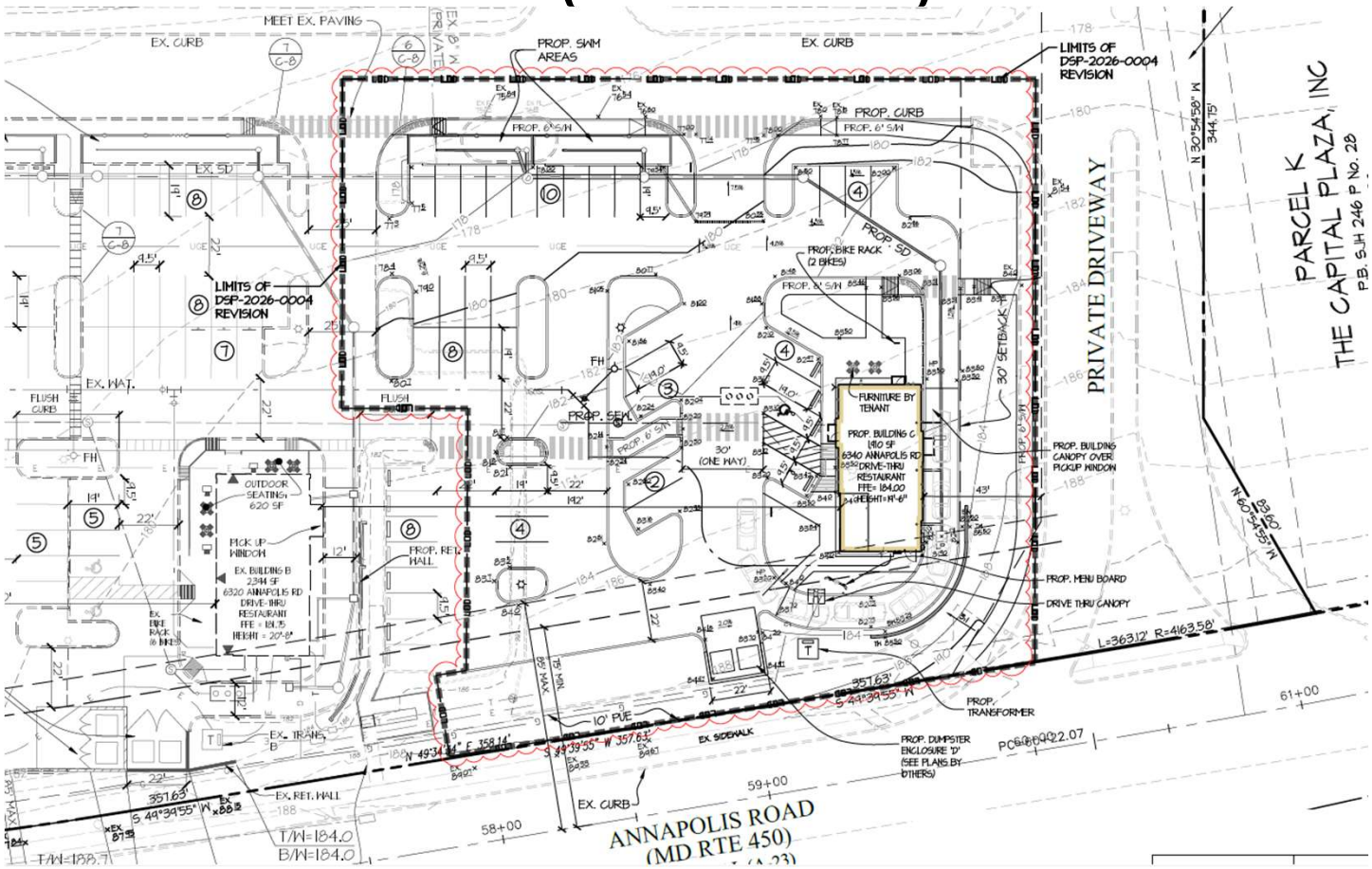
BIRD'S-EYE VIEW



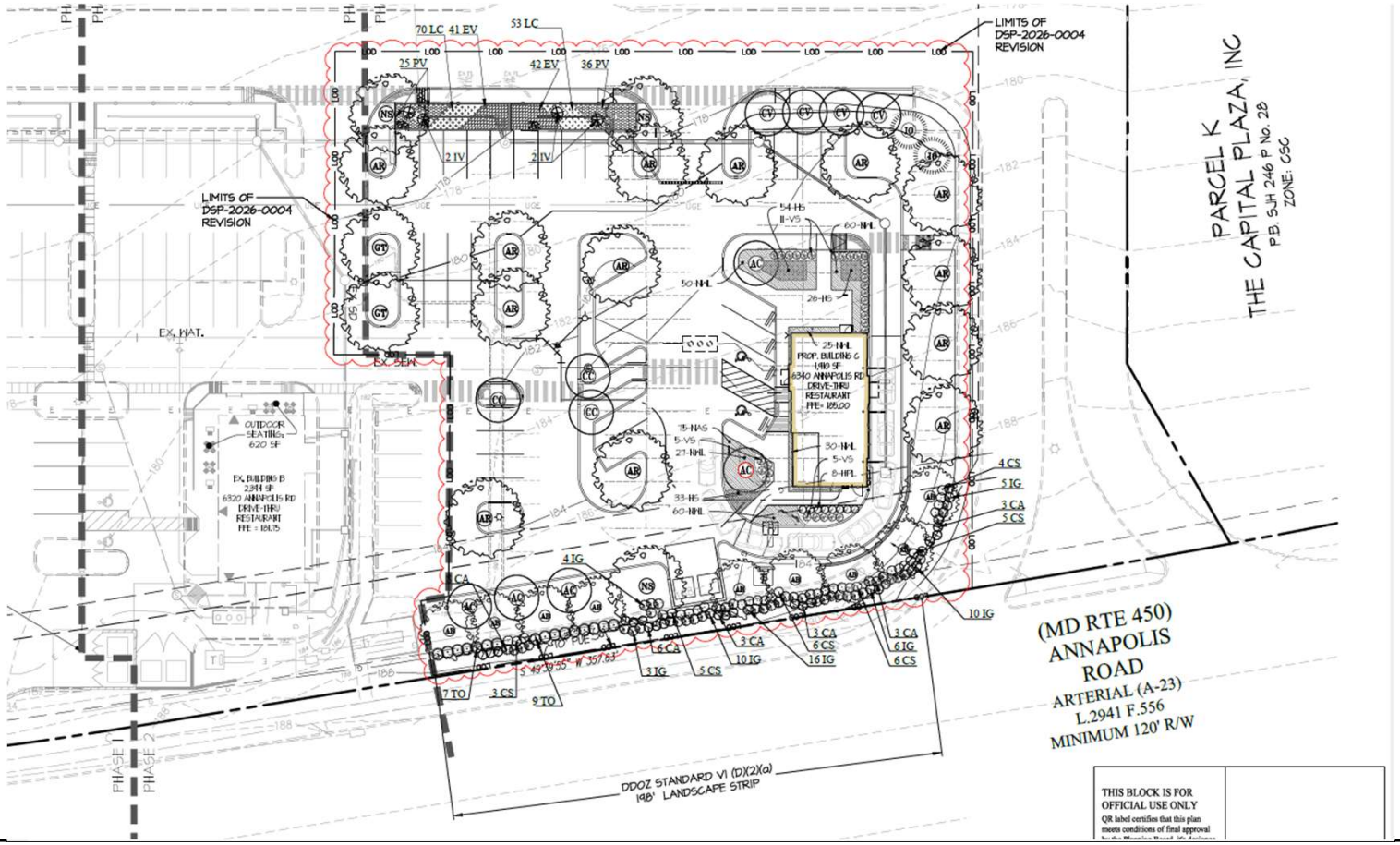
DETAILED SITE PLAN



DETAILED SITE PLAN (CLOSE UP)



LANDSCAPE PLAN



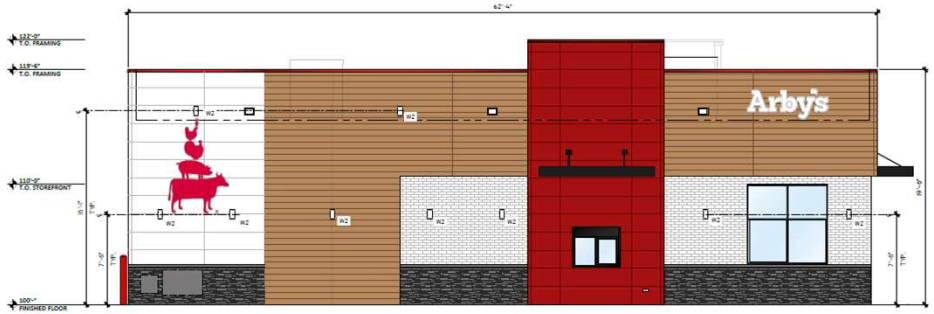
ARCHITECTURE



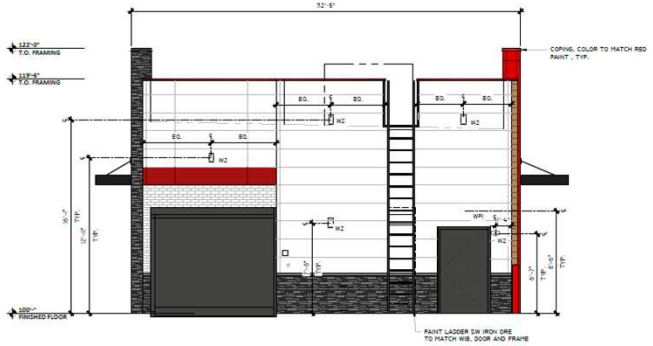
1 FRONT ELEVATION
SCALE: 1/4" = 1'-0"



1 SOUTHWEST ELEVATION
SCALE: 1/4" = 1'-0"



2 NORTHEAST (DRIVE-THRU) ELEVATION
SCALE: 1/4"



2 SOUTHEAST (REAR) ELEVATION
SCALE: 1/4" = 1'-0"

STAFF RECOMMENDATION

APPROVAL with conditions

- Detailed Site Plan DSP-2026-0004

Major/Minor Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 05/09/2026
- Acceptance Mailing: 03/17/2026

AMENDED - STATEMENT OF JUSTIFICATION
DSP-2026-0004

Arby's (Capital Plaza – Eastern Pad Site)

OWNER:	Capital Plaza Associates Limited Partnership 7811 Montrose Road Suite 420 Potomac, Maryland 20854
APPLICANT:	Landover Sandwiches, LLC 3640 Martins Dairy Circle Olney, Maryland, Maryland 20832
ATTORNEY/AGENT:	McNamee Hosea, P.A. Matthew C. Tedesco, Esq. Dominique A. Lockhart, AICP 6404 Ivy Lane, Suite 820 Greenbelt, Maryland 20770 (301) 441-2420 Voice (301) 982-9450 Fax Mtedesco@mhlawyers.com Dlockhart@mhlawyers.com
CIVIL ENGINEER:	GLW Attn: Tim Longfellow 3909 National Drive, Suite 250 Burtonsville, Maryland 20866 (301) 421-4024 tlongfellow@glwpa.com
REQUEST:	Pursuant to Section 27-289(b) of the prior Zoning Ordinance, a Detailed Site Plan amendment is being filed to accommodate a 1,910 square foot eating and drinking establishment with drive through service (Arby's).

I. DESCRIPTION OF PROPERTY

1. Address – 6300, 6320, 6340 Annapolis Road, Hyattsville, MD 20784 (overall property address is 6200 Annapolis Road, Hyattsville, MD 20784)

2. Use – Eating and drinking establishment with drive through service (Building C)

3. Incorporated Area – None

4. Council District – 3

5. Lot/Parcel – Parcel I

6. Total Area – 3.81 Acres (p/o eastern Pad Site Area)

7. Plat Book – PM 228-087

8. Tax Map/Grid – 51/A-3 and B-3

9. Location – The eastern pad site is located on the north side of Annapolis Road (MD 450), approximately 1,500 feet east of its intersection with MD 295 (Baltimore Washington Parkway), within the Capital Plaza Shopping Center.

10. Zoned: C-S-C/DDOZ (Prior Zoning); CGO (Current Zoning Ordinance)

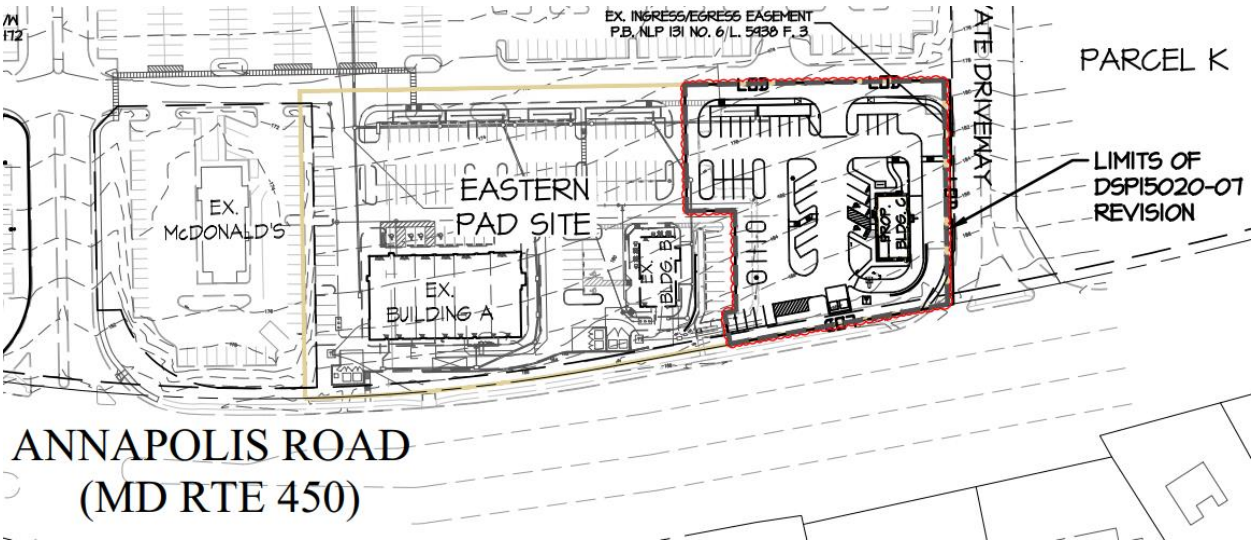
11. Owner- Capital Plaza Assoc. LTD Partnership, 7811 Montrose Road, Potomac, Maryland 20854.

12. 200 Sheet – 205NE05.

II. APPLICANT'S PROPOSAL

Landover Sandwiches, LLC (hereinafter the "Applicant") seeks a seventh amendment to a Detailed Site Plan (to wit: DSP-2026-0004) to accommodate certain amendments/modifications to the previously approved DSP-15020-03. More specifically, the Applicant is requesting to construct a 1,910 square foot eating and drinking establishment with drive through service (Arby's) on the eastern pad site. Capital Plaza, in its entirety, is an integrated shopping center, and the site was completely developed in the 1960s with approximately 395,000 square feet of development associated with the Capital Plaza Mall, which was subsequently demolished. The site is currently developed with a Walmart, Royal Farms, Chic-Fil-A, Capital One Bank, McDonalds, Chipotle, and other retail/restaurant uses.

Development of the eastern pad site was previously reviewed under DSP-15020-03, which approved the development for Buildings A – C. The proposed amendment includes the slight modification to the footprint of Building C, with the addition of a drive through. The revised building footprint is a decrease in gross floor area from what was previously approved, going from 10,000 square feet to 1,910 square feet. Although the proposed building footprint is smaller, it still maintains the same overall shape. The land area covered by the structure will also not be increased.



Transitional Provisions

Pursuant to Sections 27-1704 and 24-1704 of the Zoning Ordinance and Subdivision Regulations, this application for DSP-2026-0004 is being filed pursuant to, and will be reviewed against, the prior Zoning Ordinance.

Section 27-1704(a) of the Zoning Ordinance provides, "development approvals or permits of any type approved under the prior Zoning Ordinance or prior Subdivision Regulations prior to April 1, 2022 remain valid for the period of time specified in the prior Zoning Ordinance or prior Subdivision Regulations. . . ." Furthermore, pursuant to Section 24-1704(a) of the Subdivision Regulations, subdivision approvals of any type remain valid for the period of time specified in the Subdivision Regulations under which the subdivision was approved. Since the PPS is vested with the final plat being recorded, and plats have no validity period once recorded, the subdivision approval remains valid. Moreover, and again, Section 24-1704(b) of the Subdivision Regulations provides, among other things, that the project may proceed to the next steps in the approval process (including any zoning steps that may be necessary) and continue to be reviewed and decided under the Subdivision Regulations and Zoning Ordinance in effect immediately prior to the effective date of the new Subdivision Regulations and new Zoning Ordinance. In other words, since the PPS is vested and the plats are recorded and since buildings A and B (under DSP-15020-03) were built - thereby vesting DSP-15020-03, these approvals are not only "grandfathered," but the applicant may proceed to the next steps in the process.

Moreover, Section 27-1704(e) provides, "[s]ubsequent revisions or amendments to development approvals or permits 'grandfathered' under the provisions of this Section as authorized herein shall be reviewed and decided under the prior Zoning Ordinance (until April 1, 2032 or April 1, 2042, unless a longer or an indefinite validity is applicable in accordance with Subsection (a), above) . . ." Section 27-1704(d) further clarifies that grandfathered development "shall have access to and utilization of the prior Zoning Ordinance and prior Subdivision Regulations for all purposes until April 1, 2032 or until the property is rezoned pursuant to a Zoning Map Amendment (Section 27-3601) or Planned Development Zoning Map Amendment

(Section 27-3602), whichever occurs first." Further, the applicant recognizes that the provisions of the prior Subdivision Regulations and prior Zoning Ordinance have been successfully utilized and implemented for development of the property and all uses are permitted uses under the prior Zoning Ordinance. Therefore, the applicant contends that the prior Zoning Ordinance offers the most efficient, flexible, and established framework for review and approval of the applicant's desired use/development at this time.

Design Features

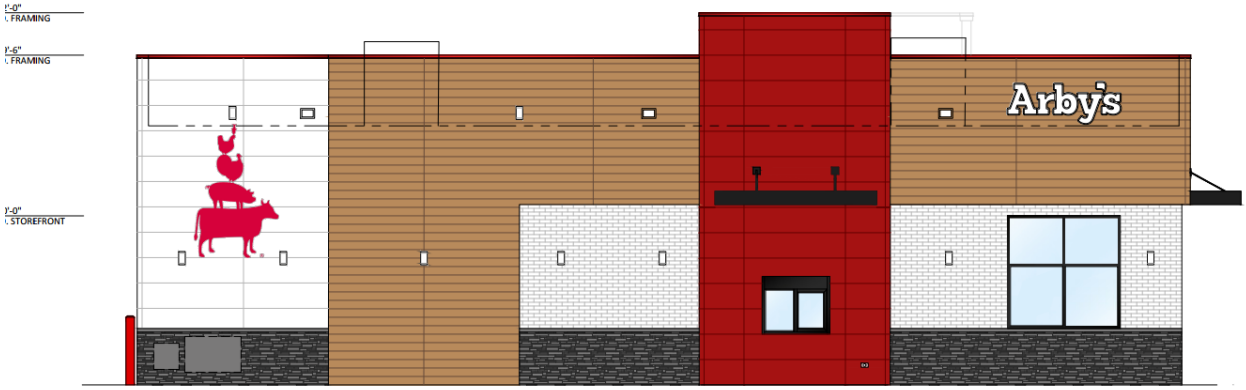
The eastern pad site is located in the southeastern corner of the larger Capital Plaza Shopping Center. Three buildings were approved for the eastern pad site with Buildings a and B having already been built (vesting DSP-15020-03). Only Building C located on the eastern pad site will be developed under this DSP amendment, with the remainder portions of the property being previously reviewed as part of DSP-15020-03. There are currently three points of vehicular access internal to the shopping center; to the west, north and east. Direct access onto Annapolis Road is not proposed. Access to the site area will be via existing drive aisles internal to the shopping center. Operationally, the Applicant has found that this layout is superior and results in the minimum number of conflicts between pedestrians and motorists accessing the site. Surface parking is proposed directly in front of the building with additional parking along the western and eastern lease lines to ensure safe and efficient on-site circulation. In addition, and more importantly, the proposed layout creates a safe environment for patrons utilizing all of the services offered, and pedestrians utilizing the other stores within the Capital Plaza shopping center. The proposed building is setback approximately 43-feet from the adjacent private driveway situated to the east of the site, and 192-feet from the closest building which is currently utilized as a Chipotle.

The Arby's will be designed to reflect a modern aesthetic which is the trademark of the restaurant. The new model has not yet been constructed in Maryland. Utilizing the new model, the proposed one-story building is rectangular in shape and has a flat roof. The building design incorporates metal coping, canopies, brick finish, aluminum storefront windows, and fiber cement. Building mounted signage includes the restaurant's logo and associated trademarked images. The main entrance projects from the rest of the building and features a full brick facade. The front elevation, facing the internal parking lot, is further accented with a metal canopy with an accent band over the main entrance supported and over-sized windows that help break up the horizontal mass. The rear elevation, which faces a private driveway interior to the Capital Plaza shopping center, also presents brick façade and horizontal paneling. Outdoor dining has also been included to enhance the patron experience.



FRONT ELEVATION

SCALE: 1/4" = 1



NORTHEAST (DRIVE-THRU) ELEVATION

Signage

Sheets C-41- C-44 of the plan set includes a variety of small, customary signs for a drive-through restaurant on Parcel I, including wall signs, channel letters, directional signage, pre-order menu board, a mounted illuminated drive-through sign, a clearance bar, and order point canopy. Pursuant to the applicability section of the 2010 *Approved Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* (Sector Plan and SMA) Development district Overlay Standards, "[t]he regulations and requirements of the Prince George's County Zoning Ordinance apply to the DDOZ unless the Central Annapolis Road development standards specify otherwise." (page 137) The DDOZ outlines the various sign regulations on pages 180-181. These standards have been analyzed, and are included on the DDO chart located on Sheet C-3 of the plan set.

Within the resolution for the eastern pad sites (DSP-15020-03; PGCPB No.18-77(c); Page 3), which was approved on July 19, 2018, the resolution states "[t]he 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 subject DSP does not include a request for an amendment for building-mounted signage, as proposed. Additionally, no freestanding or monument signs are proposed with the subject DSP. Staff has requested that the Applicant analyze the sign regulations contained in Section 27-613 of the prior Zoning Ordinance. Although not applicable, the Applicant has included these regulations on sheet C41.

Pursuant to the table of uses for the C-S-C Zone within the DDOZ[1], an eating and drinking establishment with drive through service is permitted in the C-S-C/DDO Zone subject to the approval of a detailed site plan. Accordingly, a detailed site plan amendment application is being filed to accommodate the construction of a new Arby's on the subject property. As discussed in detail below, the applicant contends that all of the requirements for a detailed site plan have been met. The Applicant anticipates that the proposed development will have a positive impact to the County in the form of new jobs, reinvestment, and increased taxes.

III. COMMUNITY & SETTING

The subject property is located in Planning Area 69 and within Councilmanic District 3. More specifically, the site is located on the eastern pad site, on the north side of Annapolis Road (MD 450), approximately 1,500 feet east of its intersection with MD 295 (Baltimore Washington Parkway), within the Capital Plaza Shopping Center. The Subject Property is located on Parcel I.

The subject pad site is surrounded by several uses within the Capital Plaza Shopping Center including Walmart and associated parking to the north; a private driveway serving the shopping center to the east; Annapolis Road (MD 450) to the south; and a Chipotle restaurant with associated parking to the west.

The overall Capital Plaza Shopping Center is bounded to the northeast by residential development of single-family detached dwellings in the RSF-65 Zone (formerly the R-55 Zone); to the west by 62nd Avenue with a car dealership in the CGO Zone (formerly the C-S-C Zone) beyond; to the south by Annapolis Road, and to the east by Cooper Lane with commercial uses beyond in the CGO Zone.

IV. GENERAL PLAN & SECTOR PLAN

Plan 2035 Growth Policy Map (Map 11, Page 107) provides that the site is within the Established Communities Area located within the growth boundary. The vision for the Established Communities area is most appropriate for context sensitive infill and low- to medium-density

[1] In order to clarify the intent of the DDO and to add a Table of Uses, the District Council initiated a minor amendment to the 2010 Central Annapolis Road Sector Plan with Council Resolution CR-95-2016. A hearing on the minor amendment was held on February 7, 2017. The Planning Board made its recommendations on the amendment on February 23, 2017. On May 2, 2017, the County Council adopted CR-28-2017, which approved the minor amendment to the Sector Plan and thereby created a Table of Uses for said Sector Plan. The adopted Central Annapolis Road Development District Overlay Zone (D-D-O-Z) Character Area D: Retail Town Center, Table of Uses for the Commercial Zones C-S-C, indicates that the proposed use is a permitted use in the C-S-C/DDOZ.

development (page 20). The Generalized Future Land Use Map (Map 10, Page 101) shows the property as "Commercial" which is categorized in Table 14 as follows:

> Retail and business areas, including employment uses such as office and service uses. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options.

The uses shown in this DSP, and the overall Capital Plaza Shopping Center remain consistent with the recommendations of Plan 2035.

The subject property is within the area of the 2010 *Approved Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* (Sector Plan and SMA), where the future land use recommendation is Commercial. The Sector Plan and SMA included Development District Overlay Standards (DDO) via adoption of CR-100-2010 (October 5, 2010). The subject property is located within the Retail Town Center Area. The character area is intended to create a pedestrian-friendly retail center oriented toward Annapolis Road (MD 450), which was approved with the development of the Capital Plaza Shopping Center. The center accommodates a mix of regional-serving retailers and neighborhood-oriented businesses as envisioned by the Sector Plan.

The subject property is currently occupied by parking spaces associated with the adjacent Walmart retail store, and the Applicant proposes to build a new eating and drinking establishment with drive through service. Since a detailed site plan is required, the property must comply with all applicable development district standards unless modifications are needed to facilitate the development. The DDO Zone imposes urban design standards to implement the Sector Plan's vision for the corridor and this character area.

Development District Standards

Development of the eastern pad site was previously reviewed under DSP-15020-03, which approved the development for Buildings A – C. The proposed amendment includes the slight modification to the footprint of Building C, with the addition of a drive through. The revised building footprint reduces the gross floor area of what was previously approved, going from 10,000 square feet to 1,910 square feet. The building footprint is smaller in size but still maintains the same overall shape. The land area covered by the structure will also not be increased. The amendment also includes modification of the parking lot layout adjacent to Building C to accommodate the drive through.

Pursuant to Section 27-548.25 of the prior Zoning Ordinance, alternative standards may be approved if they benefit the development and development district, and will not substantially impair implementation of the master plan, master plan amendment or sector plan. With the approval of DSP-15020-03, four (4) modifications to the development district standards for the eastern pad site were approved (PGCPB No.18-77(c) at pp. 19-20). The Applicant previously requested one (1) new modification with the proposed DSP amendment. However, after receiving feedback from Park and Planning staff, the Applicant has revised the site layout to accommodate the frontage zone. Therefore, no new modifications are being requested. A chart is provided on Sheet C4, detailing conformance to the applicable development district standards.

V. PRIOR APPROVALS

The site was developed in the 1960's as Capital Plaza Mall, with approximately 395,000 square feet of development, most of which has been subsequently demolished. Preliminary Plan of Subdivision 4-86033 was 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 of 493,913 square feet of development on Parcels I, J, and K.

The following Detailed Site Plans were approved for the Capital Plaza Shopping Center:

DSP-15020, Capital Plaza, Pollo Campero, approved by the Prince George's County Planning Board on March 24, 2016 (PGCPB No.16-45).

DSP-15020-01, Walmart, was approved by the Planning Board on May 5, 2016 (PGCPB No.16-60) for the construction of a 35,287 square foot addition. 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.

DSP-15020-02, Royal Farms, was approved on November 9, 2017 by the Planning Board (PGCPB No.17-137) for a 6,619 square foot food and beverage store, in combination with a gas station and car wash. 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 was building is 1,248 square feet. The DSP approved four (4) amendments to the DDO Standards, and was subject to one (1) condition.

DSP-15020-03, Eastern Pad Sites, was approved on July 19, 2018 by the Planning Board (PGCPB No.18-77(C)) to develop 24,840 square feet of retail and restaurant development in three buildings, as part of an integrated shopping center. The DSP approved four (4) amendments to the DDO Standards, and was subject to one (1) condition.

DSP-15020-04, Royal Farms, was approved on January 30, 2019 by the Planning Director for the reduction in the size of the previously approved building, from 5,371 square feet to 4,649 square feet, and a reduction in outdoor seating from 29 seats to 18 seats.

DSP-15020-05, Chick-Fil-A, was approved on October 14, 2021 by the Planning Board (PGCPB No. 2021-116) for the construction of a 4,996 square foot eating and drinking establishment, with drive through service. The DSP approved five (5) amendments to the DDO Standards, and was subject to one (1) condition.

DSP-15020-06, Eastern Pad Site, was approved on June 24, 2022 by the Planning Director for a modification to the building footprint and elevations of Building B.

VI. CRITERIA FOR APPROVAL OF A DETAILED SITE PLAN AMENDMENT

As stated above, the subject property is within the boundaries of a DDOZ established by the adoption of the *Central Annapolis Road Sector Plan and Sectional Map Amendment*. Section 27-548.25 requires the approval of a DSP prior to the issuance of building permits.

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.

COMMENT: DSP-2026-0004 has been submitted 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.

COMMENT: With DSP-15020-03, four modifications from the development district standards for the eastern pad site were granted (P.19-20 of PGCPB No.18-77(c)). A chart is provided on Sheet C3 detailing conformance to the 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.

COMMENT: With the exception of the four alternate development district standards approved with DSP-150-03 for the eastern pad site, 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.

COMMENT: A Special Exception is not required for an eating and drinking establishment with drive-through service.

(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.

COMMENT: The applicant is not requesting any variances or departures; therefore, this finding does not apply.

VII. CONCLUSION

Based on the foregoing, as well as the detailed site plan filed in conjunction with this application, the owner/applicant respectfully requests the approval of DSP-2026-0004 for development of a 1,910 square foot eating and drinking establishment with drive through service (Arby's). This application is consistent with the goals of both the Sector Plan and the D-D-O and, as such, should be approved.

Respectfully submitted,

MCNAMEE HOSEA

By: _____
Matthew C. Tedesco, Esq.

By: _____
Dominique A. Lockhart
Senior Land Use Planner

Date: April 17, 2026

McNamee Hosea
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Direct Dial: Extension 222

April 17, 2026

Via Electronic Delivery
Quincy Langford, Reviewer
Development Review Division
M-NCPPC
1616 McCormick Drive
Largo, MD 20774

Re: DSP-2026-0004; Capital Plaza Eastern Pad Site
SDRC Point-By-Point Comment Response Letter
SDRC Date: April 10, 2026

Dear Quincy:

On behalf of the applicant, please find below point-by-point responses to the SDRC Comments transmitted to the applicant on April 10, 2026.

Transportation Planning:

1. Revise the site plans to identify the following:

a. Dimension of all sidewalks in plans, including those along the perimeter of the building. Staff recommend that sidewalks are a minimum of 6 feet in width to accommodate a high volume of anticipated foot traffic.

Response: The sidewalks have been adjusted to be 6-feet wide as requested with appropriate labels on Site Plan Sheet DSP 6 of 48.

2. Provide circulation plans for pedestrians and bicycle movements through the site.

Response: A circulation plan has been provided as requested and added as DSP Sheet 48 of 48.

3. Consider relocating parking directly adjacent to the west side of the restaurant in order to minimize potential conflict with stacked vehicles.

Response: These spaces will remain as they are necessary to provide and ensure appropriate proximity for the required ADA spaces for the project.

4. Revise illustration #7 on plan sheet C-8 to be consistent with DPIE Techno-Gram 001-2025 (diagonal ramps are not included in standards).

Response: The diagonal ramps have been eliminated with adjustments to the sidewalks which will make it easier for pedestrians to utilize this sidewalk connection.

Urban Design:
The applicant will need to provide more justification for DDOZ request for building frontage. The applicant should be prepared to redesign the development to meet the required frontage for the entirety of the frontage zone.

Response: In response to this comment, the detailed site plan has been revised to shift the building such that this DDO standard is now met. A modification to this DDO is no longer requested and the SOJ has been amended to delete the prior request for a modified standard.

Provide a truck turning/loading space exhibit to demonstrate how the loading space will be used and if there will be any impact to the adjacent 5 parking spaces.

Response: Pursuant to Section 27-582(a) of the prior Zoning Ordinance, a loading space is not required since the building is less than 2,000 square feet of GFA. Consequently, the requested truck turning exhibit is unnecessary. The loading space has been removed from the plan sheets.

The furthest west parking spot appears to be impacted by the configuration of the parking spaces, show how the truck will enter and exit the loading space as it will need to be demonstrated that this it is accessible as a feasible parking space or it should be removed.

Response: Pursuant to Section 27-582(a) of the prior Zoning Ordinance, a loading space is not required since the building is less than 2,000 square feet of GFA. The loading space has been removed from the plan sheets.

Dimension the loading zone space on the site plan, and update the parking calculation to show the loading space/size Show how the truck will enter and exit the loading space.

Response: Pursuant to Section 27-582(a) of the prior Zoning Ordinance, a loading space is not required since the building is less than 2,000 square feet of GFA. The loading space has been removed from the plan sheets.

Provide all approvals for all prior amendments, 01, 03, 04, 05, 06 on the approval sheet.

Response: The approval Certificates of Approval have been added as requested. The Applicant will note that the 01 amendment was ultimately not approved and is not included.

The applicant should consider adding outdoor dining options on site.

Response: Outdoor dining has been added as requested to enhance the dining experience.

Provide a ramp for rear sidewalk or clarify if a ramp and crosswalk is to be provided to facilitate loading and unloading from the proposed loading zone.

Response: Pursuant to Section 27-582(a) of the prior Zoning Ordinance, a loading space is not required since the building is less than 2,000 square feet of GFA. The loading space has been removed from the plan sheets.

Community Planning:
No Comments.

Subdivision:
No Major Issues.

Permits:
The Permit Review Section offers no additional comments at this time on this development application.

Historic Preservation:
No Comments.

Geotechnical:
No geotechnical issues identified.

Environmental Planning:
No EPS issues.

If you have any questions, please do not hesitate to contact me at 301-441-2420.

Sincerely,



Matthew C. Tedesco

Enclosures

CAPITAL PLAZA
PARCEL I
SITE PLAN DSP No. 2026-0004
EASTERN PAD SITE

GENERAL NOTES

1. OWNER: CAPITAL PLAZA ASSOCIATES LIMITED PARTNERSHIP
   7811 MONTROSE ROAD
   SUITE 420
   POTOMAC, MD 20854
2. APPLICANT: LANDOVER SANDWHICHES LLC
   3640 MARTINS DAIRY CIRCLE
   OLNEY, MD 20832
3. SITE ADDRESS: 6300, 6320, 6340 ANNAPOLIS ROAD
   HYATTSVILLE, MD 20784
   BLDG 'A', 'B', AND 'C' RESPECTIVELY

   LEGAL DESCRIPTION: PARCEL 'I', THE CAPITAL PLAZA, INC., DSP INCLUDES ONE PARCEL.

   LEGAL REFERENCE: Plat Book SJH 246 NO. 28
   (Formerly Plat Book PM 228 NO. 87)
4. ZONE: CSC
   TAX MAP GRID: 51 / A3&B3
   200 FOOT MAP REFERENCE (WSSC): 205 NE 05
5. THE SOURCE OF THE PROPERTY BOUNDARY AND TOPOGRAPHY ON THIS PLAN IS FROM A SURVEY BY GUTSCHICK, LITTLE & WEBER, P.A.
6. THIS SITE DOES NOT CONTAIN FLOODPLAIN.
7. THIS SITE DOES NOT CONTAIN NON-TIDAL WETLANDS OR STREAMS.
8. WATER CATEGORY: W-3 (EXISTING / PROPOSED)
   SEWER CATEGORY: S-3 (EXISTING / PROPOSED)
9. ALL UTILITIES ARE CONCEPTUAL AND SUBJECT TO CHANGE. SEE APPROPRIATE APPROVED UTILITY DRAWINGS.
10. PROPOSED USE: INTEGRATED SHOPPING CENTER.
11. STORMWATER MANAGEMENT CONCEPT No. 38515-2017
12. THERE ARE NO KNOWN ARCHEOLOGICAL SITES LOCATED ON THE SUBJECT PROPERTY.
13. THERE ARE NO KNOWN HISTORIC SITES ON THE SITE.
14. THE SITE IS NOT LOCATED WITHIN CHESAPEAKE BAY CRITICAL AREA (CBCA).
15. THERE ARE NO RECORDS OF RARE, THREATENED OR ENDANGERED PLANT, ANIMALS OR CRITICAL HABITATS ON THIS SITE.
16. THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY.
17. THIS PROPERTY IS NOT IN OR ADJACENT TO AN EASEMENT HELD BY THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION, OR ANY LAND TRUST.
18. THIS SITE CONTAINS AN NRI EXEMPTION S-190-13
19. DEVELOPMENT INCLUDED WITH THIS DETAILED SITE PLAN IS TO COMPLY WITH DUST CONTROL REQUIREMENTS OF THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.
20. DEVELOPMENT INCLUDED WITH THIS DETAILED SITE PLAN IS TO CONFORM TO NOISE CONTROL REQUIREMENTS AS SPECIFIED IN SUBTITLE 19 OF THE PRINCE GEORGE'S COUNTY CODE
21. AVIATION POLICY AREA: NO AVIATION POLICY AREAS KNOWN TO EXIST ON-SITE.

SITE DATA

Existing Site Area: ..... 1908,431 sq. ft. (43.815 Ac)
Legal Description: ..... Parcel I, The Capital Plaza, Inc.

Current Zoning: ..... CGO
Prior Zoning: ..... CSC/DDOZ
Existing Use within the Limit of Impact of this DSP: ..... Parking for Shopping Center
Proposed Use within the Limit of Impact of this DSP: ..... Eating & Drinking Establishment w/ Drive Thru

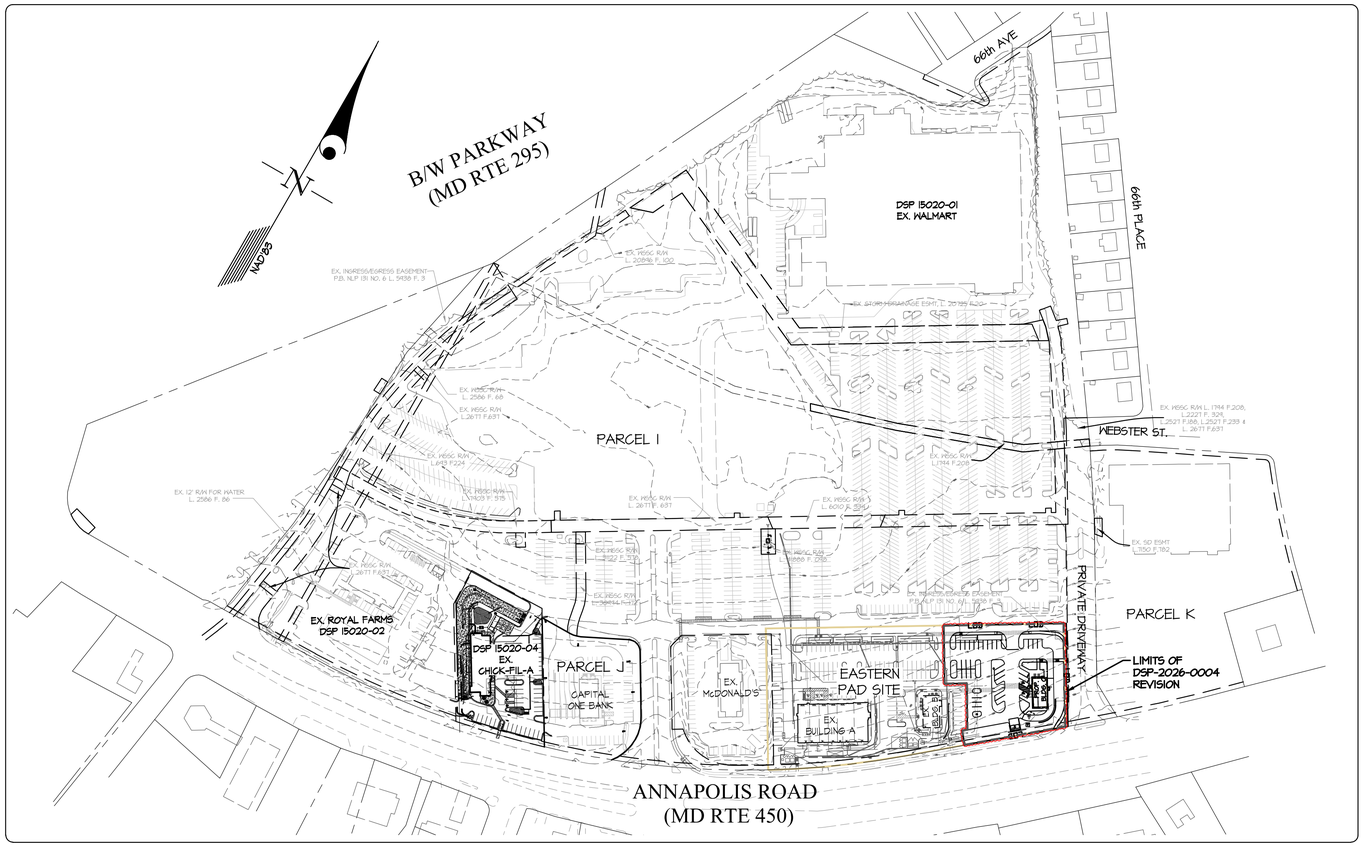
Eastern Pad Site Area: ..... 3.81 Ac.
Eastern Pad Site A Lease Area: ..... 1.80 Ac.
Eastern Pad Site B Lease Area (Phase 2): ..... 0.68 Ac.
Eastern Pad Site C Lease Area (Phase 3): ..... 1.33 Ac.

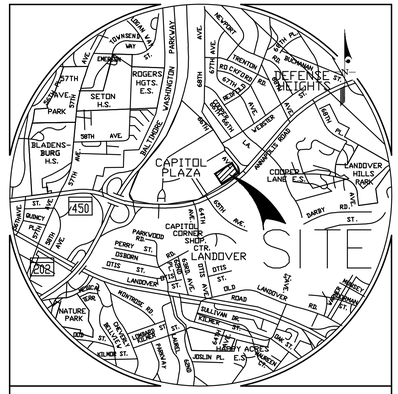
ZONING STANDARDS

	ALLOWED/REQUIRED	PROPOSED (ARBY'S)
Setbacks		
Building		
Street		
Minimum	75 ft from centerline of MD 450 west bound lanes	79 ft
Maximum	85 ft from * * * * * * *	84.75 ft *
Corner Side	0 ft min 30-ft max	N/A N/A
Interior Side	0 ft	105 ft
Rear	0 ft	139 ft
Building Height (Central Annapolis Road sector Plan table 8.10)	Maximum 3 stories	One Story
Existing Building A	27' max.	24'-8"
Existing Building B	27' max.	20'-8"
Proposed Building C	27' max.	One Story 19'-6" (For Phase 3)

AMENDMENTS TO DEVELOPMENT DISTRICT STANDARDS OF 2010 ANNAPOLIS ROAD SECTOR PLAN AND SECTIONAL MAP AMENDMENT

1. STANDARD IV.A.: TO ALLOW FOR A BUILDING SETBACK OF 90 FEET FOR BUILDING 'A', MEASURED FROM THE EXISTING CENTERLINE OF THE WESTBOUND 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.





LEGEND

- EX. SEWER
- EX. WATER
- EX. STORM DRAIN
- S — PROP. SEWER
- W — PROP. WATER
- STORM — PROP. STORM DRAIN
- 410 — EX. CONTOURS
- 408
- 410 — PROP. CONTOURS
- 408
- E — EX. ELECTRIC
- EX. CURB & GUTTER
- PROP. CURB & GUTTER
- E — PROP. ELECTRIC
- PROP. BUILDING
- PARKING LOT LIGHT
- PROP. SIDEWALK
- PROP. CONCRETE
- PROP. FIRE HYDRANT
- 2 — HANDICAPPED PARKING
- (8) — STANDARD PARKING

SHEET INDEX

SHEET NO.	SHEET TITLE	SHEET NO.	SHEET TITLE
* 1	COVER SHEET	24	BUILDING ELEVATION - BUILDING 'A'
* 2	APPROVAL SHEET	25	BUILDING ELEVATION - BUILDING 'B'
* 3	DEVELOPMENT STANDARDS	26	BUILDING ELEVATION - BUILDING 'C'
* 4	OVERALL SITE PLAN	27	OVERALL HARDSCAPE PLAN
* 5	EXISTING CONDITION PLAN	28	HARDSCAPE PLAN - BUILDING 'A'
* 6	SITE PLAN	29	HARDSCAPE PLAN - BUILDING 'B'
* 7	SITE PLAN DETAILS	30	HARDSCAPE DETAILS
* 8	SITE PLAN DETAILS	31	HARDSCAPE DETAILS
* 9	SITE PLAN DETAILS	32	SIGNAGE PLAN - BUILDING 'A'
* 10	SITE PLAN DETAILS	33	SIGNAGE PLAN - BUILDING 'B'
11	SITE PLAN DETAILS	34	SIGNAGE PLAN - BUILDING 'C'
* 12	LANDSCAPE PLAN	35	SIGNAGE PLAN - PYLON SIGN
* 13	LANDSCAPE PLAN DETAILS	36	BUILDING SIGNAGE PLAN - BUILDING 'B'
* 14	LIGHTING PLAN	** 37	SITE PLAN - PHASE 3
15	SITE PLAN - PHASE 1	** 38	LANDSCAPE PLAN - PHASE 3
16	LANDSCAPE PLAN - PHASE 1	** 39	LANDSCAPE PLAN DETAILS - PHASE 3
17	LANDSCAPE PLAN DETAILS - PHASE 1	** 40	LIGHTING PLAN - PHASE 3
18	LIGHTING PLAN - PHASE 1	** 41	PHASE 3 ARBYS SIGNAGE
19	DEMOLITION PLAN - PHASE 1	** 42-44	PHASE 3 ARBYS SITE DETAILS
20	SITE PLAN - PHASE 2	** 45-46	PHASE 3 ARBYS EXTERIOR ELEVATIONS
21	LANDSCAPE PLAN - PHASE 2	** 47	PHASE 3 ARBYS ARCHITECTURAL FLOOR PLAN
22	LANDSCAPE PLAN DETAILS - PHASE 2	** 48	PHASE 3 CIRCULATION PLAN
23	LIGHTING PLAN - PHASE 2		

*= SHEETS REVISED AS PART OF DSP 2026-0004
**= SHEETS ADDED AS PART OF DSP 2026-0004

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QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC
APPROVAL

PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914
EXPIRATION DATE: JANUARY 20, 2028
4/15/2026

DESIGNED BY	DATE	REVISION	BY	APP'R.
KAB				
DRAWN BY: KAB	4/18/25	REVISED BUILDING C		
	02-15-22	REVISED BUILDING B		
	02-06-19	CONSTRUCTION SET		
CHECKED BY: TML	10-19-18	BID SET		
	7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

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PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1"=150'	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

COVER SHEET
CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28
ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190
SHEET C1A

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CERTIFICATE OF APPROVAL

CAPITAL PLAZA, POLLO CAMPERO, PAD SITE
DSP-15020

The resolution for this Detailed Site Plan was approved on April 7, 2016 by the Prince George's County Planning Board in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 16-45, which contains the conditions listed below:

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).

This approval includes:

1	Cover Sheet
1	Approval Sheet
1	Composite Plan
1	Detailed Site Plan
2	Landscape Plans
1	Tree Improvement Plan
2	Detail Sheets
10	Signage Plans
1	Architectural Elevation
1	Lighting Plan

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 3 years, until April 7, 2019 or as provided for in Section 27-287.

CERTIFIED ON: 04/12/2016 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Henry H. Zhang
Henry H. Zhang
Urban Design Supervisor, Development Review Division

CERTIFICATE OF APPROVAL

ROYAL FARMS #241, CAPITAL PLAZA
DSP-15020-02

The resolution for this amendment to a Detailed Site Plan was approved on November 9, 2017 by the Prince George's County Planning Board in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No.17-137 which contains the conditions listed below:

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.c3, 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 knee wall.
   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.

This approval includes:

1	Cover Sheet
1	Approval Sheet
1	Overall Detailed Site Plan
1	Detailed Site Plan
4	Landscape Plans
6	Architecture Sheets
7	Detail Sheets
1	Development District Overlay Zone Standards
1	Photometric Plan

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 3 years, until November 19, 2020 or as provided for in Section 27-287.

CERTIFIED ON: 04/24/18 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Jill Kosack
Jill Kosack, Acting Supervisor Urban Design Section
Development Review Division

CERTIFICATE OF APPROVAL

CAPITAL PLAZA, EASTERN PAD SITES
DSP-15020-03

The resolution for this amendment to a Detailed Site Plan was approved on July 26, 2018 by the Prince George's County Planning Board, in accordance with Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 18-77, which contains the conditions listed below:

1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit the following documentation or revise the plans, as follows:
   a. The applicant shall correct the spelling of "Capital" in General Note 1.
   b. Correct Sheet C-4 to refer to the subject project consistently as DSP-15020-03.
   c. Revise Sheet C-6 to dimension the proposed buildings.
   d. Revise Sheet C-6 to provide adequate screening for the loading space in front of Building 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.

This approval includes:

1	Cover Sheet
1	Approval Sheet
1	Development Standards
1	Existing Conditions Plan
2	Detailed Site Plans
4	Detail Sheets
2	Landscape Plan & Details
1	Lighting Plan
3	Architectural Elevations
4	Signage Plans
4	Hardscape Plans & Details
5	Phase 1 Detailed Site Plan, Landscape, Lighting & Demolition Plan Sheets

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 3 years, until July 26, 2021, or as provided for in Section 27-287.

CERTIFIED ON: 11/08/18 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Jill Kosack Digitally signed by Jill Kosack Date: 2018.11.08 17:40:34 -05'00'
Jill Kosack, Supervisor, Urban Design Section
Development Review Division

CERTIFICATE OF APPROVAL

ROYAL FARMS #241, CAPITAL PLAZA
DSP-15020-04

This amendment to a Detailed Site Plan was approved on January 10, 2019 by the Development Review Division, as designee of the Planning Director, in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code.

The purpose of this amendment is for the reduction in the size of the previously approved building, from 5,371 square feet to 4,649 square feet, and a reduction in outdoor seating from 29 seats to 18 seats.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-289 of the Prince George's County Zoning Ordinance. Conditions of the original approval shall remain in full force and effect.

This approval includes:

1	Cover Sheet
1	Approval Sheet
4	Detailed Site Plans
4	Landscape Plans
7	Detail Sheets
8	Architectural Elevations

Any departure from this plan shall be resubmitted to the Planning Board for approval.

CERTIFIED ON: 1/30/19 **BY AUTHORITY OF:**

Signed: Andree Green Checkley
Andree Green Checkley, Planning Director
Prince George's County Planning Department

CERTIFICATE OF APPROVAL

CHICK-FIL-A, CAPITAL PLAZA
DSP-15020-05

The resolution for this Detailed Site Plan was approved on October 14, 2021 by the Prince George's County Planning Board, in accordance with Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2021-116, which contains the conditions listed below:

A. APPROVAL of the following alternative Development District Overlay Zone standards:
   1. Standard IV.A. Table 8.10, Bulk Standards (page 164)
      Front Building Placement Line—To allow a building setback of 99.86 feet from the centerline of Annapolis Road.
   2. Standard IV. C.1. (page 166)
      Parking and access management—To allow the applicant to include parking located in the front yard if the property.
   3. 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 1,944 parking spaces.
   4. Standard V.E.1.h. (page 181)
      Signage—To allow an internally lit sign on the North and East elevations on the proposed building.
   5. Standard VI.D.2.a. (page 182)
      Landscape Standards-Parking lot requirements—To provide three to four-foot shrubs in lieu of providing a wall, between the parking lot and the right-of-way.

B. APPROVAL of Detailed Site Plan DSP-15020-05, Chick-Fil-A, Capital Plaza, 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. Provide a crosswalk crossing the drive aisle along the site's northeast driveway.
      b. Provide a minimum of two bicycle racks located near the entrance of the building and clearly label their location on the DSP.
      c. Provide construction details for the bicycle rack showing two points of contact to support and secure a parked bicycle.
      d. Provide a construction detail for the retaining walls on the north and west sides of the site, and clearly indicate their top and bottom elevations on the DSP.
      e. Add the dimensions for the building and refuse enclosure to the DSP.

      f. Relocate the label for Parel l so the existing freestanding sign is visible on the Overall Site Sheet, C-103.
      g. Add the site plan note to the DSP as follows:
         "During the construction phase, the applicant shall adhere to all applicable Prince George's County or State of Maryland regulations and laws regarding particulate matter, pollution, and noise."
      h. Revise the Site Notes on site plan Sheet C-301 to provide the recording plat reference for Parcel l.
      i. Revise the landscape plan and rename the schedules to reflect the standards of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*.
      j. Correct the square footage for the individual uses and total gross floor area for Capital Plaza on the DSP.
      k. Provide a dimension showing the width of the landscape strip in conformance with the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*.
      l. Remove the note that the site is using shared parking from the parking and loading schedule.

This approval includes:

1	Cover Sheet
1	Approval Sheet
5	Detailed Site Plans
1	Existing Conditions Plan
5	Detail Sheets
2	Landscape Plans
2	Photometric Plans
2	Architectural Elevations

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 3 years, until October 14, 2024, or as provided for in Section 27-287 of the Prince George's County Zoning Ordinance.

CERTIFIED ON: 01/26/22 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Jill Kosack Digitally signed by Jill Kosack Date: 2022.01.26 09:46:47 -05'00'
Jill Kosack, Acting Supervisor, Urban Design Section
Development Review Division

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QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

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	DATE	REVISION	BY	APP'R.
DESIGNED BY: KAB				
DRAWN BY: KAB	4/18/25	REVISED BUILDING C		
	02-15-22	REVISED BUILDING B		
	02-06-19	CONSTRUCTION SET		
CHECKED BY: TML	10-19-18	BID SET		
	7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
AS SHOWN	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

APPROVAL SHEET

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190

SHEET C 2

L:\CAD\DRAWINGS\01190\PLANS BY GLW\EASTERN PAD SITE\SITE PLAN\01190-01-02-03-SP-CS.dwg, 4/18/2025 4:29:43 PM, Kevin Bennett

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DEVELOPMENT DISTRICT OVERLAY ZONE (DDOZ) STANDARDS
CENTRAL ANNAPOLIS APPROVED SECTOR PLAN AND SECTIONAL MAP AMENDMENT

STANDARD		COMPLIANCE	AMENDMENT TO STANDARD / JUSTIFICATION
IV. RETAIL TOWN CENTER			
A. Retail Town Center Bulk and Yard Requirements (Table 8.10)			
Front Building Placement Line	Minimum - 75' from centerline of Annapolis Road Maximum - 85' from centerline of Annapolis Road	NO	19 feet of BLDG 'C' falls outside of the 85' Setback with the maximum distance being 88'
Corner Side Yard	Minimum - 0' Maximum - 30'	N/A	Does not apply, the subject property is not a corner lot
Interior Side Yard	Minimum - 0', unless against a residential-use only area, then 10'	YES	
Rear Yard	Minimum - 0', unless against a residential-use only area, then 20'	YES	
Building Height	Maximum - 3 stories	YES	
Ground-Floor Height	Minimum - 12'	YES	
B. Maximum setback requirements and conflicts with public utility easements:			
The maximum setback required may not be sufficient to accommodate a 10-foot-wide public utility easement between the building and the right-of-way line in all instances. Where the maximum setback does not accommodate the 10-foot-wide public utility easement adjacent to the right-of-way, the applicant should attempt to negotiate an alternative location or width of the public utility easement. Where an alternative location or width cannot be negotiated, the maximum setback may be increased by the minimum width necessary to accommodate the public utility easement.		YES	
C. Parking and access management			
1. For development fronting on a Commercial Pedestrian Street:		N/A	NOT FRONTING ON A COMMERCIAL PEDESTRIAN STREET
a. No parking shall be located in the front yard or corner side yard.		N/A	
i. For parking in the interior side yard, one double-loaded parking aisle is permitted for every 100 feet of building frontage. No more than one double-loaded parking aisle shall be located between two buildings, and it must be screened in accordance with the Prince George's County Landscape Manual.		N/A	
ii. Direct pedestrian access from the public sidewalk on the Commercial Pedestrian Street, Village Mixed-use Street, or Commercial Pedestrian Street to each tenant via sidewalks and a front façade entry, or a sidewalk to a shared lobby that provides direct internal access to ground-floor tenants.		N/A	
b. Curb cut access from the Commercial Pedestrian and Commercial Arterial should be minimized wherever possible through shared curb cut access and cross-access between commercial tenants.		N/A	
i. For lots with less than 200 feet of frontage, one curb cut is permitted from a public street. On interior lots, this may be the primary street. On corner lots, a curb cut is only permitted from the side street.		N/A	
ii. For lots with 200 feet or more of frontage, one additional curb cut above and beyond what is permitted otherwise is permitted from the primary street (see Figure 8.25b).		N/A	
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.		N/A	
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.		NO	
3. To foster shared parking in this area, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived. The following regulations will apply instead.		N/A	
a. For any property under one ownership and with two or more uses, the minimum number of spaces required 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 requirement.		YES	INTEGRATED SHOPPING CENTER
b. For two or more uses under multiple ownership, the total off-street parking requirement may be satisfied by providing a joint parking facility, and the minimum requirements may be reduced in accordance with the procedure outlined in section (a) above for shared parking for single ownership. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location if:		N/A	
i. The shared parking facility is within 500 linear feet, measured along the most appropriate walking routes between the shared parking facility and the entrances to all establishments being served; and		N/A	
ii. The applicant provides a recorded shared-use parking agreement signed by all owners involved which ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.		N/A	
D. Building design guidelines			
1. Building massing			
a. Building massing should be concentrated toward the primary public street.		YES	
b. Adjacent to property lines shared with single-family residential lots, building scale should be reduced		N/A	
c. Prominent corners should incorporate architectural massing such as turrets, towers, or distinct forms that provide terminal vistas and high-visibility locations for building entry.		YES	
d. Varied roof forms and elevations should be used to create interesting building silhouettes and avoid monotonous development forms.		YES	
e. Façade elements, such as structural members, planar variations, and/or material changes, shall be used to avoid expansive blank surfaces and create an appropriate sidewalk rhythm.		YES	
2. Sidewalk environment			
a. Internal streets shall be designed and streetscaped in accordance with Section 5—Public Realm Standards of this overlay ordinance.		N/A	INTERNAL STREETS ARE EXISTING.
b. Commercial storefronts shall maintain an area equal to 60 percent of the front façade (measured between the ground plane and the top of the commercial storefront, not including upper-façade sign friezes or extended parapets) for two-way transparency on the front façade.		YES	
c. Commercial storefronts should use the following façade elements to create a comfortable and appropriately scaled pedestrian sidewalk environment:			
i Ground-plane kneewall		NO	
ii Transparent commercial window area		YES	
iii Sidewalk entrance		YES	
iv Commercial awnings with a sidewalk clearance between 7.5 feet and 8.5 feet		YES	
v Commercial signage frieze		YES	
vi Decorative commercial cornice and parapet		YES	
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.		YES	
b. Low-quality materials, such as concrete masonry units, exterior insulating finishing system, or prefabricated panels, shall be minimized and masked wherever possible.		YES	
c. Specific design elements, such as masonry details, architectural trim elements, column bases and capitals, roof brackets, lighting and awning forms, etc., should be used to create a unified theme.		YES	
d. Side and/or rear elevations of buildings that are visible from streets and/or internal drive aisles (excluding alleys and drive aisles used exclusively for loading or trash pickup) shall be designed so that they are equal to the front elevation in terms of quality of materials and detailing.		YES	

STANDARD		COMPLIANCE	AMENDMENT TO STANDARD / JUSTIFICATION
V. PUBLIC REALM STANDARDS			
A. Street grid and blocks The following regulations pertain to the establishment and placement of publicly accessible streets:			
1. New streets should serve as extensions of existing rights-of-way and generally avoid awkward or unsafe intersection geometries (see Figure 8.28a).		N/A	
2. Streets should form a grid that is generally consistent and integrated into the existing roadway network (see Figure 8.28b).		N/A	
3. In areas intended for high levels of pedestrian activity, blocks should not be longer than 500 feet.		N/A	
4. New blocks should incorporate public alleys to serve parking and service at the rear of development parcels (see Figure 8.28c).		N/A	
5. Curb cuts should be minimized and provide access to interior parking areas that can be shared by several tenants or buildings.		N/A	
6. Streets and blocks should accommodate multimodal amenities, such as dedicated walking and bicycle paths, and transit infrastructure and facilities (see Figure 8.28d).		N/A	
B. Street design The following regulations summarize design requirements for new streets. For the purposes of this section, the following roadway types apply:			
1. Annapolis Road (see Figure 8.29 and associated cross sections)			
a. TOD Arterial (7 lanes): 6 through lanes (3 in each direction), left-turn lane (see Figure 8.29a and Table 6.1).		N/A	
b. Mixed-use Transit Arterial (9 lanes): 4 through lanes, left-turn lane, 2 service lanes, 2 parking lanes (see Figure 8.29b and Table 6.1).		N/A	
c. Residential Arterial (5 or 7 lanes, depending on existing service lanes): 4 through lanes, 1 left-turn lane, 0 or 1 service lane(s), 0 or 1 parking lane(s) (see Figure 8.29c and Table 6.1).		N/A	
d. Mixed-use Arterial (9 lanes): 4 through lanes, left-turn lane, 2 service lanes, 2 parking lanes (see Figure		N/A	
e. Town Center Arterial (7 lanes): 3 through lanes westbound, 2 through lanes eastbound. 1 service lane, 1		N/A	
f. Commercial Corridor Arterial (7 lanes): 3 through lanes westbound, 2 through lanes eastbound. 1 service		N/A	
2. Pedestrian commercial street (Village Mixed-use Street, Commercial Pedestrian Street)—a two-way street, other than Annapolis Road, that provides local access to properties, typically on both sides of the street (see Figure 8.30a & b).		N/A	
3. Residential street (Local Residential Street)—a street, typically two-way, that hosts single-family attached or detached residential uses (see Figure 8.30c).		N/A	
4. Public alley—a two-way drive, typically located between rear lot lines or rear building façades, that provides rear access for parking and/or service.		N/A	

STANDARD		COMPLIANCE	AMENDMENT TO STANDARD / JUSTIFICATION
V. PUBLIC REALM STANDARDS CONTINUED			
C. Public and private open spaces Public and private open spaces are defined as land intended to remain undeveloped and designed for passive or active recreation and/or as gathering places. They should be safe, inviting, and accessible areas that enhance the value of surrounding development. Detailed site plans shall include the location and details for all open space amenities.			
1. All new development is encouraged to incorporate open space where appropriate.		N/A	
2. A variety of seating options should be included such as benches, seating steps, planters, seating walls, table seating, and picnic tables.		YES	
3. All landscaping should be designed in conformance with CPTED principles.		YES	
4. Pedestrian-scaled lighting should be provided to ensure a safe environment in conformance with CPTED principles. Open spaces should be illuminated to a minimum 1.0 foot candles and a maximum of 2.0 foot candles. Full cut-off optic fixtures should be used where public and private spaces abut residential areas so that light does not spill into residential building windows.		YES	
5. If more than one lamp style is used, the styles should be complementary.		N/A	
6. Open spaces are encouraged to include amenities and focal points of interest such as recreational equipment, chess tables, fountains, community gardens, and public art.		N/A	
7. Trash and recycling receptacles should be provided within all open spaces.		YES	
8. All site furnishings should be coordinated and shall feature durable, low-maintenance materials. Site furnishing shall not be constructed of wood.		YES	
9. Plazas are defined as open spaces that are primarily paved and spatially defined by building frontages. Plazas should relate to the surrounding built context in terms of character, theme, and views and should help create a sense of place (see Figures 8.32a through 8.32c). Plazas should be durable, safe, and inviting spaces that can function as outdoor "living rooms" for the tenants of and visitors to nearby buildings. They should be located near clustered destination uses, such as transit nodes, retail centers, and mixed-use developments, that can generate foot traffic into and through the plazas. Detailed site plans shall include the location of and details for all plaza amenities. In addition to the public and private open space standards and guidelines above, plazas are subject to the following additional standards and guidelines:		YES	IN FRONT OF BLDG 'A'
a. Buildings should maintain a direct relationship with public plazas by providing direct points of entry, façade transparency, and shared functions (i.e., outdoor seating for restaurants or cafes).		YES	
b. The massing of surrounding buildings shall not prohibit natural light access within plazas.		YES	
c. Plazas should not abut parking structures unless the parking structure contains active uses on the ground floor adjacent to the plaza.		YES	
d. Plazas should be designed so that they are consistent with and complementary to the architectural appearance of adjacent buildings. Compatible paving materials and landscaping should be incorporated into the plaza design. Where structural features are proposed as part of the plaza design, they should complement the design of nearby buildings.		YES	
e. Unfinished concrete is discouraged as a paving material.		YES	
f. Loading and service areas abutting plazas are strongly discouraged. If compliance with this standard is not feasible, loading and service areas should be screened from public view with appropriate opaque walls constructed of materials compatible with surrounding buildings or with a combination of landscaping and opaque fencing.		YES	
D. Transit, bicycle, and pedestrian mobility Private development and the creation of new streets should enhance accessibility for pedestrians, bicyclists, and users of public transit (see Figures 8.33a through 8.33c).			
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.		YES	
b. The location of on-site path networks should maximize access to primary structures and minimize conflicts with automotive access and storage.		YES	
c. Paths internal to a site shall be no less than four feet wide.		YES	
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.		NO	
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.		YES	
f. Commercial buildings oriented towards Annapolis Road shall be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.		YES	
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.		YES	
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.		YES	
i. Whenever possible, bicycle parking spaces should be located near building entrances, but should not conflict with pedestrian circulation routes.		YES	
j. Bicycle parking spaces shall be located in accessible, secure, well-lit, and highly-visible areas.		YES	
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.		YES	
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.		N/A	
b. Logical access and adequate pedestrian and vehicular circulation areas shall be provided around transit facilities.		N/A	
c. Transit facilities should link directly to the local pedestrian network.		N/A	
d. Transit facilities are encouraged to provide rider amenities such as bicycle racks and air-conditioned waiting areas.		N/A	
E. Signage			
1. Building and Canopy Signs			
a. Signs shall be constructed of quality materials.		YES	
b. The placement, colors, type, style and size of signs shall be integrated into the overall architectural design of the building.		YES	
c. Signs for multi-tenant buildings shall be coordinated in terms of design, placement, size, materials, and color.		YES	
d. Flashing or blinking signs and billboards shall not be allowed.		YES	
e. Letters and logos painted on storefront windows and doors shall not exceed 25 percent of the window area.		YES	
f. Roof mounted signs shall not extend beyond the roof line or parapet wall by more than three feet.		YES	
g. Banners temporarily suspended from the exterior without permanent braces to hold the banner perpendicular to the façade shall not be allowed.		YES	
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.		YES	
i. Projecting signs should maintain a minimum clear height of nine feet above the sidewalk.		YES	
2. Monument/Freestanding Signs			
a. Freestanding/monument signs should feature a sign mounted directly to a base constructed of high quality materials such as brick, stone or other finished masonry products. Signs should not be constructed of tin, aluminum, sign board, or other similar, low-quality materials.		YES	
b. New pole mounted signs are discouraged; however, existing pole-mounted signage may be revised as a result of changes in occupancy that do not otherwise subject a site to the development district standards as long as there is not net increase in sign area.		YES	
c. Signs should be compatible in design, scale, color, and materials with other urban design elements and adjacent buildings.		YES	
d. Signs should be externally lit, and light should be directed to illuminate the sign face only and to prevent any light spillover. Lighting sources should be concealed by landscaping.		NO	
e. Signs should not include flashing, blinding, or moving elements.		YES	
F. Lighting			
Full cut-off optic fixtures should be used and should be located so that light spillover from one property to another is minimized.		YES	

STANDARD		COMPLIANCE	AMENDMENT TO STANDARD / JUSTIFICATION
VI. LANDSCAPE STANDARDS The regulations and requirements of the Prince George's County Landscape Manual shall apply to the DDOZ unless the Central Annapolis Road development standards specify otherwise.			
A. Existing trees within the DDOZ should be preserved where feasible.		YES	
B. Residential uses with the DDOZ shall comply with the Residential planting requirements of the Landscape Manual.		N/A	
C. Street trees - All public rights-of-way are governed by the Prince George's County Department of Public Works and Transportation, State Highway Administration, or municipality. Section 23-141 of the County Code requires the planting of street trees during the development process when existing public roads have to be improved and when new public roads are constructed. Design standards for street trees within the public rights-of-way should be obtained by the governing agency; however, all proposed public street trees should be shown on all landscape plans for informational purpose. Private streets and access easements less than 18 feet in width, private streets that provide access to eight residential lots or fewer, and alleys are exempt from the street tree standards.		N/A	MSHA does not require street trees.
1. Street trees shall be provided along all streets to enhance and soften building façades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, overhead utility lines, and other infrastructure elements.		N/A	MSHA does not allow street trees under utility poles.
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 grade, 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 tree species are recommended.		N/A	
3. Street Trees (New Residential Streets): Street trees shall be planted along all residential 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 a continuous six-foot-wide minimum landscape strip or five feet by ten feet; provide a minimum five cubic feet of soil, 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.		N/A	
4. DDOZ Street Tree Placement: Street trees shall be planted along the street tree alignment within the streetscape and spaced at 30 feet on center.		N/A	MSHA DOES NOT REQUIRE STREET TREES.

STANDARD	COMPLIANCE	AMENDMENT TO STANDARD / JUSTIFICATION
VI. LANDSCAPE STANDARDS The regulations and requirements of the Prince George's County Landscape Manual shall apply to the DDOZ unless the Central Annapolis Road development standards specify otherwise. CONTINUED		
D. Parking lot requirements		
1. Parking lots shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall of three feet or less, or other appropriate screening techniques.	YES	
2. Landscaping shall be provided in surface parking lots, as follows:		
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	NO	A 10' WIDE LANDSCAPE STRIP IS PROVIDED PARTIALLY BEHIND THE EXISTING 10' PUE ALONG ANNAPOLIS ROAD. THE STRIP IS PLANTED AT THE REQUIRED DENSITY. A RETAINING WALL IS ALSO PROVIDED RANGING UP TO 7'. *
b. Interior planting shall be required for any parking lot which is 6,000 square feet or larger. A minimum of nine percent of the lot must be interior planting area. For purposes of calculation, all areas within the perimeter of the parking lot shall be counted, including planting islands, curbed areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. Landscaped areas situated outside the parking lot, such as peripheral areas and areas surrounding buildings, may not be counted as interior planting area.	YES	THERE IS 83,740 SF OF PARKING LOT AREA. PER THE LANDSCAPE MANUAL, THE INTERIOR LANDSCAPE REQUIRED IS 9% (7,540 SF). INTERIOR LANDSCAPE PROVIDED IS 10.5% (8,784 SF).
c. In all parking lots, one shade tree per every ten spaces should be provided in corners, bump outs or islands.	YES	PER THE LANDSCAPE MANUAL, THE MIN. NUMBER OF SHADE TREES REQ'D IS 50 SHADE TREES (1 PER 300 SF OF INTERIOR AREA PROVIDED). SHADE TREES PROVIDED ARE 30.
d. If a parking lot less than 6,000 square feet is built without interior landscaping and later, additional spaces are added so that the total size of the lot is greater than 6,000 square feet, then the interior landscaping shall be provided for the entire parking lot.	N/A	
e. Planting spaces must be large enough to allow for healthy tree growth and must be protected from parking or exiting vehicles, vehicle overhangs, and opening vehicle doors.	YES	
f. A minimum of 60 square feet of continuous pervious land area shall be provided for each tree. No tree planting area shall be less than five feet wide in any dimension.	YES	A MINIMUM OF 160 SF OF CONTIGUOUS PERVIOUS LAND AREA IS PROVIDED PER SHADE TREE.
g. A curb or wheelstop shall be provided for all parking spaces adjacent to planting or pedestrian areas to protect those areas from overhanging by parked vehicles.	YES	
h. Planting islands located parallel to parking spaces shall be a minimum of nine feet wide to allow vehicle doors to swing open.	YES	
i. In cases where a planting island is perpendicular to parking spaces and the spaces head into the planting island on both sides, the island shall be a minimum of eight feet wide to allow for bumper overhangs. If parking spaces are located on only one side of such a planting island, the island shall be a minimum of six feet wide.	YES	
E. Screening requirements		
1. HVAC equipment, telecommunications buildings and equipment rooms related to monopoles and telecommunications towers, and satellite dish antennas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses, either by locating such equipment upon a roof behind a parapet wall or other device, or by utilizing landscaping, buffer walls, or other methods to screen the equipment.	YES	
2. Dumpsters and storage, service, loading, and delivery areas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses by utilizing landscaping, buffer walls, or other methods to screen the equipment.	YES	Loading Areas are screened from all adjacent streets by proposed plantings of dense rows of shrubs. There are no adjacent residential properties. Freestanding dumpsters are enclosed and screened by sight tight fence and/or masonry wall.
F. Buffering residential development from streets		
Residential uses within the DDOZ should not be required to be buffered from Annapolis Road (MD 450).	N/A	
G. Buffering incompatible uses		
1. Buffer yards between any uses contained within a property of a mixed-use development shall not be required.	N/A	
2. Perimeter landscaping from incompatible uses as defined in Section 4.7 of the Landscape Manual shall consist of a landscaped strip to be a minimum of four feet wide, with a minimum three-foot-high brick, stone, or finished concrete wall, and/or plantings to consist of one tree and three shrubs per 35 linear feet of parking lot perimeter adjacent to a property line.	N/A	
3. If walls are constructed, they shall be located adjacent to but entirely outside the four-foot-wide landscaped strip and shall provide at least one passage with a minimum width of three feet per every 60 linear feet when the wall is adjacent to open space, a pedestrian path, public plaza, or other pedestrian-oriented space to facilitate pedestrian movement and foster connections between parking areas and nearby uses.	N/A	
4. The buffer yard requirements within the development district may be reduced to facilitate a compact form of development compatible with the recommendations of the Urban Design chapter. The minimum buffer yard requirements (landscape yard) for incompatible uses in the Landscape Manual (Section 4.7) may be reduced by 50 percent. The number of plant units required per 100 linear feet of property line or right-of-way may also be reduced by 50 percent. A four-foot-high, opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the buffer yard between office/retail/commercial uses and residential uses.	N/A	
H. Specific requirements for the residential neighborhood character area - Development should utilize landscaping and screening to clearly delineate private property and the public realm in lieu of zero- setback buildings.		
1. Residential development should use three- to four- foot tall semi-opaque decorative fencing along the front and corner side yard property lines.	N/A	
2. All development should use property edge landscaping to clearly delineate the public sidewalk.	N/A	
3. Commercial development should use landscaping along on-site pedestrian paths in order to create attractive entrances for tenants and patrons.	N/A	
I. Streetscape elements		
Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be shown on all Landscape and Lighting Plans. 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. Advertisements and other commercial signage shall be prohibited on all streetscape elements with the exceptions of bus shelter advertisements approved by the appropriate public transit authority (WMATA or The Bus) and appropriate transit service-related notices at other locations within the Central Annapolis Road public realm subject to the approval of DPW&T and the appropriate municipality. Streetscape elements shall include:		
1. Street trees (located in tree pits or continuous planting strips along major streets and planting beds along residential streets). Street trees planted in pits or planting beds shall be interconnected under the paving to provide continuous soil area for tree roots. These pits or planting beds shall be no less than 5 feet in width/diameter in any direction.	N/A	NO STREET TREES PROPOSED
2. Street furniture (benches, trash receptacles, lighting, and bus shelters)	N/A	NO STREET FURNITURE PROPOSED
3. Landscaping and planters	N/A	
4. Decorative paving	N/A	
5. Sculpture/artwork	N/A	
No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of DPW&T and/or SHA expressed through an executed memorandum of understanding (MOU) with the developer/applicant. All street furniture on private rights-of-way within the DDOZ shall be maintained by the property owner/developer.	N/A	
J. Streetscape paving		
All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.	N/A	
K. Permitted materials		
Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.	N/A	
L. Streetscape construction		
All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.	N/A	
M. Diversity of tree species		
A limited tree palette consisting of shade trees should be selected for gateways and other roads. Plant selection for street trees shall consider shape of canopy, sun and shade tolerance, presence or absence of overhead utility lines, drought tolerance, maintenance requirements, and tolerance of adverse urban conditions, and shall be coordinated with the appropriate agencies. Native, noninvasive tree species are strongly recommended. Different selections from the palette should be made for each major street to avoid planting a monoculture consisting of a single species or type of tree and potentially losing all the trees within a development to disease.	N/A	

* THERE IS 608 LINEAR FEET (LF) OF STREET FRONTAGE ALONG ANNAPOLIS ROAD, PER THE 'DEVELOPED TIER' PLAN DESIGNATION, OPTION #1 OF THE LANDSCAPE MANUAL, THE NUMBER OF PLANTS REQUIRED ARE 18 SHADE TREES (1 TREE PER 35 LF) AND 174 SHRUBS (3 SHRUB PER 35 LF). THE NUMBER OF PLANTS PROVIDED ALONG STREET FRONTAGE ARE 19 SHADE TREES AND 285 SHRUBS.

DUE TO THE PROXIMITY OF THE EXISTING OVERHEAD WIRES TO THE SITE, AN APPROVED MINOR SHADE TREE HAS SPECIFIED ALONG ANNAPOLIS ROAD. THE TREES HERE LOCATED OUTSIDE OF THE EXISTING PUE. SHRUBS HERE LOCATED AS CLOSE TO THE STREET BUT OUTSIDE THE PUE WHERE POSSIBLE, TO FILL IN THE GAPS BETWEEN THE PROPOSED RETAINING WALL.

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

	DATE	REVISION	BY	APP'R.
DESIGNED BY: KAB				
DRAWN BY: KAB	4/18/25	REVISED BUILDING C		
	02-15-22	REVISED BUILDING B		
	02-06-19	CONSTRUCTION SET		
CHECKED BY: TML	10-19-18	BID SET		
	7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
AS SHOWN	CSC
DATE	TAX MAP – GRID
APRIL 2026	51 A3&B3

DEVELOPMENT STANDARDS

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

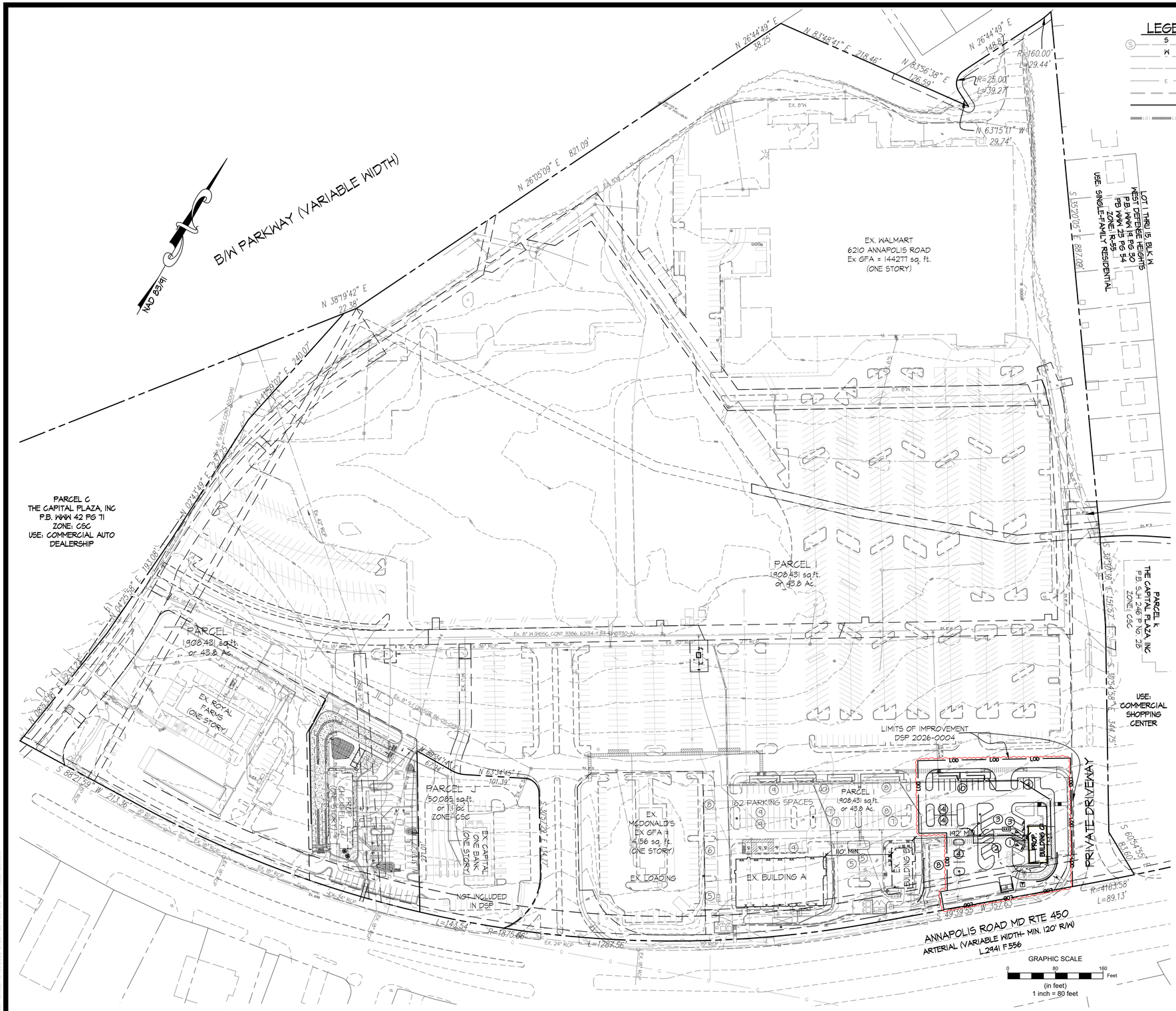
ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190

SHEET C 3

L:\CAD\DRAWINGS\01190\PLANS BY GLW\EASTERN PAD SITE\SITE PLAN\01190-01-02-03-SP-C5.dwg, 3/19/2026 3:47:39 PM, Kevin Bowers, Microsoft PDF

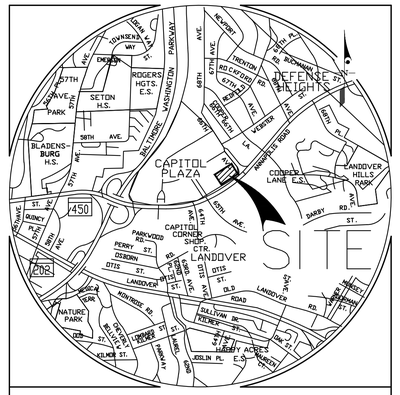
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PARCEL G
THE CAPITAL PLAZA, INC
P.B. WWW 42 PG 71
ZONE: CSC
USE: COMMERCIAL AUTO DEALERSHIP

LEGEND

- S — EX. SEWER
- W — EX. WATER
- EX. STORM DRAIN
- E — EX. ELECTRIC
- EX. CURB & GUTTER
- PROP. CURB & GUTTER
- LOI LOI — LIMIT OF IMPACT



VICINITY MAP

SCALE: 1" = 2,000'

A. Building Area for Entire Parcel I

Existing Building area:	
Walmart (existing retail)	144,277 sq. ft.
McDonald's (existing drive through restaurant)	4,156 sq. ft.
Royal Farms	
Retail	4,649 sq. ft.
Car Wash	1,248 sq. ft.
Eastern Pad Site:	
Building A	11,840 sq. ft
Total Existing Building Area:	166,170 sq. ft.
Proposed Additional Building Area:	
Chick-Fil-A (Proposed drive through restaurant)	4,966 sq. ft.
Eastern Pad Site:	
Building B	2,394 sq. ft.
Outdoor Seating	620 sq. ft.
Building C	1,910 sq. ft.
Total Proposed Gross Floor Area:	9,890 sq. ft.*
Total Gross Floor Area for Parcel I	176,060 sq. ft.

Total GFA of Buildings on Subdivision including Parcel I, J, and K:
Parcel I : 176,060 sq. ft.
Parcel J: 3,173 sq. ft.
Parcel K : 43,164 sq.ft.
Total: 223,002 sq. ft.*

*Per Record Plat Parcels I, J, and K, The Capital Plaza, Inc., the maximum GFA of development without a new Preliminary Plan = 443,913 sq. ft.

B. Parking Analysis for Entire Parcel I

Integrated shopping Center:	1 space per 250 sq.ft.
Total Proposed Gross Floor Area:	176,485 sq. ft.
Total Required Parking =	706 spaces
Apply the minimum and maximum ratios of 1V(C)(2)	
Minimum Parking (50%)	353 Spaces
Maximum Parking (125%)	883 Spaces
Total Handicap Parking Required	26 Spaces
Total Handicap Parking Provided	40 Spaces
Total parking provided w/ DSP-15020-02 (Royal Farms)	1,765 Spaces

DSP-15020-03 (Eastern Pad Sites)
(add 166 spaces and remove 387 spaces)
DSP-15020-04 (Chick-Fil-A)
(add 55 spaces)
DSP-15020-06 (Eastern Pad Sites) =1,599 Spaces
DSP-2026-0004 (Eastern Pad Sites)
(remove 11 spaces)

Total Parking Provided	1,588 Spaces

C. Loading Space:
3 Spaces up to 100,000 sq. ft.
1 Space every additional 100,000 sq. ft.
Loading required total: 176,485 sq. ft. = 4 spaces

Provided for Ex. Walmart	4 spaces
Provided for Ex McDonald's	1 space
Provided for Chick-Fil-A	1 space
Provided for Royal Farms	1 space
Provided for Eastern Pad Site	1 spaces
Total Loading Spaces Provided	8 Spaces

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA-EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

GLW
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DESIGNED BY: TMR
DRAWN BY: KAB
CHECKED BY: 10-19-18

DATE	REVISION	BY	APP'R.
4/18/25	REVISED BUILDING C		
8-24-22	REVISED CHIPOTLE QUEUE LANE MARKING		
06-01-22	REVISED EXISTING AND PROPOSED BUILDING AREA FOR ENTIRE PARCEL I		
02-15-22	REVISED BUILDING B		
02-06-19	CONSTRUCTION SET		
10-19-18	BID SET		
7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914 ,
EXPIRATION DATE: JANUARY 20, 2028

STATE OF MARYLAND — MICHAEL G. LENHART — 29914 — PROFESSIONAL ENGINEER
4/15/2026

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1" = 80'	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

OVERALL SITE PLAN

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190
SHEET C 4

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NORTH

PARCEL 1
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

EX. WSSC R/W L. 7903 F. 575,
L. 4903 F. 575 & L. 6010 F. 334

EX. 8" W
EX. 8" S
EX. 15" HDPE
EX. 18" HDPE
EX. 15" HDPE
EX. 21" RCP
EX. 18" RCP
EX. 12" RCP
EX. 15" RCP
EX. 30" RCP
36" RCP
21" RCP
18" RCP
15" RCP
CAPPED 24" PVC
EX. ELEC
EX. TELE
EX. UNSD UNK UTIL
UGE
EX. WALMART PARKING LOT

EX. MCDONALD'S
(Ex GFA = 4,156 sq. ft.)
EX. McDONALD'S
EX. PYLON SIGN

EX. BUILDING A
11,640 sf
FFE = 179.00
HEIGHT = 24'-8"

EX. BUILDING B
2,934 SF
6320
ANNAPOLIS RD
DRIVE-THRU
RESTAURANT
HEIGHT = 20'-8"

EX. INGRESS/EGRESS EASEMENT
P.B. NLP 131 NO. 6 L. 5938 F. 3
EX. 8" W PRIVATE

CHILD CARE PROPERTY LTD PTNP

PARCEL K
THE CAPITAL PLAZA, INC
P.B. SJH 246 P No. 28
ZONE: CSC

EX. PERPETUAL EASEMENT
FOR PIPE OUTLET
SRC PLAT Nos.
27214-27216 & 27163

10' PUE
EX. 24" RCP
EX. 15" RCP
EX. 12" RCP
N 49°34'34" E 358.14'
S 49°39'55" W 357.63'
N 49°51'38" E 557.00'
PC=60+39.07
PT=56+63.93
L=1080.69'
R=1,875.86'

ANNAPOLIS ROAD
(MD RTE 450)
L.2941 F.556

51+00
52+00
53+00
54+00
55+00
56+00
57+00
58+00
59+00
60+00
61+00
62+00

EXISTING UTILITY NOTES

1. For marking locations of existing utilities, notify "MISS UTILITY" at 1-800-257-7777, 48 hours prior to any excavation or construction.
2. Information concerning underground utilities was obtained from available records. The contractor must determine the exact locations and elevations of the utilities by digging test pits by hand at all utility crossings well in advance of trenching. If clearances are less than specified on this plan or less than 12 inches when not specified, contact the Engineer, and the owner of the other involved utility before proceeding with construction.
3. For field location of gas line services, notify Washington Gas Light Co., 703-750-1000, 48 hours prior to the start of any excavation or construction.
4. Omissions and/or additions of utilities found during construction shall be the sole responsibility of any contractor engaged in excavation at this site. Gutschick, Little & Weber, P.A., shall be notified immediately of any and all utility information, omissions and additions found by any contractor.
5. Due to the proximity of live underground and overhead utilities, we are not responsible for any damage or injury sustained during construction by any persons, trucks, trailers, or equipment used on or adjacent to the site.

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA-EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

GLW
PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: TMR
DRAWN BY: KAB
CHECKED BY:

DATE	REVISION	BY	APP'R.
4/18/25	REVISED BUILDING C		
02-06-19	CONSTRUCTION SET		
10-19-18	BID SET		
7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914
EXPIRATION DATE: JANUARY 20, 2028
4/15/2026

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1" = 20'	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

EXISTING CONDITIONS PLAN

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

ELECTION DISTRICT No. 02 PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190

SHEET C 5

© GLW 2026

LEGEND

EX. SEWER	EX. CURB & GUTTER
EX. WATER	PROP. CURB & GUTTER
EX. GAS	PROP. ELECTRIC
EX. STORM DRAIN	PROP. BUILDING
PROP. SEW. / PROP. SEWER	PARKING LOT LIGHT
PROP. WAT. / PROP. WATER	PROP. SIDEWALK
PROP. GAS	PROP. CONCRETE
STORM / PROP. STORM DRAIN	
EX. CONTOURS	HANDICAPPED PARKING
PROP. CONTOURS	STANDARD PARKING
EX. ELECTRIC	LIMIT OF IMPACT
EX. TELE/COMM	

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48 Hours
Before You Dig Call
"MISS UTILITY"
Service Protection Center
MEMBER ONE CALL SYSTEMS INTERNATIONAL
CALL TOLL FREE
1-800-257-7777

EX. WALMART
6210 ANNAPOLIS ROAD
PARCEL I
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

EX. McDONALD'S
LEASE AREA FOR McDONALDS (PER DOCUMENT #1616695-V3, DRAWN 2/4/2020, MAB)
PARCEL 2
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

EX. BUILDING A
11,840 SF
6300 ANNAPOLIS RD
RETAIL/RESTAURANT
FFE = 179.00
HEIGHT = 24'-8"

OUTDOOR SEATING: 620 SF
PICK UP WINDOW
EX. BUILDING B
2,394 SF
6320 ANNAPOLIS RD
DRIVE-THRU RESTAURANT
FFE = 181.75
HEIGHT = 20'-8"

PROP. BUILDING C
1,80 SF
6340 ANNAPOLIS RD
DRIVE-THRU RESTAURANT
FFE= 184.00
HEIGHT=19'-6"
FURNITURE BY TENANT

EX. PERPETUAL EASEMENT FOR PIPE OUTLET SRC PLAT Nos. 27214-27216 & 27163

60' I/E EASEMENT FOR PRIVATE DRIVE

LIMITS OF DSP-2026-0004 REVISION

PRIVATE DRIVEWAY

PARCEL K
THE CAPITAL PLAZA, INC.
P.B. SJH 246 P No. 28
ZONE: CSC

ANNAPOLIS ROAD
(MD RTE 450)
ARTERIAL (A-23)
MINIMUM 120' R/W
L.2941 F.556

L=1080.69' R=1875.86'
L=363.12' R=4163.58'
N 49°51'38" E 557.00'
S 44°39'55" W 357.63'
N 49°34'44" E 358.14'
N 30°54'56" W 344.15'
N 60°52'59" W 85.60'

*NOTE: SEE NOTE 2 ON COVER SHEET UNDER AMENDMENTS FOR SCREENING WALLS AT DUMPSTER WITHIN SETBACK

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY	DRAWN BY:	CHECKED BY	DATE	REVISION	BY	APP'R.
KAB	KAB	TML	4/18/25	REVISED BUILDING C		
			8-24-22	REVISED CHIPOTLE QUEUE LANE MARKING		
			06-01-22	MINOR REVISIONS FOR PERMIT SUBMISSION AND COMMENTS		
			02-15-22	REVISED BUILDING B		
			05-31-19	REVISED CONSTRUCTION SET. ADDED CONCRETE DRIVE FOR STARBUCKS		
			02-06-19	CONSTRUCTION SET		
			11-19-18	REVISED BID SET. REVISED LOCATION OF WALL.	AEB	TMR
			10-19-18	BID SET		
			7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914
EXPIRATION DATE: JANUARY 20, 2028

4/18/2026

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1"=30'	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

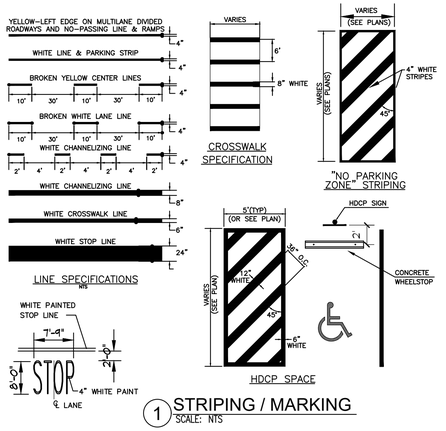
DETAILED SITE PLAN

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

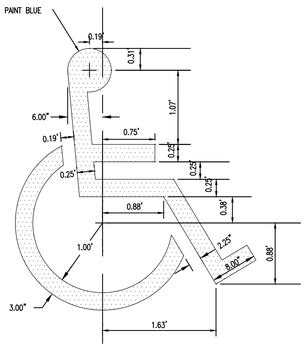
ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190
SHEET C 6

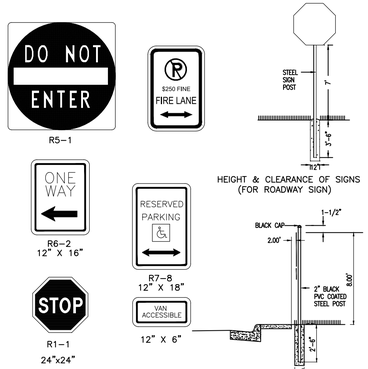
© GLW 2026

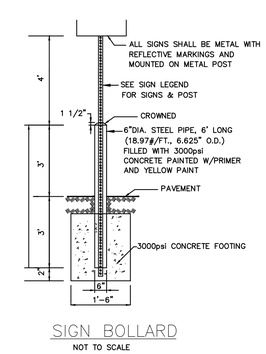


1 STRIPING / MARKING
SCALE: NTS

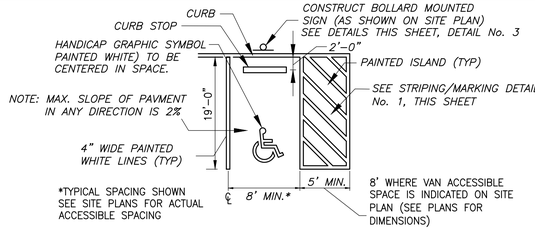


2 INTERNATIONAL HDCP SYMBOL
SCALE: NTS



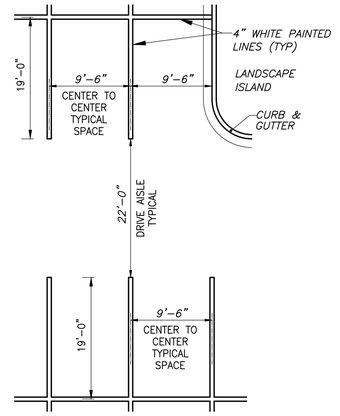


3 SIGNAGE DETAILS
SCALE: NTS



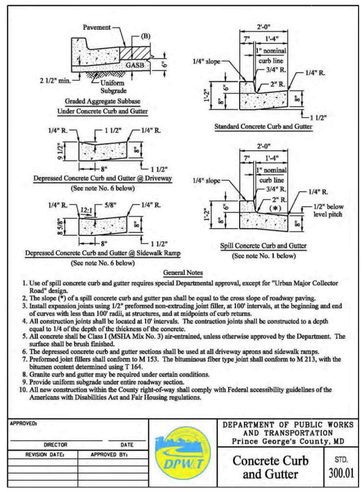
NOTE:
1. ALL PAINT SHALL BE FAST DRYING TRAFFIC PAINT, MEETING THE REQUIREMENTS OF AASHTO M248 TYPE F. PAINT SHALL BE APPLIED AS SPECIFIED BY THE MANUFACTURER.
2. SYMBOLS & PARKING STALLS SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICAN DISABILITIES ACT AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
3. THE MINIMUM DIMENSIONS ARE SHOWN. STATE REGULATORS MAY REQUIRE LARGER DIMENSIONS.
4. APPLY 2 COATS OF TRAFFIC PAINT. ALLOW FOR MINIMUM CURE TIME OF 24 HOURS BETWEEN APPLICATIONS.

4 HANDICAP PARKING STALL DETAIL
SCALE: NTS



NOTE:
1. ALL PAINT SHALL BE SHERWIN-WILLIAMS "SETFAST" PAINT, #TM2160 – WHITE OR #TM2161 – YELLOW.
2. APPLY 2 COATS OF TRAFFIC TYPE PAINT. APPLY THE FIRST COAT NOT LESS THAN FIVE (5) DAYS AFTER THE PLACING OF BITUMINOUS PAVEMENT APPLY SECOND COAT JUST PRIOR TO STORE OPENING.

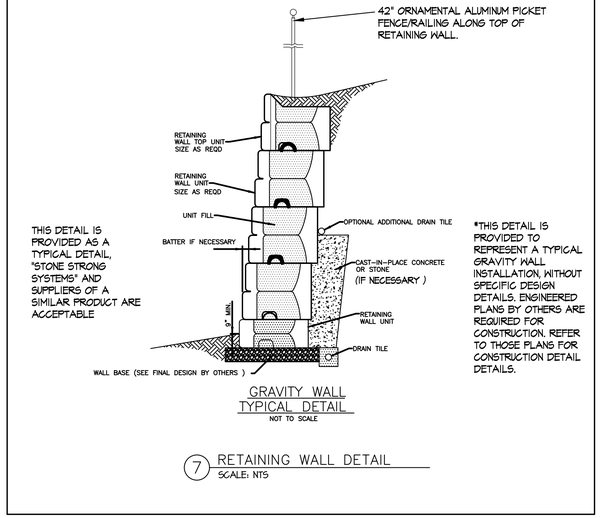
5 STANDARD PARKING DETAIL
SCALE: NTS



General Notes
1. Use of spill concrete curb and gutter requires special Departmental approval, except for "Urban Major Collector Road" design.
2. The slope (%) of a spill concrete curb and gutter pan shall be equal to the cross slope of roadway paving.
3. Install expansion joints using 1/2" preformed non-extruding joint filler, at 100' intervals, at the beginning and end of curves with less than 100' radii, at structures, and at midpoints of curb returns.
4. All construction joints shall be located at 10' intervals. The construction joints shall be constructed to a depth equal to 1/4 of the depth of the thickness of the concrete.
5. All concrete shall be Class I (MSHA Mix No. 3) air-entrained, unless otherwise approved by the Department. The surface shall be brush finished.
6. The depressed concrete curb and gutter sections shall be used at all driveway aprons and sidewalk ramps.
7. Preformed joint fillers shall conform to M 153. The bituminous fiber type joint shall conform to M 213, with the bitumen content determined using T 164.
8. Granite curb and gutter may be required under certain conditions.
9. Provide uniform subgrade under entire roadway section.
10. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act and Fair Housing regulations.

APPROVED:			DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD
DIRECTOR	DATE	DPW.T	Concrete Curb and Gutter
REVISION DATE:	APPROVED BY:		STD. 300.01

6 CURB AND GUTTER DETAILS
N.T.S.



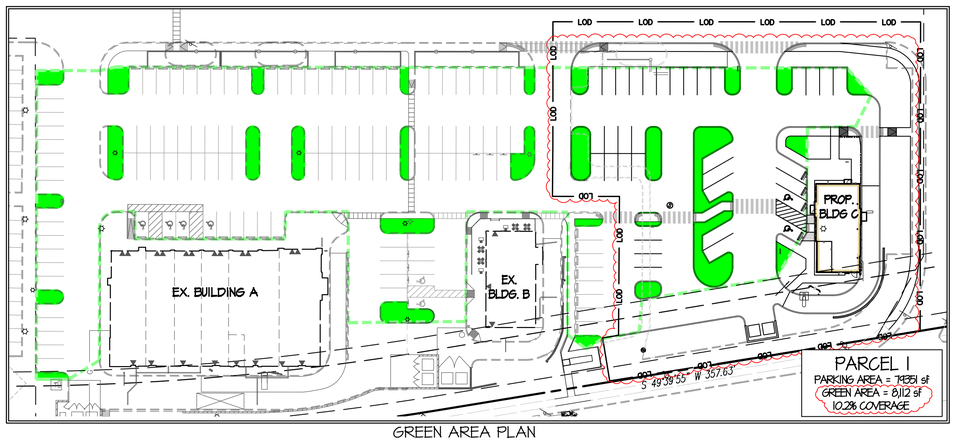
GRAVITY WALL TYPICAL DETAIL
NOT TO SCALE

7 RETAINING WALL DETAIL
SCALE: NTS

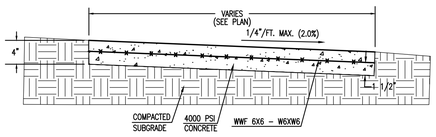


* COLOR TO BE A CHOCOLATE BROWN BLEND, MANUFACTURER AND FINAL COLOR TO BE SELECTED BY OWNER

8 TYPICAL ELEVATION OF RETAINING WALL
OR APPROVED EQUIVALENT

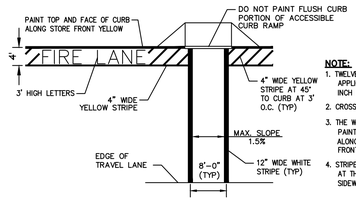


GREEN AREA PLAN
SCALE: 1"=50'



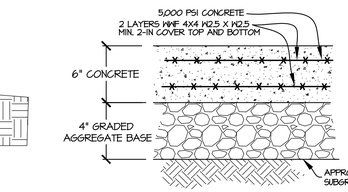
(SEE ARCH. PLANS FOR SIDEWALK DETAILS ADJACENT TO BUILDINGS)

11 SIDEWALK DETAIL
SCALE: NTS

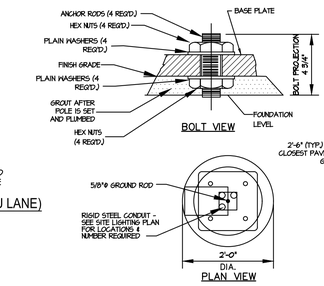


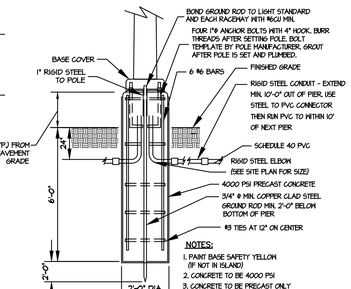
NOTE:
1. TWELVE INCH (12") LINES SHALL BE APPLIED IN ONE APPLICATION, NO COMBINATION OF LINES (TWP – 6 INCH LINES) WILL BE ACCEPTED.
2. CROSS WALK SIDESLOPE SHALL NOT EXCEED 1.5%
3. THE WORDS "NO PARKING FIRE LANE" SHALL BE PAINTED ON THE PAVEMENT IN 3' HIGH LETTERS ALONG THE FRONT DRIVE AISLE ADJACENT TO THE FRONT SIDEWALK (SPACED 150' O.C.).
4. STRIPED PEDESTRIAN CROSSWALKS SHALL BE LOCATED AT THE FRONT DRIVE AISLE FROM THE FRONT SIDEWALK TO THE ACCESSIBLE PARKING SPACES.

12 CROSSWALK AND FIRE LANE STRIPING
NOT TO SCALE

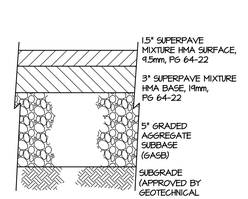


15 CONCRETE SECTION (DUMPSTER PAD & DRIVE-THRU LANE)
SCALE: NTS

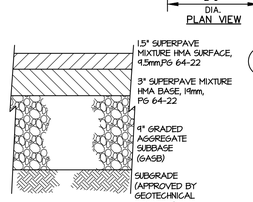




13 LIGHT POLE BASE DETAIL
SCALE: NTS

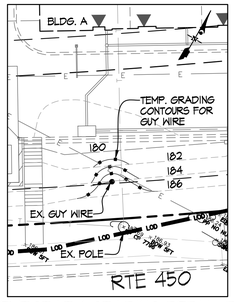


LIGHT DUTY



HEAVY DUTY

14 ASPHALT PAVING SECTIONS
SCALE: NTS



TEMPORARY GRADING DETAIL TO LEAVE EX. GUY WIRE
SCALE: 1"=20'

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M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA-EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: TML
DRAWN BY: KAB
CHECKED BY: TML

DATE	REVISION	BY	APP'R.
4/18/25	REVISED BUILDING C		
8-24-22	REVISED CHIPOTLE QUEUE LANE MARKING		
05-31-19	REVISED CONSTRUCTION SET. ADDED CONCRETE DRIVE FOR STARBUCKS		
02-06-19	CONSTRUCTION SET		
11-19-18	REVISED BID SET. TYPICAL RETAINING WALL DETAIL, NO. 7 REVISED		
10-19-18	BID SET		
7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29814, EXPIRATION DATE: JANUARY 20, 2028
4/16/26

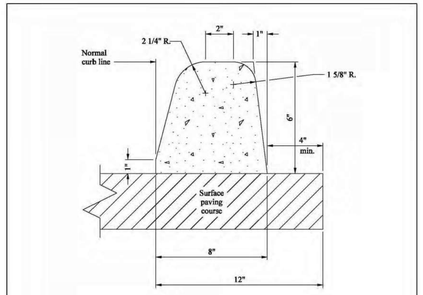
PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
N.T.S.	CSC
DATE	TAX MAP – GRID
APRIL 2026	51 A3&B3

SITE PLAN DETAILS
CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28
ELECTION DISTRICT No. 02 PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190
SHEET C 7

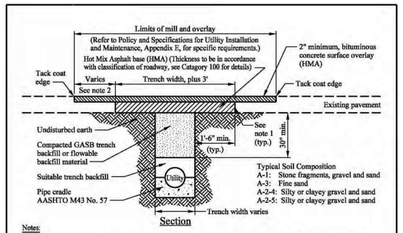
© GLW 2026



General Notes
(For temporary use only)

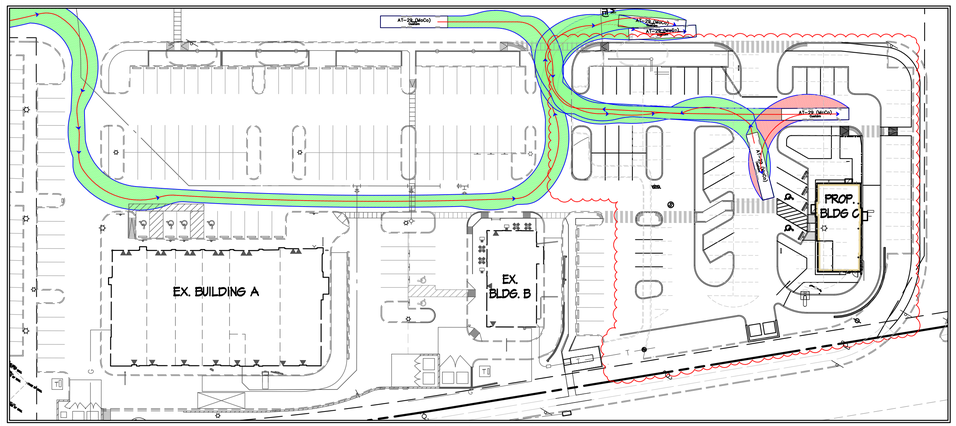
1. The use of Hot Mix Asphalt (HMA) curb requires special approval by the Department.
2. Material shall conform to Superpave Mixture Hot Mix Asphalt (HMA) for Surface 9.5mm, PG 64-22 or Bituminous Concrete Surface Fine (SF) mix. It shall be placed by a self-propelled machine. The machine shall form curbing that is uniform in texture, shape and density, and to a template as specified above, unless otherwise approved by the Department.
3. The base upon which the curb is to be placed shall be clean, dry and stable. It shall be tack coated with asphalt of the type and amount directed by the Department.
4. When required, the curb shall be backfilled with suitable fill material after it has sufficiently hardened, to prevent damage. The backfill shall be consolidated by tamping or rolling.

APPROVED:		DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
DIRECTOR	DATE		
REVISION DATES	APPROVED BY:	Hot Mix Asphalt (HMA) Curb	STD. 300.03

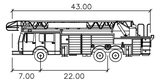


Notes:
1. Existing pavement shall be milled or saw cut full depth where the limits of mill and overlay meet the existing pavement.
2. For longitudinal and transverse cuts, the limits of the mill and overlay shall be in accordance with the Policy and Specification for Utility Installation and Maintenance, Attachment 2 and 3, for specific requirements.
3. When the distance from the edge of the existing pavement to the edge of new asphalt base is 3 feet or less, the existing pavement shall be removed and replaced to the edge.
4. For transverse cuts, perimeter milling with a minimum width of 12' shall be required.
5. All milling shall be 2" minimum depth.
6. Hot Mix Asphalt (HMA) base and surface overlay mix design to be in accordance with classification of roadway, (see Category 100 for details)
7. Hot Mix Asphalt (HMA) surface shall be placed to a depth equal to the depth of the existing surface or 2" minimum, whichever is greater. Hot Mix Asphalt (HMA) base shall be a depth equal to the depth of the existing base or 4", whichever is greater. All Hot Mix Asphalt (HMA) shall be compacted to an in-place density of 92 to 97 percent of the maximum specific gravity.
8. The top two-and-one-half (2 1/2) feet of all trench backfill beneath the pavement layer shall be compacted Graded Aggregate Subbase (GASB) to 95% of the maximum dry density per AASHTO Designation T-99. Prior to and during compaction, moisture of fill material shall be maintained within 2% of optimum. The fill shall be placed and compacted in horizontal layers not to exceed 8" in thickness (loose). GASB shall conform to the requirements of the latest edition MSHA Standard Specifications for Construction and Materials manual. Flowable fill material may also be used when approved by the Department.
9. Suitable trench backfill below the top two-and-one-half (2 1/2) feet down to five (5) feet deep shall be placed in horizontal layers not to exceed 8 inches (loose) and compacted to at least 92% of maximum dry density per AASHTO Designation T-99. Moisture content shall be maintained within 2% optimum.
10. Trench backfill below five (5) feet deep shall be placed and compacted in layers not to exceed 1 foot in thickness (loose).
11. All compaction work shall be performed using suitable equipment such as sheepsfoot rollers or pneumatic and/or vibratory plate type compaction equipment. Backfill material shall be placed evenly around the structure and shall be free of boulders, frozen lumps or foreign matter that could cause hard spots or decompose creating voids.
12. Where cave-ins under existing asphalt pavement occur, the existing pavement shall be saw-cut 18 inches beyond the limit of the cave-in.
13. Use an independant testing lab to verify compaction.

APPROVED:		DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
DIRECTOR	DATE		
REVISION DATES	APPROVED BY:	Utility Patch in Flexible Asphalt Pavement	STD. 300.18

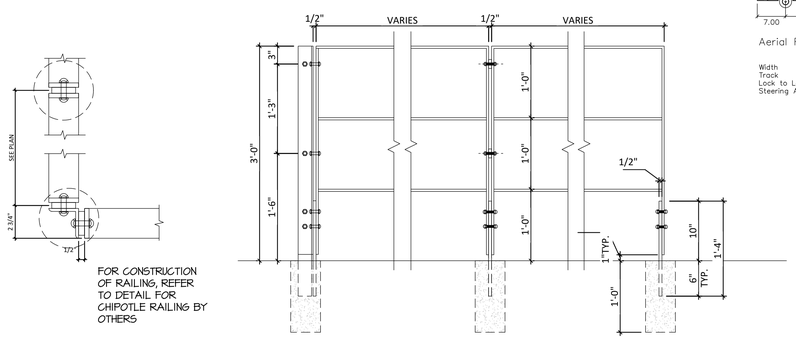


FIRE TRUCK ACCESS EXHIBIT
SCALE: 1"=50'

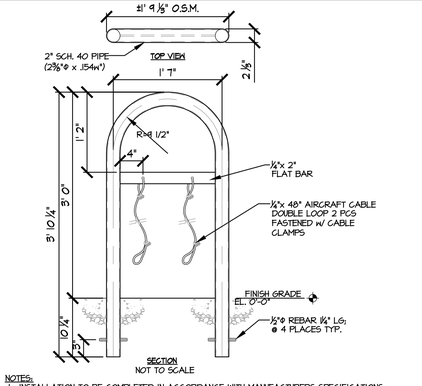


Aerial Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

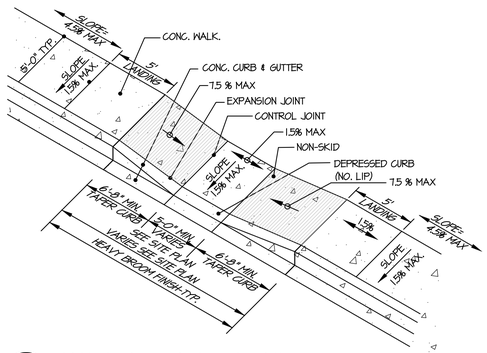


10 PATIO RAILING
FOR DSP-15020-06



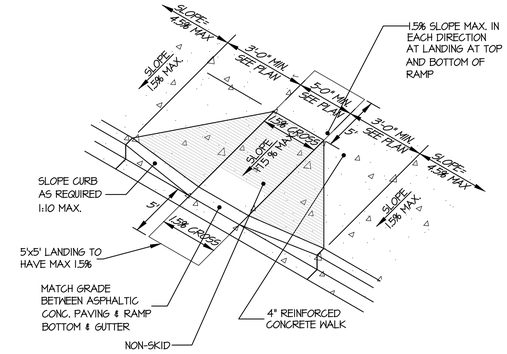
NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. CONTACT MANUFACTURER FOR FABRICATION DETAILS.
4. CONTRACTORS NOTE: FOR PRODUCT AND COMPANY INFORMATION, VISIT www.CADdetails.com/info REFERENCE NUMBER 474-022D.

4 BIKE RACK DETAIL (2 BIKES EA)
N.T.S.

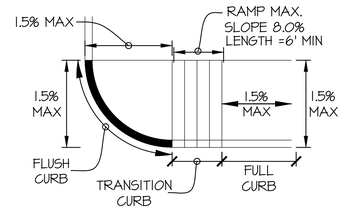


6 HANDICAP RAMP DETAIL
N.T.S.

SCALE: NTS

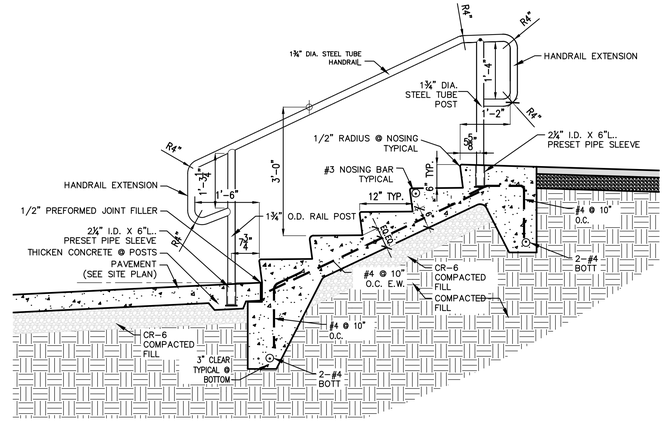


5 HANDICAP RAMP DETAIL
N.T.S.



7 HANDICAP RAMP DETAIL
N.T.S.

8 DETAIL - WHEEL STOP
SCALE: N.T.S.



STAIR NOTES

1. CONSTRUCT CONCRETE STAIRS WITH 3,500 PSI AIR –ENTRAINED CONCRETE.
2. TREADS AND RISERS SHALL BE DIMENSIONALLY UNIFORM. THE TOLERANCE BETWEEN THE LARGEST AND SMALLEST RISER HEIGHT AND THE LARGEST AND SMALLEST TREAD DEPTH SHALL NOT EXCEED ¼" FOR EITHER FLIGHT OF STEPS.
3. PITCH STAIR TREADS 2% (MAX.)TOWARD NOSING. SEE SPOT ELEVATIONS ON CIVIL ENGINEER'S DRAWINGS.
4. BROOM FINISH CONCRETE PERPENDICULAR TO THE DIRECTION OF TRAVEL.
5. REBAR TO BE EPOXY-COATED IN SIZES AS SHOWN.
6. COORDINATE INSTALLATION OF RAIL POST INSERTS WITH THE METAL FABRICATOR.

9 STAIR DETAIL
N.T.S.

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA-EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: TML
DRAWN BY: KAB
CHECKED BY:

DATE	REVISION	BY	APP'R.
4/18/25	REVISED BUILDING C		
8-24-22	REVISED CHIPOTLE QUEUE LANE MARKING		
06-01-22	MINOR REVISIONS FOR CHIPOTLE		
02-06-19	CONSTRUCTION SET		
11/19/18	ADDED DETAIL NO. 9, STAIR DETAIL	AEB	TML
10-19-18	BID SET		
7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914, EXPIRATION DATE: JANUARY 20, 2028
STATE OF MARYLAND — MICHAEL T. LONG — PROFESSIONAL ENGINEER
4/15/2026

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
AS SHOWN	CSC
DATE	TAX MAP – GRID
APRIL 2026	51 A3&B3

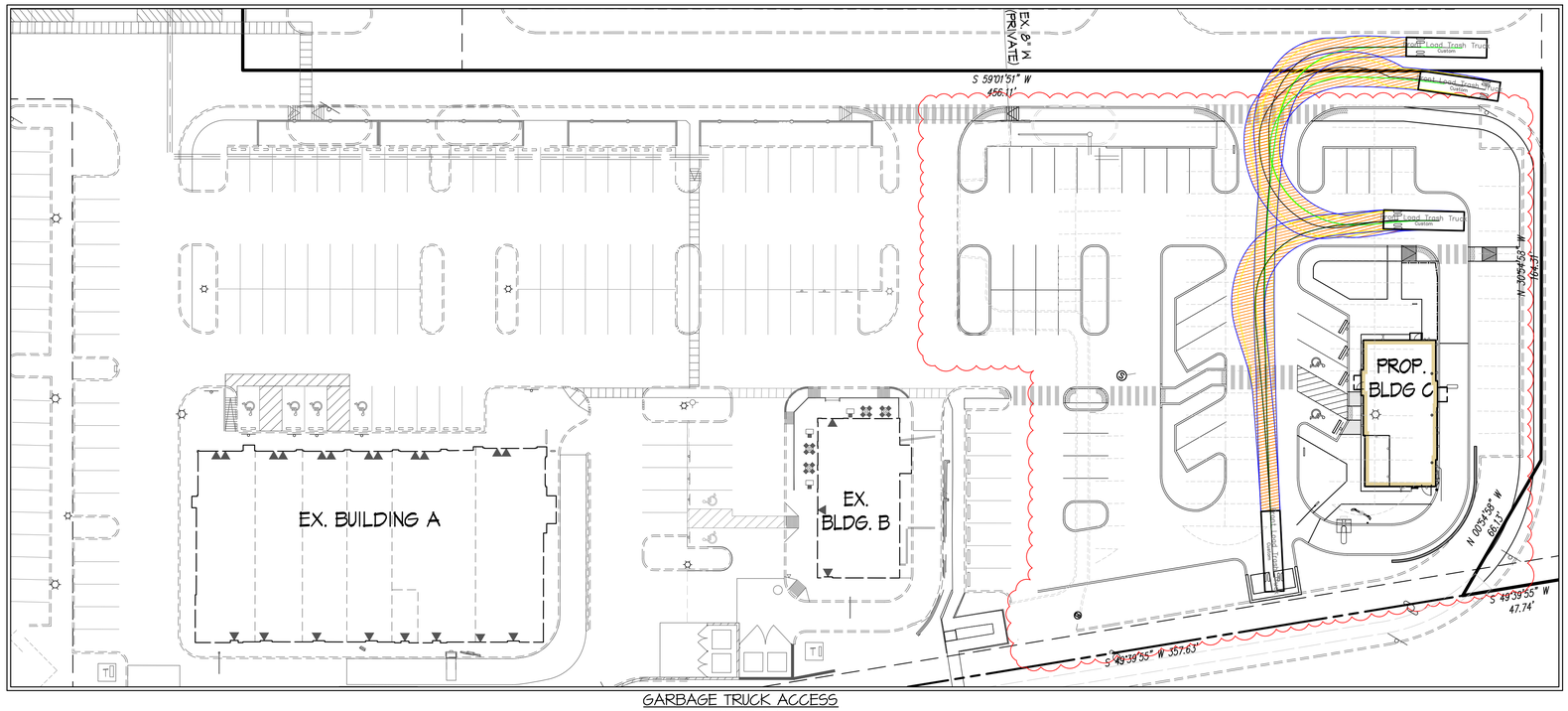
SITE PLAN DETAILS

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

ELECTION DISTRICT No. 02 PRINCE GEORGE'S COUNTY, MARYLAND

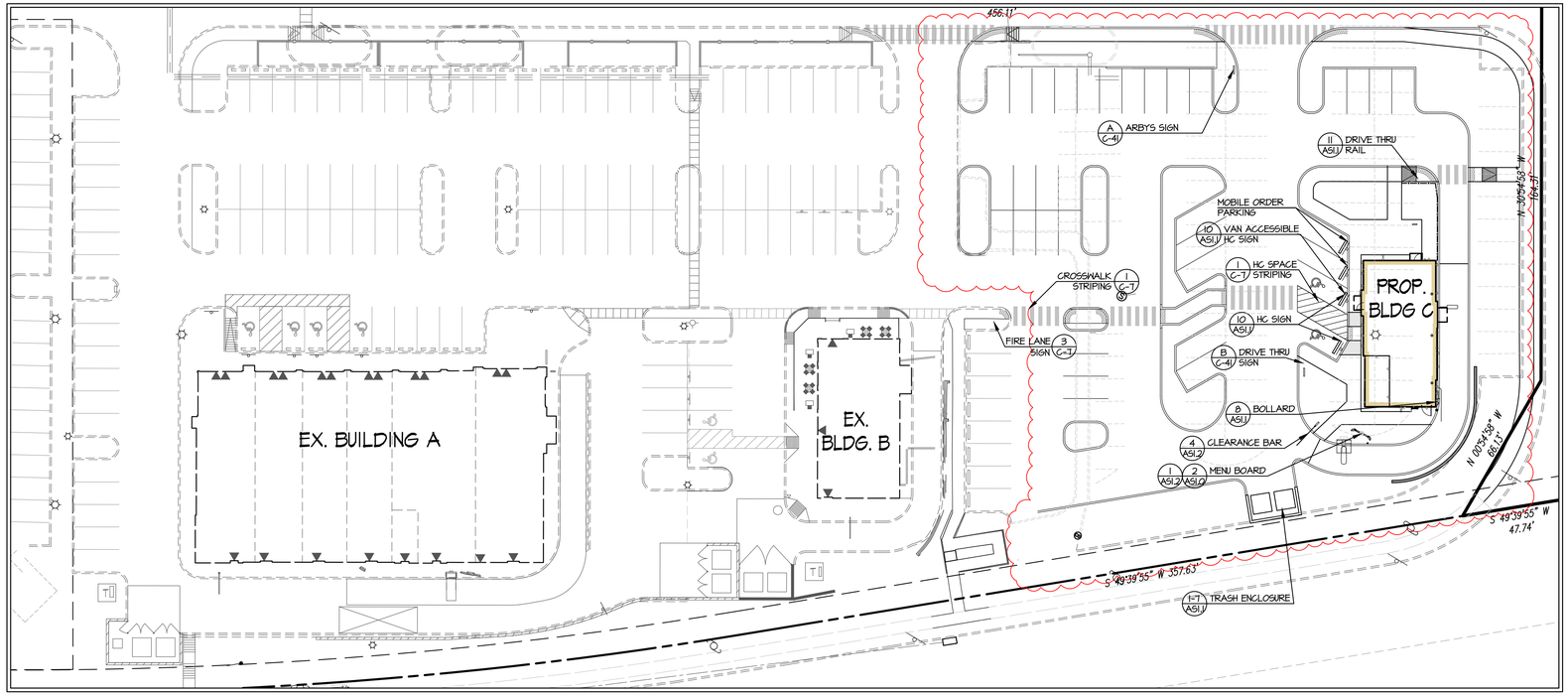
G. L. W. FILE No. 01190
SHEET C 8

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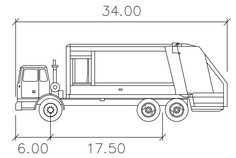
GARBAGE TRUCK ACCESS

SCALE: 1"=30'



SIGNAGE AND MARKING PLAN

SCALE: 1"=30'



Front Load Trash Truck

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.0

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M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA-EASTERN PAD SITE

PROJECT NUMBER: DSP-2026-0004

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

GLW PLANNING | ENGINEERING | SURVEYING
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PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: TML
DRAWN BY: KAB
CHECKED BY:

DATE	REVISION	BY	APP'R.
4/18/25	REVISED BUILDING C		
8-24-22	REVISED CHIPOTLE QUEUE LANE MARKING		
06-01-22	ADDED CHIPOTLE MARKINGS AND SIGNAGE		
05-31-19	REVISED CONSTRUCTION SET, ADDED CONCRETE DRIVE FOR STARBUCKS		
02-06-19	CONSTRUCTION SET		
10-19-18	BID SET		
7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914, EXPIRATION DATE: JANUARY 20, 2028

STATE OF MARYLAND · MICHAEL LOUIS CHIPOTLE · 29914 · PROFESSIONAL ENGINEER

4/15/2026

PREPARED FOR:

Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
AS SHOWN	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

SITE PLAN DETAILS

CAPITAL PLAZA - EASTERN PAD SITE

PARCEL 'I', THE CAPITAL PLAZA, INC.

SJH 246 PLAT No. 28

ELECTION DISTRICT No. 02 PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190

SHEET C10

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L:\CADD\DRAWINGS\01190\PLANS BY GLW\EASTERN PAD SITE\SITE PLAN\01190-07-10-SP-DETAILS.dwg, 4/15/2026 8:57:16 AM, EDITED BY: Boris Lander Luis, XREFS: 01190-07-10-SP-DETAILS.dwg

LEGEND

EX. SEWER	EX. CURB & GUTTER
EX. WATER	PROP. CURB & GUTTER
EX. GAS	PROP. ELECTRIC
EX. STORM DRAIN	PROP. BUILDING
PROP. SEWER	PARKING LOT LIGHT
PROP. WATER	PROP. SIDEWALK
PROP. GAS	PROP. CONCRETE
PROP. STORM DRAIN	HANDICAPPED PARKING
EX. CONTOURS	STANDARD PARKING
PROP. CONTOURS	LIMIT OF IMPACT
EX. ELECTRIC	

EXISTING UTILITY NOTES

1. *For marking locations of existing utilities, notify "MISS UTILITY" at 1-800-257-7777, 48 hours prior to any excavation or construction.*
2. *Information concerning underground utilities was obtained from available records. The contractor must determine the exact locations and elevations of the utilities by digging test pits by hand at all utility crossings well in advance of trenching. If clearances are less than specified on this plan or less than 12 inches when not specified, contact the Engineer, and the owner of the other involved utility before proceeding with construction.*
3. *For field location of gas line services, notify Washington Gas Light Co., 703-750-1000, 48 hours prior to the start of any excavation or construction.*
4. *Omissions and/or additions of utilities found during construction shall be the sole responsibility of any contractor engaged in excavation at this site. Gutschick, Little & Weber, P.A., shall be notified immediately of any and all utility information, omissions and additions found by any contractor.*
5. *Due to the proximity of live underground and overhead utilities, we are not responsible for any damage or injury sustained during construction by any persons, trucks, trailers, or equipment used on or adjacent to the site.*

48 Hours
Before You Dig Call
"MISS UTILITY"
Service Protection Center
MEMBER ONE CALL SYSTEMS INTERNATIONAL
CALL TOLL FREE
1-800-257-7777

EX. WALMART
6210 ANNAPOLIS ROAD
PARCEL I
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

PARCEL I
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

EX. McDONALD'S

EX. BUILDING A
11,840 SF
6300 ANNAPOLIS RD
RETAIL/RESTAURANT
FFE = 179.00

PROP. BUILDING C
1,910 SF
6340 ANNAPOLIS RD
DRIVE-THRU
RESTAURANT
FFE= 185.00

EX. BUILDING B
2,944 SF
6320 ANNAPOLIS RD
DRIVE-THRU
RESTAURANT
FFE = 181.75

OUTDOOR SEATING: 620 SF

PROP. TRASH ENCLOSURE 'C' (SEE PLANS BY OTHERS)

EX. TRASH ENCLOSURE 'A' (SEE PLANS BY OTHERS)

EX. TRASH ENCLOSURE 'B' (SEE PLANS BY OTHERS)

EX. LOADING SPACE

PROP. BIKE RACK (2 BIKES)

EX. BIKE RACK (6 BIKES)

PROP. TRANSFORMER A

PROP. TRANSFORMER

PROP. 8'-4" DUMPSTER SCREENING WALL (FROM PAD) SEE PLANS BY OTHERS.

PROP. 8'-4" DUMPSTER SCREENING WALL (FROM PAD)

PROP. RETAINING WALL

DDOZ STANDARD VI (D)(2)(a)
608' LANDSCAPE STRIP

LIMITS OF DSP-2026-0004 REVISION

PRIVATE ENTRANCE

(MD RTE 450)
ANNAPOLIS ROAD
ARTERIAL (A-23)
L.2941 F.556
MINIMUM 120' R/W

PARCEL K
THE CAPITAL PLAZA, INC.
P.B. SJH 246 P No. 28
ZONE: CSC

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

STATE OF MARYLAND · KEVIN A. SCHMORE · 807 · LANDSCAPE ARCHITECT
3/5/2026

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY	DATE	REVISION	BY	APP'R.
KAB				
DRAWN BY: KAB	4/18/25	REVISED BUILDING C		
	8-24-22	REVISED CHIPOTLE QUEUE LANE MARKING		
	02-25-22	REVISED BUILDING B		
CHECKED BY: KAF	02-06-19	CONSTRUCTION SET		
	10-19-18	BID SET		
	7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1"=30'	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

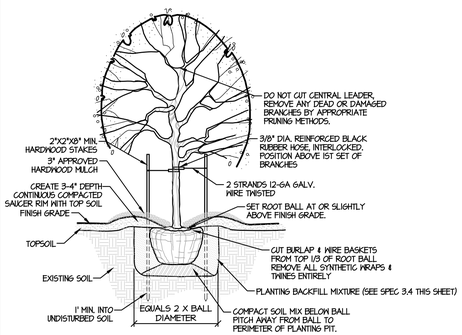
LANDSCAPE PLAN

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

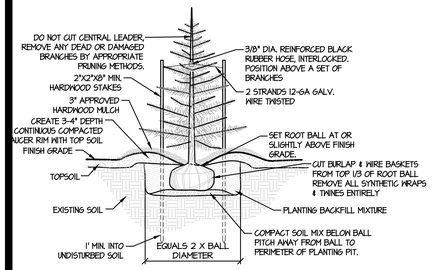
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SHEET C12

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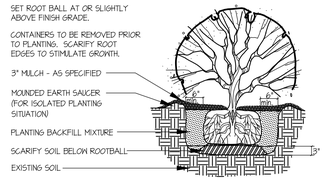
DECIDUOUS TREE PLANTING DETAIL

FOR PLANTING MATERIAL UP TO 3 1/2" CALIPER — NTS



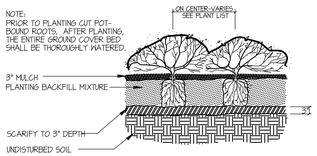
EVERGREEN TREE PLANTING DETAIL

NTS



SHRUB PLANTING

NTS



GROUNDCOVER PLANTING

NTS



RIVER JACK STONE (1"-3") ON FILTER CLOTH

NTS

LANDSCAPE STRIP REQUIREMENTS: SECTOR PLAN SECTION

CENTRAL ANNAPOLIS SECTOR PLAN
SECTION VI(D)(2)(a)

SEE SHEET C3

INTERIOR PLANTING REQUIREMENTS FOR PARKING LOTS:

CENTRAL ANNAPOLIS SECTOR PLAN
SECTION VI(D)(2)(b - i)

SEE SHEET C3

SCREENING REQUIREMENTS:

CENTRAL ANNAPOLIS SECTOR PLAN
SECTION VI(E)(1 & 2)

SEE SHEET C3

SCHEDULE 4.9-1
SUSTAINABLE LANDSCAPING REQUIREMENTS

1) PERCENTAGE OF NATIVE PLANT MATERIAL REQUIRED IN EACH CATEGORY:
   - SHADE TREES: TOTAL 60 x 50% = 30 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 41 = 66% NATIVE
   - ORNAMENTAL TREES: TOTAL 20 x 50% = 10 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 20 = 100% NATIVE
   - EVERGREEN TREES: TOTAL 47 x 30% = 15 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 47 = 100% NATIVE
   - SHRUBS: TOTAL 300 x 30% = 90 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 300 = 100% NATIVE
2) ARE INVASIVE SPECIES PROVIDED? NO
3) ARE EXISTING INVASIVE SPECIES ON-SITE IN AREAS THAT ARE TO REMAIN UNDISTURBED? NO
4) IF "YES" IS CHECKED IN NUMBERS 2 OR 3, IS A NOTE INCLUDED ON THE PLAN REQUIRING REMOVAL OF INVASIVE SPECIES PRIOR TO CERTIFICATION IN ACCORDANCE WITH SECTION 1.5, CERTIFICATION ON INSTALLATION OF PLANT MATERIALS? N/A
5) ARE TREES PROPOSED TO BE PLANTED ON SLOPES GREATER THAN 3:1? NO

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	**TCP2#:**	**DRD Case #:**	**Area (acres)**
Eastern Pad Site			
Site Calculations:	**Zone 1:**	CGO	3.80
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		3.80
Total Acres (gross acres)	**% of TCC required**	**TCC Required (Acres)**	**TCC Required in (SF)**
3.80	**10.0%**	0.38	16553
A. TOTAL ON-SITE WC PROVIDED (acres) =	**0.00**	acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	**0.00**	acres	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			19120
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			19120
E. TOTAL SQUARE FOOTAGE REQUIRED =			16553
			Requirement Satisfied

Credit Categories for Landscape Trees	**TCC Credit per Tree Based on Size at Planting (SF)**	**Number of Trees**	**TCC Credit (SF)**
Deciduous - **columnar** shade tree (50' or less height)	**2-1/2 - 3" = 65**	0	0
	3 - 3 1/2" = 75	0	0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9' in height	**1-1/2 - 1-3/4"= 75**	0	0
	2 - 2 1/2" = 100	0	0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**2-1/2 - 3" = 110**	20	2200
	2-1/2 - 3" = 160	0	0
	3 - 3 1/2" = 175	0	0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**2-1/2 - 3" = 225**	0	0
	3 - 3 1/2" = 250	60	15000
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	**6 - 8' = 40**	43	1720
	8 - 10' = 50	4	200
	10 - 12' = 75	0	0
Evergreen - **small tree** (30-40' height with spread of 15-20')	**6 - 8' = 75**	0	0
	8 - 10' = 100	0	0
	10 - 12' = 125	0	0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**6 - 8' = 125**	0	0
	8 - 10' = 150	0	0
	10 - 12' = 175	0	0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**6 - 8' = 150**	0	0
	8 - 10' = 200	0	0
	10 - 12' = 250	0	0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		127	19120
(Manually enter information/figures into shaded areas)			
Prepared by		**Date**	
Kevin Foster		Revised June 2025	

*Note: Section 4.6(c)(2) will be addressed with any DSP that includes an area of impact along the northern property line of Parcel I abutting MD-295.

PLANT SCHEDULE

KEY	QUANTITY	BOTANICAL NAME		COMMON NAME	SIZE	CONTAINER	COMMENTS
SHADE TREES (60)							
GT	8	Gleditsia triocanthos var. inermis 'Shademaster'	NATIVE	Thornless Shademaster Honeylocust	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
*AB	21	Acer buergerianum	NON-NATIVE	Trident Maple	2-1/2"-3" cal., 12-14' ht.	B&B	Minor Shade Tree, (Pepco recommended tree for proximity to power lines*)
NS	10	Nyssa sylvatica	NATIVE	Black Tupelo	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
AR	21	Acer rubrum	NATIVE	Red Maple	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
ORNAMENTAL TREES (20)							
AC	5	Amelanchier canadensis	NATIVE	Eastern Serviceberry	8-10' ht.	B&B	multistemmed
CC	11	Cercis canadensis	NATIVE	Eastern Redbud	8-10' ht.	B&B	multistemmed
CV	4	Chionanthus virginicus	NATIVE	Fringe Tree	8-10' ht.	B&B	multistemmed
EVERGREEN (47)							
IO	4	Ilex opaca	NATIVE	American Holly	7'-8' ht.	B&B or Container	
TO	43	Thuja occidentalis 'Smaragd'	NATIVE	American arborvitae	6'-7' ht.	B&B or Container	
SHRUBS (300)							
CA	66	Callicarpa americana	NATIVE	American Beautyberry	30" - 36" ht.	Container	
CS	75	Cornus sericea 'Allemans'	NATIVE	Redosier Dogwood	30" - 36" ht.	Container	
IG	156	Ilex glabra 'Shamrock'	NATIVE	Shamrock Inkberry	30" - 36" ht.	Container	
IV	15	Ilex verticillata	NATIVE	Winterberry	30" - 36" ht.	Container	
GROUNDCOVER, GRASSES, PERENNIALS (1,053)							
EV	342	Elymus virginicus	NATIVE	Virginia Wild Rye	1 gal./18" OC	Container	
LC	509	Lobelia cardinalis	NATIVE	Cardinal Flower	1 gal./18" OC	Container	
PV	200	Panicum virgatum	NATIVE	Switch Grass	1 gal./24" OC	Container	

*Note: Acceptable tree substitutions for AB (Acer buergerianum) must be from the Pepco approved tree list for trees within close proximity to powerlines. The following are acceptable substitutions: Amur Maple, Japanese Red Maple - Bloodgood, Burgundy Lace, Paperback Maple, Trident Maple, Truncatum Maple.

LANDSCAPE SPECIFICATIONS

1.0 GENERAL CONDITIONS
1.1 SCOPE OF WORK
A. THE LANDSCAPE CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR AND EQUIPMENT TO COMPLETE ALL LANDSCAPE WORK AS SHOWN ON THE PLANS AND SPECIFICATIONS.
B. TOTAL NUMBER OF PLANTS SHALL BE DRAWN ON THE LANDSCAPE PLAN. IF THERE IS A DISCREPANCY BETWEEN THE DRAWING AND THE LIST ON THE PLANS, THE CONTRACTOR SHALL REQUEST CLARIFICATION FROM THE LANDSCAPE ARCHITECT.
1.2 STANDARDS
A. ALL PLANT MATERIAL SHALL CONFORM TO THE CURRENT ISSUE OF THE AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN. ALL TREES TO BRANCH SYMMETRICALLY AROUND CENTRAL LEADER. NO FORKED LEADER STOCK WILL BE ACCEPTED.
B. PLANT MATERIAL MUST BE SELECTED FROM NURSERIES THAT HAVE BEEN INSPECTED AND CERTIFIED BY STATE PLANT INSPECTORS.
C. NOMENCLATURE WILL BE IN ACCORDANCE WITH HORTUS III BY L.H. BAILEY.
1.3 SUBMITTALS
WHEN REQUESTED BY THE OWNER OR OWNER'S REPRESENTATIVE, SAMPLES OF ALL MATERIAL OTHER THAN PLANTS SHALL BE SUBMITTED TO THE OWNER'S DESIGNATED REPRESENTATIVE FOR APPROVAL.
1.4 APPROVALS
ALL APPROVALS WILL BE IN WRITING.
1.5 SUBSTITUTIONS
IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO MAKE EVERY REASONABLE EFFORT TO FIND THE MATERIAL SPECIFIED BY THE LANDSCAPE ARCHITECT. THE LANDSCAPE CONTRACTOR MAY OFFER SUBSTITUTIONS TO THE LANDSCAPE ARCHITECT FOR HIS/HER CONSIDERATION. THE LANDSCAPE CONTRACTOR WILL NOTIFY THE LANDSCAPE ARCHITECT IF THERE ARE KNOWN DISEASES OR INSECT RESISTANT SPECIES THAT CAN BE SUBSTITUTED FOR A SELECTED PEST-PRONE PLANT. ALL SUBSTITUTIONS SHALL BE APPROVED IN WRITING BY MNCPPC.
1.6 UTILITIES AND UNDERGROUND FEATURES
THE LANDSCAPE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AND/OR THE GENERAL CONTRACTOR IN ADVANCE OF CONSTRUCTION TO LOCATE UTILITIES.
1.7 DRAINAGE
IF PLANTS ARE TO BE INSTALLED IN AREAS THAT SHOW OBVIOUS POOR DRAINAGE, AND THE PLANTS ARE INAPPROPRIATE FOR THAT CONDITION, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AND OWNER. IF THEY DEEM NECESSARY, THE PLANTS SHALL BE RELOCATED, THE CONTRACT SHALL BE ADJUSTED TO ALLOW FOR DRAINAGE CORRECTION AT A NEGOTIATED COST, OR THE PLANT SELECTION MODIFIED BY THE LANDSCAPE ARCHITECT TO ACCOMMODATE THE POOR DRAINAGE SITUATION.
1.8 WORKMANSHIP
A. DURING DELIVERY AND INSTALLATION, THE LANDSCAPE CONTRACTOR SHALL PERFORM IN A WORKMANLIKE MANNER, COORDINATING HIS/HER ACTIVITIES SO AS NOT TO INTERFERE UNDULY WITH THE WORK OF OTHER TRADES AND LEAVING HIS/HER WORK AREA(S) CLEAN OF LITTER AND DEBRIS AT THE CLOSE OF EACH WORKDAY.
B. DURING PLANTING, ALL AREAS SHALL BE KEPT NEAT AND CLEAN; PRECAUTIONS SHALL BE TAKEN TO AVOID DAMAGE TO EXISTING PLANTS, LARGE TREES, TURF AND STRUCTURES. WHERE EXISTING TREES ARE TO BE PRESERVED, ADDITIONAL PRECAUTIONS SHOULD BE TAKEN TO AVOID UNNECESSARY ACCUMULATION OF EXCAVATED MATERIALS, SOIL COMPACTION OR ROOT DAMAGE.
C. UPON COMPLETION, ALL DEBRIS AND WASTE MATERIAL RESULTING FROM PLANTING OPERATIONS SHALL BE REMOVED FROM THE PROJECT AND THE AREA CLEANED UP.
D. ANY DAMAGE TO THE EXISTING UTILITIES, BUILDINGS, PAVING, CURB AND WALLS, AND VEGETATION (NOT SO DESIGNATED FOR REMOVAL ON THESE PLANS) SHALL BE REPAIRED TO PREVIOUS CONDITION OR REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
1.9 WATER
A. THE OWNER SHALL SUPPLY WATER ON SITE AT NO COST. IF THE LANDSCAPE CONTRACTOR HAS TO SUPPLY WATER TO THE SITE, IT SHALL BE AT AN ADDITIONAL COST.
1.10 PLANTING SEASONS
A. RED OAK, WHITE OAK, WILLOW OAK, SCARLET OAKS, DOGWOOD, SWEET GUM, CONIFERS, AND BROAD LEAF EVERGREENS WILL NOT BE PLANTED BETWEEN NOVEMBER 15 AND MARCH 1, UNLESS THE LANDSCAPE CONTRACTOR STATES IN WRITING THAT HE/SHE WILL GUARANTEE PLANTS.
1.11 INSPECTIONS AND ACCEPTANCE
A. INITIAL INSPECTION: PRIOR TO PLANTING, ALL PLANT LOCATIONS SHALL BE STAKED IN THE FIELD BY THE CONTRACTOR. THE LANDSCAPE ARCHITECT SHALL BE CONTACTED TO INSPECT AND APPROVE ALL PLANT LOCATIONS BEFORE PLANTING.
B. FINAL ACCEPTANCE INSPECTION: A VERIFICATION OF PERFORMANCE FOR WORK BY CONTRACT DOCUMENTS, TO BE CONDUCTED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE ON-SITE AND IN THE PRESENCE OF THE LANDSCAPE CONTRACTOR FOR THE PURPOSE OF ACCEPTANCE.
C. FINAL WARRANTY INSPECTION: THE LANDSCAPE CONTRACTOR SHALL CONDUCT A FINAL INSPECTION WITH THE OWNER OR OWNER'S REPRESENTATIVE AT THE END OF THE ONE YEAR PERIOD.
1.12 WARRANTY
A. THE STANDARD WARRANTY IS FOR ONE (1) YEAR PERIOD, EXCLUDING BULBS AND ANNUALS, COMMENCING ON THE DATE OF INITIAL ACCEPTANCE. ALL PLANTS SHALL BE ALIVE AND IN SATISFACTORY GROWTH AT THE END OF THE GUARANTEE PERIOD.
B. ANY MATERIAL THAT IS 25% DEAD OR MORE SHALL BE CONSIDERED DEAD AND MUST BE REPLACED AT NO CHARGE. A TREE SHALL BE CONSIDERED DEAD WHEN THE MAIN LEADER HAS DIED BACK, OR 25% OF THE CROWN IS DEAD.
C. PERENNIALS SHALL BE GUARANTEED FOR ONE YEAR AFTER INITIAL ACCEPTANCE.
2.0 PLANT MATERIALS
2.1 SCOPE OF WORK
THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING ALL PLANT MATERIAL SHOWN ON THE DRAWINGS AND PLANT LIST.
2.2 INSPECTION
A. PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE OWNER OR OWNER'S REPRESENTATIVE AT THE PLACE OF GROWTH (BEFORE DIGGING - TREES) OR HOLDING YARD (SHRUBS) FOR CONFORMITY TO SPECIFICATION REQUIREMENTS AS TO QUALITY, SIZE, AND VARIETY.
3.0 PRODUCTS
3.1 QUALITY ASSURANCE
MANUFACTURER'S CERTIFIED ANALYSIS SHALL ACCOMPANY PACKAGED STANDARD PRODUCTS.
3.2 ORGANIC MATTER
A. PEAT MOSS - TYPE I SPHAGNUM PEAT MOSS, FINELY DIVIDED WITH A PH OF 3.1 TO 5.0.
B. SEDGE PEAT - DECOMPOSED PEAT CONTAINING NO IDENTIFIABLE FIBERS.
C. LEAF COMPOST - THAT IS SCREENED AND FREE TO TRASH.
D. COMPOSTED SEWAGE SLUDGE - APPROVED, SCREENED, POLYMER-DEWATERED SEWAGE SLUDGE WITH A PH OF 4.2 - 12.6 MA
3.3 TOPSOIL
A. IT SHALL BE FREE OF STONES, LUMPS, PLANTS, ROOTS AND OTHER DEBRIS OVER 1/2". TOPSOIL MUST ALSO BE FREE OF PLANTS OR PLANT PARTS OF BERMUDA GRASS, QUACKGRASS, JOHNSONGRASS, MUSHORT, NUTSEDGE, POISON IVY, CANADIAN THISTLE OR OTHERS AS SPECIFIED.
B. IT SHALL NOT CONTAIN TOXIC SUBSTANCES HARMFUL TO PLANT GROWTH, I.E. PESTICIDE RESIDUES.
3.4 BACKFILL MIXTURE
A. BACKFILL MIXTURE FOR TREES AND SHRUBS SHALL BE 3/4 EXISTING SOIL MIXED WITH 1/4 ORGANIC MATERIAL, PLUS GRANULAR FERTILIZER.
3.5 MULCH
A. MATERIAL SHALL BE COMPOSTED, SHREDDED HARDWOOD BARK, WITH LESS THAN 10% SAPWOOD, DARK BROWN IN COLOR, OR APPROVED EQUAL.
B. MATERIAL SHALL BE UNIFORM IN SIZE AND FREE OF FOREIGN MATTER.
4.0 PLANTING PROCEDURE FOR TREES
4.1 TREE PLANTING
A. WALL OF TREE PIT SHALL BE DUG SO THAT THEY ARE VERTICAL OR SLOPING OUTWARD IN HEAVY SOILS, BE AND SCARIFIED.
B. THE TREE PIT MUST BE A MINIMUM OF 4" LARGER ON EVERY SIDE OF THE BALL OF THE TREE AND MINIMALLY 36" DEEP MEASURED FROM EXISTING GRADE, WHICHEVER IS GREATER. IN PARKING LOT ISLANDS, THE PLANTING AREA SHALL BE PREPARED BY PROVIDING AN AMENDED SOIL MIXTURE. EXISTING MATERIALS SHALL BE COMPLETELY REMOVED TO ACCOMMODATE THIS REQUIREMENT.
C. PLACE THE TREE IN THE PIT CARRYING THE BALL AND THEN LOWERING IT INTO THE PIT. NEVER LIFT THE TREE BY THE TRUNK OR BRANCHES.
D. SET THE TREE STRAIGHT AND IN THE CENTER OF THE PIT WITH THE MOST DESIRABLE SIDE FACING TOWARD THE PROMINENT VIEW.
E. BACKFILL TREE PIT WITH A SOIL MIXTURE STATED IN THE SPECIFICATIONS.
F. CUT AND REMOVE ROPE OR WIRE OFF THE TOP 50% OF ROOTBALL, AND PULL BURLAP BACK TO THE EDGE OF THE BALL. REMOVE AS MUCH BURLAP, WOVEN PRODUCTS AND TWINE AS POSSIBLE. ALL PLASTIC OR SYNTHETIC FILM MUST BE REMOVED FROM THE ROOTBALL. CUT ALL TWINE AWAY FROM TRUNK.
G. FORM A SAUCER ABOVE EXISTING GRADE, AROUND THE OUTER RIM OF THE TREE PIT, ESPECIALLY ON SLOPES AND IN HEAVY SOILS.
H. MULCH TOP OF ROOT BALL AND SAUCER TO A MINIMUM DEPTH OF 2", NOT TO EXCEED 3". DO NOT PLACE MULCH AGAINST THE TRUNK.
I. WATER THOROUGHLY ON THE INTERIOR OF THE TREE SAUCER UNTIL IT IS FILLED, EVEN IF IT IS RAINING. SECOND WATERING MAY BE NECESSARY TO INSURE SATURATION OF THE ROOT BALL AND ELIMINATION OF AIR POCKETS.
J. PRUNING SHOULD BE RESTRICTED TO CORRECTIVE PRUNING TO IMPROVE FORM ONLY.
K. STAKE TREE PER PLANTING DETAIL
5.0 PLANTING PROCEDURES FOR SHRUBS
5.1 PLANTING SHRUBS
A. FOR A SINGLE SHRUB, THE PIT SHALL BE DUG 1" WIDER THAN THE ROOTBALL AND DEEP ENOUGH TO ALLOW (BTH OF THE ROOTBALL TO SET ABOVE EXISTING GRADE. (SINGLE SHRUB PLANTINGS ONLY IF NOTED ON PLANS)
B. FOR A SHRUB MASS PLANTING, THE ENTIRE BED AREA SHALL BE TILLED 4-6" DEEP. TILLING SHOULD ONLY BE ONE IN DRY SOIL TO AVOID COMPACTION. IF THE SOIL IS HEAVY IN CLAY AND SILT, ORGANIC MATERIAL SHOULD BE ADDED. EACH SHRUB PIT SHALL BE EXCAVATED FOR THE PROPER SETTING OF THE ROOTBALL.
C. PLACE THE SHRUB IN THE PIT BY LIFTING AND CARRYING IT BY THE ROOTBALL. REMOVE CONTAINERS FROM ALL CONTAINER-GROWN SHRUBS. SLASH THE EDGES OF THE ROOTBALL FROM TOP TO BOTTOM, AT LEAST 1" DEEP.
D. SET THE SHRUB AND IN THE CENTER OF THE PIT WITH THE MOST DESIRABLE SIDE FACING TOWARD THE PROMINENT VIEW.
E. CUT AND REMOVE ROPE OR WIRE OFF THE TOP 50% OF ROOTBALL AND PULL BURLAP BACK TO THE EDGE OF HE BALL. REMOVE AS MUCH BURLAP, WOVEN PRODUCTS AND TWINE AS POSSIBLE. ALL PLASTIC OR SYNTHETIC FILM MUST BE REMOVED FROM THE ROOTBALL. CUT ALL TWINE AWAY FROM TRUNK.
F. FORM A SAUCER ABOVE THE EXISTING GRADE AND COMPLETELY AROUND THE PLANTING PIT.
G. MULCH TOP OF ROOTBALL AND SAUCER A MAXIMUM DEPTH OF 2".
H. WATER SHRUB MASS THOROUGHLY EVEN IF IT IS RAINING. A SECOND WATERING MAY BE NECESSARY TO INSURE SATURATION OF THE ROOT BALL AND ELIMINATION OF AIR POCKETS.
6.0 PLANTING PROCEDURES FOR GROUND COVER, PERENNIALS AND ANNUALS
6.1 PLANTING GROUND COVER, PERENNIAL AND ANNUAL BEDS
A. THE PLANTING BED SHALL BE LOOSENED WHEN THE SOIL IS DRY PRIOR TO PLANTING BY TILLING. SOIL SHALL BE LOOSENED TO A DEPTH OF 4 TO 6".
B. ORGANIC MATTER SHALL BE SPREAD OVER THE BED TO A DEPTH OF 2" FOR PEAT MOSS OF 1" DEEP FOR COMPOST, I.E. NOT TO EXCEED 4 CUBIC YARDS OF COMPOST/1000 SQUARE FEET, AFTER THE SOIL HAS BEEN LOOSENED. THE ORGANIC MATTER SHALL BE WORKED INTO THE BED BY TILLING.
C. FERTILIZER SHALL BE TOP-DRESSED OVER BED AREA.
D. THE PLANT, EITHER POTTED OR BARE ROOT, SHALL BE INSTALLED SO THAT THE ROOTS ARE SURROUNDED BY OIL BELOW THE MULCH. POTTED PLANTS SHALL BE SET SO THAT THE TOP OF THE POT IS EVEN WITH THE EXISTING GRADE. THE ROOTS OF BARE ROOT PLANTS SHALL BE COVERED TO THE CROWN.
E. SPACING OF PLANTS SHALL BE INSTALLED AS NOTED ON THE LANDSCAPE PLAN.
F. THE ENTIRE BED SHALL BE MULCHED TO A MINIMUM DEPTH OF 3" WITH APPROVED MULCH.
G. THE ENTIRE PLANTING BED SHALL BE THOROUGHLY WATERED.

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QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA-EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

STATE OF MARYLAND — TRISTAN ASHMORE FOSTER — 807 — LANDSCAPE ARCHITECT
4/15/2026

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: KAB
DRAWN BY: KAB
CHECKED BY: TML

DATE	REVISION	BY	APP'R.
4/18/25	REVISED BUILDING C		
02-15-22	REVISED BUILDING B		
02-06-19	CONSTRUCTION SET		
11-19-18	REVISED NOTES	AEB	TMR
10-19-18	BID SET		
7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

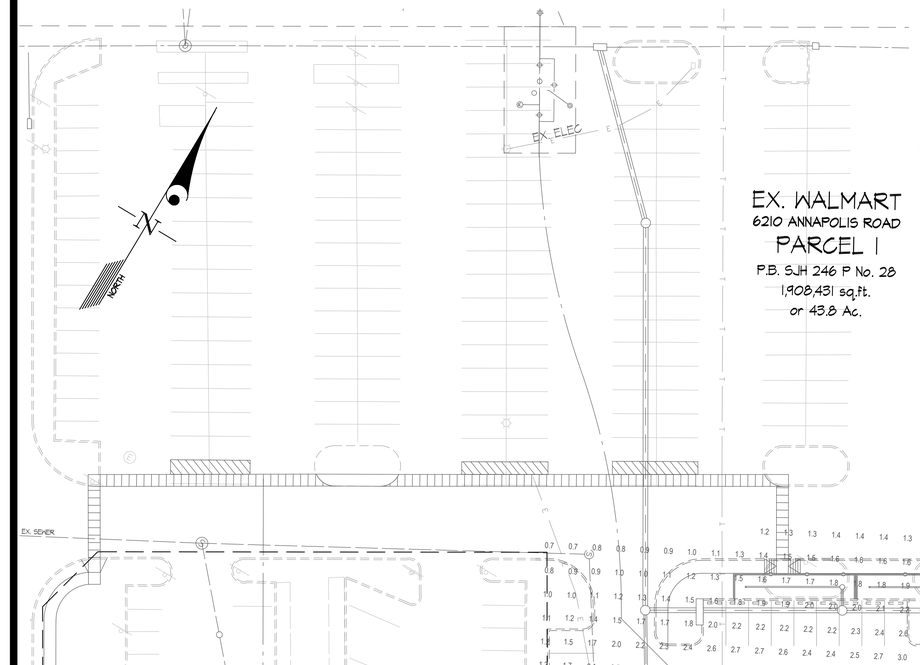
PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

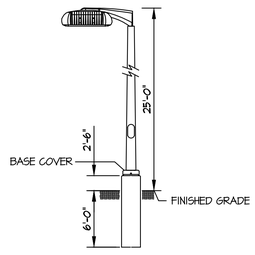
SCALE: N.T.S.
ZONING: CSC
DATE: APRIL 2026
TAX MAP - GRID: 51 A3&B3

LANDSCAPE PLAN DETAILS
CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28
ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190
SHEET C13

L:\CADD\DRAWINGS\01190\PLANS BY GLW\EASTERN PAD SITE\SITE PLAN\01190-13-LP-DETAILS.dwg, 4/15/2026 3:39:46 PM, Tristan Foster
© GLW 2026





PARKING LOT LIGHT
NTS OR APPROVED EQUAL

SERIES	XALM Mirada
	
DESCRIPTION	Energy-Efficient, State-of-the-art Molded Silicone Optics Sleek Contemporary Low-Profile Styling Complimentary Wall Sconce, Round & Bollard
SIZE	31 3/16 x 13 1/2
HOUSING DEPTH (Inches)	7 1/2
COLOR TEMPERATURE (Nominal)	50 - 5000K 40 - 4000K 30 - 3000K
DISTRIBUTION	Types 2, 3, 5W & FT
LUMEN (Range)	1700-35300
LPW (Max)	113
INPUT WATTS (Range)	150-315
CRI	70
DIMMING	Yes
CONTROLS	AirLink™ Synapse® Mounted in Fixture Integral Motion Sensor (IMS)
DLC	DLC
WARRANTY	5 Years

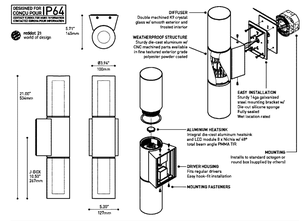
PARKING LOT LED LIGHT
http://www.lsi-industries.com/
OR APPROVED EQUAL

Luminaire Schedule

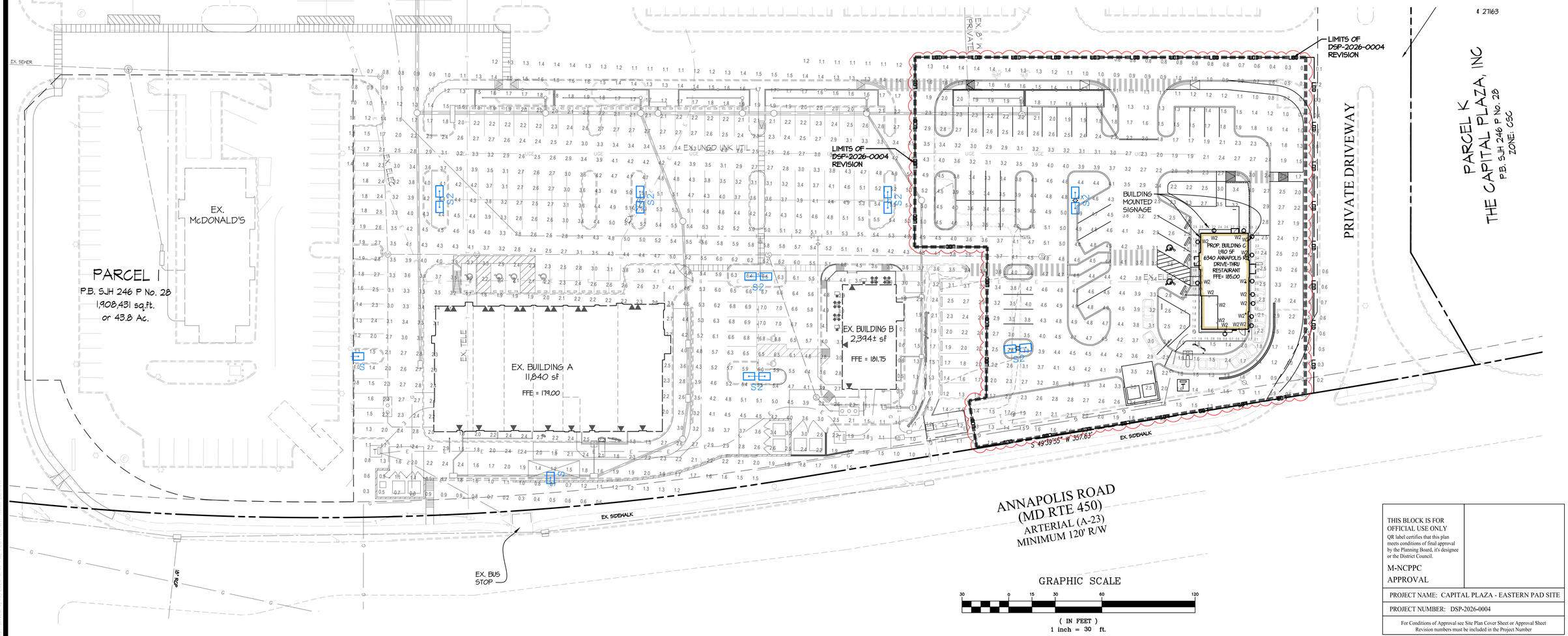
Symbol	Qty	Label	Description	Lumens	LLF	Watts	Arrangement Watts	Arrangement Luminaire Lumens
	7	S2	LSI 2/MRM-LED-36L-SIL-5W-40-70CRI, RTPB-3-S11G-39-D180-39SRTBC, 42.5' AFG	36987	0.900	254	508	73974
	3	SF	LSI 1/MRM-LED-42L-SIL-3-50-70CRI-HL, RTPB3-S11G-39-S-39SRTBC, 42.5' AFG	28534	0.900	314	314	28534
	26	W2	62-1144R1_Photometrics	1472	0.900	20.0385	20.039	1472

Calculation Summary

Label	Avg	Max	Min	Avg/Min	Max/Min
BLDG PERIMETER	1.97	2.9	0.0	N.A.	N.A.
GRADE	2.82	7.0	0.1	28.20	70.00
BUILDING A & B PARKING	3.85	7.0	1.3	2.96	5.38
BUILDING C PARKING	3.50	5.1	1.3	2.69	3.92



BUILDING LIGHT
NTS OR APPROVED EQUAL



GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

48 Hours
Before You Dig Call
"MISS UTILITY"
Service Protection Center
MEMBER ONE CALL SYSTEMS INTERNATIONAL
CALL TOLL FREE
1-800-257-7777

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M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

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3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY:	DATE	REVISION	BY	APP'R.
KAB				
DRAWN BY: KAB	4/18/25	REVISED BUILDING C		
	8-24-22	REVISED CHIPOTLE QUEUE LANE MARKING		
	02-06-19	CONSTRUCTION SET		
CHECKED BY: TML	10-19-18	BID SET		
	7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914, EXPIRATION DATE: JANUARY 20, 2028
STATE OF MARYLAND — TIMOTHY M. LOCKARD — PROFESSIONAL ENGINEER
4/15/2026

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1"=30'	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

LIGHTING PLAN

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

ELECTION DISTRICT No. 02 PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190
SHEET C14

L:\CADD\DRAWINGS\01190\PLANS BY GLW\EASTERN PAD SITE\SITE PLAN\01190-14-LT.dwg, 4/15/2026 3:47:39 PM, Kevin Bailey, Adobe PDF
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LEGEND

- EX. SEWER
- EX. WATER
- EX. GAS
- EX. STORM DRAIN
- PROP. SEW.
- PROP. SEWER
- PROP. WATER
- PROP. GAS
- PROP. STORM DRAIN
- EX. CONTOURS
- PROP. CONTOURS
- EX. ELECTRIC
- EX. TELE/COMM
- EX. CURB & GUTTER
- PROP. CURB & GUTTER
- PROP. TEMPORARY ASPHALT CURB
- PROP. ELECTRIC
- PROP. BUILDING
- PARKING LOT LIGHT
- PROP. SIDEWALK
- PROP. CONCRETE
- HANDICAPPED PARKING
- STANDARD PARKING
- LIMIT OF IMPACT

EXISTING UTILITY NOTES

1. *For marking locations of existing utilities, notify "MISS UTILITY" at 1-800-257-7777, 48 hours prior to any excavation or construction.*
2. *Information concerning underground utilities was obtained from available records. The contractor must determine the exact locations and elevations of the utilities by digging test pits by hand at all utility crossings well in advance of trenching. If clearances are less than specified on this plan or less than 12 inches when not specified, contact the Engineer, and the owner of the other involved utility before proceeding with construction.*
3. *For field location of gas line services, notify Washington Gas Light Co., 703-750-1000, 48 hours prior to the start of any excavation or construction.*
4. *Omissions and/or additions of utilities found during construction shall be the sole responsibility of any contractor engaged in excavation at this site. Gutschick, Little & Weber, P.A., shall be notified immediately of any and all utility information, omissions and additions found by any contractor.*
5. *Due to the proximity of live underground and overhead utilities, we are not responsible for any damage or injury sustained during construction by any persons, trucks, trailers, or equipment used on or adjacent to the site.*

48 Hours
Before You Dig Call
"MISS UTILITY"
Service Protection Center
MEMBER ONE CALL SYSTEMS INTERNATIONAL
CALL TOLL FREE
1-800-257-7777

EX. WALMART
6210 ANNAPOLIS ROAD
PARCEL 1
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

PARCEL 1
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

EX. McDONALD'S

CONNECT TO EX. WATER
EX. 8" WATER
CONNECT TO EX. STORM DRAIN
EX. ELEC
PROP. WAT
PROP. SD
EX TELEPHONE/COMM
WEDGE/MILL ASPHALT TO ESTABLISH MAX 2% CROSS SLOPE
BLACK OUT PARKING STRIPES AND RESTRIPE AS SHOWN
CONNECT TO EX. SEWER
PROP. SEW
PROP. CONC. WALK
MEET EX. PAVING
EX. SEWER
EX. SWM
EX. SD
EX. UNGD UNK UTIL
EX. WAT.
EX. 10" WAT. (WSSC-SU-2022-3933)
EX. 8" SEW. (WSSC-SU-2019-1486)
EX. RAILING
EX. TELE
EX. BUILDING A
11,840 sf
FFE = 179.00
HEIGHT = 24'-8"
FDC
EX. BIKE RACK (2 BIKES)
EX. TELE. MH TO BE REMOVED. VERIZON TO BE RELOCATED
EX. LOADING SPACE
EX. CONC. DRIVE-THRU LANE
R=18'
EX. 1600 GAL. GREASE INTERCEPTOR
EX. FREESTANDING PYLON SIGN TO BE REFACED (SEE ARCH. SIGNAGE PLANS)
EX. TRASH ENCLOSURE 'A' (SEE PLANS BY OTHERS)
EX. TRANSFORMER A
EX. DUMPSTER SCREENING WALL (SEE PLANS BY OTHERS)
10' PUE
REMOVE EX. RAMP AND REBUILD RAMP IN PLACE TO GRADES SHOWN PER SHA STD. MD-655.11
MEET EX. SIDEWALK
CONNECT TO EX. SIDEWALK, 2% MAX CROSS SLOPE.
EX. GUY WIRE TO BE RELOCATED. SEE TEMPORARY GRADING DETAIL TO TEMPORARILY LEAVE EX GUY WIRE, SHT C-7
EX. BUS STOP
EX. SIDEWALK
EX. RETAINING WALL
EX. CURB
EX. 12" RCP
EX. 15" RCP
EX. 21" RCP
EX. 30" RCP
EX. 21" HDPE
EX. 24" CMP
5' CONC. SIDEWALK MAX LONGITUDINAL SLOPE = 5% MAX CROSS SLOPE = 2%
4'-5" MAX
84" MAX
PHASE 1
PHASE 2
PHASE 3
EX. 8" WM (PRIVATE)
PROP. SWM AREAS
LIMITS OF DSP-2026-0004 REVISION
PROP. 6' SWM
PROP. CURB
PROP. BIKE RACK
PROP. 6' SWM
EX. BOLLARD LIGHTING (TYP.)
EX. 6" RISERS (2)
OUTDOOR SEATING 620 SF
EX. BUILDING B
2,344± SF
6320 ANNAPOLIS RD
DRIVE-THRU RESTAURANT
FFE = 181.15
HEIGHT = 20'-8"
EX. BIKE RACK (6 BIKES)
PICK UP WINDOW
EX. TEMP. ASPHALT CURB TER
EX. RETAINING WALL
FURNITURE BY TENANT
PROP. BUILDING C
180 SF
6340 ANNAPOLIS RD
DRIVE-THRU RESTAURANT
FFE= 184.00
HEIGHT=11'-6"
PROP. SIGN BOARD
PROP. CLEARANCE BAR
PROP. RETAINING WALL
PROP. TRANSFORMER
PROP. DUMPSTER ENCLOSURE 'D' (SEE PLANS BY OTHERS)
EX. SIDEWALK
EX. CURB
S 49°39'55" W 357.63'
30' SETBACK
PRIVATE DRIVEWAY
EX. PERPETUAL EASEMENT FOR PIPE OUTLET SRC PLAT Nos. 21214-21216 & 21163
LIMITS OF DSP-2026-0004 REVISION
PARCEL K
THE CAPITAL PLAZA, INC
P.B. SJH 246 P No. 28
ZONE: CSC
ANNAPOLIS ROAD
(MD RTE 450)
ARTERIAL (A-23)
MINIMUM 120' R/W

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY	DRAWN BY	CHECKED BY
EWM	EWM	TMR

DATE	REVISION	BY	APP'R.
4/18/25	REVISED BUILDING C		
8-24-22	REVISED CHIPOTLE QUEUE LANE MARKING		

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914
EXPIRATION DATE: JANUARY 20, 2026
STATE OF MARYLAND — ERIC W. MAYLIN — PROFESSIONAL ENGINEER
4/18/2026

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1"=30'	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

SITE PLAN - PHASE 3

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190
SHEET C37

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LEGEND

EX. SEWER	EX. CURB & GUTTER
EX. WATER	PROP. CURB & GUTTER
EX. GAS	PROP. ELECTRIC
EX. STORM DRAIN	PROP. BUILDING
PROP. SEWER	PARKING LOT LIGHT
PROP. WATER	PROP. SIDEWALK
PROP. GAS	PROP. CONCRETE
PROP. STORM DRAIN	HANDICAPPED PARKING
EX. CONTOURS	STANDARD PARKING
PROP. CONTOURS	LIMIT OF IMPACT
EX. ELECTRIC	

EXISTING UTILITY NOTES

1. *For marking locations of existing utilities, notify "MISS UTILITY" at 1-800-257-7777, 48 hours prior to any excavation or construction.*
2. *Information concerning underground utilities was obtained from available records. The contractor must determine the exact locations and elevations of the utilities by digging test pits by hand at all utility crossings well in advance of trenching. If clearances are less than specified on this plan or less than 12 inches when not specified, contact the Engineer, and the owner of the other involved utility before proceeding with construction.*
3. *For field location of gas line services, notify Washington Gas Light Co., 703-750-1000, 48 hours prior to the start of any excavation or construction.*
4. *Omissions and/or additions of utilities found during construction shall be the sole responsibility of any contractor engaged in excavation at this site. Gutschick, Little & Weber, P.A., shall be notified immediately of any and all utility information, omissions and additions found by any contractor.*
5. *Due to the proximity of live underground and overhead utilities, we are not responsible for any damage or injury sustained during construction by any persons, trucks, trailers, or equipment used on or adjacent to the site.*

48 Hours
Before You Dig Call
"MISS UTILITY"
Service Protection Center
MEMBER ONE CALL SYSTEMS INTERNATIONAL
CALL TOLL FREE
1-800-257-7777

CONNECT TO EX. WATER

CONNECT TO EX. STORM DRAIN

NORTH

EX. WALMART
6210 ANNAPOLIS ROAD
PARCEL 1
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

EX. SEW.

EX. SD

EX. WAT.

EX. McDONALD'S

PARCEL 1
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

EX. SWM AREAS

GRASS (TYP)

EX. BUILDING A
11,840 SF
6300 ANNAPOLIS RD
RETAIL/RESTAURANT
FFE = 179.00

EX. FREESTANDING PYLON SIGN TO BE REFACED (SEE ARCH. SIGNAGE PLANS)

EX. TRASH ENCLOSURE 'A' (SEE PLANS BY OTHERS)

EX. TRANSFORMER 'A'

EX. TELE. MH TO BE REMOVED. VERIZON TO BE RELOCATED

EX. TRASH ENCLOSURE 'B' (SEE PLANS BY OTHERS)

EX. LOADING SPACE

10' PUE

EX. 8'-4" DUMPSTER SCREENING WALL (FROM PAD.) SEE PLANS BY OTHERS.

CONNECT TO EX. SIDEWALK (NON-ADA)

EX. BUS STOP

EX. RETAINING WALL

PHASE 1
PHASE 2
PHASE 3

LIMITS OF DSP-2026-0004 REVISION

OUTDOOR SEATING: 620 SF

EX. BUILDING B
2,944 SF
6320 ANNAPOLIS RD
DRIVE-THRU RESTAURANT
FFE = 181.75

70 LC 41 EV
53 LC
25 PV
42 EV
36 PV
2 IV
2 IV
54-HS
11-VS
60-NML
50-NML
26-HS
25-NML
PROP. BUILDING C
1,810 SF
6340 ANNAPOLIS RD
DRIVE-THRU RESTAURANT
FFE= 185.00
75-NAS
5-VS
27-NML
30-NML
5-VS
8-HPL
33-HS
60-NML
4 CS
5 IG
3 CA
5 CS
4 IG
4 CA
10 IG
3 CA
6 CS
16 IG
3 CA
6 IG
6 CS
6 CA
3 IG
5 CS
7 TO
3 CS
9 TO
S 49°39'55" W 357.63'
10' PUE
DDOZ STANDARD VI (D)(2)(a)
198' LANDSCAPE STRIP

(MD RTE 450)
ANNAPOLIS
ROAD
ARTERIAL (A-23)
L.2941 F.556
MINIMUM 120' R/W

PARCEL K
THE CAPITAL PLAZA, INC.
P.B. SJH 246 P No. 28
ZONE: CSC

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

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DESIGNED BY: EWM
DRAWN BY: EWM
CHECKED BY: TMR

DATE	REVISION	BY	APP'R.
4/18/25	REVISED BUILDING C		
8-24-22	REVISED CHIPOTLE QUEUE LANE MARKING		

STATE OF MARYLAND
KEVIN FISHMORE FOSTER
807
LANDSCAPE ARCHITECT
4/15/2026

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1"=30'	CSC
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LANDSCAPE PLAN - PHASE 3

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

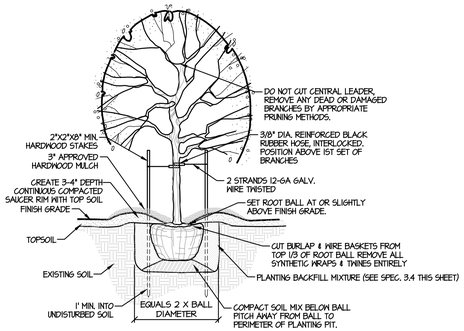
ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190

SHEET C38

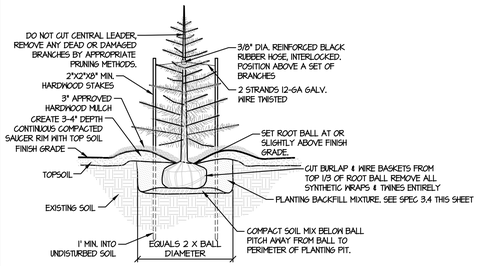
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PLOTTED: 4/15/2026 8:43 AM BY: Kevin Foster

© GLW 2026



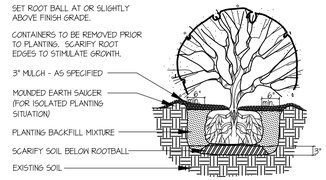
DECIDUOUS TREE PLANTING DETAIL

FOR PLANTING MATERIAL UP TO 3 1/2" CALIPER NTS



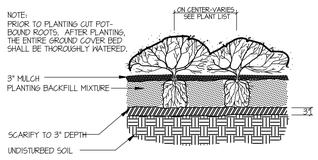
EVERGREEN TREE PLANTING DETAIL

NTS



SHRUB PLANTING

NTS



GROUNDCOVER PLANTING

NTS



RIVER JACK STONE (1"-3") ON FILTER CLOTH

NTS

LANDSCAPE STRIP REQUIREMENTS: SECTOR PLAN SECTION

CENTRAL ANNAPOLIS SECTOR PLAN
SECTION VI(D)(2)(a)

SEE SHEET C3

INTERIOR PLANTING REQUIREMENTS FOR PARKING LOTS:

CENTRAL ANNAPOLIS SECTOR PLAN
SECTION VI(D)(2)(b - i)

SEE SHEET C3

SCREENING REQUIREMENTS:

CENTRAL ANNAPOLIS SECTOR PLAN
SECTION VI(E)(1 & 2)

SEE SHEET C3

SCHEDULE 4.9-1

SUSTAINABLE LANDSCAPING REQUIREMENTS

1) PERCENTAGE OF NATIVE PLANT MATERIAL REQUIRED IN EACH CATEGORY:
   - SHADE TREES: TOTAL 27 x 50% = 14 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 19 = 67% NATIVE
   - ORNAMENTAL TREES: TOTAL 12 x 50% = 6 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 12= 100% NATIVE
   - EVERGREEN TREES: TOTAL 2 x 30% = 1 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 2 = 100% NATIVE
   - SHRUBS: TOTAL 161 x 30% = 48 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 150 = 93% NATIVE
2) ARE INVASIVE SPECIES PROVIDED? NO
3) ARE EXISTING INVASIVE SPECIES ON-SITE IN AREAS THAT ARE TO REMAIN UNDISTURBED? NO
4) IF "YES" IS CHECKED IN NUMBERS 2 OR 3, IS A NOTE INCLUDED ON THE PLAN REQUIRING REMOVAL OF INVASIVE SPECIES PRIOR TO CERTIFICATION IN ACCORDANCE WITH SECTION 15, CERTIFICATION ON INSTALLATION OF PLANT MATERIALS? N/A
5) ARE TREES PROPOSED TO BE PLANTED ON SLOPES GREATER THAN 3:1? NO

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	TCP2#:	DRD Case #:	Area (acres)
Eastern Pad Site - Phase 3			
Site Calculations:	Zone 1:	CGO	1.33
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		1.33

Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
1.33	10.0%	0.13	5793
A. TOTAL ON-SITE WC PROVIDED (acres) =	0.00	acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.00	acres	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			8150
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			8150
E. TOTAL SQUARE FOOTAGE REQUIRED =			5793
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	**2 -1/2 - 3" = 65**	0	0
	3 - 3 1/2" = 75	0	0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	**1-1/2 - 1-3/4"= 75**	0	0
	2 - 2 1/2" = 100	0	0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**2 -1/2 - 3" = 110**	12	1320
	2 -1/2 - 3" = 160	0	0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**3 - 3 1/2" = 175**	0	0
	2 -1/2 - 3" = 225	0	0
	3 - 3 1/2" = 250	27	6750
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	**6 - 8' = 40**	2	80
	8 - 10' = 50	0	0
	10 - 12' = 75	0	0
Evergreen - **small tree** (30-40' height with spread of 15-20')	**6 - 8' = 75**	0	0
	8 - 10' = 100	0	0
	10 - 12' = 125	0	0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**6 - 8' = 125**	0	0
	8 -10' = 150	0	0
	10 - 12' = 175	0	0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**6 - 8' = 150**	0	0
	8 - 10' = 200	0	0
	10 - 12' = 250	0	0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		41	8150
(Manually enter information/figures into shaded areas)			

Prepared by Kevin Foster — **Date** Revised June 2025

PLANT SCHEDULE

KEY	QUANTITY	BOTANICAL NAME		COMMON NAME	SIZE	CONTAINER	COMMENTS
SHADE TREES (27)							
GT	2	Gleditsia triacanthos var. inermis 'Shademaster'	NATIVE	Thornless Shademaster Honeylocust	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
*AB	9	Acer buergerianum	NON-NATIVE	Trident Maple	2-1/2"-3" cal., 12-14' ht.	B&B	Minor Shade Tree, (Pepco recommended tree for proximity to power lines*)
NS	3	Nyssa sylvatica	NATIVE	Black Tupelo	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
AR	13	Acer rubrum	NATIVE	Red Maple	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
ORNAMENTAL TREES (12)							
AC	5	Amelanchier canadensis	NATIVE	Eastern Serviceberry	8-10' ht.	B&B	multistemmed
CC	3	Cercis canadensis	NATIVE	Eastern Redbud	8-10' ht.	B&B	multistemmed
CV	4	Chionanthus virginicus	NATIVE	Fringe Tree	8-10' ht.	B&B	multistemmed
EVERGREEN (2)							
IO	2	Ilex opaca	NATIVE	American Holly	6'-7' ht.	B&B or Container	
SHRUBS (109)							
CA	26	Callicarpa americana	NATIVE	American Beautyberry	30" - 36" ht.	Container	
CS	29	Cornus sericea 'Allemans'	NATIVE	Redosier Dogwood	30" - 36" ht.	Container	
IG	54	Ilex glabra 'Shamrock'	NATIVE	Shamrock Inkberry	30" - 36" ht.	Container	
GROUNDCOVER, GRASSES, PERENNIALS (230)							
EV	83	Elymus virginicus	NATIVE	Virginia Wild Rye	1 gal./18" OC	Container	
LC	123	Lobelia cardinalis	NATIVE	Cardinal Flower	1 gal./18" OC	Container	
PV	61	Panicum virgatum	NATIVE	Switch Grass	1 gal./24" OC	Container	

*Note: Acceptable tree substitutions for AB (Acer buergerianum) must be from the Pepco approved tree list for trees within close proximity to powerlines. The following are acceptable substitutions: Amur Maple, Japanese Red Maple - Bloodgood, Burgundy Lace, Paperback Maple, Trident Maple, Truncatum Maple.

LANDSCAPE SPECIFICATIONS

1.0 GENERAL CONDITIONS
1.1 SCOPE OF WORK:
A. THE LANDSCAPE CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR AND EQUIPMENT TO COMPLETE ALL LANDSCAPE WORK AS SHOWN ON THE PLANS AND SPECIFICATIONS.
B. TOTAL NUMBER OF PLANTS SHALL BE DRAWN ON THE LANDSCAPE PLAN. IF THERE IS A DISCREPANCY BETWEEN THE DRAWING AND THE LIST ON THE PLANS, THE CONTRACTOR SHALL REQUEST CLARIFICATION FROM THE LANDSCAPE ARCHITECT.
1.2 STANDARDS:
A. ALL PLANT MATERIAL SHALL CONFORM TO THE CURRENT ISSUE OF THE AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN. ALL TREES TO BRANCH SYMMETRICALLY AROUND CENTRAL LEADER. NO FORKED LEADER STOCK WILL BE ACCEPTED.
B. PLANT MATERIAL MUST BE SELECTED FROM NURSERIES THAT HAVE BEEN INSPECTED AND CERTIFIED BY STATE PLANT INSPECTORS.
C. NOMENCLATURE WILL BE IN ACCORDANCE WITH HORTUS III BY L.H. BAILEY.
1.3 SUBMITTALS
WHEN REQUESTED BY THE OWNER OR OWNER'S REPRESENTATIVE, SAMPLES OF ALL MATERIAL OTHER THAN PLANTS SHALL BE SUBMITTED TO THE OWNER'S DESIGNATED REPRESENTATIVE FOR APPROVAL.
1.4 APPROVALS
ALL APPROVALS WILL BE IN WRITING.
1.5 SUBSTITUTIONS
IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO MAKE EVERY REASONABLE EFFORT TO FIND THE MATERIAL SPECIFIED BY THE LANDSCAPE ARCHITECT. THE LANDSCAPE CONTRACTOR MAY OFFER SUBSTITUTIONS TO THE LANDSCAPE ARCHITECT FOR HIS/HER CONSIDERATION. THE LANDSCAPE CONTRACTOR WILL NOTIFY THE LANDSCAPE ARCHITECT IF THERE ARE KNOWN DISEASES OR INSECT RESISTANT SPECIES THAT CAN BE SUBSTITUTED FOR A SELECTED PEST-PRONE PLANT. ALL SUBSTITUTIONS SHALL BE APPROVED IN WRITING BY MNCPPC.
1.6 UTILITIES AND UNDERGROUND FEATURES
THE LANDSCAPE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AND/OR THE GENERAL CONTRACTOR IN ADVANCE OF CONSTRUCTION TO LOCATE UTILITIES.
1.7 DRAINAGE
IF PLANTS ARE TO BE INSTALLED IN AREAS THAT SHOW OBVIOUS POOR DRAINAGE, AND THE PLANTS ARE INAPPROPRIATE FOR THAT CONDITION, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AND OWNER, IF THEY DEEM NECESSARY, THE PLANTS SHALL BE RELOCATED, THE CONTRACT SHALL BE ADJUSTED TO ALLOW FOR DRAINAGE CORRECTION AT A NEGOTIATED COST, OR THE PLANT SELECTION MODIFIED BY THE LANDSCAPE ARCHITECT TO ACCOMMODATE THE POOR DRAINAGE SITUATION.
1.8 WORKMANSHIP
A. DURING DELIVERY AND INSTALLATION, THE LANDSCAPE CONTRACTOR SHALL PERFORM IN A WORKMANLIKE MANNER, COORDINATING HIS/HER ACTIVITIES SO AS NOT TO INTERFERE UNDULY WITH THE WORK OF OTHER TRADES AND LEAVING HIS/HER WORK AREA(S) CLEAN OF LITTER AND DEBRIS AT THE CLOSE OF EACH WORKDAY.
B. DURING PLANTING, ALL AREAS SHALL BE KEPT NEAT AND CLEAN. PRECAUTIONS SHALL BE TAKEN TO AVOID DAMAGE TO EXISTING PLANTS, LARGE TREES, TURF AND STRUCTURES. WHERE EXISTING TREES ARE TO BE PRESERVED, ADDITIONAL PRECAUTIONS SHOULD BE TAKEN TO AVOID UNNECESSARY ACCUMULATION OF EXCAVATED MATERIALS, SOIL COMPACTION OR ROOT DAMAGE.
C. UPON COMPLETION, ALL DEBRIS AND WASTE MATERIAL RESULTING FROM PLANTING OPERATIONS SHALL BE REMOVED FROM THE PROJECT AND THE AREA CLEANED UP.
D. ANY DAMAGE TO THE EXISTING UTILITIES, BUILDINGS, PAVING, CURB AND WALLS, AND VEGETATION (NOT SO DESIGNATED FOR REMOVAL ON THESE PLANS) SHALL BE REPAIRED TO PREVIOUS CONDITION OR REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
1.9 WATER
A. THE OWNER SHALL SUPPLY WATER ON SITE AT NO COST. IF THE LANDSCAPE CONTRACTOR HAS TO SUPPLY WATER TO THE SITE, IT SHALL BE AT AN ADDITIONAL COST.
1.10 PLANTING SEASONS
A. RED OAK, WHITE OAK, WILLOW OAK, SCARLET OAKS, DOGWOOD, SWEET GUM, CONIFERS, AND BROAD LEAF EVERGREENS WILL NOT BE PLANTED BETWEEN NOVEMBER 15 AND MARCH 1, UNLESS THE LANDSCAPE CONTRACTOR STATES IN WRITING THAT HE/SHE WILL GUARANTEE PLANTS.
1.11 INSPECTIONS AND ACCEPTANCE
A. INITIAL INSPECTION: PRIOR TO PLANTING, ALL PLANT LOCATIONS SHALL BE STAKED IN THE FIELD BY THE CONTRACTOR. THE LANDSCAPE ARCHITECT SHALL BE CONTACTED TO INSPECT AND APPROVE ALL PLANT LOCATIONS BEFORE PLANTING.
B. FINAL ACCEPTANCE INSPECTION: A VERIFICATION OF PERFORMANCE FOR WORK BY CONTRACT DOCUMENTS, TO BE CONDUCTED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE ON-SITE AND IN THE PRESENCE OF THE LANDSCAPE CONTRACTOR FOR THE PURPOSE OF ACCEPTANCE.
C. FINAL WARRANTY INSPECTION: THE LANDSCAPE CONTRACTOR SHALL CONDUCT A FINAL INSPECTION WITH THE OWNER OR OWNER'S REPRESENTATIVE AT THE END OF THE ONE YEAR PERIOD.
1.12 WARRANTY
A. THE STANDARD WARRANTY IS FOR ONE (1) YEAR PERIOD, EXCLUDING BULBS AND ANNUALS, COMMENCING ON THE DATE OF INITIAL ACCEPTANCE. ALL PLANTS SHALL BE ALIVE AND IN SATISFACTORY GROWTH AT THE END OF THE GUARANTEE PERIOD.
B. ANY MATERIAL THAT IS 25% DEAD OR MORE SHALL BE CONSIDERED DEAD AND MUST BE REPLACED AT NO CHARGE. A TREE SHALL BE CONSIDERED DEAD WHEN THE MAIN LEADER HAS DIED BACK, OR 25% OF THE CROWN IS DEAD.
C. PERENNIALS SHALL BE GUARANTEED FOR ONE YEAR AFTER INITIAL ACCEPTANCE.
2.0 PLANT MATERIALS
2.1 SCOPE OF WORK:
THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING ALL PLANT MATERIAL SHOWN ON THE DRAWINGS AND PLANT LIST.
2.2 INSPECTION
A. PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE OWNER OR OWNER'S REPRESENTATIVE AT THE PLACE OF GROWTH (BEFORE DIGGING - TREES) OR HOLDING YARD (SHRUBS) FOR CONFORMITY TO SPECIFICATION REQUIREMENTS AS TO QUALITY, SIZE, AND VARIETY.
3.0 PRODUCTS
3.1 QUALITY ASSURANCE
MANUFACTURER'S CERTIFIED ANALYSIS SHALL ACCOMPANY PACKAGED STANDARD PRODUCTS.
3.2 ORGANIC MATTER
A. PEAT MOSS - TYPE I SPHAGNUM PEAT MOSS, FINELY DIVIDED WITH A PH OF 3.1 TO 5.0.
B. SEDGE PEAT - DECOMPOSES PEAT CONTAINING NO IDENTIFIABLE FIBERS.
C. LEAF COMPOST - THAT IS SCREENED AND FREE TO TRASH.
D. COMPOSTED SEWAGE SLUDGE - APPROVED, SCREENED, POLYMER-DEWATERED SEWAGE SLUDGE WITH A PH OF 9.2 - 12.6 ma
3.3 TOPSOIL
A. IT SHALL BE FREE OF STONES, LUMPS, PLANTS, ROOTS AND OTHER DEBRIS OVER 1/2". TOPSOIL MUST ALSO BE FREE OF PLANTS OR PLANT PARTS OF BERMUDA GRASS, QUACKGRASS, JOHNSONGRASS, MUSHROOT, NUTSEDGE, POISON IVY, CANADIAN THISTLE OR OTHERS AS SPECIFIED.
B. IT SHALL NOT CONTAIN TOXIC SUBSTANCES HARMFUL TO PLANT GROWTH, I.E. PESTICIDE RESIDUES.
3.4 BACKFILL MIXTURE
A. BACKFILL MIXTURE FOR TREES AND SHRUBS SHALL BE 3/4 EXISTING SOIL MIXED WITH 1/4 ORGANIC MATERIAL, PLUS GRANULAR FERTILIZER.
3.5 MULCH
A. MATERIAL SHALL BE COMPOSTED, SHREDDED HARDWOOD BARK, WITH LESS THAN 10% SAPWOOD, DARK BROWN IN COLOR, OR APPROVED EQUAL
B. MATERIAL SHALL BE UNIFORM IN SIZE AND FREE OF FOREIGN MATTER.
4.0 PLANTING PROCEDURE FOR TREES
4.1 TREE PLANTING
A. PALL OF TREE PIT SHALL BE DUG SO THAT THEY ARE VERTICAL OR SLOPING OUTWARD IN HEAVY SOILS, BE AND SCARIFIED.
B. THE TREE PIT MUST BE A MINIMUM OF 9" LARGER ON EVERY SIDE OF THE BALL OF THE TREE AND MINIMALLY 36" DEEP MEASURED FROM EXISTING GRADE, WHICHEVER IS GREATER. IN PARKING LOT ISLANDS, THE PLANTING AREA SHALL BE PREPARED BY PROVIDING AN AMENDED SOIL MIXTURE. EXISTING MATERIALS SHALL BE COMPLETELY REMOVED TO ACCOMMODATE THIS REQUIREMENT.
C. PLACE THE TREE IN THE PIT CARRYING THE BALL AND THEN LOWERING IT INTO THE PIT. NEVER LIFT THE TREE BY THE TRUNK OR BRANCHES.
D. SET THE TREE STRAIGHT AND IN THE CENTER OF THE PIT WITH THE MOST DESIRABLE SIDE FACING TOWARD THE PROMINENT VIEW.
E. BACKFILL TREE PIT WITH A SOIL MIXTURE STATED IN THE SPECIFICATIONS.
F. CUT AND REMOVE ROPE OR WIRE OFF THE TOP 50% OF ROOTBALL AND PULL BURLAP BACK TO THE EDGE OF THE BALL. REMOVE AS MUCH BURLAP, WOVEN PRODUCTS AND TWINE AS POSSIBLE. ALL PLASTIC OR SYNTHETIC FILM MUST BE REMOVED FROM THE ROOTBALL. CUT ALL TWINE AWAY FROM TRUNK.
G. FORM A SAUCER ABOVE EXISTING GRADE, AROUND THE OUTER RIM OF THE TREE PIT, ESPECIALLY ON SLOPES AND IN HEAVY SOILS.
H. MULCH TOP OF ROOT BALL AND SAUCER TO A MINIMUM DEPTH OF 2", NOT TO EXCEED 3". DO NOT PLACE MULCH AGAINST THE TRUNK.
I. WATER THOROUGHLY ON THE INTERIOR OF THE TREE SAUCER UNTIL IT IS FILLED, EVEN IF IT IS RAINING. SECOND WATERING MAY BE NECESSARY TO INSURE SATURATION OF THE ROOT BALL AND ELIMINATION OF AIR POCKETS.
J. PRUNING SHOULD BE RESTRICTED TO CORRECTIVE PRUNING TO IMPROVE FORM ONLY.
K. STAKE TREE PER PLANTING DETAIL
5.0 PLANTING PROCEDURES FOR SHRUBS
5.1 PLANTING SHRUBS
A. FOR A SINGLE SHRUB, THE PIT SHALL BE DUG 1' WIDER THAN THE ROOTBALL AND DEEP ENOUGH TO ALLOW 1/8TH OF THE ROOTBALL TO SET ABOVE EXISTING GRADE. (SINGLE SHRUB PLANTINGS ONLY IF NOTED ON PLANS)
B. FOR A SHRUB MASS PLANTING, THE ENTIRE BED AREA SHALL BE TILLED 4-6" DEEP. TILLING SHOULD ONLY BE ONE IN DRY SOIL TO AVOID COMPACTION. IF THE SOIL IS HEAVY IN CLAY AND SILT, ORGANIC MATERIAL SHOULD BE ADDED, EACH SHRUB PIT SHALL BE EXCAVATED FOR THE PROPER SETTING OF THE ROOTBALL.
C. PLACE THE SHRUB IN THE PIT BY LIFTING AND CARRYING IT BY THE ROOTBALL. REMOVE CONTAINERS FROM ALL CONTAINER-GROWN SHRUBS; SLASH THE EDGES OF THE ROOTBALL FROM TOP TO BOTTOM, AT LEAST 1" DEEP.
D. SET THE SHRUB AND IN THE CENTER OF THE PIT WITH THE MOST DESIRABLE SIDE FACING TOWARD THE PROMINENT VIEW.
E. CUT AND REMOVE ROPE OR WIRE OFF THE TOP 50% OF ROOTBALL AND FULL BURLAP BACK TO THE EDGE OF HE BALL. REMOVE AS MUCH BURLAP, WOVEN PRODUCTS AND TWINE AS POSSIBLE. ALL PLASTIC OR SYNTHETIC FILM MUST BE REMOVED FROM THE ROOTBALL. CUT ALL TWINE AWAY FROM TRUNK.
F. FORM A SAUCER ABOVE THE EXISTING GRADE AND COMPLETELY AROUND THE PLANTING PIT.
G. MULCH TOP OF ROOTBALL AND SAUCER A MAXIMUM DEPTH OF 2".
H. WATER SHRUB MASS THOROUGHLY EVEN IF IT IS RAINING. A SECOND WATERING MAY BE NECESSARY TO INSURE SATURATION OF THE ROOT BALL AND ELIMINATION OF AIR POCKETS.
6.0 PLANTING PROCEDURES FOR GROUND COVER, PERENNIALS AND ANNUALS
6.1 PLANTING GROUND COVER, PERENNIAL AND ANNUAL BEDS
A. THE PLANTING BED SHALL BE LOOSENED WHEN THE SOIL IS DRY PRIOR TO PLANTING BY TILLING. SOIL SHALL BE LOOSENED TO A DEPTH OF 4 TO 6".
B. ORGANIC MATTER SHALL BE SPREAD OVER THE BED TO A DEPTH OF 2" FOR PEAT MOSS OF 1" DEEP FOR COMPOST, I.E. NOT TO EXCEED 4 CUBIC YARDS OF COMPOST/1000 SQUARE FEET, AFTER THE SOIL HAS BEEN LOOSENED. THE ORGANIC MATTER SHALL BE WORKED INTO THE BED BY TILLING.
C. FERTILIZER SHALL BE TOP-DRESSED OVER BED AREA.
D. THE PLANT, EITHER POTTED OR BARE ROOT, SHALL BE INSTALLED SO THAT THE ROOTS ARE SURROUNDED BY OIL BELOW THE MULCH. POTTED PLANTS SHALL BE SET SO THAT THE TOP OF THE POT IS EVEN WITH THE EXISTING GRADE. THE ROOTS OF BARE ROOT PLANTS SHALL BE COVERED TO THE CROWN.
E. SPACING OF PLANTS SHALL BE INSTALLED AS NOTED ON THE LANDSCAPE PLAN.
F. THE ENTIRE BED SHALL BE MULCHED TO A MINIMUM DEPTH OF 3", WITH APPROVED MULCH.
G. THE ENTIRE PLANTING BED SHALL BE THOROUGHLY WATERED.

SUPPLEMENTAL PLANT SCHEDULE - PHASE 3

QTY	ID	BOTANICAL/COMMON NAME	SIZE	ROOT	COMMENTS	
SHRUBS						
8	HPL	Hydrangea paniculata 'Little Lime' Panicle Hydrangea	#5	Cont.	36" o.c.	24" - 30" ht./Spd
21	VS	Itea virginica "Little Henry" Virginia Sweetspire	#2	Cont.	36" o.c.	24-30" ht.
PERENNIALS/ GROUND-COVERS						
252	NVL	Nepeta x faassenii 'Walker's Low' Walker's Low Catmint	#1	Cont.	18" O.C.	
113	HS	Hemerocallis Stella D'oro' Day Lily	#1	Cont.	18" o.c.	
GRASSES						
75	NAS	Nassella tenuissima Mexican Feather Grass	#1	Cont.	18" o.c.	

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QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA-EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

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1-800-257-7777

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PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: TMR
DRAWN BY: KAB
CHECKED BY: KAF

DATE	REVISION	BY	APP'R.
4/18/25	REVISED BUILDING C		

STATE OF MARYLAND — KEVIN ALEXANDER FOSTER — 807 — LANDSCAPE ARCHITECT — 9/15/2026

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
N.T.S.	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

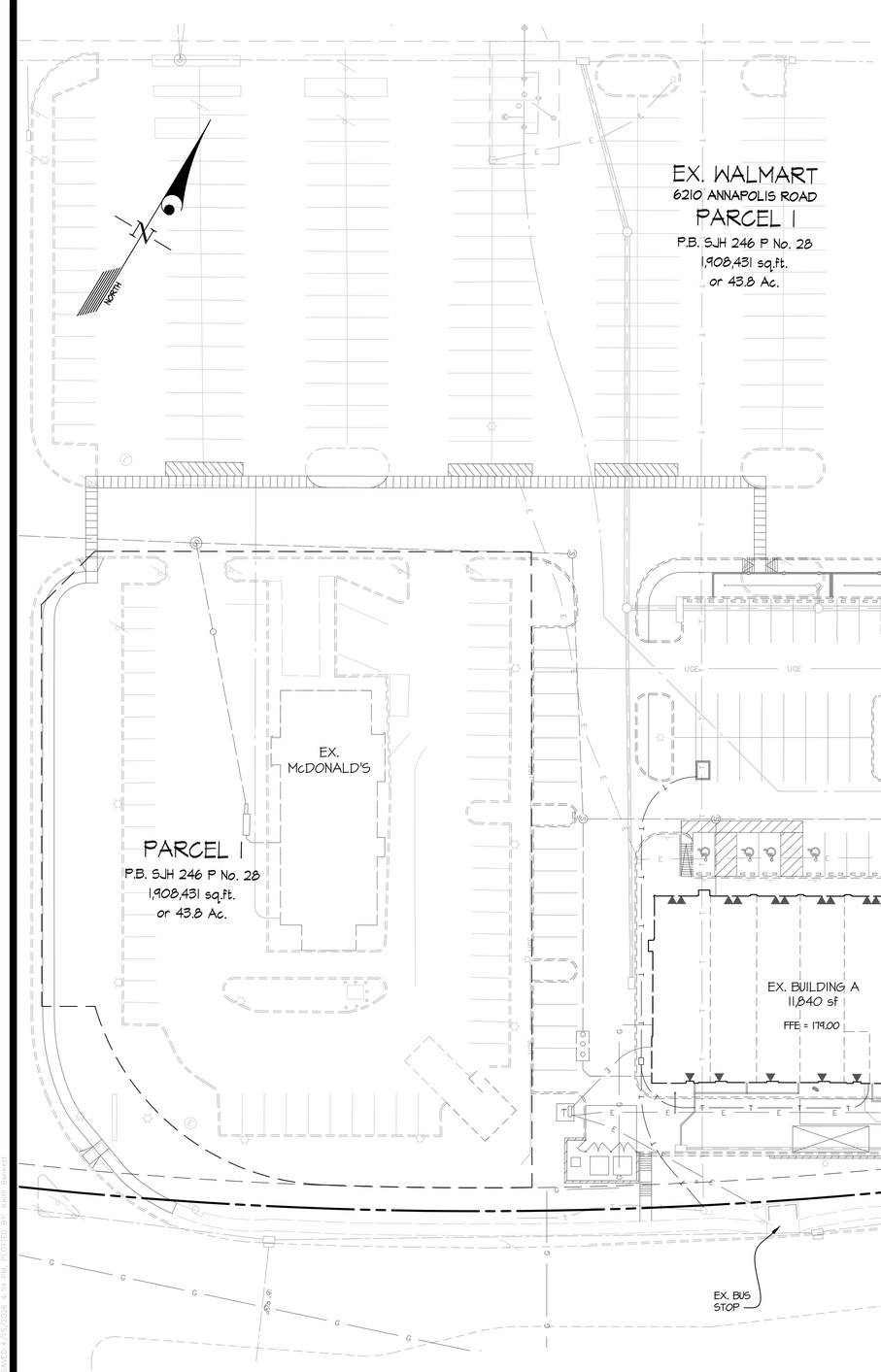
LANDSCAPE PLAN DETAILS - PHASE 3

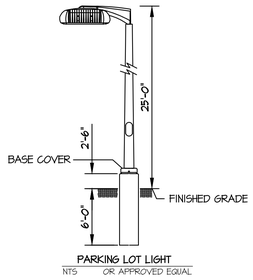
CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190
SHEET C39

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PARKING LOT LIGHT
NTS OR APPROVED EQUAL

SERIES	XALM Mirada
	
DESCRIPTION	Energy-Efficient, State-of-the-art Molded Silicone Optics Sleek Contemporary Low-Profile Styling Complimentary Wall Sconce, Round & Bollard
SIZE	31 3/16 x 13 1/2
HOUSING DEPTH (Inches)	7 1/2
COLOR TEMPERATURE (Nominal)	50 - 5000K 40 - 4000K 30 - 3000K
DISTRIBUTION	Types 2, 3, 5W & FT
LUMEN (Range)	1700-35300
LPW (Max)	113
INPUT WATTS (Range)	150-315
CRI	70
DIMMING	Yes
CONTROLS	AirLink™ Synapse® Mounted in Fixture Integral Motion Sensor (MS)
DLC	DLC
WARRANTY	5 Years

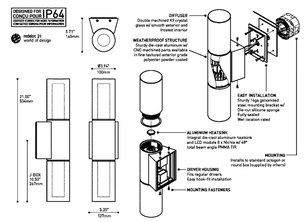
PARKING LOT LED LIGHT
http://www.lsi-industries.com/
OR APPROVED EQUAL

Luminaire Schedule

Symbol	Qty	Label	Description	Lumens	LLF	Watts	Arrangement Watts	Arrangement Luminaire Lumens
	2	S2	LSI 2/MRM-LED-36L-SIL-5W-40-70CRI, RTPB-3-S11G-39-D180-39SRTBC, 42.5' AFG	36987	0.900	254	508	73974
	9	SF	LSI 1/MRM-LED-42L-SIL-3-50-70CRI-HL, RTPB3-S11G-39-S-39SRTBC, 42.5' AFG	28534	0.900	314	314	28534
	26	W2	62-1144R1_Photometrics	1472	0.900	20.0385	20.039	1472

Calculation Summary

Label	Avg	Max	Min	Avg/Min	Max/Min
BLDG PERIMETER	1.97	2.9	0.0	N.A.	N.A.
GRADE	2.82	7.0	0.1	28.20	70.00
BUILDING A & B PARKING	3.85	7.0	1.3	2.96	5.38
BUILDING C PARKING	3.50	5.1	1.3	2.69	3.92



BUILDING LIGHT
NTS OR APPROVED EQUAL

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

48 Hours
Before You Dig Call
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M-NCPPC
APPROVAL

PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

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PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: EWM
DRAWN BY: EWM
CHECKED BY: TMR

DATE	REVISION	BY	APP'R.
4/18/25	REVISED BUILDING C		

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914
EXPIRATION DATE: JANUARY 20, 2028
4/15/2026

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1"=30'	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

LIGHTING PLAN - PHASE 3

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

ELECTION DISTRICT No. 02 PRINCE GEORGE'S COUNTY, MARYLAND

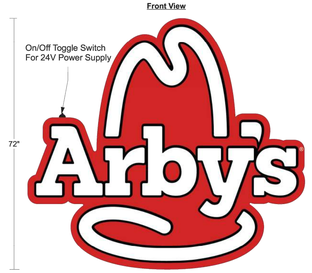
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SHEET C40

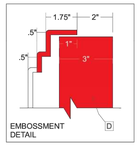
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B — WALL SIGN

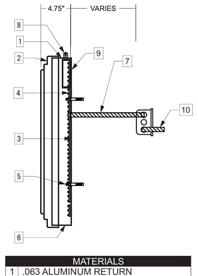
ARB-V2-WS72x79

Front View









Actual Area
24.5 SqFt

3 Box Area
28.93 SqFt

Color Specifications

A		Outline Painted Black 2nd Surface
B		Faces Painted To Match 3630-0033 2nd Surface
C		Clear Polycarbonate Faces Painted White 2nd Surface
D		Returns Painted Red PMS 1795

MATERIALS	
1	.063 ALUMINUM RETURN
2	.150 CLEAR POLYCARBONATE FACE
3	.090 ALUMINUM BACK
4	LED MODULE
5	MOUNTING HARDWARE
6	1/4" WEEP HOLE
7	1/2" FLEX CONDUIT
8	TOGGLE SWITCH MOUNTED TO BOX
9	POWER SUPPLY
10	PRIMARY ELECTRICAL LEADS

APPROVAL INFORMATION & CONFIRMATION

☐ Proof is approved. Proceed with production of order. ☐ Proof is approved with corrections. Make corrections as indicated and proceed with production of order

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Client:	ARBY'S
Location:	
Drawn By:	JRB
Date:	3/3/17
Approved By:	
Check:	
Scale:	
File:	Filesystem/Rest./Arbys/CP

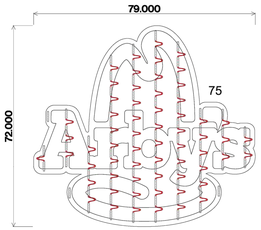
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www.designteam.net

B — WALL SIGN

ARB-V2-WS72x79

MAX MODS PER SERIES	MAX MODS PER POWER SUPPLY
Prism Synergy Spec 6500K 54	Prism Synergy Spec 6500K 108 MODS PER 96W PS

SIGN DEPTH: 4.75 in	AMP DRAW: 1.78 A	FACE MATERIAL: Polycarb
ROW SPACING: 8 in	MODULES PER FOOT: 2.56	LIGHTING: Face Lit



Load: 69.4 %
Modules: 75.0
Watts: 66.6 of 96.0
PS: High Efficiency 96W (24V)

ESTIMATED PRODUCT PER SIGN

(75) Prism Synergy Spec 6500K Modules: (ULI#: PL-SY4-SP2-P (65), SKU#: M-SYSP0-65)	(1) High Efficiency 96W (24V) Driver(s): (ULI#: P-OH096-24-HE, SKU#: P-OH096-24-HE)

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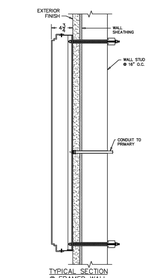
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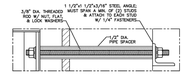
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B — WALL SIGN MOUNTING OPTIONS

Direct Mount To Framed Wall

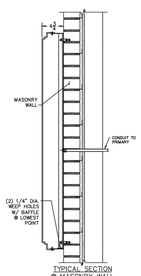


TYPICAL SECTION @ FRAMED WALL

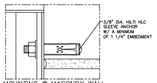


MOUNTING @ FRAMED WALL

Direct Mount To Masonry Wall

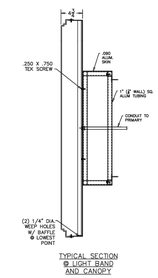


TYPICAL SECTION @ MASONRY WALL

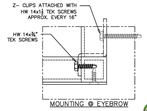


MOUNTING @ MASONRY WALL

Direct Mount To Light Band Or Canopy



TYPICAL SECTION @ LIGHT BAND AND CANOPY



MOUNTING @ EYEBROW

APPROVAL INFORMATION & CONFIRMATION

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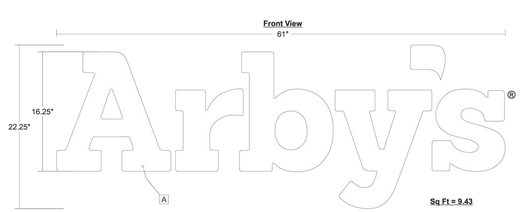
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Drawn By:	JRB
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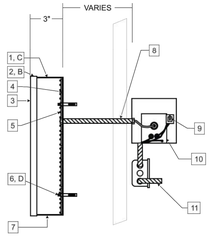
C — CHANNEL LETTERS

ARB-V2-CLDM16-W

Front View



Sq Ft = 9.43



Arby's

Actual 3.7 SF.

Arby's

Rectangle 9.4 SF.

Color Specifications

A		7328 White Acrylic Faces
B		1" Silver Trim Cap
C		Wrisco Silver Metallic Returns
D		Internally Illuminated w/ White LED

Materials	
1	.040 Prefinished Aluminum Return
2	1" Trimcap
3	3/16 Acrylic Face
4	.090 Aluminum Back
5	L.e.d. Module
6	Mounting Hardware
7	1/4" Weep Hole w/ Baffle
8	1/2" Flex Conduit
9	Toggle Switch Mounted To Box
10	Power Supply
11	Primary Electrical Leads

APPROVAL INFORMATION & CONFIRMATION

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File:	Filesystem/Rest./Arbys/CP

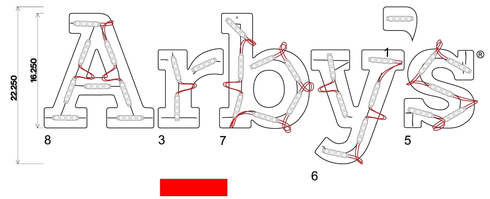
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www.designteam.net

C — CHANNEL LETTERS

ARB-V2-CLDM16-W

MAX MODS PER SERIES	MAX MODS PER POWER SUPPLY
Prism Synergy Spec 7100K 54	Prism Synergy Spec 7100K 96 MODS PER 96W PS

SIGN HEIGHT: 22.25 in OA	AMP DRAW: 1.76 A	FACE MATERIAL: Acrylic
SIGN DEPTH: 3 in	MODULES PER FOOT: 3.42	LIGHTING: Face Lit



Load: 27.8 %
Modules: 30.0
Watts: 26.6 of 96.0
PS: High Efficiency 96W (24V)

ESTIMATED PRODUCT PER SIGN

(30) Prism Synergy Spec 7100K Modules: (ULI#: PL-SY4-SP2-P (71), SKU#: M-SYSP0-71)	(1) High Efficiency 96W (24V) Driver(s): (ULI#: P-OH096-24-HE, SKU#: P-OH096-24-HE)

APPROVAL INFORMATION & CONFIRMATION

☐ Proof is approved. Proceed with production of order. ☐ Proof is approved with corrections. Make corrections as indicated and proceed with production of order

SIGNATURE _____ PRINT NAME _____ DATE _____

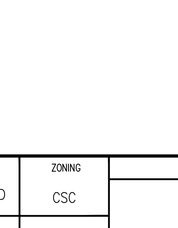
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Client:	ARBY'S
Location:	
Drawn By:	JRB
Date:	1/12/17
Approved By:	
Check:	
Scale:	
File:	CorpRest./Arbys/_Spec/CarouselLetters

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C — CHANNEL LETTERS

Direct Mount To Framed Wall



TYPICAL SECTION @ FRAMED WALL

MOUNTING @ FRAMED WALL

Direct Mount To Masonry Wall



TYPICAL SECTION @ MASONRY WALL

MOUNTING @ MASONRY WALL

Direct Mount To Light Band Or Canopy



TYPICAL SECTION @ LIGHT BAND OR CANOPY

HILTI ANCHOR SYSTEM TO BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS AND RECOMMENDATIONS.

APPROVAL INFORMATION & CONFIRMATION

☐ Proof is approved. Proceed with production of order. ☐ Proof is approved with corrections. Make corrections as indicated and proceed with production of order

SIGNATURE _____ PRINT NAME _____ DATE _____

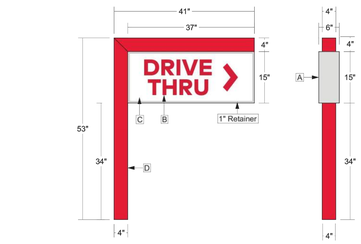
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Client:	ARBY'S
Location:	
Drawn By:	JRB
Date:	1/12/17
Approved By:	
Check:	
Scale:	
File:	CorpRest./Arbys/_Spec/CarouselLetters

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D — DIRECTIONALS

Proposed Cabinets



Faces (Cut Size): 14.5" x 36.5"

	Front View	Opposite View	
	ENTER	EXIT	DO NOT ENTER
SIGN A	Arby's	Arby's	
SIGN B	DRIVE THRU	DRIVE THRU	
	DRIVE THRU	DRIVE THRU	
	DRIVE THRU	DRIVE THRU	
	DRIVE THRU	DRIVE THRU	
	SEE YOU SOON	WELCOME BACK	

E — Face SqFt: 3.6

Color Specifications

A		Cabinet Painted SW 7063 Nebulous White
B		Faces Painted PMS 199C Arby's Red 2nd Surface
C		Clear Polycarbonate Faces Back-Sprayed 403 Translucent White
D		Top Trim and Pole Painted PMS 199C Arby's Red
E		(1) Face Option Painted SW 7063 Nebulous White

Sign Specifications

Internally illuminated aluminum cabinets. Top trim and pole painted PMS 199C Arby's Red. Cabinet painted SW 7063 Nebulous White; Interior finish to be reflective white. Faces to be clear, flat polycarbonate with painted second surface PMS 199C Arby's Red. Face Background to be back-sprayed 403 translucent white. (1) face to be SW 7063 Nebulous White. Internally illuminated with white LED. Vinyl Font: MarkProHeavy

APPROVAL INFORMATION & CONFIRMATION

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SIGNATURE _____ PRINT NAME _____ DATE _____

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Client:	ARBY'S
Location:	
Drawn By:	MDM
Date:	3/22/2024
Approved By:	
Check:	
Scale:	
File:	Filesystem/Rest./Arbys/CP

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SIGNAGE ANALYSIS (Section 27-613(C)(3)(e)(i)

SIGNAGE PROVIDED

NORTH ELEVATION: 28.93 SF

SOUTH ELEVATION: -0- SF

EAST ELEVATION: 9.4 SF

WEST ELEVATION: 9.4 SF

TOTAL SIGNAGE PROVIDED: 47.73 SF

TOTAL SIGNAGE ALLOWED = 2 X 62' – 4" = 124.66 SF

THIS BLOCK IS FOR OFFICIAL USE ONLY QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council. M-NCPPC APPROVAL	
PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE	
PROJECT NUMBER: DSP-2026-0004	
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number	

GLW
PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: KAB				
DRAWN BY: KAB				
CHECKED BY: TML	4/18/25	REVISED BUILDING C		
	DATE	REVISION	BY	APP'R.

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
AS NOTED	CSC
DATE	TAX MAP – GRID
APRIL 2026	51 A3&B3

PHASE 3 ARBY'S SIGNAGE

CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28

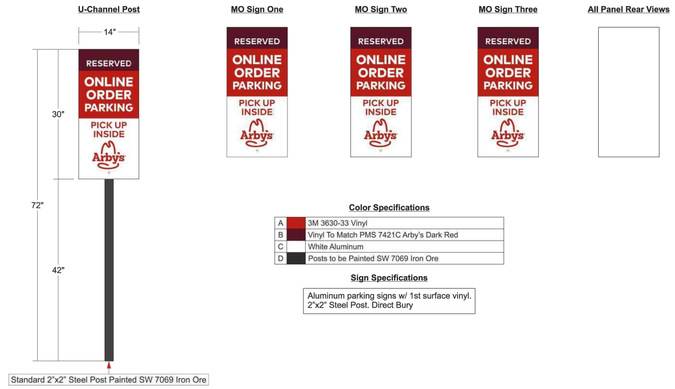
ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190

SHEET C 41

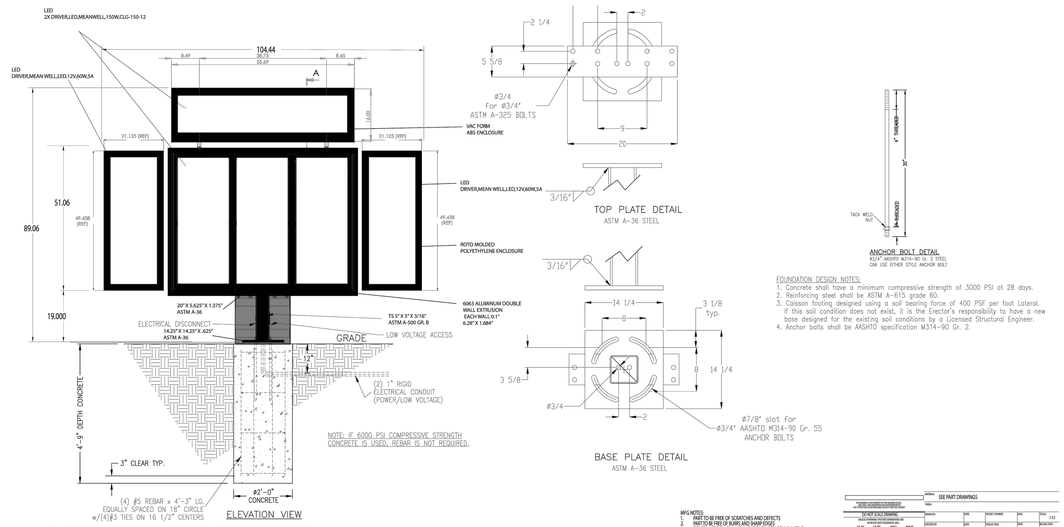
L:\CAD\DRAWINGS\01190\PLANS BY GLW\EASTERN PAD SITE\SITE PLAN\01190-41-ARCH SIGNAGE.dwg, 4/18/2025 8:39:47 AM, Kevin Bennett

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3 AS1.0 MOBILE ORDER PARKING SIGN *REFERENCE ONLY

N.T.S.



2 MENU BOARD DETAILS *REFERENCE ONLY

ALL SIGNAGE AND FINAL BRAND STANDARDS TO BE COORDINATED WITH SIGN VENDOR

REFER TO MODEL SPACE FOR MULTI ORDER POINT DRIVE THRU SITE PLAN LAYOUT REFERENCE

7/22/2025 1:14 PM

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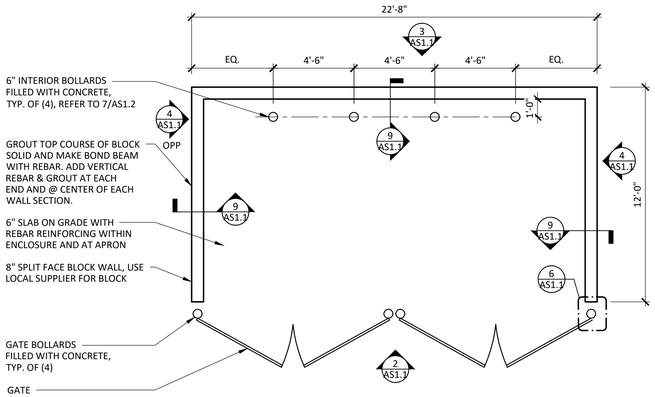
ARBY'S RESTAURANT GROUP
INSPIRE 2.0 V/E
2025 V1.2.0
XXXX BLVD.
XXXX, XX

PROJECT NUMBER:
ARG672

ISSUE	DATE
2025 2.0 - SD	FEB. 21, 2025
2025 2.0 - SD1	MAR 5, 2025
2025 2.0 - SD2	APRIL 4, 2025
2025 2.0 - OR	APRIL 30, 2025
2025 2.0 - FN	JULY 1, 2025
2025 2.0 - FN	JULY 16, 2025

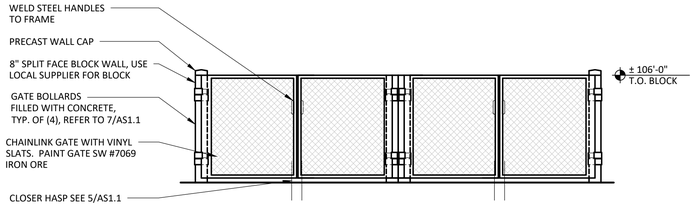
SITE DETAILS

SHEET:
42 of 48



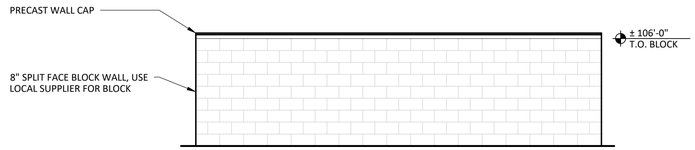
1 AS1.1 DUMPSTER PLAN

1/4" = 1'-0"



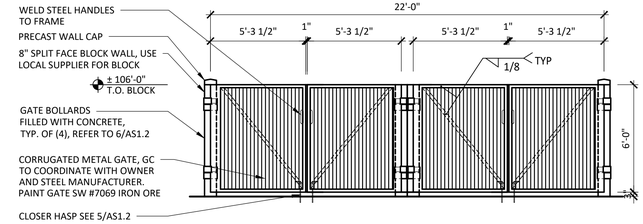
2 AS1.1 DUMPSTER ELEVATION

1/4" = 1'-0"



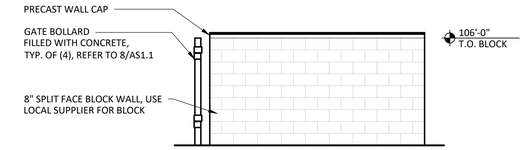
3 AS1.1 DUMPSTER ELEVATION

1/4" = 1'-0"



2A AS1.1 DUMPSTER ELEVATION (ALTERNATE CORRUGATED METAL GATES)

1/4" = 1'-0"



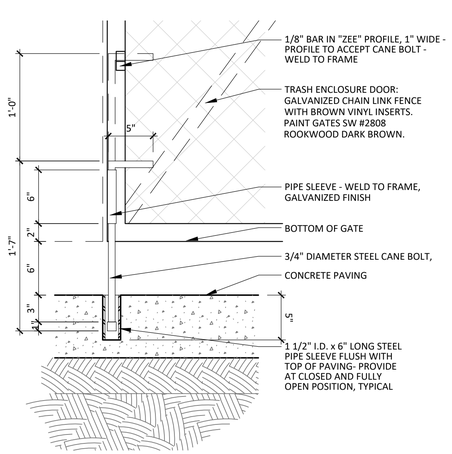
4 AS1.1 DUMPSTER ELEVATION

1/4" = 1'-0"

GENERAL NOTES

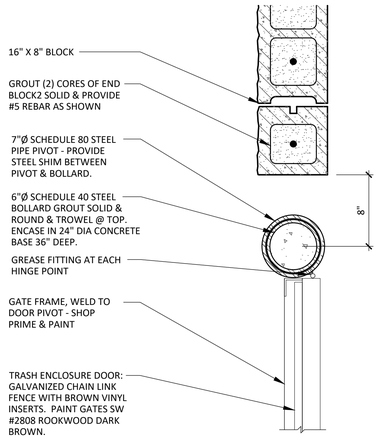
A. THESE ARE TYPICAL SITE DETAILS. ALL PROJECT SPECIFIC INFORMATION NEEDS TO BE COORDINATED WITH THE G.C., CIVIL ENGINEER, OWNER AND THE SOILS INVESTIGATION REPORT.

B. DUMPSTER DETAILS ARE INTENDED FOR REFERENCE ONLY. CIVIL ENGINEER TO SHOW DUMPSTER LOCATION WITH ALL NECESSARY DIMENSIONS AND DETAILS ON THEIR RESPECTIVE SHEETS.



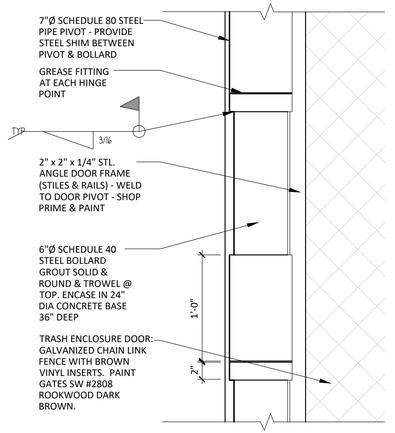
5 AS1.1 CANE BOLT DETAIL

1 1/2" = 1'-0"



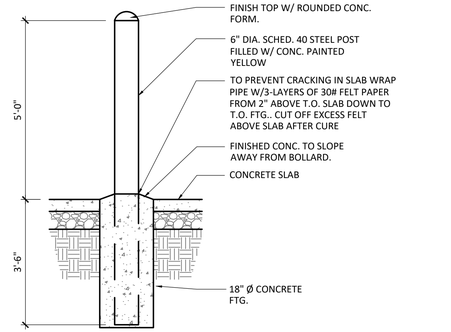
6 AS1.1 POST DETAIL

1 1/2" = 1'-0"



7 AS1.1 BOLLARD AND PIVOT

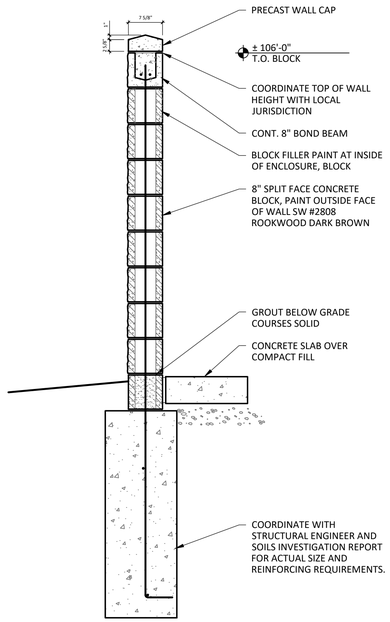
1 1/2" = 1'-0"



*AS NEEDED

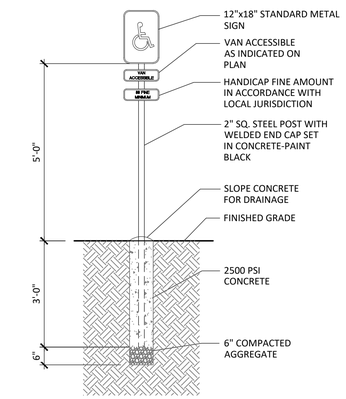
8 AS1.1 BOLLARD DETAIL

1/2" = 1'-0"



9 AS1.1 DUMPSTER WALL SECTION

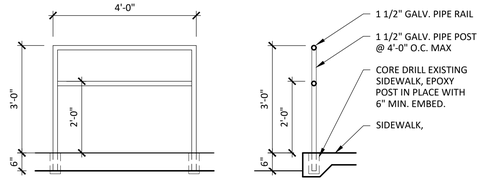
1/4" = 1'-0"



*AS NEEDED

10 AS1.1 TYP. ACC. SIGN DETAIL

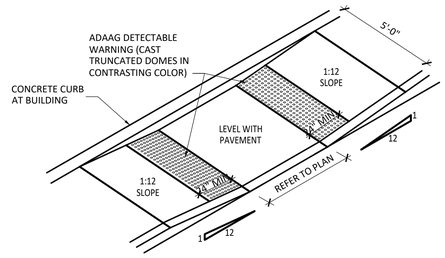
1/2" = 1'-0"



*AS NEEDED

11 AS1.1 DRIVE THRU RAIL DETAIL

1/2" = 1'-0"



*REFERENCE ONLY

12 AS1.1 ADA CONCRETE CURB RAMP DETAIL

1/2" = 1'-0"

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INSPIRE 2.0 V/E
2025 V1.2.0
XXXX BLVD.
XXXX, XX

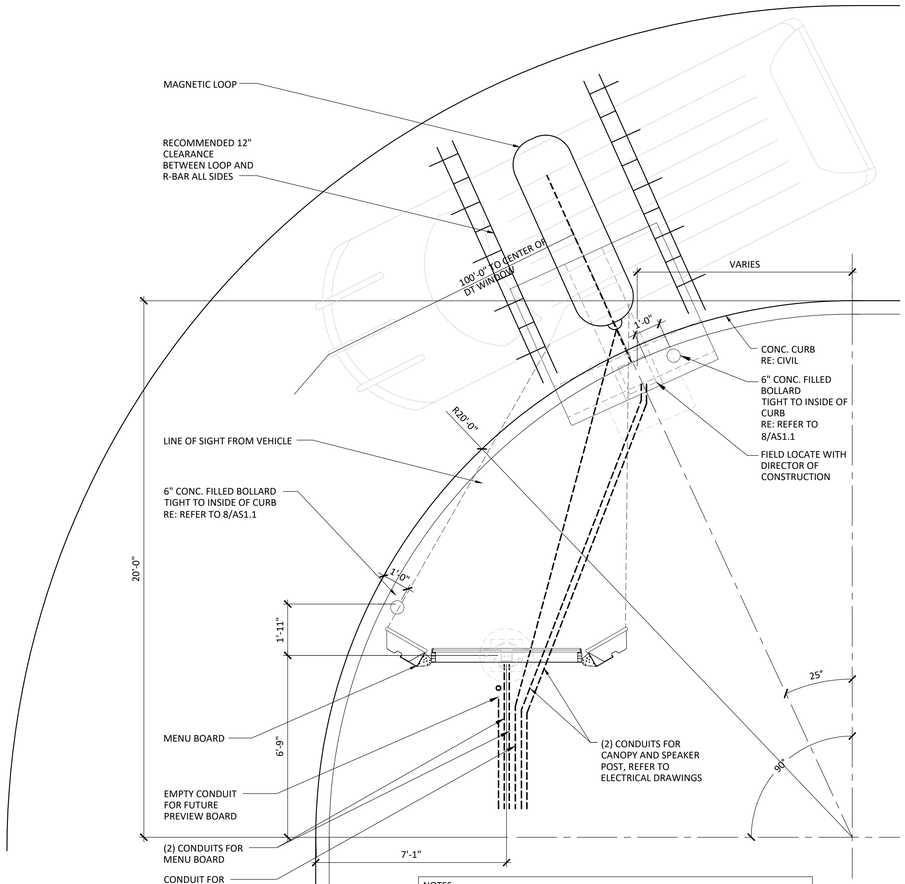
PROJECT NUMBER: ARG672

ISSUE	DATE
2025 2.0 - SD	FEB. 21, 2025
2025 2.0 - SD1	MAR 5, 2025
2025 2.0 - SD2	APRIL 4, 2025
2025 2.0 - OR	APRIL 30, 2025
2025 2.0 - FN	JULY 1, 2025
2025 2.0 - FN	JULY 16, 2025

SITE DETAILS

SHEET:

7/16/2025 11:38 AM



*REFERENCE ONLY

1 AS1.2 DRIVE THRU PLAN - CURVED

3/8" = 1'-0"

NOTES:
FOLLOW THIS DIAGRAM IF INSTALLING ON A CURVED DRIVE

CARE SHOULD BE TAKEN TO ALLOW AMPLE CLEARANCE BETWEEN THE DRIVE AND THE APPENDAGES

COORDINATE EXACT LOCATION OF MENU BOARDS WITH OWNER'S CONSTRUCTION REP.

GENERAL NOTES

A. THESE ARE TYPICAL SITE DETAILS. ALL PROJECT SPECIFIC INFORMATION NEEDS TO BE COORDINATED WITH THE G.C., CIVIL ENGINEER, OWNER AND THE SOILS INVESTIGATION REPORT.

B. THE MENU BOARD AND CANOPY POSTS DETAILS ARE FOR REFERENCE ONLY. SIGNAGE VENDOR SHALL PROVIDE SHOP DRAWINGS AND MAKE THEIR OWN PERMIT SUBMITTAL.

C. FOUNDATION INFORMATION SHOWN IN DETAILS IS FOR REFERENCE ONLY. G.C. TO COORDINATE FINAL SIZE WITH SIGNAGE VENDOR AND ENGINEER OF RECORD.

THE DRIVE THRU CANOPY SYSTEM IS A PRE-FABRICATED UNIT. THE CANOPY WILL BE PROVIDED BY OTHER AND INSTALLED BY THE GENERAL CONTRACTOR. THE GENERAL CONTRACTOR SHALL PROVIDE THE CONCRETE FOUNDATION. COORDINATE THE EXACT LOCATION WITH THE SITE PLAN AND STRUCTURAL DRAWINGS. THE GENERAL CONTRACTOR SHALL PROVIDE ALL REQUIRED CONDUIT FOR POWER/COMMUNICATION WIRING AND MAKE ALL FINAL CONNECTIONS TO THE CANOPY.

THESE ARE TYPICAL MENU BOARD DETAILS. THEY HAVE BEEN SUPPLIED BY ARBY'S RESTAURANT GROUP FOR INFORMATIONAL PURPOSES ONLY. THEY DO NOT TAKE THE PLACE OF SHOP DRAWINGS THAT SHOULD BE SUBMITTED BY THE CONTRACTOR/MANUFACTURER THAT IS RESPONSIBLE FOR THE SITE SPECIFIC PROJECT. ALL PROJECT SPECIFIC INFORMATION NEEDS TO BE COORDINATED WITH THE G.C., CIVIL ENGINEER, OWNER AND THE SOILS INVESTIGATION REPORT.

OUTDOOR DRIVE THRU MENU SYSTEM

NOTE: MENU BOARD SUPPLIED BY OWNER, ASSEMBLED AND INSTALLED BY G.C.

BOARD SPECIFICATIONS:

OVERALL LIGHT BOX SIZE:	21-1/8"W X 8.50"D X 49-1/4"H
OVERALL SIZE WITH BASE:	18-7/8"W (BASE) X 7"D X 72"H
SHIPPING WEIGHT:	65 LBS. (PREVIEW BOARD)
	23 LBS. / 11 LBS (POLE MOUNT/BASE FOR POLE)
	15 LBS. (BRACKET MOUNT)

SYSTEM BASICS:

1. THE SYSTEM IS COMPRISED OF ONE LIGHT BOX WITH THE OPTION OF MOUNTING IT THREE DIFFERENT WAYS. IT CAN BE MOUNTED AS A FREESTANDING PREVIEW BOARD WITH OPTIONAL PEDESTAL BASE AS AN APPENDAGE PREVIEW BOARD WITH AVAILABLE HARDWARE OR AS A WALL MOUNTED PREVIEW BOARD.
2. EACH SYSTEM IS DESIGNED FOR EASY TRANS-LITE REMOVAL USING TWO SEPARATE DOORS. THE PANEL OPTIONS, (TWO MINI TRANSPARENCIES OR ONE LARGE TRANSPARENCY PANEL) LIFT AND DROP INTO THE CABINET WITH EASE.
3. TRANS-LITE SIZES: FULL TRANS-LITE IS 15.75"W X 21.81"H
   MINI TRANS-LITE IS 15.50"W X 10.50"W

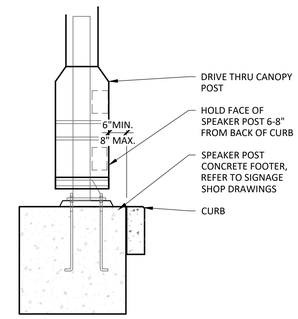
ELECTRICAL INFORMATION:

THE SYSTEM IS POWERED BY 110 VOLTS, 60 HERTZ ON A BASIC 15 AMP CIRCUIT.
BALAST REPLACEMENT: (1) POWER LIGHTING #BG3900W RAPID START 800MA 1.6 AMPS
LAMP REPLACEMENT: (2) F42T12/D/HO/42- 55 WATT FLUORESCENT

BASIC CONSTRUCTION:

LIGHT BOX:	ROTO MOLDED POLYETHYLENE ENCLOSURE
DOOR:	FORMED SHEET METAL POWDER PAINTED, HINGED DOWN ENTIRE LENGTH. WINDOWS ARE NON-GLARE ACRYLIC 1/8" THICK WITH ALLEN WRENCH MOUNTED SCREWS.
MENU PANEL:	FABRICATED HEAT AND LIGHT RESISTANT ACRYLIC PLASTIC
DOOR:	ROTO-MOLDED POLYETHYLENE BASE

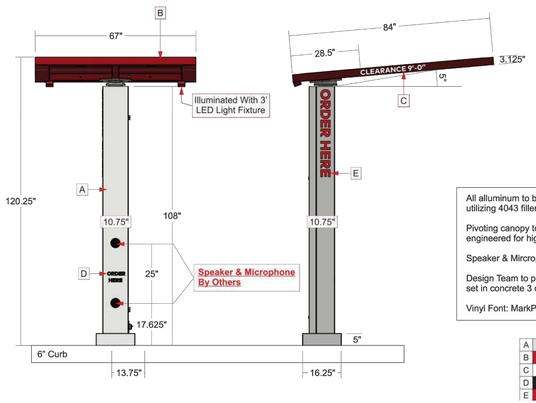
SEE MANUFACTURER'S INSTALLATION INSTRUCTIONS (BY HOWARD COMPANY, INC.) (ALTERNATE BY VISUAL GRAPHICS SYSTEMS INC.)



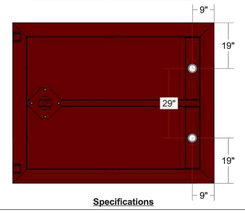
3 AS1.2 DRIVE THRU CANOPY BASE DETAIL

1/2" = 1'-0"

Note: Top unit is designed to swing away when struck by a vehicle



Underside View Light Placement Details



Specifications

All alluminum to be 6061-76 U.N.O. All Aluminum to aluminum welds to be 3/16" fillets all around utilizing 4043 filler U.N.O. All steel to steel weld to be 3/16" fillets all around U.N.O.

Pivoting canopy top with lockable/hinged rear access door, optimized for flat pack shipping, & engineered for high snow/wind loads. Canopy to be illuminated with white LED.

Speaker & Mircrophone provided by customer & installed By customers electrician.

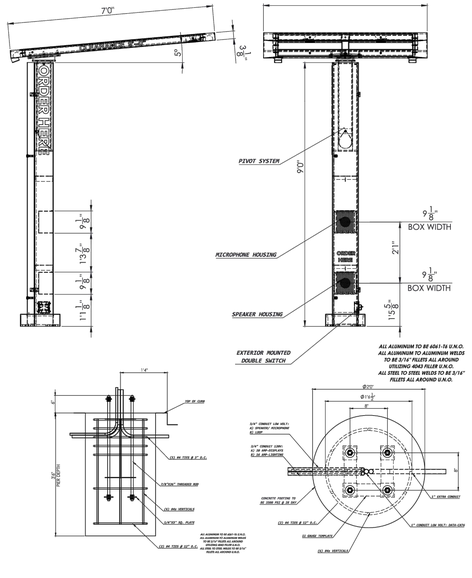
Design Team to provide anchor bolts & to be sent out early to the GC's. GC's responsible to set in concrete 3 days before Design Team is on site to install canopy

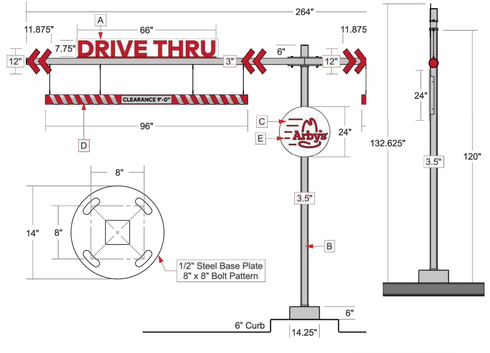
Vinyl Font: MarkProHeavy

Color Specifications

A		Painted SW 7063 Nebulous White
B		Painted PMS 1795C Arby's Red 2nd Surface
C		1st Surface 3M HP White Vinyl
D		1st Surface 3M HP Black Vinyl
E		1st Surface Vinyl To Match PMS 1795C Arby's Red

Note: Top unit is designed to swing away when struck by a vehicle



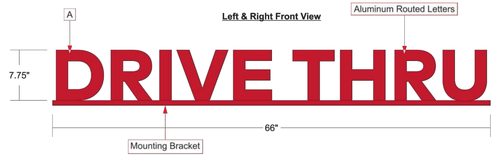


4 AS1.2 DRIVE THRU CANOPY DETAIL

1/2" = 1'-0"

*REFERENCE ONLY

Left & Right Front View



Specifications

All alluminum to be 6061-76 U.N.O. All Aluminum to aluminum welds to be 3/16" fillets all around utilizing 4043 filler U.N.O. All steel to steel weld to be 3/16" fillets all around U.N.O.

3.5" x 3.5" steel pylon w/ 3" x 3" aluminum arm, pivoting sleeve & anchor bolt cover.

Design Team to provide anchor bolts and to be sent out early to the GC's. GC's responsible to set in concrete 3 days before Design Team is on site to install canopy

Vinyl Font: MarkProHeavy

ALL SIGNAGE AND FINAL BRAND STANDARDS TO BE COORDINATED WITH SIGN VENDOR

PROPRIETARY INFORMATION NOTICE:

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ARBY'S RESTAURANT GROUP
INSPIRE 2.0 V/E
2025 V1.2.0
XXXX BLVD.
XXXX, XX

PROJECT NUMBER: ARG672

ISSUE	DATE
2025 2.0 - SD	FEB. 21, 2025
2025 2.0 - SD1	MAR 5, 2025
2025 2.0 - SD2	APRIL 4, 2025
2025 2.0 - OR	APRIL 30, 2025
2025 2.0 - FN	JULY 1, 2025
2025 2.0 - FN	JULY 16, 2025

SITE DETAILS

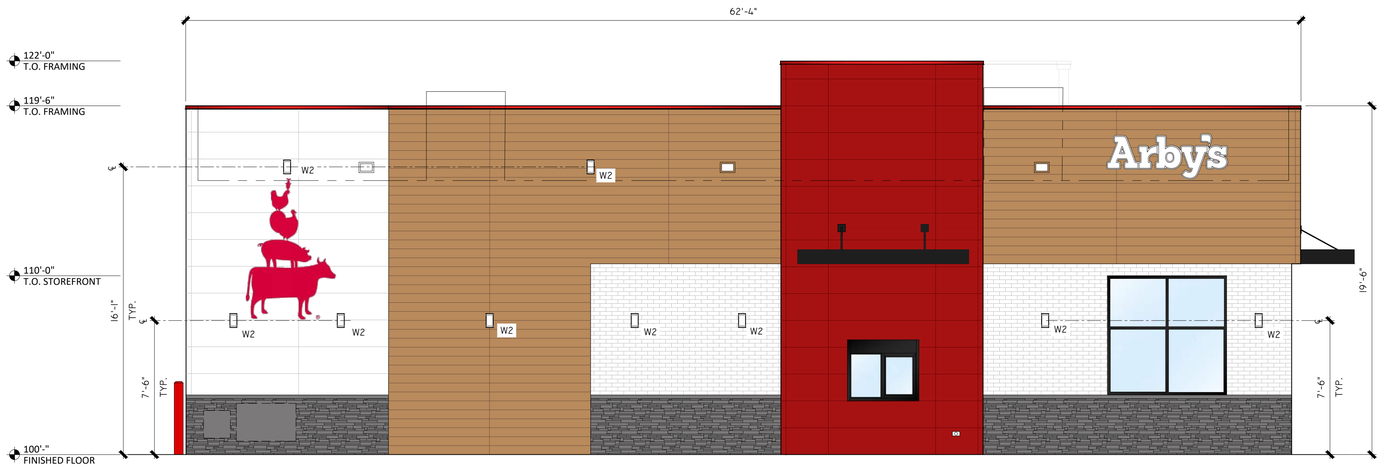
SHEET: 44 of 48

7/16/2025 11:15 AM



1 FRONT ELEVATION

SCALE: 1/4" = 1'-0"



2 NORTHEAST (DRIVE-THRU) ELEVATION

SCALE: 1/4" = 1'-0"

EXTERIOR LIGHTING SCHEDULE								
TAG	DESCRIPTION	MANUFACTURER	MODEL	HOUSING/ MOUNTING	LAMP TYPE	BALLAST/ DRIVER	VOLTS	INPUT WATTS
W2	EXTERIOR UP/DOWN SCONCE	SATCO	62-1144RI	WALL	3000K CCT LED	LED DRIVER	120	20
W2S	EXTERIOR DOWN SCONCE	SATCO	62-1147	WALL	3000K CCT LED	LED DRIVER	120	20
WP1	LED EXTERIOR WALL PACK	EXO	LNC-48L-20-5K7-4W-UNV-BLT	WALL	LED ENGINE	LED DRIVER	120	20
EM2	EMERGENCY WP REMOTE TWIN HEAD	EXITRONIX	2RLI-WP	WALL	W/ UNIT	N/A	120	2.4

EXTERIOR FINISH MATERIAL SCHEDULE

FIN.	DESCRIPTION	NOTES
	THIN BRICK	PALMETTO WHITESTONE: WIRECUT GROUT: MAPEI 5077 FROST
	STONE VENEER	PRO-LEDGE - COLOR :BLACK FOREST GROUT JOINT WIDTH: DRYSTACKED GROUTING OPTIONS: DRYSTACKED GROUT JOINT COLOR: MAPEI 5009 GREY
	STOREFRONT WINDOWS AND DOORS	BLACK ANODIZED
	FIBER CEMENT	NICHIHA - COLOR: CEDAR (BROWN) MODEL: VINTAGEWOOD TEXTURE: WOOD PLANK TEXTURE
	FIBER CEMENT	NICHIHA - MODEL: ILLUMINATION COLOR : LAVA
	FIBER CEMENT	NICHIHA - MODEL: ILLUMINATION COLOR : COTTON
	METAL COPING	MATCH SW IRON ORE
	METAL COPING	MATCH LAVA - BY GC

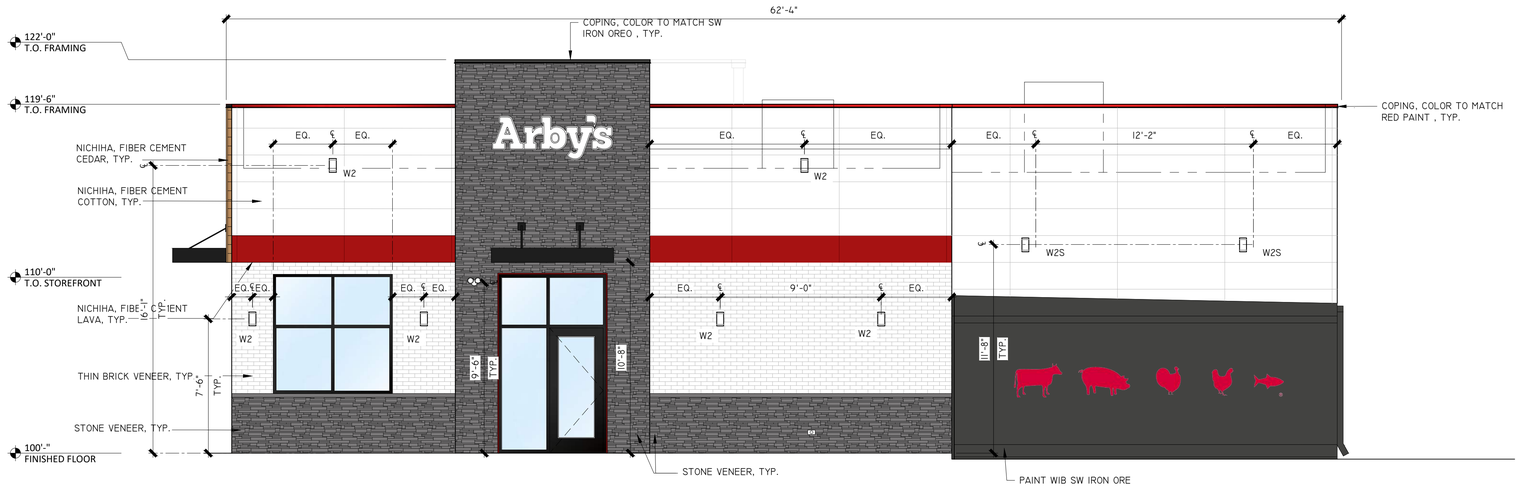
QSR|R
Quick Service Restaurant and Retail
Design Group, LLC
584 Bellerive Road, Suite 3D Annapolis, MD 21409
Ph. No. (301) 364-9880

I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE No. 19158, EXPIRATION DATE 09.14.2025

6340 ANNAPOLIS ROAD
HYATTSVILLE, MD

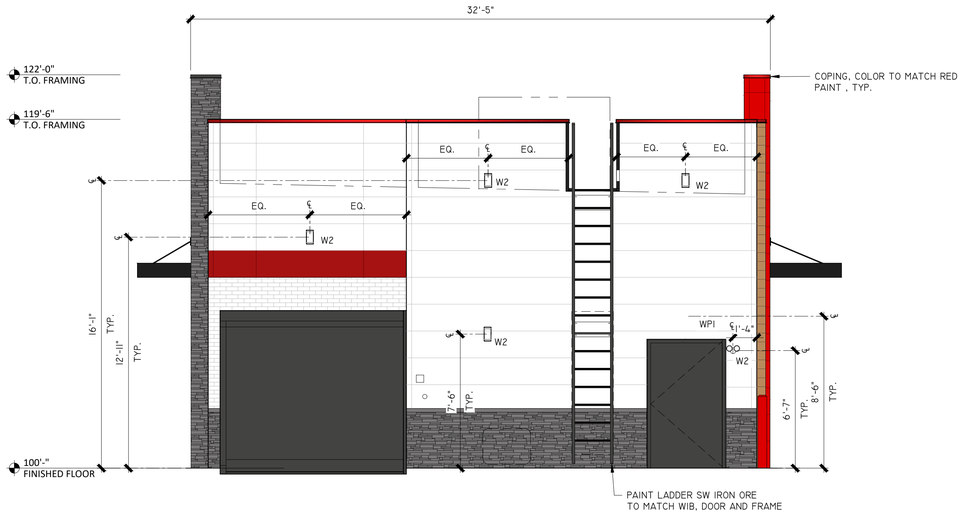
ISSUE		
No.	DATE	DESCRIPTION
DWG DATE:		xx-xx-xxxx
REVIEWED BY:		
PROJECT No.:		
DWG TITLE:		

SHEET No.
45 of 48



1 SOUTHWEST ELEVATION

SCALE: 1/4" = 1'-0"



2 SOUTHEAST (REAR) ELEVATION

SCALE: 1/4" = 1'-0"

QSR|R
Quick Service Restaurant and Retail Design Group, LLC
584 Bellerive Road, Suite 3D Annapolis, MD 21409
Ph. No. (301) 364-9880

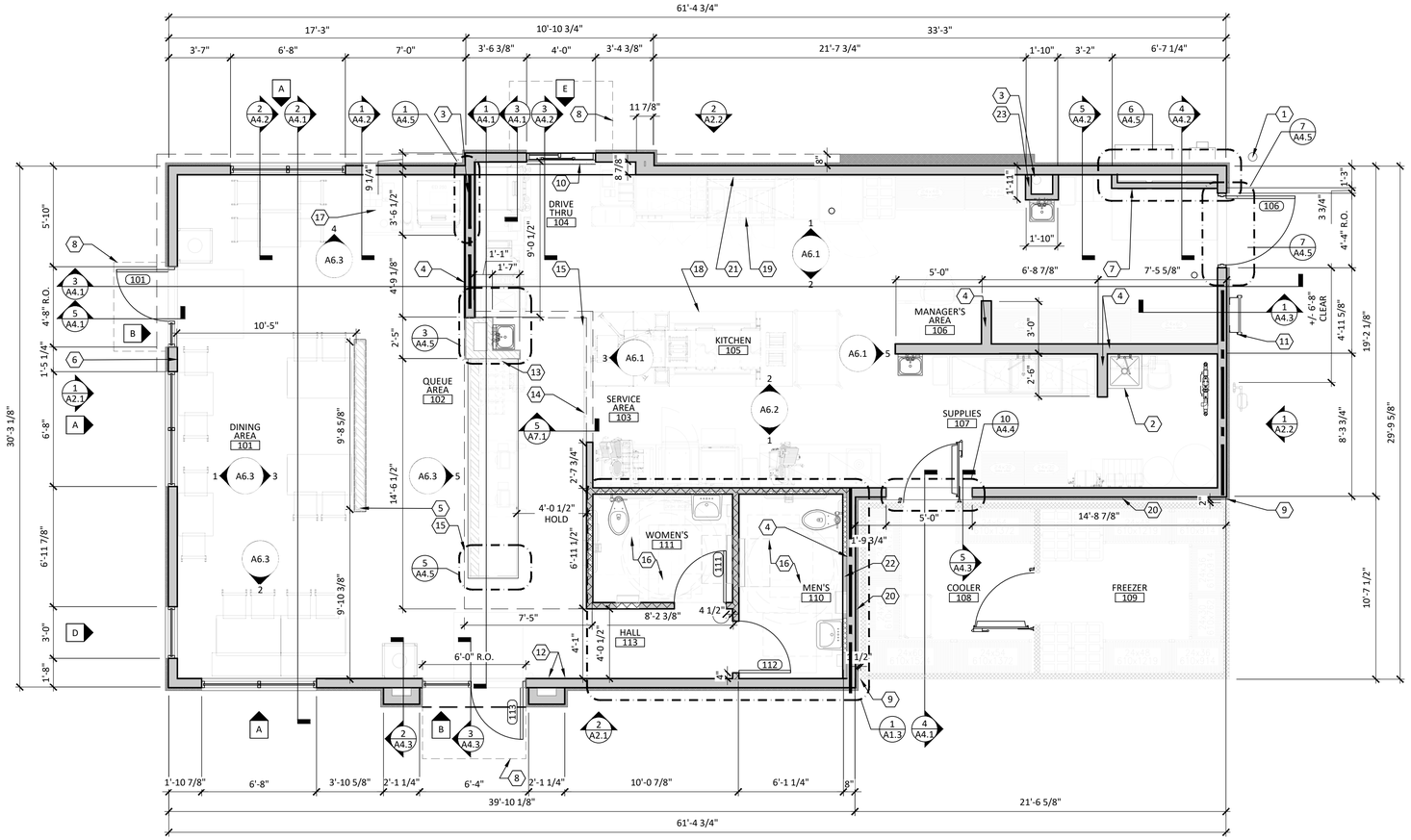
I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE No. 19158, EXPIRATION DATE 09.14.2025

Arby's

6340 ANNAPOLIS ROAD
HYATTSVILLE, MD

ISSUE		
No.	DATE	DESCRIPTION
DWG DATE:		xx-xx-xxxx
REVIEWED BY:		
PROJECT No.:		
DWG TITLE:		

SHEET No.



ARCHITECTURAL FLOOR PLAN

1/4" = 1'-0"

OWNER FURNISHED ITEM LIST

THE FOLLOWING ITEMS MAY OR MAY NOT BE SUPPLIED BY THE OWNER/FRANCHISEE. G.C. IS TO CONFIRM WITH OWNER THAT THESE ITEMS ARE BEING SUPPLIED AND/OR INSTALLED BY OWNER. PLEASE CONTACT OWNER IF YOU HAVE ANY QUESTIONS ABOUT THIS LIST. ON SHEET SP-1 IN THE ARCHITECTURAL SPECIFICATIONS THERE IS ALSO A LIST THAT OUTLINES SEVERAL OWNER SUPPLIED ITEMS THAT ARE INCLUDED IN THIS LIST, THE SAME INSTRUCTIONS APPLY TO THAT LIST.

A. DRIVE-THRU WINDOW
B. DRIVE-THRU MUSIC SYSTEM
C. HVAC UNITS
D. KITCHEN EQUIPMENT
E. SMALLWARES
F. REGISTERS
G. HOOD SYSTEM
H. BULK CO2
I. DRINK SYSTEM
J. DRINK EQUIPMENT INSTALLATION
K. INTERIOR MENU BOARD
L. EXTERIOR MENU BOARD
M. MENU BOARD CANOPY
N. CANOPIES/ACCENT BAND
O. LIGHTING
P. FURNITURE
Q. INTERIOR FINISHES
   a. WALL COVERINGS
   b. FLOORING
Q. MAX. OCCUPANCY SIGNAGE
R. CUSTOMER BELL
S. STORE SIGNAGE
T. LOT LIGHTING
U. FIRE EXTINGUISHERS

SYMBOL LEGEND

(#)	FLOOR PLAN CODED NOTE (SEE SCHEDULE ON THIS SHEET)
(###)	DOOR TAG (SEE SCHEDULE ON SHEET A8.1)
X	WINDOW TAG (SEE ELEVATIONS ON SHEET A8.2)

WALL LEGEND

	WALL/PARTITION
	WALL WITH SOUND BATT
	SHEAR WALL
	PARTIAL HEIGHT WALL

CODED NOTES (#)

1. 6" Ø STEEL BOLLARD, CENTER ON FACE OF BUILDING, REFER TO DETAIL 9/AS1.2.
2. MOP SINK, REFER TO PLUMBING DRAWINGS.
3. INTERIOR ROOF DRAIN IN WALL, REFER TO PLUMBING DRAWINGS.
4. 2x6 WD. STUD WALL @ 16" O.C.
5. REFER TO INTERIOR ELEVATIONS FOR ELEVATIONS OF PARTIAL HEIGHT WALLS. INSTALL UNI-STRUT AT EACH END AND 4'-0" O.C. MAX. REFER TO DETAIL 6/A0.1.
6. INSTALL MAXIMUM OCCUPANCY SIGNAGE (WHERE REQUIRED). SIGNAGE SHALL BE INSTALLED AT 60" A.F.F. THE G.C. IS TO VERIFY THE SIZE, QUANTITY AND LOCATION(S) OF SIGNAGE WITH LOCAL FIRE MARSHAL PRIOR TO INSTALLATION. (G.C. TO CONFIRM WITH OWNER THAT THIS ITEM IS TO BE PROVIDED BY OWNER.)
7. 2x4 FURRED OUT WALL AT ELECTRIC PANELS. REFER TO ELECTRICAL DRAWINGS.
8. LINE OF CANOPY ABOVE. REFER TO STRUCTURAL AND SIGN VENDOR SHOP DRAWINGS
9. STAINLESS STEEL CLOSURE PIECE PROVIDED BY COOLER MANUFACTURER. INSTALLED BY G.C. CAULK TO ADJACENT SURFACE.
10. INSTALL OWNER FURNISHED DRIVE-THRU WINDOW, REFER TO EQUIPMENT PLAN AND SCHEDULE.
11. ROOF ACCESS LADDER.
12. INSTALL OWNER FURNISHED "CUSTOMER BELL" AT 48" A.F.F. MAX AND COMMUNITY FOUNDATION BOARD
13. COORDINATE THE LOCATION OF THE SECURING BOLTS FOR THE SAFE WITH THE MANUFACTURER'S REQUIREMENTS.
14. MENU BOARD ABOVE, REFER TO REFLECTED CEILING PLAN.
15. LINE OF SOFFIT ABOVE, REFER TO REFLECTED CEILING PLAN.
16. FOR RESTROOM BLOCKING, REFER TO SHEET A1.3
17. SELF SERVE DRINK STATION AND CONDIMENT BAR. TOP OF COUNTER TO BE SET AT 34" A.F.F. MAX. REFER TO ELECTRICAL AND PLUMBING DRAWINGS.
18. PRODUCTION COUNTER. REFER TO ELECTRICAL DRAWINGS.
19. HOOD ABOVE, REFER TO MECHANICAL DRAWINGS.
20. DO NOT INSTALL WALL PANELS BEHIND COOLER, PROVIDE 1" RIGID INSULATION ON WALL BEHIND COOLER. HOLD COOLER OFF INSULATION 2"
21. PROVIDE STAINLESS STEEL SHEET OVER 1/2" CEMENT BOARD ON WOOD STUD FRAMING BEHIND HOOD. EXTEND MIN. 18" BEYOND EDGE OF HOOD IN BOTH DIRECTIONS, FROM SLAB TO T.O. WALL.
22. FURRED OUT EXTERIOR WALL WITH 2x4 WOOD STUDS FOR WATER PIPING.

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ARBY'S RESTAURANT GROUP
INSPIRE 2.0 V/E
2025 V1.2.0
XXXX BLVD.
XXXX, XX

PROJECT NUMBER: ARG672

ISSUE	DATE
2025 2.0 - SD	FEB. 21, 2025
2025 2.0 - SD1	MAR 5, 2025
2025 2.0 - SD2	APRIL 4, 2025
2025 2.0 - OR	APRIL 30, 2025
2025 2.0 - FN	JULY 1, 2025
2025 2.0 - FN	JULY 16, 2025

ARCHITECTURAL FLOOR PLAN

SHEET: 47 of 48

7/18/2025 9:27 AM

LEGEND

- EX. SEWER
- EX. WATER
- EX. GAS
- EX. STORM DRAIN
- PROP. SEW.
- PROP. SEWER
- PROP. WAT.
- PROP. WATER
- PROP. GAS
- STORM
- PROP. STORM DRAIN
- EX. CONTOURS
- PROP. CONTOURS
- EX. ELECTRIC
- EX. TELE/COMM
- EX. CURB & GUTTER
- PROP. CURB & GUTTER
- PROP. ELECTRIC
- PROP. BUILDING
- PARKING LOT LIGHT
- PROP. SIDEWALK
- PROP. CONCRETE
- HANDICAPPED PARKING
- STANDARD PARKING
- LIMIT OF IMPACT
- EXISTING PEDESTRIAN/ BIKE ROUTE
- PROPOSED PEDESTRIAN/ BIKE ROUTE

EXISTING UTILITY NOTES

1. For marking locations of existing utilities, notify "MISS UTILITY" at 1-800-257-7777, 48 hours prior to any excavation or construction.
2. Information concerning underground utilities was obtained from available records. The contractor must determine the exact locations and elevations of the utilities by digging test pits by hand at all utility crossings well in advance of trenching. If clearances are less than specified on this plan or less than 12 inches when not specified, contact the Engineer, and the owner of the other involved utility before proceeding with construction.
3. For field location of gas line services, notify Washington Gas Light Co., 703-750-1000, 48 hours prior to the start of any excavation or construction.
4. Omissions and/or additions of utilities found during construction shall be the sole responsibility of any contractor engaged in excavation at this site. Gutschick, Little & Weber, P.A., shall be notified immediately of any and all utility information, omissions and additions found by any contractor.
5. Due to the proximity of live underground and overhead utilities, we are not responsible for any damage or injury sustained during construction by any persons, trucks, trailers, or equipment used on or adjacent to the site.

48 Hours
Before You Dig Call
"MISS UTILITY"
Service Protection Center
MEMBER ONE CALL SYSTEMS INTERNATIONAL
CALL TOLL FREE
1-800-257-7777

CONNECT TO EX. WATER
EX. 8" WATER
30" RCP
21" RCP
30" RCP
21" HDPE
21" RCP
18" HDPE
CONNECT TO EX. STORM DRAIN
CHANGE 24" RCP
EX. WALMART
6210 ANNAPOLIS ROAD
PARCEL I
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.
NORTH
EX. WAT.
EX. TELEPHONE/COMM
MILL AND WEDGE EX. ASPHALT FOR 2% MAX CROSS-SLOPE
EX. CROSSWALK
EX. CROSSWALK
EX. SD
MEET EX. PAVING
EX. CURB
EX. SWM AREAS
EX. CURB
MEET EX. PAVING
PROP. SWM AREAS
EX. CURB
PROP. CURB
LIMITS OF DSP-2026-0004 REVISION
EX. PERPETUAL EASEMENT FOR PIPE OUTLET SRC PLAT Nos. 27214-27216 & 27163
LIMITS OF DSP-2026-0004 REVISION
PROP. BIKE RACK (2 BIKES)
PROP. 5' SIDEWALK
EX. McDONALD'S
LEASE AREA FOR McDONALDS (PER DOCUMENT #:1616695-V3, DRAWN 2/4/2020, MAB)
PARCEL I
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.
EX. BUILDING A
11,840 SF
6300 ANNAPOLIS RD
RETAIL/RESTAURANT
FFE = 179.00
HEIGHT = 24'-8"
PROP. BIKE RACK (2 BIKES)
EX. TRASH ENCLOSURE 'C' (SEE PLANS BY OTHERS)
EX. TRASH ENCLOSURE 'B' (SEE PLANS BY OTHERS)
EX. LOADING SPACE
EX. FREESTANDING PYLON SIGN TO BE REFACED (SEE ARCH. SIGNAGE PLANS)
EX. TRASH ENCLOSURE 'A'
EX. TRANSFORMER A
EX. DUMPSTER SCREENING WALL
L=1080.69' R=1875.86'
10' PUE
EX. SIDEWALK
351.63'
S 44°39'55" W
10' PUE
EX. BIKE RACK (6 BIKES)
FH
OUTDOOR SEATING: 620 SF
PICK UP WINDOW
EX. BUILDING B 2,394 SF 6320 ANNAPOLIS RD DRIVE-THRU RESTAURANT FFE = 181.75 HEIGHT = 20'-8"
EX. RET. WALL
EX., TRANS. B
EX. RET. WALL
EX. ADA COMPLIANT ACCESS TO SITE
PROP. RETAINING WALL
CONNECT TO EX. SIDEWALK (NON-ADA)
EX. GUY WIRE TO BE RELOCATED
EX. BUS STOP
PROP. BUILDING G 1,810 SF 6340 ANNAPOLIS RD DRIVE-THRU RESTAURANT FFE= 184.00 HEIGHT=19'-6"
30' SETBACK
PROP. BUILDING CANOPY OVER PICKUP WINDOW
PROP. MENU BOARD
DRIVE THRU CANOPY
PROP. TRANSFORMER
PROP. DUMPSTER ENCLOSURE 'D' (SEE PLANS BY OTHERS)
10' PUE
EX. SIDEWALK
351.63'
S 44°39'55" W
S 49°39'55" W 357.63'
EX. CURB
PRIVATE DRIVEWAY
N 30°54'58" W 344.15'
N 40°55'55" W 82.60'
L=363.12' R=4163.58'
PARCEL K
THE CAPITAL PLAZA, INC
P.B. SJH 246 P No. 28
ZONE: CSC
ANNAPOLIS ROAD (MD RTE 450)
ARTERIAL (A-23)
MINIMUM 120' R/W
L.2941 F.556

*NOTE: SEE NOTE 2 ON COVER SHEET UNDER AMENDMENTS FOR SCREENING WALLS AT DUMPSTER WITHIN SETBACK

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE
PROJECT NUMBER: DSP-2026-0004
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: KAB
DRAWN BY: KAB
CHECKED BY: TML

DATE	REVISION	BY	APP'R.

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29814
EXPIRATION DATE: JANUARY 20, 2028
STATE OF MARYLAND · TIMOTHY MICHAEL LOFTUS · 29814 · PROFESSIONAL ENGINEER
4/15/2026

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1"=30'	CSC
DATE	TAX MAP - GRID
APRIL 2026	51 A3&B3

CIRCULATION PLAN
CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28
ELECTION DISTRICT No. 02 PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190
SHEET C 48

L:\CAD\DRAWINGS\01190\PLANS BY GLW\EASTERN PAD SITE\SITE PLAN\01190-48 CIRCULATION.dwg
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The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division
Historic Preservation Section 301-952-3680

April 10, 2026

MEMORANDUM

TO: Quincy Langford, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division ***TWG***

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

SUBJECT: **DSP-2026-0004 Capital Plaza Eastern Pad Site**

The subject property comprises 43.81 acres and is located at 6500 Annapolis Road, approximately 1,500 feet east of the Baltimore-Washington Parkway and Route 450 interchange in Hyattsville. The subject property was zoned Commercial Shopping Center (C-S-C), per the Prior Zoning Ordinance, and is located within the Development District Overlay (D-D-O) for the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* area. The subject application is for a change to the proposed Building C of the Capital Plaza Shopping Center from a 10,000-square-foot retail building to a 2,335-square-foot drive-thru restaurant, with new elevations and minor changes to the previously approved Landscape Plan.

The 2010 *Approved Central Annapolis Road Sector Plan* contains no goals and policies related to historic preservation. 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. No Prince George's County Historic Sites or Resources are on or adjacent to the subject property.

Historic Preservation staff recommends approval of DSP-2026-0004, Capital Plaza Eastern Pad Site, with no conditions.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

April 29, 2026

MEMORANDUM

TO: Quincy Longford, Planner I, Urban Design Section

VIA: Mridula Gupta, Planning Supervisor, Subdivision Section MG

FROM: Mahsa Vatandoost, Planner III, Subdivision Section MV

SUBJECT: DSP-2026-0004 (DSP-15020-07); Capital Plaza Eastern Pad Site

The property subject to this detailed site plan (DSP) amendment consists of 1.33-acre portion of Parcel I of the Capital Plaza Subdivision. Parcel I was recorded among the Prince George's County Land Records in Plat Book SJH 246 page 28 entitled "Parcel I, J and K, The Capital Plaza, Inc" on June 30, 2016. The property is zoned Commercial, General and Office (CGO). The application is however being reviewed pursuant to the prior Commercial Shopping Center (C-S-C) and Development District Overlay (D-D-O) zones of the subject property in accordance with the prior Zoning Ordinance and Subdivision Regulations. The DSP amendment proposes 1,910 square feet gross floor area (GFA) of eating or drinking establishment with drive-through service, replacing the previously approved 10,000-square-foot Building C under DSP-15020-03. This DSP amendment was accepted for review on March 23, 2026. Comments were previously provided at the SDRC meeting on April 10, 2026. This referral memo is based on revised plans received on April 17, 2026.

This property is subject to a preliminary plan of subdivision (PPS) 4-86033 which was approved by the Prince George's County Planning Board on May 8, 1986 (PGCPB Resolution No. 86-163). This PPS approved two parcels for commercial use. Parcels E and F were recorded among the Land Records in Plat Book NLP 131 Page 6 in conformance with the PPS. Parcel F, which contains the subject site, and adjoining Parcel D were subsequently platted as Parcels G and H pursuant to a plat for lot line adjustment recorded in Plat Book PM 228 page 87 on November 5, 2008. A plat of correction for Parcels E, G, and H, for the purpose of noting the assigned development limitations for the property was subsequently recorded, identifying parcels as Parcels I, J and K (Plat Book SJH 246 page 28) in 2016.

PPS 4-86033 was approved subject to two conditions which were to be addressed prior to the final plat of subdivision. The condition relevant to the subject application is listed below in **bold** text and staff analysis of the project's conformance to the relevant conditions follows in plain text:

1. **State Highway Administration letter of April 8, 1986.**

   Condition 1 references a 1986 letter from State Highway Administration, which required that all access to the subdivision (then Parcels E and F) must be from the

existing entrances with no direct access to MD 450. The 1986 site plan shows three existing entrances to the development from MD 450, which have been maintained, and no additional access points to MD 450 have been created in accordance with this condition.

The DSP shows the property boundary for Parcel I in conformance with Plat Book SJH 246 page 28 with correct bearings and distances and parcel area. The record plat includes two notes listed below in **bold** and staff analysis of the project's conformance to these notes follow each one in plain text.

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

   Parcels I, J and K are currently developed with a total of 213,112 square feet of commercial GFA. An additional 7,980 square feet of GFA has been approved under various amendments to DSP-15020 for Parcel I. The proposed development of 1,910 square-foot restaurant building, in addition to the existing and approved development, are within the limitation of the GFA established for all three parcels by this plat.

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

   This amendment to DSP-15020 proposes an eating or drinking establishment with drive-through service and therefore this note is not applicable.

Additional Comments:

1. The property received an automatic certificate of adequacy (ADQ) associated with 4-86033 pursuant to Section 24-4503(a)(1) of the Subdivision Regulations, which became effective April 1, 2022, and is valid for twelve years from that date, subject to the expiration provisions of Section 24-4503(c).

Recommended conditions of approval:

None.

The referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in conformance with the approved preliminary plan of subdivision and record plat. 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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April 24, 2026

Memorandum

TO: Quincy Langford, Planner I, Urban Design Section, Development Review Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division NAB

VIA: Thomas Lester, Acting Supervisor, Long-Range Planning Section, Community Planning Division TEL

FROM: John Parks, Planner II, Neighborhood Revitalization Section, Community Planning Division JP

SUBJECT: **DSP-15020-07 Capital Plaza (Eastern Pad Site)**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.25(b) of the Prior Zoning Ordinance, this Detailed Site Plan application conforms to all applicable standards of the 2010 *Central Annapolis Road Approved Sector Plan* and Development District Overlay (DDO) Zone for the Retail Town Center Character Area (p. 141).

BACKGROUND

Application Type: Detailed Site Plan

Planning Area: 69

Community: Bladensburg – New Carrollton & Vicinity

Location: The subject property is a currently vacant pad-site located within the Capital Plaza shopping center, which is on the southwest corner of 6200 Annapolis Road, Hyattsville, Maryland 20784. The pad-site is located at the cross-street of a private driveway, and MD 450 (Annapolis Road). The subject property is located 0.2 miles from the intersection of Annapolis Road and Cooper Lane.

Size: 3.81 acres

Existing Use: Commercial (Vacant Pad Site)

Future Land Use: Commercial

Proposal: Reduction of the building footprint of a previously approved eating and drinking establishment to construct a 2,335 square foot eating and drinking establishment with drive-through service using the prior Zoning Ordinance.

Zoning: CGO (Commercial, General and Office) Zone

Prior Zoning: C-S-C (Commercial Shopping Center); Central Annapolis Road DDO (Development District Overlay) Zones

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, SECTOR PLAN/DEVELOPMENT DISTRICT OVERLAY, AND ZONING

General Plan: The *Plan Prince George's 2035 Approved General Plan* (Plan 2035) places the subject property in the **Established Communities Growth Policy Area** (p. 18). "Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewers outside of the Regional Transit Districts and Local Centers, as Established Communities. Established Communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open spaces), and infrastructure in these areas to ensure that the needs of existing residents are met."

The subject application is consistent with the Plan 2035 vision for the Established Communities, and specifically the 2035 Land Use Goal which is to, "Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources" (p. 93). The subject application proposes the development of a restaurant establishment with drive-through service which will utilize existing infrastructure and capitalize on the overall economic viability of a long-standing commercial center within the Established Communities; Capital Plaza.

In addition, the subject application addresses specific policies within the Land Use Element:

Land Use – Policy 8
Strengthen and enhance existing residential areas and neighborhoods in the Plan 2035 Established Communities (p. 115).

Analysis: *The proposed development will occur on an existing vacant pad site within a long-standing commercial center (Capital Plaza). The long-term economic vitality of this commercial center is critical to the Established Communities. Furthermore, the proposed development will occur on a pad site with existing infrastructure connections, access to transportation networks, and wider facilities.*

Sector Plan: The property is governed by the 2010 *Central Annapolis Road Approved Sector Plan* (Sector Plan). The Sector Plan recommends **Commercial land use** on the subject property (Figure 8.2 Preferred Land Use map, p. 129). The Sector Plan does not provide a definition for Commercial (Retail/Office) land uses. However, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) describes Commercial land uses as "Retail and business areas, including employment uses such as office and service uses. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options" (Table 14, Generalized Future Land Use Categories, p. 100). The proposed restaurant establishment with drive-through service conforms with the recommended land use as the proposal constitutes an addition to the range of services provided at the neighborhood level, and at a regional level.

The Sector Plan recommends the following goals and strategies to help advance the intent and purpose of the plan:

> **Infrastructure**
> **Goal:** "Facilitate the transformation of Capital Plaza and neighboring retail uses, from an entirely auto-oriented shopping center to a more pedestrian friendly retail destination with comfortable, convenient, and attractive pedestrian connections" (p. 95).

Analysis: *The subject application proposes development of a restaurant with drive-through service. This use contributes to the diversity of services within Capital Plaza and augments the availability of retail uses. While the proposed restaurant with drive-through service will be designed to facilitate vehicular access of the site within Capital Plaza, the applicant has provided additional pedestrian improvements which connect the subject property to the wider pedestrian network, and internally to Capital Plaza.*

In addition, the applicant has proposed outdoor seating for patrons of the proposed restaurant establishment. The inclusion of outdoor dining areas will lead to a more pedestrian friendly retail destination, and contributes to wider pedestrian experience within Capital Plaza.

> **Pedestrian and Bike Network and Transit Amenities**
> "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" (p. 96).

Analysis: *The applicant will be providing six-foot paths within the subject property and will provide a pedestrian and bike route connecting to the existing pedestrian right-of-way at MD 450 (Annapolis Road) and the Private Driveway to west of the subject property. Also, the applicant is*

proposing an additional pedestrian connection which will connect to the adjacent pad sites, and commercial properties.

The applicant is encouraged to provide additional signage to notify drivers of pedestrian pathways at points of conflict between vehicles and pedestrians/bicycles.

DEVELOPMENT DISTRICT MANDATORY STANDARDS
Community Planning Division staff finds that, pursuant to Section 27-548.25(b), this application is in conformance with the mandatory requirements of the 2010 *Central Annapolis Road Approved Sector Plan* and Development District Overlay Zone.

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

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA), which reclassified the subject property from the C-S-C (Commercial Shopping Center)/ DDO (Development District Overlay) Zone to the CGO (Commercial, General and Office) Zone, effective April 1, 2022.

cc: Long-Range Agenda Notebook

The Maryland-National Capital Park and Planning Commission
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April 29, 2026

MEMORANDUM

TO: Quincy Langford, Urban Design Review Section, Development Review Division

FROM: mm Melanie Marino, Transportation Planning Section, Countywide Planning Division

VIA: Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

Mark Berger, AICP, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-2026-0004, Capital Plaza Eastern Pad Site

Prior Conditions of Approval

The site is subject to the approved overarching Preliminary Plan of Subdivision (PPS), 4-86033, and the overarching Detailed Site Plan (DSP)-15020-03. 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 (SJH 246-28) (MSA C2381-20085), which includes the following conditions related to this application:

4-86033

Subject to the following conditions prior to Final Plat of Subdivision:

1. State Highway Administration (SHA) letter of April 8, 1986. The SHA letter contains requirements for access to State Highways, specifically that all access must be from the existing entrances with no new direct access to MD 450.

Comment: The required SHA letter is attached to PPS 4-86033 and states that all site access must be from the existing entrances with no new direct access to MD 450. As the applicant has not proposed direct site access from MD 450, this condition has been met.

SJH 246-28 (MSA C2381-20085)

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

Comment: DSP-2026-0004 was evaluated for the development of 1,910 square feet of retail commercial space and the addition of a drive-through lane within Parcel I. The prior approval, DSP-

15020-03, approved 10,000 square feet of retail commercial space. The net difference between the two applications results in a reduction of 8,090 square feet. No residential uses are proposed with this development plan. Parcels I, J, and K, which are included in the trip cap, total 176,060 square feet, 3,173 square feet, and 43,769 square feet, respectively, totaling 223,002 square feet. No trip cap was given in the originally approved PPS 4-86033; accordingly, a new trip cap was calculated using the ITE Trip Generation Manual, 11th Edition. The proposed integrated shopping center based on PPS 4-86033 has been approved for a total of 493,913 square feet, and the applicant has proposed 223,002 square feet of development at the time of this proposal. The remaining allowable 270,911 square feet results in a trip cap of 159 AM trips and 771 PM trips; therefore, demonstrating that the proposed development is within the allowable trip cap.

Trip Generation Summary, DSP-2026-0004								
Land Use	**Use Quantity**	**Metric**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Total Approved Pursuant to DSP-2026-0004								
PPS 4-86033 – Retail Use	493,913	square feet			**425**			**1782**
DSP-2026-0004 - Retail Use	223,002	square feet			265			1005
Remaining Trip Cap Analysis								
Remaining Retail Trips	270,911	square feet			**159**			**771**

Master Plan Compliance

The site is subject to the 2009 *Countywide Master Plan of Transportation* (MPOT), and the *2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment.*

Right-of-Way (ROW)

Annapolis Road (A-18): 120 ft ROW

Comment: Staff recommends delineation of a 60-foot right-of-way from the centerline on Annapolis Road to be identified on all plan sheets following the MPOT recommendations.

Pedestrian and Bicycle Facilities

Annapolis Road (A-18): Existing master planned side path and planned bicycle lane facility with on-road bicycle facilities recommended.

Comment: The subject application proposes no modifications to the prior approved pedestrian and bicycle master planned facilities. The MPOT and Sector Plan recommend on-road bicycle facilities; however, the implementation of bicycle facilities is beyond the scope of a DSP and can be implemented as part of a future State roadway improvement project.

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
>
> Comment: The applicant has provided sidewalks, crosswalks, and bicycle parking. The proposed project meets this policy.

The *2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* provides guidance for multi-modal circulation through the planning area:

> **Provide for a multimodal, pedestrian-friendly transportation system at centers and corridors that is integrated with the desired development pattern. (P. 49)**
>
> Comment**:** The proposed site plan provides multimodal opportunities for travel throughout the site for bicyclists and pedestrians. Continental-style crosswalks are proposed at all pedestrian crossings, and bicycle parking is provided on site. The proposed plan meets this policy.
>
> **Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers. (P. 51)**
>
> Comment: The applicant has provided a 6-foot sidewalk connection to the site, meeting this policy.
>
> **Provide for a multimodal, pedestrian-friendly, transportation system at centers and corridors that is integrated with the desired development pattern. (P. 52)**
>
> Comment: The applicant has provided 6-foot sidewalks, continental-style crosswalks that provide internal pedestrian connectivity to adjacent shopping center sites, and bicycle parking on site. The proposed project meets this policy.

Transportation Planning Review

Zoning Ordinance Compliance

Section 27-274 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for Detailed Site Plans. In addition, Section 27-285 provides guidance for the findings required for a limited amendment. The section references the following design guidelines described in Section 27-274(2):

> **Parking, loading, and circulation.**
>
> **A. Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site while minimizing the visual**

impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.

Comment: Access to the site is provided by a private driveway off Annapolis Road, providing safe vehicular entry and exit to the site. Two-way vehicular circulation is acceptable through the parking area on site, in addition to one-way circulation through the designated drive through lane. The proposed Arby's restaurant is part of the larger Capital Plaza integrated shopping center, which requires a total of 706 standard spaces, 26 Americans with Disabilities Act (ADA)-accessible parking spaces, and 4 loading spaces based on 176,485 total proposed gross floor area. The current proposal delineates 35 standard parking spaces and 2 ADA-accessible parking spaces at the proposed Arby's and a total of 1,588 standard spaces and 40 ADA-accessible spaces provided for the overall integrated shopping center, as well as 8 loading spaces distributed across the subject site. ADA-accessible parking spaces are appropriately located near the building entrance. Pedestrian circulation is provided via the sidewalk along the south and east sides of the site and a crosswalk located across the end of the drive-through lane. Staff find the proposed plans acceptable.

B. Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.

Comment: Per Section 27-582(a) of the Zoning Ordinance, a loading space is not required, since the building is less than 2,000 square feet of gross floor area. The applicant provided a circulation plan demonstrating that the proposed location of the dumpster will cause minimal conflicts with vehicles and pedestrians. The proposed site plan meets this policy.

C. Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

Comment: The applicant provided circulation plans demonstrating the movements of bicyclists, pedestrians, and vehicles; staff find the proposed plans acceptable.

Transportation Planning Review

Based on the findings presented above, staff conclude that the vehicular, pedestrian, and bicycle access and circulation for this plan are acceptable, consistent with the site design guidelines pursuant to Section 27, and meet the findings for pedestrian and bicycle transportation purposes if the following conditions are met:

1. Prior to the certification of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assigns shall show these facilities as part of the site plan:

1. Delineate Right-of-Way (ROW) on all plan sheets, including half of ROW from the center line.

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Countywide Planning Division
Environmental Planning Section 301-952-3650

April 24, 2026

MEMORANDUM

TO: Quincy Langford, Planner I, Urban Design Section, DRD

VIA: Suzanne Nickle, Acting Supervisor, Environmental Planning Section, CWPD *SN*

FROM: Mary Rea, Planner II, Environmental Planning Section, CWPD *MR*

SUBJECT: **Capital Plaza Eastern Pad Site: DSP-2026-0004**

The Environmental Planning Section (EPS) has reviewed the above referenced detailed site plan (DSP) application accepted on March 23, 2026, with a Subdivision and Development Review Committee (SDRC) meeting on April 10, 2026. The EPS finds the application in conformance with Sections 27-285(b)(3), 27-285(b)(4), 27-282(e)(5), 27-282(e)(9), 27-282(e)(11) of the prior Zoning Ordinance, and 24-131 of the prior Subdivision Regulations, and recommends approval of DSP-2026-0004, subject to the findings at the end of this memorandum.

BACKGROUND

The EPS has reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
DSP-15020	N/A (Exempt per 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	PGCPB No. 16-60
DSP-15020-02	N/A (Exempt per S-156-2016)	Planning Board	Approved	10/19/2017	PGCPB No. 17-137
DSP-15020-03	N/A (Exempt per S-048-2018)	Planning Board	Approved	7/19/2018	PGCPB No. 18-77
DSP-15020-04	N/A (Exempt per S-156-2016)	Planning Director	Approved	1/30/2019	N/A
DSP-15020-05	N/A (Exempt per S-002-2021)	Planning Board	Approved	9.23/2021	PGCPB No. 2021-116
DSP-15020-06	N/A (Exempt per S-002-2021)	Planning Director	Approved	6/27/2022	N/A
DSP-2026-0004	N/A (Exempt per WCO-SE-2026-0011)	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The current application is a DSP for the development of a 2,335 square foot eating and drinking establishment with drive through service.

APPLICABLE ENVIRONMENTAL REGULATIONS
This property is subject to Division 2 of the Woodland and Wildlife Habitat Conservation Ordinance, the 2018 Environmental Technical Manual, and the environmental regulations contained in prior Subtitles 24 and 27 of County Code because this application is an amendment to DSP-15020-06.

SITE DESCRIPTION
The subject property is at the northeastern corner of the intersection of the I 295 (Baltimore-Washington Parkway) with MD 450 (Annapolis Road) on an existing developed parcel. The Baltimore-Washington Parkway is also identified as a scenic and historic roadway. The site is relatively flat and contains no woodlands.

This site is within the Environmental Strategy Area 1 as designated by the 2014 *Plan Prince George's* 2035 *Approved General Plan* (Plan 2035). The site does not contain Forest Interior Dwelling Species habitat and is within the Lower Northeast Branch of the Anacostia River that drains into the Middle Potomac Watershed. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or Endangered species found to occur on or in the vicinity of this site. No Forest Interior Dwelling Species (FIDS) or FIDS buffer are mapped on-site. There are no floodplains, streams, Waters of the US, or wetlands associated with the site.

REVIEW OF PREVIOUSLY APPROVED CONDITIONS

Review of Detailed Site Plan DSP-15020
The Prince George's County Planning Board and the Planning Director approved DSP-15020 and six revisions. There are no approval conditions that are environmental in nature in any of the detailed site plans for this property.

ENVIRONMENTAL REVIEW

Natural Resources Inventory
Section 27-282(e)(5) of County Code requires an approved natural resource inventory (NRI) plan with DSP applications. The site has a Natural Resource Inventory Equivalency Letter (NRI-132-12-04) which was issued on April 7, 2022. The site is currently developed with pavement. No woodland or regulated environmental features (REF) are located on this site. No further information is needed at this time.

Woodland Conservation
This project is exempt from the provisions of the WCO because the site contains less than 10,000 square feet of woodland and does not have a previously approved tree conservation plan. The site received a letter of exemption from the WCO (WCO-SE-2026-0011) on January 27, 2026, and it remains valid until January 27, 2031. No additional information is required regarding woodland conservation.

Specimen Trees
Specimen trees are required to be protected under Section 25-122(b)(1)(G) of the WCO which requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." However, the site is exempt from specimen tree regulations per approved letter of exemption WCO-SE-2026-0011.

Regulated Environmental Features
Regulated environmental features are required to be preserved and/or restored to the fullest extent possible under Section 27-276(b)(4) of the prior Zoning Ordinance; however, the site does not contain REF.

Stormwater Management
Section 27-282(e)(11) of the prior Zoning Ordinance requires an approved stormwater management concept which was submitted with this application. Approved Concept Plan (#38515-2017-02) shows the use of micro-bioretention facilities. This stormwater management concept was approved on June 13, 2025, and expires on January 30, 2027.

100-year Floodplain
According to PGAtlas, the site does not contain 100-year floodplain. Thus, the DSP is in accordance with Section 27-124.01 of the Zoning Ordinance and Subtitle 32, Division 4, Floodplain Ordinance, of County Code.

Soils
In accordance with Section 24-131 of County Code, this application was reviewed for unsafe land restrictions. The predominant soils found to occur, according to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Urban land-Christiana-Downer complex, Urban land-Russett-Christiana complex, Christiana-Downer complex, and Russett-Christiana-Urban land complex. Christiana clay is mapped on the site, but no geotechnical issues have been identified at this time.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS
The EPS has completed the review of DSP-2026-0004, and recommends approval, subject to the following findings:

Recommended Findings

1. The development is exempt from specimen tree regulations found in Section 25-122(b)(1)(G) and Section 25-119(d).

2. There are no regulated environmental features (REF) on the subject property.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
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April 6, 2026

MEMORANDUM

TO: Quincy Langford, Planner I, Urban Design Section

FROM: Mara Greenwell, Planning Technician III, Permit Review Section MG

SUBJECT: DSP-2026-0004 CAPITAL PLAZA EASTERN PAD SITE

1. The Permit Review Section offers no additional comments at this time on this development application.

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division

Aisha N. Braveboy
County Executive

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT
Dawit Abraham, P.E.
Director

MEMORANDUM

DATE: April 27, 2026

TO: Quincy Langford, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mariwan Abdullah, P.E., Chief Engineer *Mariwan Abdullah*
Site/Road Plan Review Division, DPIE

RE: Capital Plaza Eastern Pad
DSP-2026-0004

CR: Annapolis Road (State)

This memorandum responds to Capital Plaza Eastern Pad, DSP-2026-0004 The Department of Permitting, Inspections and Enforcement (DPIE) provides the following information:

- The proposed development is located at 6500 Annapolis Road Hyattsville.
- The proposal consists of construction of a restaurant.
- Capital Plaza Eastern Pad, DSP-2026-0004 is consistent with Site Development Concept 38515-2017-02 approved on 06/13/2025 and expires on 01/30/2027.

DPIE Site Road Traffic Comments:

- This site solely fronts Annapolis Road (MD 450) which is managed by MDOT SHA. As such, we defer all comments on this to MDOT SHA.

DPIE Water and Sewer Comments:

- The 2018 Water and Sewer Plan designates Parcel I in Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act – approved for sewer service. The Parcel is developed in the aerial view.

- Water and sewer lines traverse the property. The built property is currently serviced via the public water and sewer lines.

DPIE Floodplain Comments:

- There is no floodplain on this property.

DPIE Storm Drain and Stormwater Management:

- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:

a) Final site layout, exact impervious area locations are not shown on plans.
b) The exact acreage of impervious areas has not been provided.
c) Proposed grading is not shown on plans.
d) Stormwater volume computations have been provided with the concept submittal. These computations shall be further updated with site development fine grading permit submission.
e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessity limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in the submittal.
f) A narrative in accordance with the code has not been provided.
g) The applicant shall provide items (a-f) at the time of filing Final Site Permits.

DPIE has no objection to Capital Plaza Eastern Pad, DSP-2026-0004

If you have any questions or require additional information, please contact Mr. Koji Harada, P.E., the District Engineer for the area, at 202-603-6547.

cc: Koji Harada, P.E., District Engineer, S/RPRD, DPIE

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH
DEPARTMENT

Date: April 13, 2026

To: Quincy Langford, Urban Design, M-NCPPC

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

Re: DSP-2026-0004, CAPITAL PLAZA EASTERN PAD SITE
Tax accnt. 5592005
Tax Map 051
Grid A3
Parcel 1

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the special exception request submission for the Capital Plaza Eastern Pad Site located at 6200 Annapolis Road in Hyattsville MD. 20784 and has the following comments / recommendations:

1. Health Department permit records indicate there are approx. 12 existing carry-out/convenience store food facilities and two markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

2. ***The proposed Arby's food facility is considered a prototype food service facility in which two or more facilities in the state having uniformed set of plans.*** Submit an application for a plan review to the Maryland Department of Health's Environmental Health Bureau's Food protection and Food Licensing program located at 6 St. Paul Street, Suite 1301, Baltimore, Maryland. 21202.

3. Submit plans for the construction of a new food facility online to the Plan Review department at the Department of Permitting, Inspection Enforcement (DPIE) for the proposed Dunkin Donuts facility at https://momentumhome.princegeorgescountymd.gov/.

4. Apply for a Prince George's County Health Department's Food Service Facility permit online at https://momentumhome.princegeorgescountymd.gov/.

5. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction

activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

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

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

LEGEND

EX. SEWER	EX. CURB & GUTTER
EX. WATER	PROP. CURB & GUTTER
EX. GAS	PROP. ELECTRIC
EX. STORM DRAIN	PROP. BUILDING
PROP. SEW. / PROP. SEWER	PARKING LOT LIGHT
PROP. WAT. / PROP. WATER	PROP. SIDEWALK
PROP. GAS	PROP. CONCRETE
STORM / PROP. STORM DRAIN	HANDICAPPED PARKING
EX. CONTOURS	STANDARD PARKING
PROP. CONTOURS	LIMIT OF IMPACT
EX. ELECTRIC	
EX. TELE/COMM	

EXISTING UTILITY NOTES

1. For marking locations of existing utilities, notify "MISS UTILITY" at 1-800-257-7777, 48 hours prior to any excavation or construction.
2. Information concerning underground utilities was obtained from available records. The contractor must determine the exact locations and elevations of the utilities by digging test pits by hand at all utility crossings well in advance of trenching. If clearances are less than specified on this plan or less than 12 inches when not specified, contact the Engineer, and the owner of the other involved utility before proceeding with construction.
3. For field location of gas line services, notify Washington Gas Light Co., 703-750-1000, 48 hours prior to the start of any excavation or construction.
4. Omissions and/or additions of utilities found during construction shall be the sole responsibility of any contractor engaged in excavation at this site. Gutschick, Little & Weber, P.A., shall be notified immediately of any and all utility information, omissions and additions found by any contractor.
5. Due to the proximity of live underground and overhead utilities, we are not responsible for any damage or injury sustained during construction by any persons, trucks, trailers, or equipment used on or adjacent to the site.

48 Hours
Before You Dig Call
"MISS UTILITY"
Service Protection Center
MEMBER ONE CALL SYSTEMS INTERNATIONAL
CALL TOLL FREE
1-800-257-7777

EX. WALMART
6210 ANNAPOLIS ROAD
PARCEL 1
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

PARCEL K
THE CAPITAL PLAZA, INC
P.B. SJH 246 P No. 28
ZONE: CSC

PARCEL 'I', THE CAPITAL PLAZA, INC.
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

EX. McDONALD'S
LEASE AREA FOR McDONALDS (PER DOCUMENT #1616695-V3 DRAWN 2/4/2020, MAB)
PARCEL 2
P.B. SJH 246 P No. 28
1,908,431 sq.ft.
or 43.8 Ac.

EX. BUILDING A
11,840 SF
6300 ANNAPOLIS RD
RETAIL/RESTAURANT
FFE = 171.00
HEIGHT = 24'-8"

EX. BUILDING B
2,394 SF
6320 ANNAPOLIS RD
DRIVE-THRU RESTAURANT
FFE = 181.75
HEIGHT = 20'-8"

PROP. BUILDING C
1,910 SF
6340 ANNAPOLIS RD
DRIVE-THRU RESTAURANT
FFE= 184.00
HEIGHT=19'-6"

OUTDOOR SEATING: 620 SF
PICK UP WINDOW
PROP. BIKE RACK (2 BIKES)
EX. BIKE RACK (6 BIKES)
PROP. RET. WALL
EX. RET. WALL
PROP. BUILDING CANOPY OVER PICKUP WINDOW
PROP. MENU BOARD
DRIVE THRU CANOPY
PROP. TRANSFORMER
PROP. DUMPSTER ENCLOSURE 'D' (SEE PLANS BY OTHERS)
EX. TRANSFORMER A
EX. DUMPSTER SCREENING WALL (SEE PLANS BY OTHERS)
EX. TRASH ENCLOSURE 'A' (SEE PLANS BY OTHERS)
EX. TRASH ENCLOSURE 'B' (SEE PLANS BY OTHERS)
EX. TRASH ENCLOSURE 'C' (SEE PLANS BY OTHERS)
EX. LOADING SPACE
EX. TELE. MH TO BE REMOVED, VERIZON TO BE RELOCATED
EX. FREESTANDING PYLON SIGN TO BE REFACED (SEE ARCH. SIGNAGE PLANS)
EX. GUY WIRE TO BE RELOCATED
EX. BUS STOP
CONNECT TO EX. SIDEWALK (NON-ADA)
PROP. RETAINING WALL
EX. ADA COMPLIANT ACCESS TO SITE
PROP. 5' SIDEWALK
MILL AND WEDGE EX. ASPHALT FOR 2% MAX CROSS-SLOPE
EX. CROSSWALK
CONNECT TO EX. WATER
CONNECT TO EX. STORM DRAIN
EX. 8" WATER
EX. WAT.
EX. SEW.
EX. TELEPHONE/COMM
EX. SD
PROP. SD
EX. RAILING
EX. CURB
EX. SIDEWALK
EX. SWM AREAS
PROP. SWM AREAS
PROP. CURB
MEET EX. PAVING
FDC
FH
FLUSH CURB
EX. TELE
EX. T
EX. E
EX. G
EX. SEWER
EX. 8" WATER (PRIVATE)
PROP. BIKE RACK (2 BIKES)
PROP. SETBACK
EX. PERPETUAL EASEMENT FOR PIPE OUTLET SRC PLAT Nos. 21214-21216 & 21163
60' I/E EASEMENT FOR PRIVATE DRIVE
PRIVATE DRIVEWAY
LIMITS OF DSP-2026-0004 REVISION
ANNAPOLIS ROAD (MD RTE 450)
ARTERIAL (A-23)
MINIMUM 120' R/W
L.2941 F.556
L=1080.64' R=1875.86'
L=363.12' R=4163.58'
N 49°51'38" E 557.00'
N 30°54'56" W 344.15'
N 40°59'39" W 825.60'
S 44°39'55" W 351.63'
S 44°39'55" W 357.63'
N 49°34'34" E 359.14'
PC 60+92.07
PT=56+63.93
T/W=186.6 B/W=179.3*
T/W=186.6 B/W=178.7*
T/W=183.0 B/W=178.1
T/W=183.7 B/W=177.7
T/W=185.0 B/W=178.1
T/W=185.0 B/W=179.0
T/W=182.0 B/W=180.9
T/W=188.7 B/W=181.4*
T/W=188.7 B/W=181.2*
T/W=188.9 B/W=181.6*
T/W=184.0 B/W=184.0
52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 61+00

*NOTE: SEE NOTE 2 ON COVER SHEET UNDER AMENDMENTS FOR SCREENING WALLS AT DUMPSTER WITHIN SETBACK

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

THIS BLOCK IS FOR OFFICIAL USE ONLY QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.	
M-NCPPC APPROVAL	
PROJECT NAME: CAPITAL PLAZA - EASTERN PAD SITE	
PROJECT NUMBER: DSP-15020-07	
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number	

GLW
PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY	DATE	REVISION	BY	APP'R.
KAB	4/18/25	REVISED BUILDING C		
	8-24-22	REVISED CHIPOTLE QUEUE LANE MARKING		
	06-01-22	MINOR REVISIONS FOR PERMIT SUBMISSION AND COMMENTS		
	02-15-22	REVISED BUILDING B		
DRAWN BY: KAB	05-31-19	REVISED CONSTRUCTION SET. ADDED CONCRETE DRIVE FOR STARBUCKS		
	02-06-19	CONSTRUCTION SET		
	11-19-18	REVISED BID SET. REVISED LOCATION OF WALL.	AEB	TMR
CHECKED BY: TML	10-19-18	BID SET		
	7-23-18	REVISED PER MNCPPC CONDITIONS AND SUBMITTED FOR CERTIFICATION		

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29414
EXPIRATION DATE: JANUARY 20, 2028
STATE OF MARYLAND — TIMOTHY MICHAELSON — PROFESSIONAL ENGINEER
2/20/26

PREPARED FOR:
Landover Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832
Attn: Boris Lander Luis
240-463-1404

SCALE	ZONING
1"=30'	CSC
DATE	TAX MAP - GRID
JAN. 2026	51 A3&B3

DETAILED SITE PLAN
CAPITAL PLAZA - EASTERN PAD SITE
PARCEL 'I', THE CAPITAL PLAZA, INC.
SJH 246 PLAT No. 28
ELECTION DISTRICT No. 02 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 01190
SHEET C 6

© GLW 2026

1 - Created by: Maya Sathyanadhan on 4/7/26 12:17 PM
Title: WSSC DESIGN COMMENTS, Department Review, DSD - Project Manager
WATER AND SEWER

This site is currently being served by existing and active water and sewer connections.

Proposed water and sewer mains are not clearly shown on the plan.

Existing water and sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number. e.g. SU-1486-2019 (8"S PVC and 10"W DI) and SU-3933-2022 (8"S PVC and 10"W DI)

If any conflicts, realign water and sewer avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance.

If any conflicts, revise the plan to realign any water and sewer pipeline to avoid large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

IMPORTANT

A single water/sewer service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15 feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40 feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional width is required.

WSSC has an ongoing system improvement program in the project vicinity which may impact this site utility construction logistics: Annapolis Road Transmission Water Main Replacement Phase II (BTBR7141B21) is scheduled to start construction in Spring 2027 with a duration of 2 years. The Applicant may reach out to the project manager Garth Weston in WSSC Pipeline Design Division at (301) 206-7136 for more information.

2 - Created by: Maya Sathyanadhan on 4/7/26 12:18 PM
Title: WSSC HYDRAULICS COMMENTS, Department Review, DSD - Project Manager
Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Section at (301) 206-8650 for submittal requirements or view our website.

Hydraulic Planning Analysis may be requested from WSSC for pre-review of a proposed site utility system to address adequate flow and/or capacity concerns.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

PGCPB NO. 86-163 FILE NO. 4-86033

RESOLUTION

WHEREAS, Towne Centre Limited Partnership is the owner of a 46.9982 acre parcel of land known as Capital Plaza (Parcels B & E) said property being in the 2nd Election District of Prince George's County, Maryland, and being zoned C-S-C; and

WHEREAS, on March 4, 1986, Towne Centre Limited Partnership filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-86033, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on May 8, 1986, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on May 8, 1986, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board approved Preliminary Plat of Subdivision 4-86033 with the following modifications:

Subject to the following conditions prior to Final Plat of Subdivison:

1. State Highway Administration letter of April 8, 1986; and

2. Approval of a conceptual stormwater management plan by WSSC for Parcel E.

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

1. The State Highway Administration letter contains requirements for access to State Highways.

2. Stormwater management may be required in order to protect downstream areas.

3. The subdivision, as modified, meets the legal requirements of Subtitle 24 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.

* * * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Botts, seconded by Commissioner Keller, with Commissioners Botts, Keller and Dabney voting in favor of the motion, with Commissioner Rhoads temporarily absent, and Commissioner Yewell being absent, at its regular meeting held on Thursday, May 8, 1986 in Upper Marlboro, Maryland.

Thomas H. Countee, Jr.
Executive Director

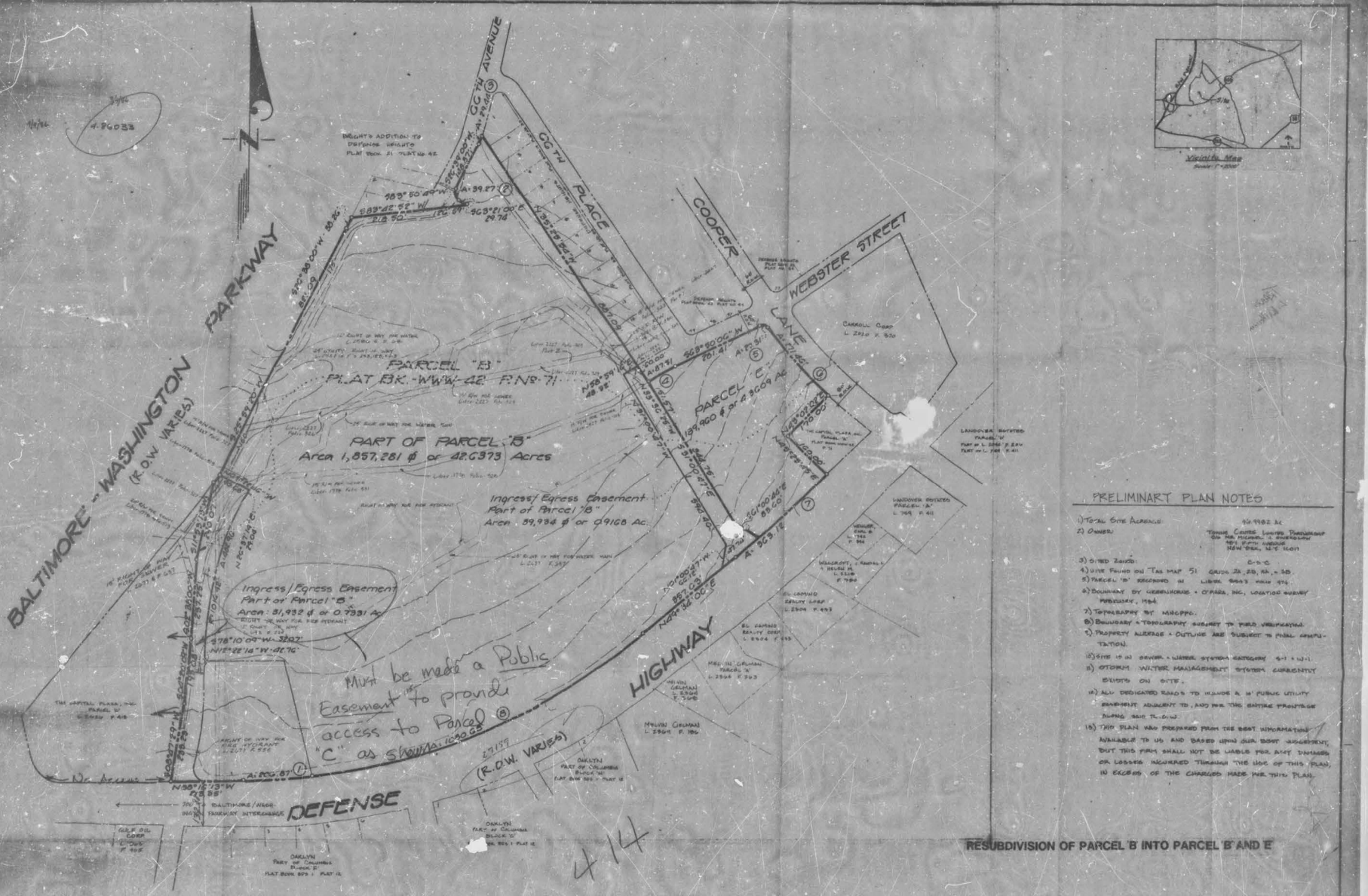
BY: Robert D. Reed
Community Relations Officer

THC:RDR:DRA

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department

Date 9/1/86



PRELIMINARY PLAN NOTES

1) TOTAL SITE ACREAGE: 42.9982 Ac
2) OWNER: TOWNE CENTRE LIMITED PARTNERSHIP
C/O MR. MICHAEL A. RIVERSTONE
NEW YORK, N.Y. 10017
3) ZONED ZONED: C-O-C
4) SITE FOUND ON TAX MAP 51 GRIDS 2A, 2B, 3A, & 3B.
5) PARCEL "B" RECORDED IN LIBER 9643 FOLIO 474.
6) BOUNDARY BY GREENHORNE & O'MARA, INC., LOCATION SURVEY FEBRUARY, 1984.
7) TOPOGRAPHY BY M-NCPPC.
8) BOUNDARY & TOPOGRAPHY SUBJECT TO FIELD VERIFICATION.
9) PROPERTY ACREAGE & OUTLINE ARE SUBJECT TO FINAL DELINEATION.
10) SITE IS IN SEWER & WATER SYSTEM CATEGORY 4-1 & W-1.
11) STORM WATER MANAGEMENT SYSTEM CURRENTLY EXISTS ON SITE.
12) ALL DEDICATED ROADS TO INCLUDE A 10' PUBLIC UTILITY EASEMENT ADJACENT TO AND PER THE ENTIRE FRONTAGE ALONG SAID R.O.W.
13) THIS PLAN WAS PREPARED FROM THE BEST INFORMATION AVAILABLE TO US AND BASED UPON OUR BEST JUDGEMENT, BUT THIS FIRM SHALL NOT BE LIABLE FOR ANY DAMAGES OR LOSSES INCURRED THROUGH THE USE OF THIS PLAN, IN EXCESS OF THE CHARGES MADE PER THIS PLAN.

RESUBDIVISION OF PARCEL 'B' INTO PARCEL 'B' AND 'E'

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAN SHOWN HEREON IS CORRECT & THAT THIS PROPERTY WAS SURVEYED UNDER MY DIRECT SUPERVISION & CONTROL.

DATED: 9-6-84

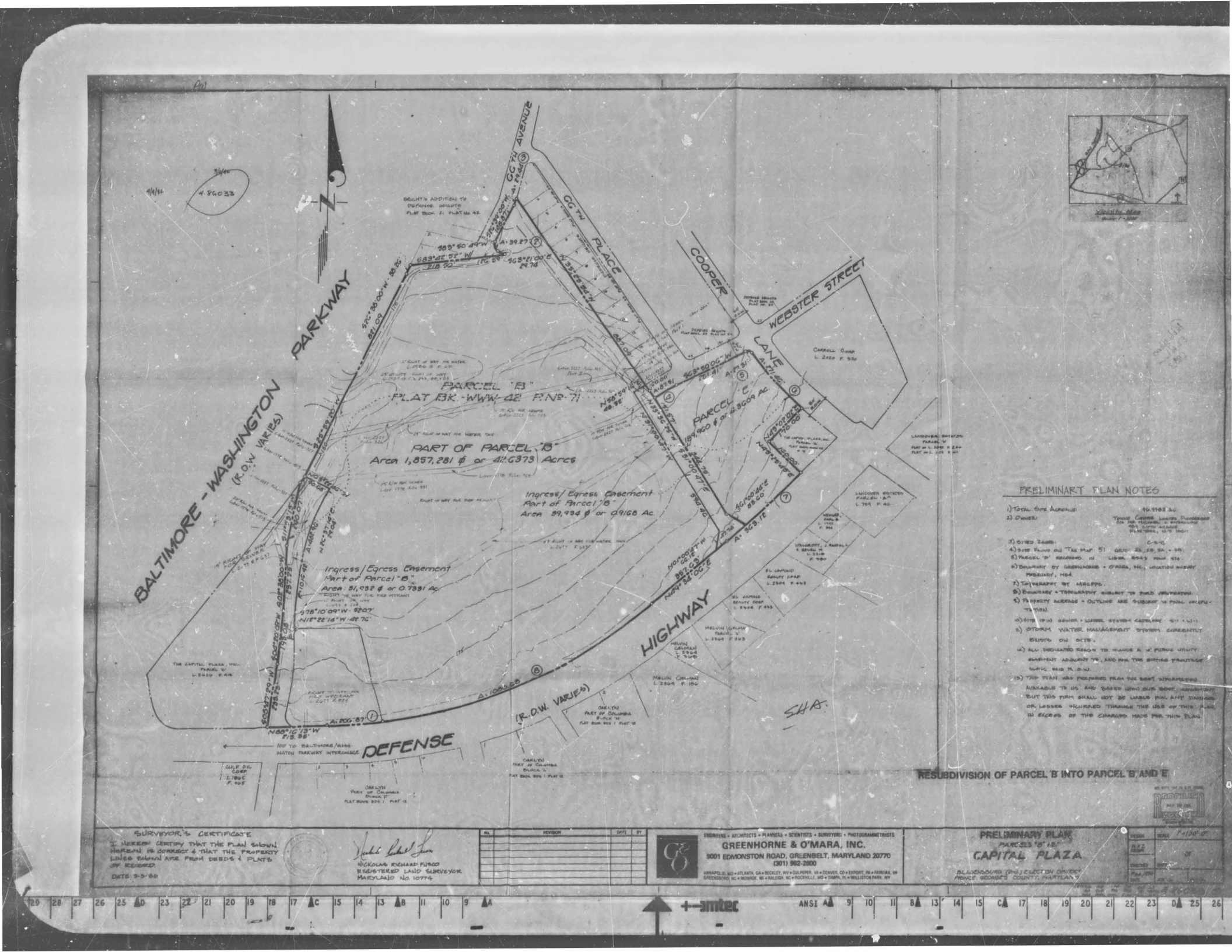
NICKOLAS RICHARD FUSCO
REGISTERED LAND SURVEYOR
MARYLAND No. 10774

No.	REVISION	DATE	BY

ENGINEERS • ARCHITECTS • PLANNERS • SCIENTISTS • SURVEYORS • PHOTOGRAMMETRISTS
GREENHORNE & O'MARA, INC.
9001 EDMONSTON ROAD, GREENBELT, MARYLAND 20770
(301) 982-2000
ANNAPOLIS, MD. • ATLANTA, GA. • BECKLEY, WV • COLUMBIA, MD • DENVER, CO • EXPORT, PA • FAIRFAX, VA
GREENSBORO, NC • MILWOOD, MD • RALEIGH, NC • ROCKVILLE, MD • TAMPA, FL • WILLISTON PARK, NY

PRELIMINARY PLAN
PARCELS 'B' & 'E'
CAPITAL PLAZA
BLADENSBURG (2nd) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

SCALE: 1"=100'-0"
DRAWN: R.R.F.
CHECKED:
FILE/JOB #:
SHEET: OF
DATE:



PRELIMINARY PLAN NOTES

1) TOTAL SITE ACREAGE: 46.9983 Ac
2) OWNER: TYSONS CORNER LIMITED PARTNERSHIP C/O MR. MICHAEL L. SHERMAN 4924 NORTH AVENUE NEW YORK, N.Y. 10017
3) ZONED: C-S-C
4) SITE FOUND ON "TAX MAP 51" GRID 22, 23, 24 & 29
5) PARCEL 'B' RECORDED IN LIBER 6943 FOLIO 674
6) BOUNDARY BY GREENHORNE & O'MARA, INC., LOCATION SURVEY MARCH 1984.
7) TOPOGRAPHY BY MRCPPC.
8) BOUNDARY & TOPOGRAPHY SUBJECT TO FIELD VERIFICATION.
9) PROPERTY ACREAGE & OUTLINE ARE SUBJECT TO FINAL SUBDIVISION.
10) SITE IS IN SEWER & WATER SYSTEM CATEGORY 4 (W-4)
11) ON-SITE WATER MANAGEMENT SYSTEM CURRENTLY EXISTS ON SITE.
12) ALL DEDICATED ROADS TO BE/ARE A 10' PUBLIC UTILITY EASEMENT ADJACENT TO, AND PER THE ENTIRE FRONTAGE ALONG, SAID R.O.W.
13) THIS PLAN WAS PREPARED FROM THE BEST INFORMATION AVAILABLE TO US AND BASED UPON OUR BEST JUDGEMENT, BUT THIS FIRM SHALL NOT BE LIABLE FOR ANY DAMAGES OR LOSSES INCURRED THROUGH THE USE OF THIS PLAN IN EXCESS OF THE CHARGED MADE FOR THIS PLAN.

RESUBDIVISION OF PARCEL 'B' INTO PARCEL 'B' AND 'E'

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE PLAN SHOWN HEREON IS CORRECT & THAT THE PROPERTY LINES SHOWN ARE FROM DEEDS & PLATS OF RECORD.

DATE: 3-3-86

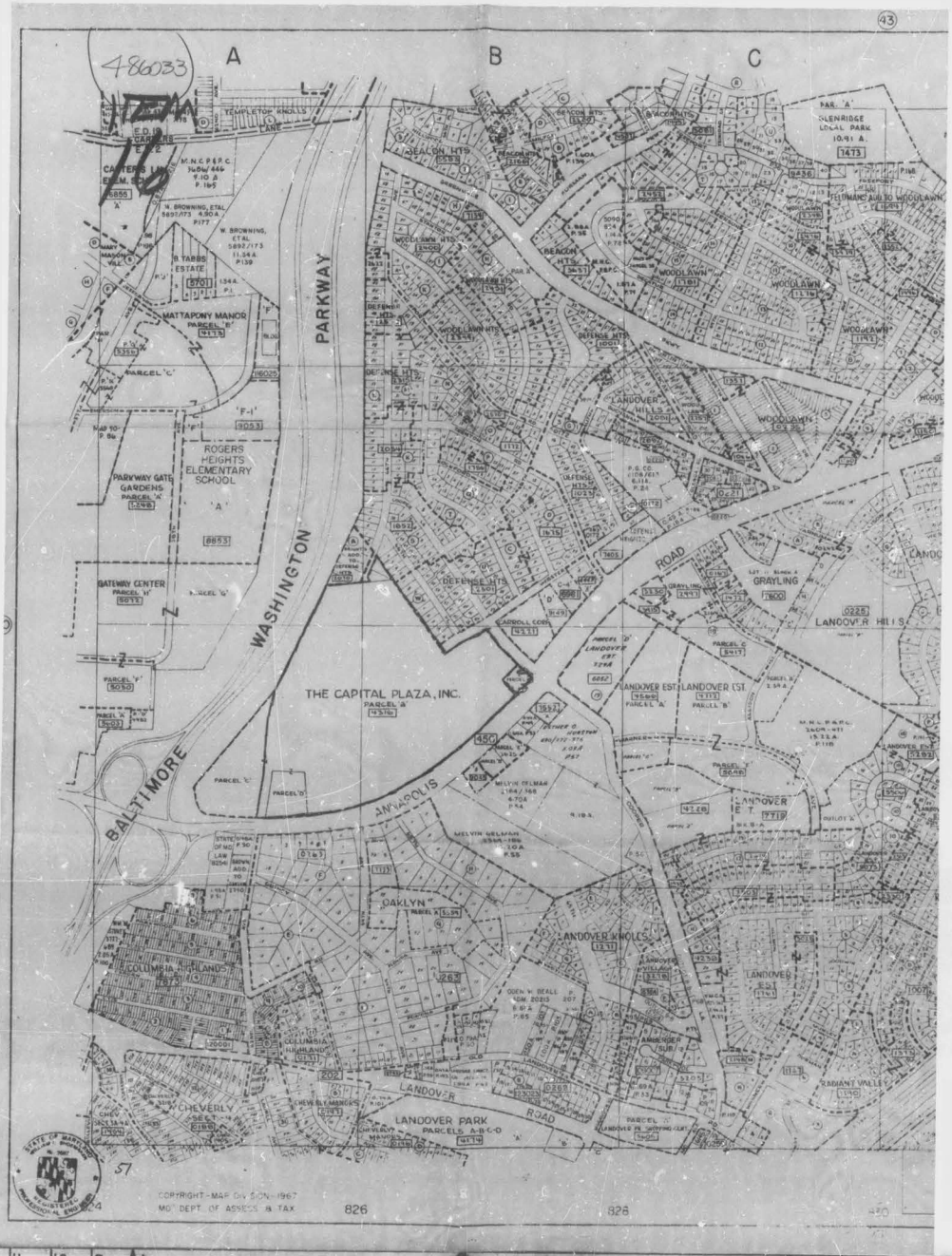
NICKOLAS RICHARD FUSCO
REGISTERED LAND SURVEYOR
MARYLAND NO. 10774

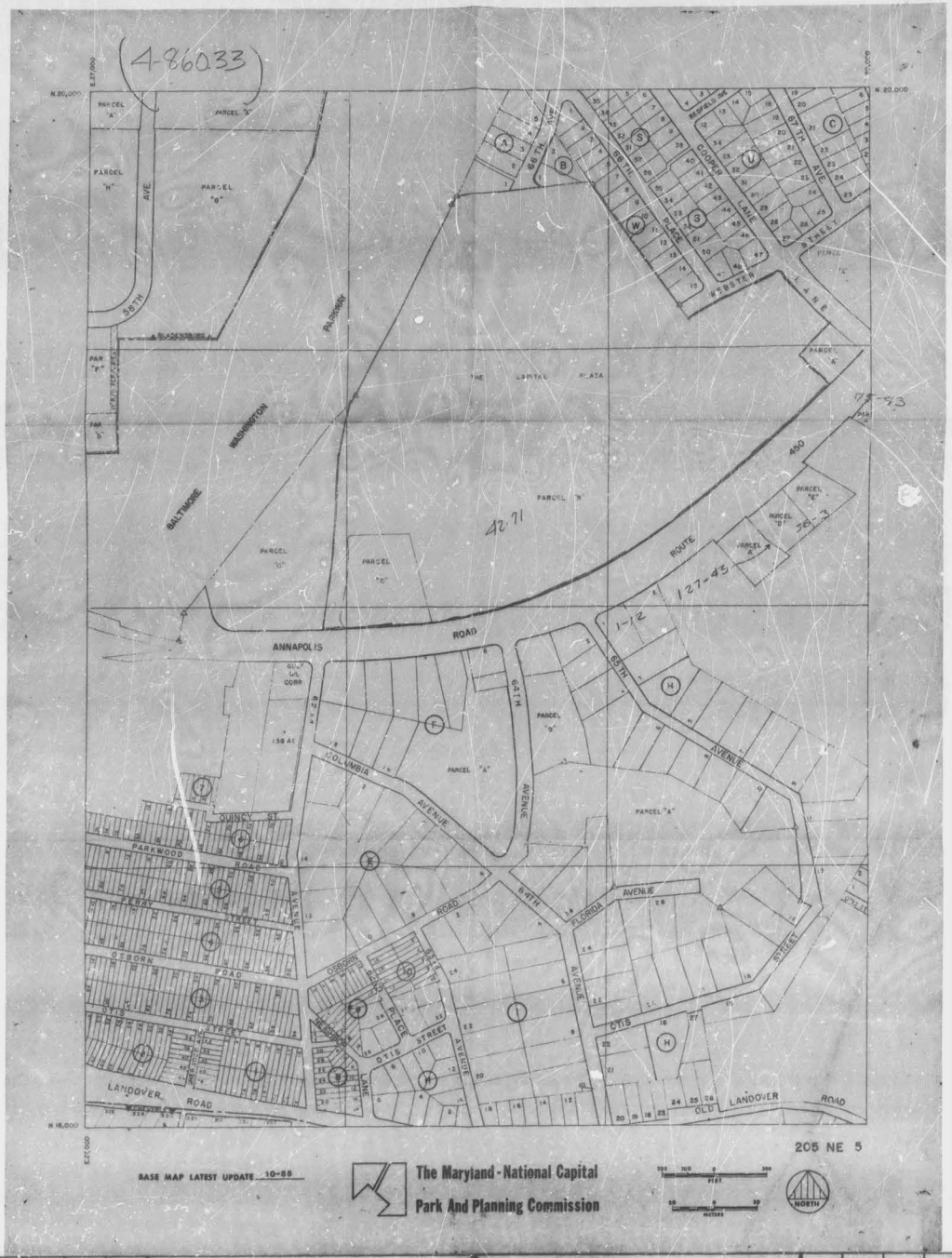
NO.	REVISION	DATE	BY

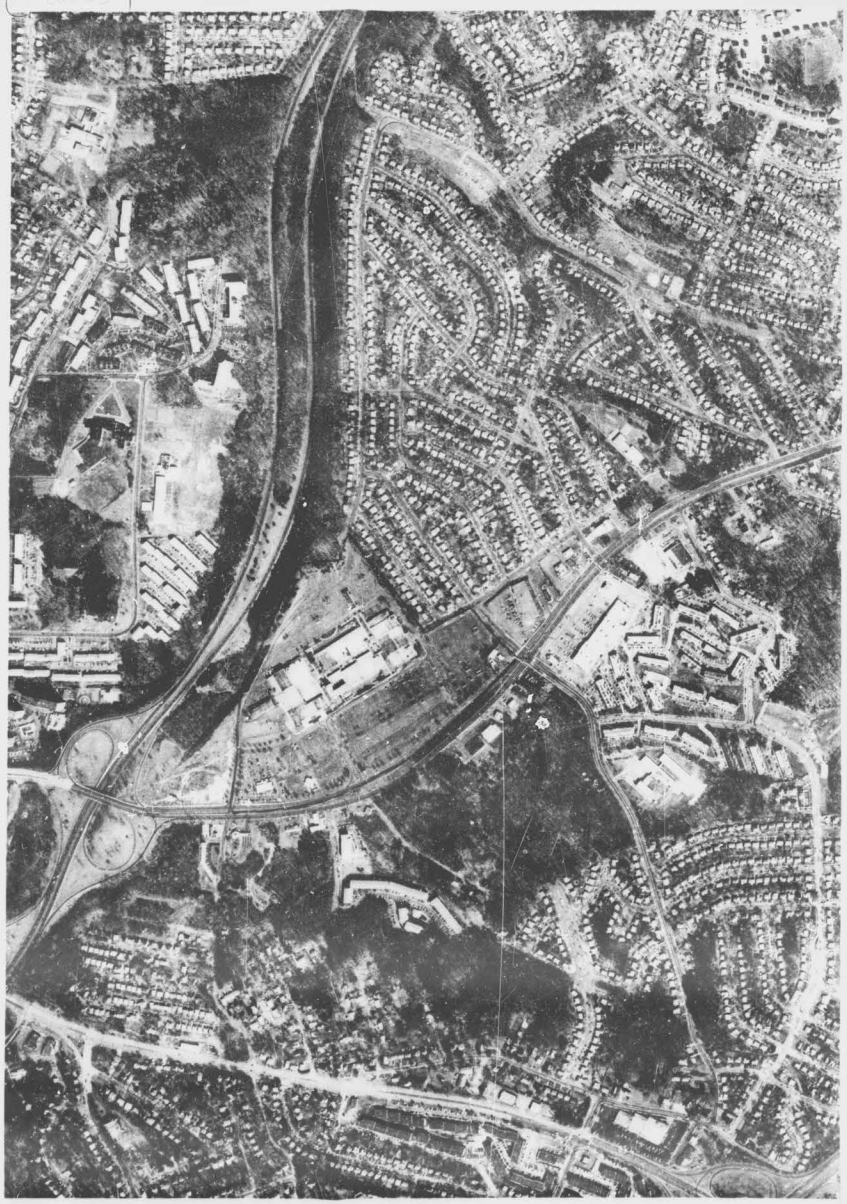
ENGINEERS • ARCHITECTS • PLANNERS • SCIENTISTS • SURVEYORS • PHOTOGRAMMETRISTS
GREENHORNE & O'MARA, INC.
9001 EDMONSTON ROAD, GREENBELT, MARYLAND 20770
(301) 982-2800
ANNAPOLIS, MD • ATLANTA, GA • BECKLEY, WV • CULPEPER, VA • DENVER, CO • EXPORT, PA • FAIRFAX, VA
GREENSBORO, NC • MONROE, MI • RALEIGH, NC • ROCKVILLE, MD • TAMPA, FL • WILLISTON PARK, NY

PRELIMINARY PLAN
PARCELS 'B' & 'E'
CAPITAL PLAZA
BLADENSBURG (2nd) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DESIGN: NFF | SCALE: 1"=100'-0" | SHEET OF | ENGINEER | DATE | JOB NO.


43
A
B
C
486033
TOWN
TEMPLETON KNOLLS
LANE
CARTER'S LN.
ESSM. ESD
M.N.C.P.&P.C.
W. BROWNING, ETAL
5697/173
4.50 A.
P.177
W. BROWNING, ETAL
5697/173
11.34 A.
P.139
R. TABBS ESTATE
134 A.
MATTAPONY MANOR
PARCEL 'B'
PARCEL 'C'
'F-1'
ROGERS HEIGHTS ELEMENTARY SCHOOL
'A'
PARKWAY GATE GARDENS
PARCEL 'A'
GATEWAY CENTER
PARCEL 'H'
PARCEL 'G'
PARCEL 'F'
PARCEL 'A'
PARCEL 'B'
WASHINGTON PARKWAY
BALTIMORE
ANNAPOLIS
THE CAPITAL PLAZA, INC.
PARCEL 'A'
PARCEL 'C'
PARCEL 'D'
MELVIN GELMAN
1364/368
4.70A
P.94
MELVIN GELMAN
3594/186
1.10A
P.55
STATE OF MD.
LAB
BEACON HTS.
WOODLAWN HTS.
DEFENSE HTS.
BEACON HTS.
WOODLAWN HTS.
DEFENSE HTS.
WOODLAWN HTS.
DEFENSE HTS.
PAR. 'A'
GLENRIDGE LOCAL PARK
10.91 A.
FEDERMAN ADD. TO WOODLAWN
WOODLAWN
WOODLAWN
WOODLAWN
LANDOVER HILLS
WOODLAWN
P.S.C.C.
DEFENSE HTS.
DEFENSE HTS.
ROAD
GRAYLING
LANDOVER HILS.
CARROLL CORP.
PARCEL 'D' LANDOVER EST.
PARCEL 'A'
LANDOVER EST.
PARCEL 'B'
LANDOVER EST.
M.N.C.P.&P.C.
LANDOVER EST.
LANDOVER EST.
OAKLYN
LANDOVER KNOLLS
COLUMBIA HIGHLANDS
COLUMBIA HIGHLAND
LANDOVER
LANDOVER
LANDOVER ROAD
CHEVERLY
CHEVERLY
LANDOVER PARK
PARCELS A-B-C-D
COPYRIGHT-MAP DIVISION-1967
MD. DEPT. OF ASSESS & TAX
826
826


(4-86033)
PARCEL "A"
PARCEL "H"
PARCEL "O"
58TH AVE
BLADENSBURG
PALMWOOD
THE CAPITAL PLAZA
WASHINGTON
BALTIMORE
PARCEL "B"
42.71
ROUTE
460
127-43
ANNAPOLIS
ROAD
64TH
65TH
AVENUE
COLUMBIA
QUINCY ST
PARKWOOD
ROAD
PERRY
OSBORN
FLORIDA
STREET
PLACE
LANE
OTIS
LANDOVER
OLD
205 NE 5
BASE MAP LATEST UPDATE 10-85
The Maryland-National Capital
Park And Planning Commission
FEET
METERS
NORTH



PLAT OF
PARCELS "A", "A-1", "B", "B-1", "B-2", "C", "C-1", "D" & "D-1"
THE CAPITAL PLAZA, INC.

2nd. ELECTION DISTRICT
Scale: 1" = 200'

PRINCE GEORGES CO, MD.
Aug. 16, 1961
Revised Nov 10, 1961
Revised Jan 29, 1962

JOSEPH D. THOMPSON
ENGINEERS & SURVEYORS
200 EAST JOPPA RD.
TOWSON 4, MARYLAND

ENGINEER'S CERTIFICATE

hereby certify that the plan shown hereon is correct; that it is a subdivision of all of the lands conveyed by Albert V. Williams et al to The Capital Plaza, Inc. by deed dated March 27, 1961 and recorded in the land records of Prince Georges County, Maryland in Liber 2542 Folio 474 et. seq. and that iron pipes marked thus ⊕ are in place and that the total area included in this plan is 61.8023 Acres±, Parcels D and D-1 as shown hereon containing 2.0662 acres, having been conveyed to Capital Plaza Restaurant, Inc. by deed dated December 5, 1961, and recorded in said land Records in Liber 2626, folio 418.
January 29, 1962

By: Joseph D. Thompson
JOSEPH D. THOMPSON, Reg. Prof. Engr. & Land Surveyor
License No. 1150

OWNER'S DEDICATION

Capital Plaza Restaurant, Inc., a Maryland Corporation, by Alvin L. Lubinsky, Vice-President of the Capital Plaza, Inc., a Maryland corporation, by Albert V. Williams, President, owner of the land shown hereon, which is described in the Engineer's Certificate, hereby adopts this plan of subdivision establishing the minimum building restriction lines and dedicates a strip of land 30 feet in width along the Northeast side of Defense Highway to Public use and reserves a strip of land for future highway widening, as shown hereon. There are no suits of action, leases, liens or trusts on this property other than liens or trusts held by the undersigned, Helene L. Granberg and Louise L. Marton; Augusta Building and Loan Association; George D. McLeish and M. Sue McLeish; John W. Rouse and Joyce Louise; Robert G. McGuire; Harry C. Wells and Doris V. Wells; and John W. Cable, III and James C. Wilkes, Jr., Trustees, all of whom join herein for the purpose of releasing the liens of their respective mortgages and deeds of trust from the land herein dedicated to public use and the land hereby reserved for future highway widening, and each of whom does hereby agree to and accept the subdivision of the land as delineated hereon.

ATTEST: Aug. 14, 1961 — THE CAPITAL PLAZA, INC.

Alvin L. Lubinsky, Secretary — By: Albert V. Williams, President

Louise L. Marton — Helene L. Granberg

Helene L. Granberg — Louise L. Marton

M. Sue McGuire — George D. McLeish

George D. McLeish — M. Sue McLeish

Joyce Rouse — John W. Rouse

John W. Rouse — Joyce Rouse

Robert G. McGuire — Robert G. McGuire

Doris V. Wells — Harry C. Wells

Harry C. Wells — Doris V. Wells

John W. Cable III — John W. Cable III

James C. Wilkes, Jr., Trustee — James C. Wilkes, Jr., Trustee

ATTEST: Aug. 14, 1961 — AUGUSTA BUILDING & LOAN ASSOCIATION

Assist. Secretary — By: Chas C. Conrelman, Vice-President

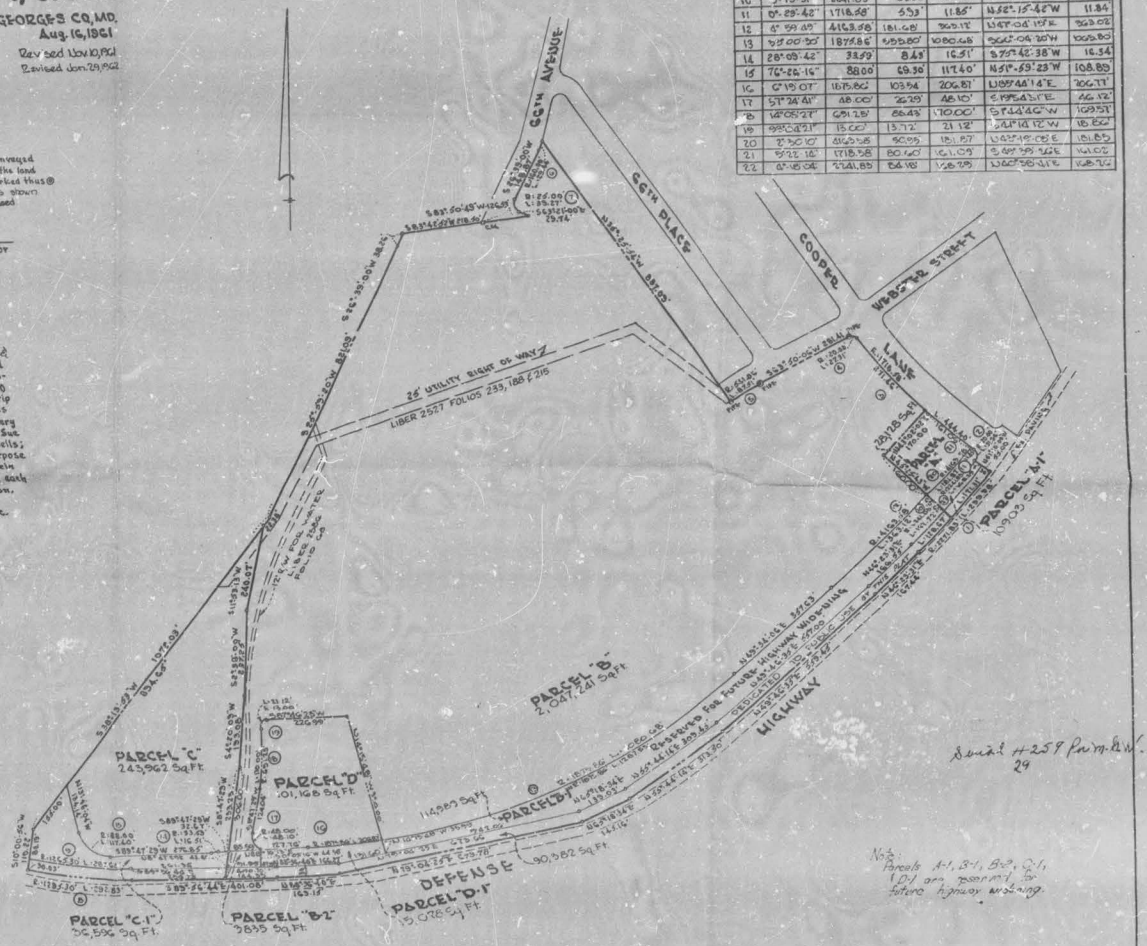
MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGES COUNTY PLANNING BOARD
APPROVED: NOVEMBER 29, 1961

Harold Wells, CHAIRMAN — John F. Nicholson, SECRETARY-TREASURER

CP & PC RECORD FILE NO. 5-61206

Capital Plaza Restaurant, Inc.
Asst. Sec. B. Morgan Mizger
V. Pres. Alvin L. Lubinsky

CURVE TABLE						
No.	Δ	Radius	Tan.	Arc.	Chord Bearing	Chord
1	7°-33'-56"	2271.83'	150.21'	299.98'	N42°-36'-38"E	299.76
2	91°-33'-31"	20.00'	20.55'	31.96'	N6°-57'-05"W	28.67'
3	9°-05'-01"	1718.58'	136.01'	272.40'	N48°-27'-32"W	271.98
4	78°-16'-58"	20.00'	16.27'	27.31'	N77°-02'-34"W	25.24'
5	3°-15'-02"	541.06'	43.85'	87.51'	S89°-12'-05"W	87.42'
6	10°-32'-34"	160.00'	14.76'	29.44'	S21°-22'-08"W	29.39'
7	90°-00'-00"	25.00'	25.00'	39.27'	S18°-21'-00"E	35.36'
8	128°-57'-11"	1295.30'	147.04'	292.83'	S89°-24'-26"E	292.21'
9	129°-01'-27"	1255.30'	144.44'	287.62'	N88°-25'-00"W	287.01'
10	3°-18'-08"	2241.83'	64.86'	129.72'	N44°-45'-50"E	129.70'
11	0°-29'-42"	1718.58'	6.53'	11.85'	N52°-15'-48"W	11.84'
12	6°-59'-19"	4163.58'	181.61'	363.18'	N48°-04'-10"E	363.02'
13	90°-00'-00"	1837.86'	1837.86'	3220.68'	S66°-04'-20"W	1060.80'
14	28°-08'-42"	33.59'	8.48'	16.51'	S75°-42'-38"W	16.34'
15	76°-26'-16"	88.00'	69.36'	117.40'	N51°-59'-23"W	108.89'
16	6°-19'-07"	1875.86'	103.94'	206.81'	N89°-48'-14"E	206.71'
17	51°-34'-41"	48.00'	26.29'	48.10'	S19°-54'-17"E	46.12'
18	14°-05'-27"	691.25'	85.43'	170.00'	S7°-41'-46"W	169.53'
19	89°-04'-21"	15.00'	13.72'	23.32'	S41°-19'-09"W	21.04'
20	3°-30'-10"	1165.08'	35.95'	70.91'	N43°-19'-09"E	70.89'
21	5°-12'-18"	1718.58'	80.60'	160.09'	S46°-35'-25"E	160.03'
22	8°-16'-04"	1141.83'	82.98'	165.29'	N50°-58'-31"E	165.14'



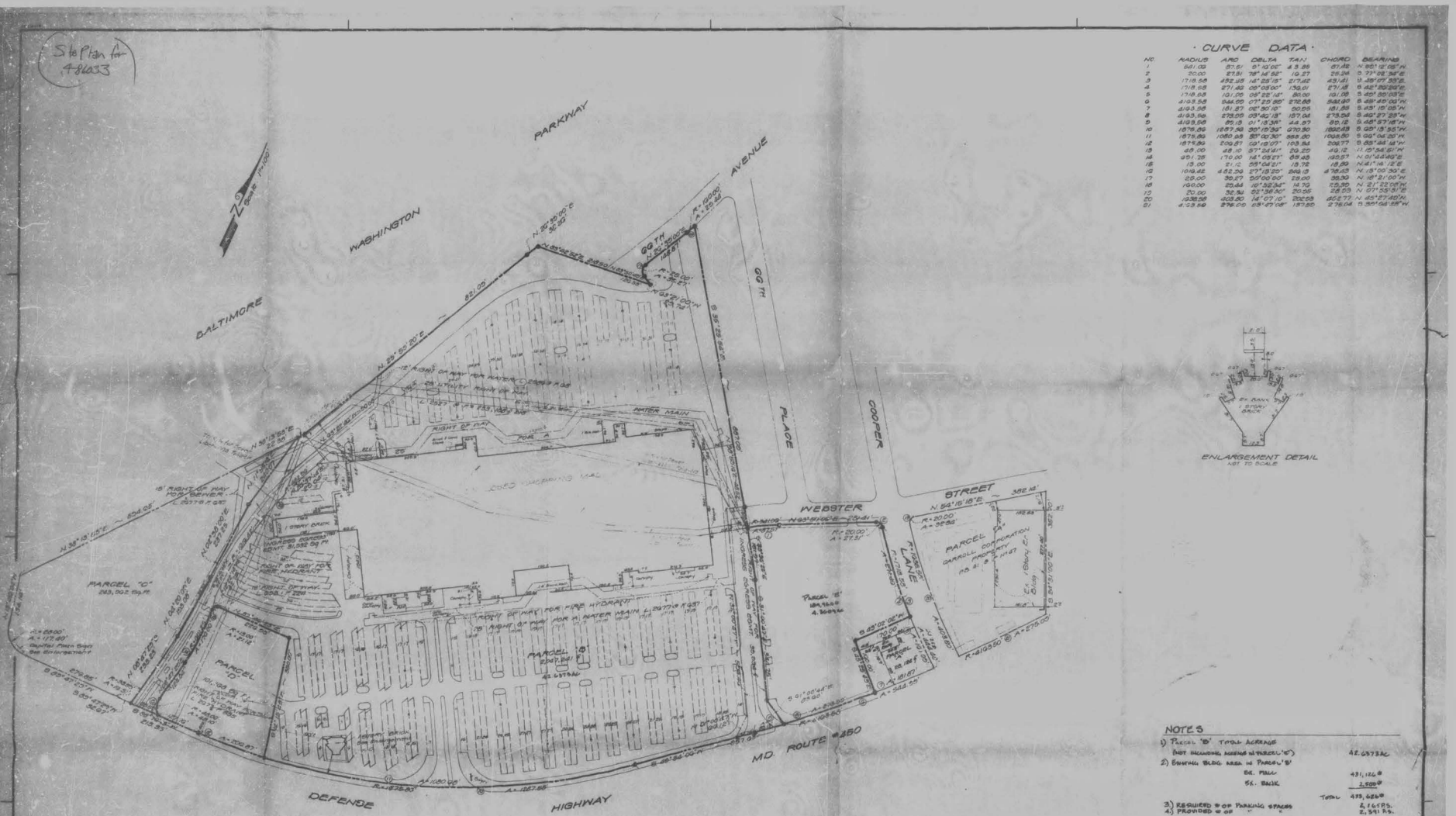
Deed H-259 Prin. Geo.
29

Note: Parcels A-1, B-1, B-2, C-1, D-1 are reserved for future highway widening.

(4-86033)

4-2-72

Site Plan #84033



CURVE DATA

NO.	RADIUS	ARC	DELTA	TAN	CHORD	BEARING
1	961.03	87.61	5°13'00"	43.85	87.58	N 85°12'08"W
2	20.00	27.31	78°16'58"	16.27	25.24	S 77°08'36"E
3	1718.58	452.48	14°25'15"	227.62	451.41	S 38°07'33"E
4	1718.58	271.48	09°03'00"	136.01	271.18	S 42°52'22"E
5	1718.58	101.05	05°22'14"	50.60	101.03	S 45°30'03"E
6	4193.56	944.09	07°25'50"	272.88	943.20	S 48°45'03"W
7	4193.56	181.27	02°30'10"	90.65	181.26	S 52°18'05"W
8	4193.56	278.09	03°48'13"	139.08	278.04	S 49°27'23"W
9	4193.56	85.13	01°13'38"	44.57	85.12	S 46°57'18"W
10	1875.84	1257.58	38°24'36"	653.80	1233.69	S 69°13'33"W
11	1875.84	1080.98	33°00'30"	558.00	1065.80	S 66°04'20"W
12	1875.84	206.87	06°18'07"	103.54	206.77	S 85°44'44"W
13	45.00	48.10	61°14'41"	26.25	45.12	N 15°54'51"W
14	961.25	170.00	10°08'27"	85.68	169.57	N 01°44'49"E
15	15.00	21.10	89°54'21"	13.32	18.99	N 44°14'12"E
16	1049.42	452.53	27°33'25"	229.13	448.63	N 15°00'30"E
17	25.00	39.27	90°00'00"	25.00	35.36	N 18°21'00"W
18	150.00	25.44	9°42'34"	14.73	25.30	N 21°22'05"W
19	20.00	32.36	92°38'50"	20.25	28.53	N 07°55'31"E
20	1038.58	403.80	14°07'10"	202.03	402.77	N 45°27'40"W
21	423.66	276.05	63°47'08"	157.85	276.04	S 39°58'38"W

NOTES

1) Parcel "B" Total Acreage (not including acreage of Parcel 'C') 42.6773 Ac
2) Existing Bldg. area in Parcel 'B'
Ex. Bank 431,126 ☐'
Ex. Bank 2,500 ☐'
Total 433,626 ☐'
3) Required # of Parking Spaces 2,167 Rs.
4) Provided # of " " 2,391 Rs.

THIS PLAN IS FOR PARKING STUDY PURPOSES ONLY AND SHOULD NOT SERVE AS AN OFFICIAL DOCUMENT OF ANY SORT.

NOTES

1. Parcel "B" zoned C-S-C
2. Plat recorded 12-20-91 in P.B. MNN 429 P.N.P. 71
3. Easements not shown, (A) Easements to C&P Telephone Company, L. 2529 F. 424, L. 2590 F. 183
4. Total parking shown in Parcel "B" = 2391 Spaces

5. Agreement between "The Capital Plaza Inc." and W.S.S.C. in L. 2984 @ F. 169, L. 2652 @ F. 570 and L. 2705 @ F. 625 (not shown).

I, hereby certify to Ben Franklin Savings and Loan, Lawyer Title Insurance Corp., Floor Title Insurance Corp. and T.C. Inc., that I have carefully surveyed on the ground as per record descriptions, the surface improvements shown being thereof - tape and the survey is correct; that this map or plat and the survey on which it is based were made in accordance with the "Minimum Standard Detail Requirements for Land Title Surveys" jointly established and adopted by ATA and ACSM in 1962; that there are no encroachments either any across property lines except as shown.

MACKENZIE L. KELLY
Registered Land Surveyor (#)
Reg. No. (#)

Date

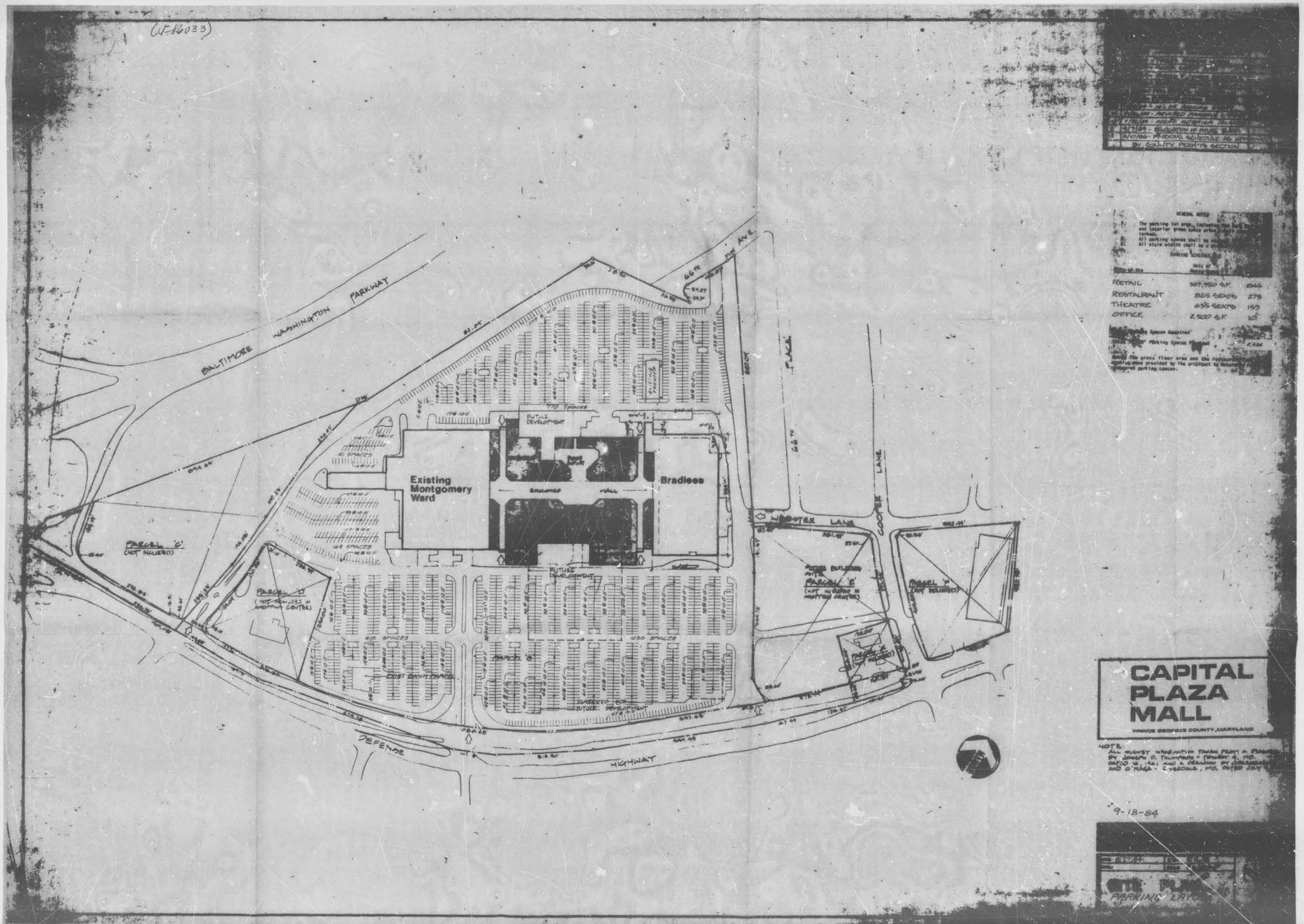
No.	REVISION	DATE	BY
1	Street Dimensions between Buildings	2-12-84	S.B.
2	Buildings on Parcels 'A' & 'D' added	2-14-84	S.B.
3	Bowling Alley on Parcel 'A' added	4-2-84	S.B.
4	Plan updated to show sign	7-18-84	S.B.
5	Plan updated to show Existing Building	9-26-84	S.B.

GREENHORNE & O'MARA, INC.
ENGINEERS • ARCHITECTS • PLANNERS • SURVEYORS
9001 EDMONSTON ROAD GREENBELT, MD.
(301) 982 - 2800 20770
ROCKVILLE, MD. • ANNAPOLIS, MD. • FAIRFAX, VA. • MT. NORTHRIDGE, PA.

PARKING STUDY
CAPITAL PLAZA
FOR PARCEL 'B'
PRINCE GEORGES COUNTY, MARYLAND
BLADENSBURG (2ND) ELECTION DISTRICT

DESIGN	SCALE 1" = 100'
S.B. DRAWN	1 OF 2
CHECKED	SHEET
FIELD BK.	CADD FILE
DATE	FILE No.

(WF-86033)



RETAIL	907,950 S.F.	644
RESTAURANT	525 SEATS	275
THEATRE	935 SEATS	199
OFFICE	2,500 S.F.	10

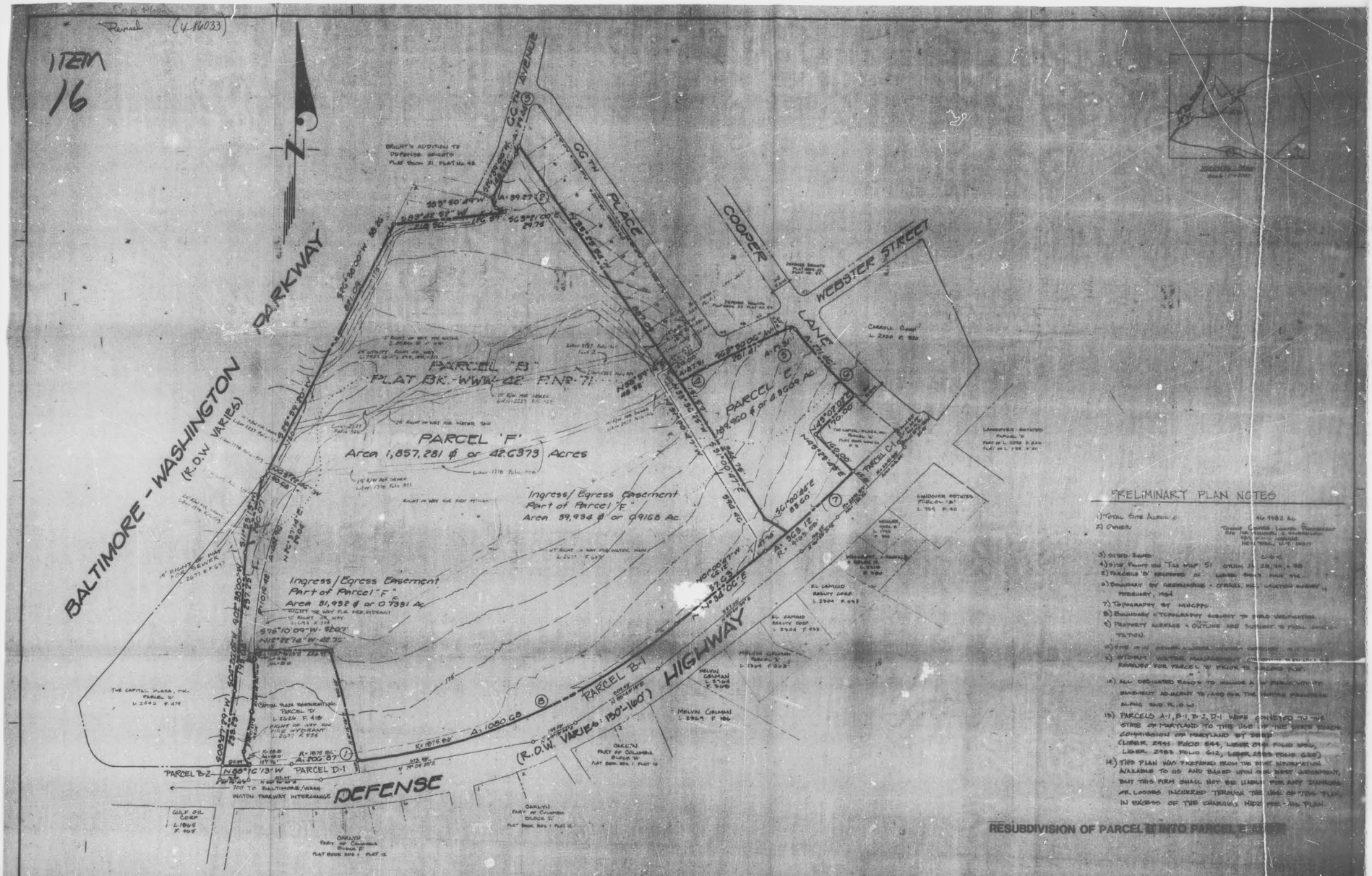
CAPITAL PLAZA MALL

PRINCE GEORGES COUNTY, MARYLAND

9-18-84

Site Plan
Revised (4-16033)

ITEM
16



PRELIMINARY PLAN NOTES

1) TOTAL SITE ACREAGE: 64.9982 Ac
2) OWNER: "TOWNE COUNTRY LIMITED PARTNERSHIP" C/O THE HOWARD A. ENTERPRISES, INC. 10320 LITTLE PATUXENT PKWY. COLUMBIA, MD. 21044
3) ZONED: C-M-C
4) SITE FOUND ON TAX MAP 51 GRID A1, B1, A2, & B2
5) PARCELS 'B' RECORDED IN LIBER 5053 FOLIO 774
6) BOUNDARY BY GREENHORNE & O'MARA, INC. LOCATION SURVEY IN FEBRUARY, 1984.
7) TOPOGRAPHY BY MNCPPC.
8) BOUNDARY & TOPOGRAPHY SUBJECT TO FIELD VERIFICATION.
9) PROPERTY ACREAGE & OUTLINE ARE SUBJECT TO FINAL SURVEY.
10) SITE IS IN SEWER & WATER CATEGORY 3 & 4
11) STORM WATER MANAGEMENT TO BE PROVIDED FOR PARCEL 'C' PRIOR TO BUILDING PERMIT.
12) ALL DEDICATED ROADS TO CONFORM A 'P' PUBLIC UTILITY EASEMENT ADJACENT TO AND PARALLEL WITH THE RIGHT-OF-WAY LINE.
13) PARCELS A-1, B-1, B-2, D-1 WERE CONVEYED TO THE STATE OF MARYLAND TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND BY DEED (LIBER 2991 FOLIO 644, LIBER 2991 FOLIO 650, LIBER 2983 FOLIO 612, LIBER 2983 FOLIO 620)
14) THIS PLAN WAS PREPARED FROM THE BEST INFORMATION AVAILABLE TO US AND BASED UPON OUR BEST JUDGEMENT, BUT THIS FIRM SHALL NOT BE LIABLE FOR ANY DAMAGES OR LOSSES INCURRED THROUGH THE USE OF THIS PLAN, IN EXCESS OF THE CHARGES MADE FOR THIS PLAN.

RESUBDIVISION OF PARCEL B INTO PARCEL B-1

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE PLAN SHOWN HEREON IS CORRECT & THAT THE PROPERTY LINES SHOWN ARE FROM DEEDS & PLATS OF RECORD.

DATE: 3-5-86

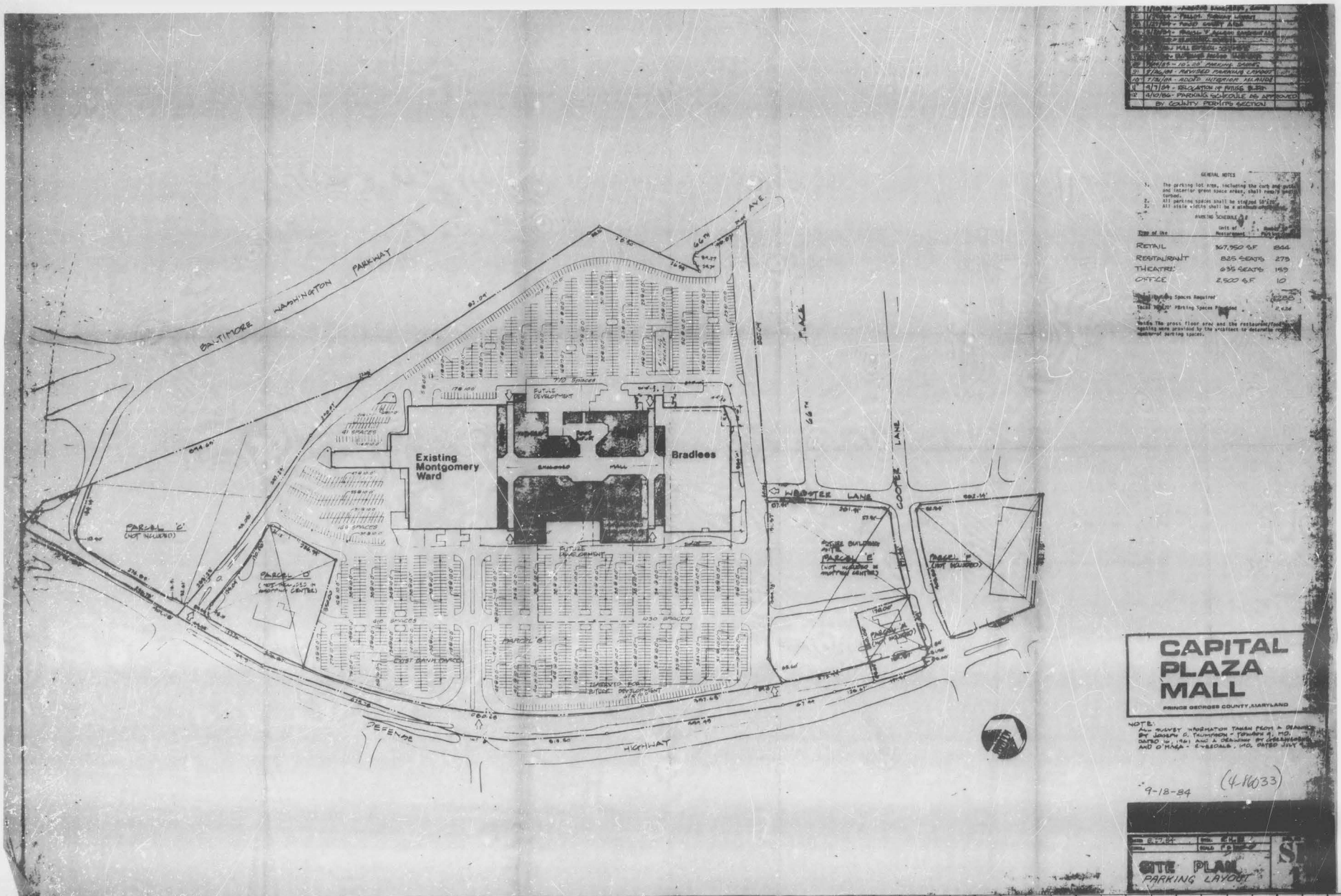
NICHOLAS RICHARD FUSCO
REGISTERED LAND SURVEYOR
MARYLAND NO. 10774

No.	REVISION	DATE	BY

ENGINEERS • ARCHITECTS • PLANNERS • SCIENTISTS • SURVEYORS • PHOTOGRAMMETRISTS
GREENHORNE & O'MARA, INC.
9001 EDMONSTON ROAD, GREENBELT, MARYLAND 20770
(301) 982-2800
ANNAPOLIS, MD • ATLANTA, GA • BEDFORD, NH • CULPEPER, VA • DENVER, CO • EXPORT, PA • FAIRFAX, VA
GREENSBORO, NC • MONROE, MI • RALEIGH, NC • ROCKVILLE, MD • TAMPA, FL • WILLISTON PARK, NY

PRELIMINARY PLAN
PARCELS 'E' & 'F'
CAPITAL PLAZA
BLADENSBURG (2nd.) ELECTION DISTRICT
PRINCE GEORGES COUNTY, MARYLAND

DESIGNED
DRAWN
CHECKED
DATE
SCALE



9	4/84/85 - 10'x20' PARKING SPACES
10	7/24/85 - REVISED PARKING LAYOUT
11	7/24/86 - ADDT. INTERIOR LANDSCAPING
12	4/7/87 - RELOCATION OF BRIDGE ENTRANCE
13	4/10/86 - PARKING LAYOUT AS APPROVED BY COUNTY PERMITS SECTION

GENERAL NOTES

1. The parking lot area, including the curb and gutter and interior green space areas, shall remain curbed.
2. All parking spaces shall be striped 10'x20'.
3. All aisle widths shall be a minimum of 24'.

PARKING SCHEDULE

Type of Use	Unit of Measurement	Number of Parking Spaces
RETAIL	367,950 G.F.	1844
RESTAURANT	825 SEATS	275
THEATRE	635 SEATS	159
OFFICE	2,500 G.F.	10
Total Parking Spaces Required		2288
Total 10'x20' Parking Spaces Provided		2436

Note: The gross floor area and the restaurant/food court seating were provided by the architect to determine required number of parking spaces.

CAPITAL PLAZA MALL

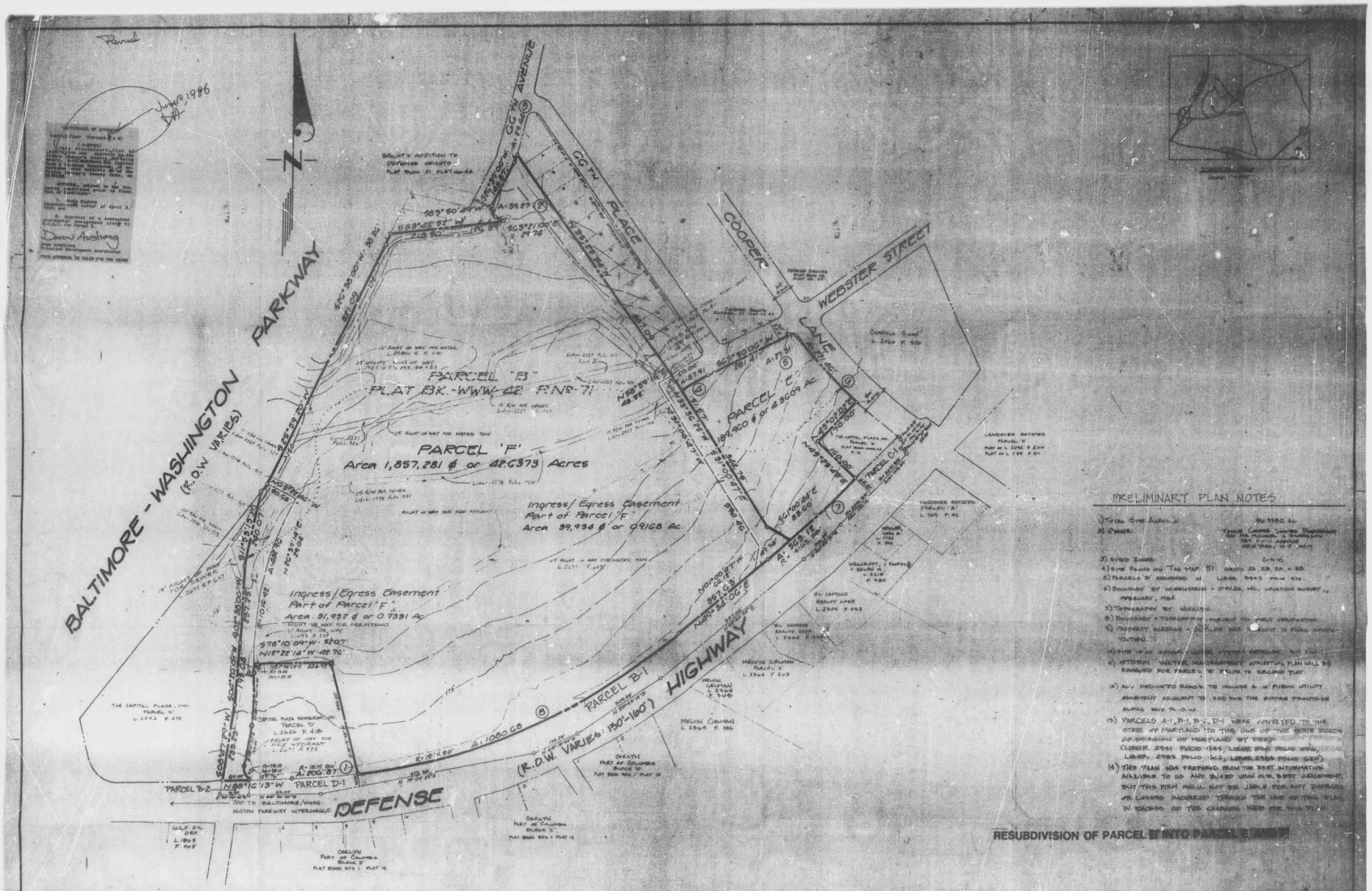
PRINCE GEORGES COUNTY, MARYLAND

NOTE:
ALL SURVEY INFORMATION TAKEN FROM A DRAWING BY JOSEPH O. THOMPSON - TOWARD A, INC. DATED 10, 1961 AND A DRAWING BY GREENHORNE AND O'MARA - GAITHERSBURG, MD. DATED JULY

9-18-84 (4-86033)

SITE PLAN
PARKING LAYOUT

S1


Revised
June 2, 1986
DA
Dawn Anchors
BALTIMORE - WASHINGTON PARKWAY
(R.O.W VARIES)
COOPER LANE
WEBSTER STREET
CC'N AVENUE
CC'N PLACE
PARCEL "B"
PLAT BK. WWW 42 P.NO. 71
PARCEL 'F'
Area 1,857,281 ± sf or 42.6373 Acres
PARCEL C
189,900 ± SF 4.3609 AC
PARCEL C1
Ingress/Egress Easement
Part of Parcel 'F'
Area 39,934 ± sf or .9168 Ac.
Ingress/Egress Easement
Part of Parcel 'F'
Area 31,932 ± sf or 0.7331 Ac
PARCEL B1
PARCEL B2
PARCEL D1
HIGHWAY
(R.D.W. VARIES: 130'-160')
DEFENSE
PRELIMINARY PLAN NOTES
RESUBDIVISION OF PARCEL E INTO PARCEL E AND F
SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE PLAN SHOWN HEREON IS CORRECT & THAT THE PROPERTY LINES SHOWN ARE FROM DEEDS & PLATS OF RECORD.
DATE: 3-3-86
NICHOLAS RICHARD FISCO
REGISTERED LAND SURVEYOR
MARYLAND NO. 10774
REVISION
DATE
BY
ENGINEERS • ARCHITECTS • PLANNERS • SCIENTISTS • SURVEYORS • PHOTOGRAMMETRISTS
GREENHORNE & O'MARA, INC.
9001 EDMONSTON ROAD, GREENBELT, MARYLAND 20770
(301) 982-2800
PRELIMINARY PLAN
PARCELS 'E' & 'F'
CAPITAL PLAZA
BLADENSBURG (2nd) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
DESIGN
SCALE 1"=100'
CHECKED
SHEET
DATE
JOB NO.

SJH246- 28

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT: THE PLAN SHOWN HEREON IS CORRECT; THAT IT IS A RESUBDIVISION OF ALL OF THE LAND CONVEYED TO CAPITAL PLAZA ASSOCIATES LIMITED PARTNERSHIP, A MARYLAND LIMITED PARTNERSHIP FROM TOWNE CENTRE LIMITED PARTNERSHIP, A MARYLAND LIMITED PARTNERSHIP BY A DEED DATED DECEMBER 17, 1991 AND RECORDED AMONG THE LAND RECORDS OF PRINCE GEORGE'S COUNTY MARYLAND IN LIBER 8150 AT FOLIO 363; A RESUBDIVISION OF ALL OF THE LAND CONVEYED TO CAPITAL ONE, NATIONAL ASSOCIATION, SUCCESSOR BY MERGER TO CHEVY CHASE BANK, F.S.B. FROM CAPITAL PLAZA ASSOCIATES LIMITED PARTNERSHIP, A MARYLAND LIMITED PARTNERSHIP BY A SPECIAL WARRANTY DEED DATED MARCH 16, 2009 AND RECORDED AMONG SAID LAND RECORDS IN LIBER 30454 AT FOLIO 343 AND A RESUBDIVISION OF PART OF THE LAND CONVEYED TO CHILD CARE PROPERTIES LIMITED PARTNERSHIP, AN IOWA LIMITED PARTNERSHIP FROM T.C. LAND LIMITED PARTNERSHIP, A MARYLAND LIMITED PARTNERSHIP BY A SPECIAL WARRANTY DEED DATED OCTOBER 30, 2003 AND RECORDED AMONG SAID LAND RECORDS IN LIBER 18322 AT FOLIO 402 ;

THAT IT IS ALSO A RESUBDIVISION OF THE FOLLOWING:

1) PARCELS G AND H, AS SHOWN ON A PLAT OF SUBDIVISION ENTITLED, PARCELS G AND H, THE CAPITAL PLAZA, INC. RECORDED AMONG THE AFORESAID LAND RECORDS IN PLAT BOOK PM 228 AS PLAT No. 87 AND

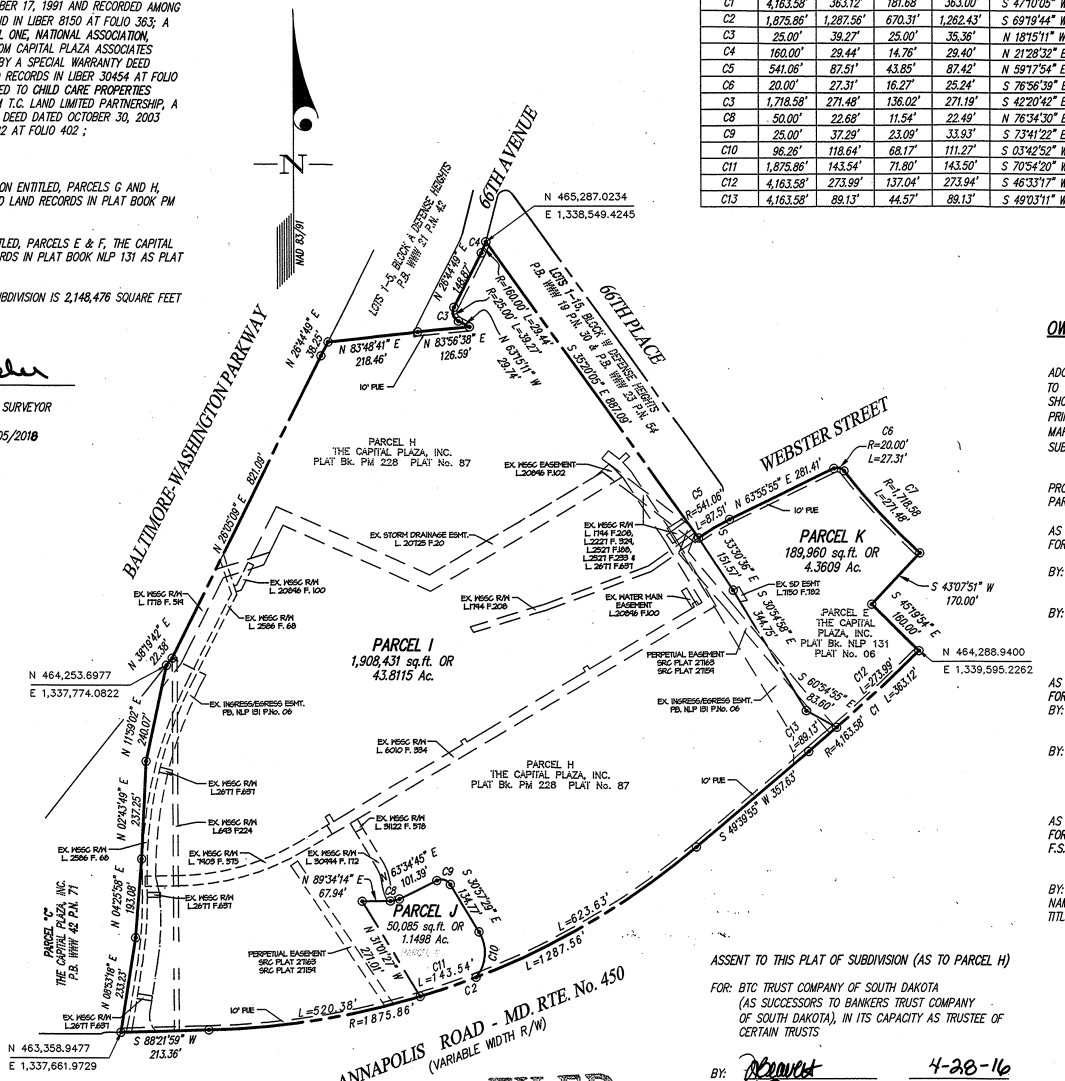
2) PARCEL E, AS SHOWN ON A PLAT OF SUBDIVISION ENTITLED, PARCELS E & F, THE CAPITAL PLAZA, INC. RECORDED AMONG THE AFORESAID LAND RECORDS IN PLAT BOOK NLP 131 AS PLAT No. 6;

AND THAT THE TOTAL AREA INCLUDED IN THIS PLAT OF SUBDIVISION IS 2,148,476 SQUARE FEET OR 49.3222 ACRES OF LAND.

FOR: GUTSCHICK, LITTLE & WEBER, P.A.

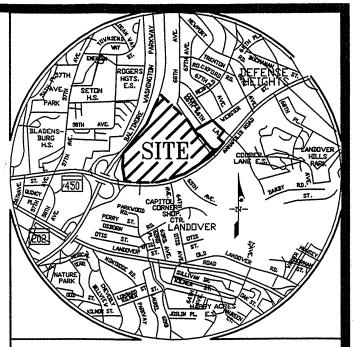
11 MAY 2016
DATE

BY: David S. Weber
DAVID S. WEBER
PROFESSIONAL LAND SURVEYOR
MD REG. No. 10852
(EXP./RENEWAL 04/05/2018



CURVE TABULATION

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	4,163.58'	363.12'	181.68'	363.00'	S 47°10'05" W	04°59'49"
C2	1,875.86'	1,287.56'	670.31'	1,262.43'	S 69°19'44" W	39°19'37"
C3	25.00'	39.27'	25.00'	35.36'	N 18°15'11" W	90°00'00"
C4	160.00'	29.44'	14.76'	29.40'	N 21°28'32" E	10°32'34"
C5	541.06'	87.51'	43.85'	87.42'	N 59°17'54" E	09°16'02"
C6	20.00'	27.31'	16.27'	25.24'	S 76°56'39" E	78°14'55"
C7	1,718.58'	271.48'	136.02'	271.19'	S 42°20'42" E	09°03'03"
C8	50.00'	22.68'	11.54'	22.49'	N 76°34'30" E	25°59'30"
C9	25.00'	37.29'	23.09'	33.93'	S 73°41'22" E	85°27'46"
C10	96.26'	118.64'	68.17'	111.27'	S 03°42'52" W	70°36'42"
C11	1,875.86'	143.54'	71.80'	143.50'	S 70°54'20" W	04°23'03"
C12	4,163.58'	273.99'	137.04'	273.94'	S 46°33'17" W	03°46'14"
C13	4,163.58'	89.13'	44.57'	89.13'	S 49°03'11" W	01°13'36"



VICINITY MAP
SCALE: 1" = 2,000'

OWNER'S DEDICATION

WE THE UNDERSIGNED, OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREON HEREBY ADOPT THIS PLAT OF SUBDIVISION; ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, GRANT TO THE PUBLIC UTILITIES, THEIR SUCCESSORS AND ASSIGNS, A 10' PUBLIC UTILITY EASEMENT, AS SHOWN, SUBJECT TO THE TERMS AND PROVISIONS RECORDED AMONG THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, MARYLAND IN LIBER 3703 AT FOLIO 748 AND CERTIFY THAT PROPERTY MARKERS WILL BE PLACED IN ACCORDANCE WITH SECTION 24 – 120 (b)(6)(F)(ii) OF THE SUBDIVISION REGULATIONS OF PRINCE GEORGE'S COUNTY CODE.

THERE ARE NO TRUSTS, MORTGAGES, SUITS, ACTIONS AT LAW, LEASES OR LIENS ON THE PROPERTY INCLUDED IN THIS PLAT OF SUBDIVISION, EXCEPT A CERTAIN DEED OF TRUST AND THE PARTY IN INTEREST THERETO HAS INDICATED THEIR ASSENT BELOW.

AS TO PARCEL "I"
FOR: CAPITAL PLAZA ASSOCIATES LIMITED PARTNERSHIP, A MARYLAND LIMITED PARTNERSHIP

BY: NC ASSOCIATES CORPORATION, GENERAL PARTNER

BY: _____ 4-22-16
PETER J. FEDEROWICZ — DATE
AUTHORIZED SIGNATORY

AS TO PARCEL "K"
FOR: CHILD CARE PROPERTIES LIMITED PARTNERSHIP, AN IOWA LIMITED PARTNERSHIP
BY: NC ASSOCIATES CORPORATION, GENERAL PARTNER

BY: _____ 4-22-16
PETER J. FEDEROWICZ — DATE
AUTHORIZED SIGNATORY

AS TO PARCEL "J"
FOR: CAPITAL ONE, NATIONAL ASSOCIATION, SUCCESSOR BY MERGER TO CHEVY CHASE BANK, F.S.B.

BY: _____ 4/26/2016
NAME: VP, MARKET PLANNING — DATE
TITLE: SHAHL MOORJANI

ASSENT TO THIS PLAT OF SUBDIVISION (AS TO PARCEL H)

FOR: BTC TRUST COMPANY OF SOUTH DAKOTA
(AS SUCCESSORS TO BANKERS TRUST COMPANY OF SOUTH DAKOTA), IN ITS CAPACITY AS TRUSTEE OF CERTAIN TRUSTS

BY: _____ 4-28-16
NAME: J. Beavers — DATE
TITLE: President

NOTES:

1. THE PROPERTY INCLUDED IN THIS PLAT OF SUBDIVISION IS LIMITED TO 493,913 SQUARE FEET OF GROSS FLOOR AREA OF DEVELOPMENT. ADDITIONAL DEVELOPMENT WILL REQUIRE A NEW PRELIMINARY PLAN.
2. ANY RESIDENTIAL DEVELOPMENT WILL REQUIRE A NEW PRELIMINARY PLAN OF SUBDIVISION."

NOTE:

THIS PLAT HAS BEEN PREPARED IN ACCORDANCE WITH SECTION 24-108(a)(1) TO NOTE THE DEVELOPMENT LIMITATIONS OF THE PROPERTY INCLUDED IN THE PLAT OF SUBDIVISION

APPROVAL OF THIS PLAT IS PREDICATED UPON PUBLIC WATER AND SEWER SERVICE BEING AVAILABLE PRIOR TO CONSTRUCTION.

FILED
NOV 30 2016
CLERK OF THE CIRCUIT COURT FOR PRINCE GEORGE'S COUNTY, MD

The Maryland National Capital Park and Planning Commission
Prince George's County Planning
APPROVED: NOVEMBER 17, 2016
Planning Director — Witness
M-NCPPC File No. 5-16005

Department of the Environment
Prince George's County, Maryland
APPROVED: June 30, 2016
Director or Designee

RECORDED: 11-30-16
PLAT BOOK: SJH246
PLAT NO.: 28

205 NE 05
4-86033
C-S-C / D-D-O

PARCELS I, J AND K
THE CAPITAL PLAZA, INC.
(A RESUBDIVISION OF PARCELS E, G AND H)

BLADENSBURG ELECTION DISTRICT No. 2
PRINCE GEORGE'S COUNTY, MARYLAND
SCALE 1"=200' NOVEMBER 2015

GLW GUTSCHICK LITTLE & WEBER, P.A.
CIVIL ENGINEERS, LAND SURVEYORS, LAND PLANNERS, LANDSCAPE ARCHITECTS
3909 NATIONAL DRIVE – SUITE 250 – BURTONSVILLE OFFICE PARK
BURTONSVILLE, MARYLAND 20866
TEL: 301-421-4024 BALT: 410-880-1820 DC/VA: 301-989-2524 FAX: 301-421-4186

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P220249

MSA C2381-20085

PRINCE GEORGE'S COUNTY CIRCUIT COURT (Plat Book) Plat Book SJH 246, p. 28, MSA_C2381_20085. Date available 2016/11/30. Printed 05/11/2026.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 16-45

File No. DSP-15020

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 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 phometric 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 deigns 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 roughly10-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-striped 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 or 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

Jessica Jones

By Jessica Jones
Planning Board Administrator

PCB:JJ:SL:ydw

APPROVED AS TO LEGAL SUFFICIENCY
M-NCPPC Legal Department
Date 4/7/16

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
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Upper Marlboro, Maryland 20772
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PGCPB No. 16-60

File No. DSP-15020-01

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 May 5, 2016, regarding Detailed Site Plan DSP-15020-01 for Capital Plaza, Walmart, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) is for the construction of a 35,287-square-foot addition to the existing 144,227-square-foot department store (which represents an expansion of a certified nonconforming use), modifications to the associated parking area, and other site improvements.

2. **Development Data Summary:**

	EXISTING/APPROVED	**APPROVED**
Zones	C-S-C/D-D-O	C-S-C/D-D-O
Use	Department Store	Department Store
Acreage	43.82	43.82
Building Square Footage/GFA		
Walmart	144,227	179,514
McDonald's	4,585	--
Pollo Campero	2,757 (approved)	--
TOTAL	151,569	186,856

OTHER DEVELOPMENT DATA

Parking Requirements per the Sector Plan

	Spaces Required
Department Store 179,514 sq. ft.	
@ 1/150 sq. ft. for first 3,000 sq. ft. then 1/200 sq. ft.	903
McDonald's (100 @ 1/3 seats)	33
Pollo Campero (106 seats @ 1/3 seats)	35
Total required	971
Existing spaces	1,824
Total Provided	1,871

Handicap Parking @ 2% of total required	18 (incl. 3 van accessible)
provided	10* (incl. 4 van accessible)
Total Loading Spaces Required @ 3 up to 100,000 sq. ft. then 1/100,000 sq. ft.	4
Total Loading Spaces Provided	4

Note: *Prior to certification, site plan should show compliance with ADA requirements for handicap parking.

3. **Location:** The subject property is located on the north side of Annapolis Road (MD 450), specifically within the Capital Plaza Shopping Center approximately 2,000 linear feet east of the intersection of MD 450 and the Baltimore–Washington Parkway (MD 295). It is located in Council District 3, Planning Area 69.

4. **Surrounding Uses:** The subject property is bounded to the north by single-family detached homes in the R-55 Zone; 66th Avenue terminates at the site and west of 66th Avenue are single-family detached homes in the R-55 Zone. To the east, Webster Street terminates at the site; northwest of Webster Street abutting the subject site are single-family detached homes in the R-55 Zone and southeast of Webster Street abutting the subject site is a grocery store in the Commercial Shopping Center (C-S-C) Zone. To the west, the site is bounded by the Baltimore-Washington Parkway (MD 295) and beyond, by multifamily dwellings in the R-10 Zone. To the south, the site is bounded by Annapolis Road (MD 450) and beyond, by a car dealership 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 (McDonald's). The 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA) retained the property in the C-S-C Zone. The original Walmart site permitted in 2005 was recently certified as a nonconforming use (NCU) 53471-2015-U. The site is located within a Development District Overlay Zone (D-D-O-Z); therefore, the proposed expansion of the NCU to accommodate a building addition and additional parking area for Walmart requires a detailed site plan. DSP-15020 was approved for a Pollo Campero restaurant, which is located on the same larger shopping center site, by the Planning Board on March 24, 2016 (PGPB Resolution No. 16-45). 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 construct a 35,287-square-foot expansion to the existing Walmart. The expansion includes the addition of a grocery component, a garden center and vestibule in addition to exterior façade improvements. Other improvements associated with this application include the re-grading and striping of the parking area and improved vehicular and pedestrian circulation. The proposed addition will be constructed of the same materials and in the same colors as the existing building, primarily red brick veneer and

tan-colored concrete masonry unit (CMU) block. Horizontal and vertical bands also in the tan color mimic those on the existing building and help to break up the expansive horizontal mass of the building.

The lighting fixtures proposed in association with the Walmart site are existing, but will be relocated according to the revised parking design. The photometric plan proposes lighting levels that are "pedestrian friendly" and will not adversely impact adjoining residential properties.

The applicant is proposing new building-mounted signage that will complement existing signage to be retained. The signage is shown on the elevations and the details and specifications show that the total sign area for existing and proposed signage will actually be reduced from what is currently provided.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance**: The subject site plan has been reviewed for conformance with the 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. **Requirements of the C-S-C-Zone:** The proposed department store is a certified nonconforming use in the C-S-C Zone.

b. **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; however, because the Walmart is a certified nonconforming use the applicant is not subject to the DDO standards.

c. **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. As noted above, a DSP is required per the Central Annapolis Road Sector Plan for an expansion of a nonconforming use but it is not subject to the DDO standards.

(b) In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.

The site plan is exempt from the 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.

No amendments to the DDO standards are requested with this DSP.

(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.

d. **Site Design Guidelines:** The applicant has proposed a site plan in accordance with Section 27-283, Site Design Guidelines that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, specifically in regard to parking, loading and circulation; service areas; and, lighting. Landscaping has been provided in accordance with Landscape Manual requirements.

8. **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 Character Area D, the Retail Town Center area of the 2010 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 sector plan illustrations acknowledge the Walmart

building as a continued use. The D-D-O Zone imposes urban design standards to implement the plan's vision for the corridor and this character area; however, the Walmart portion of the larger shopping center site is a certified nonconforming use and is therefore not subject to the D-D-O standards. However, in order to expand a certified nonconforming use, the sector plan requires findings that demonstrate "...the expansion is compatible with adjacent uses and meets the goals of the sector plan" (p. 138) through approval of a DSP. The subject application adequately takes into consideration the requirements of the sector plan and as noted below.

The Planning Board finds that the proposed building expansion and other site improvements will be compatible with adjacent uses. The building and parking area expansions are internal to the site and will not impinge upon adjacent properties. In particular, the Walmart building expansion is proposed on the west side of the existing building which is opposite the side closest to the adjacent residential community. Moreover, the improved parking design will enhance pedestrian connectivity and safety from the adjacent residential neighborhood. The expansion also responds to the applicable goals of the sector plan which are discussed below:

Land Use: Create a competitive, attractive, and pedestrian-friendly retail center with a diverse mix of neighborhood-oriented and large-scale national retailers.

The proposed expansion, which will accommodate a greater variety of goods and services, in conjunction with façade, landscaping and parking improvements, will result in a more competitive, attractive and pedestrian-friendly shopping center and help to attract a more diverse mix of retailers.

Infrastructure: Facilitate the transformation of Capital Plaza and neighboring retail uses, from an entirely auto-oriented shopping center, to a more pedestrian-friendly retail destination with comfortable, convenient, and attractive pedestrian connections.

The applicant is re-grading and redesigning the entire parking area, which will result in improved internal circulation and a more efficient parking design with improved pedestrian connections that will in turn result in safer and more efficient pedestrian access. It is further noted that several transit stops are located in close proximity to the site.

Neighborhood Connectivity and Design: Create vibrant mixed-use communities while minimizing the impact of infill development on existing residential neighborhoods and sensitive natural areas. Increase walkability and connectivity with enhanced pedestrian, bike and public transit connections.

As noted above, the proposed site improvements will have minimal impact on the existing residential neighborhood while providing enhanced pedestrian, bike and transit connections. Bike racks are proposed at the store entrance.

Light Pollution: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

The photometric plan submitted with the application indicates that light from the subject site will not intrude into the adjacent residential community or environmentally sensitive areas.

Tree canopy: Preserve and enhance the existing urban tree canopy.

The applicant is preserving existing trees as well as demonstrating compliance with landscape manual requirements for bufferyards. With the new parking layout, additional planting islands are being provided in the parking area which will help mitigate the heat-island effect. The DSP also shows compliance with the Prince George's County Tree Canopy Coverage Ordinance, which became effective subsequent to the construction of the existing building.

Air Pollution: Reduce air pollution to support community health and wellness by supporting development that is accessible by nonmotorized and alternative modes of travel and by increasing the urban tree canopy.

The DSP provides for an increased urban tree canopy as noted above.

Noise Impacts: Reduce adverse noise impacts to meet State of Maryland noise Standards.

No new noise impacts are anticipated. Loading is proposed at the rear of the building and along the northwestern side of the site.

The subject application adequately takes into consideration the requirements of the Central Annapolis Road Sector Plan and SMA.

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 the PPS review based on a total of 493,913 square feet of development, which is the development cap 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 Parcels 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. In order to analyze whether the development proposal for Detailed Site Plan DSP-15020-01 is in conformance with PPS 4-86033, the existing and proposed square footages should be noted on the DSP, including the development on Parcel E. The DSP should include Parcel G as part of the integrated shopping center because the entirety of the shopping center is, for zoning purposes, a "development site." Parcels E, G, and H comprise

the "development site" of the shopping center, and therefore together should conform to zoning regulations, access standards and the 2010 *Prince George's County Landscape Manual* requirements.

The DSP is in substantial conformance with the PPS.

10. **Detailed Site Plan DSP-15020:** Detailed Site Plan DSP-15020 was approved for a Pollo Campero eating and drinking establishment, within the same larger shopping center site as the Walmart, on March 24, 2016 (PGCPB Resolution No. 16-45). However, there are no conditions of approval that are applicable to this DSP. It is noted that the condition below attached to Detailed Site Plan DSP-15020 is also recommended for the subject DSP.

    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).**

11. **2010 Prince George's County Landscape Manual:** The site plan is subject to the following sections of the 2010 *Prince George's County Landscape Manual*: Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.6(c)(2), Buffering Development from Special Roadways; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements.

    a. **Section 4.2, Landscape Strips Along Streets**—Existing trees along the right-of-way of 66th Avenue fulfill the requirements of Section 4.2. The schedules and plans should show consistently the linear feet of frontage along 66th Avenue.

    b. **Section 4.3, Parking Lot Requirements**—The site plan shows conformance with the interior planting requirements for parking lots over 7,000 square feet. In addition to the other requirements of this section, the applicant has provided a planting island every ten spaces on average. The schedule should be revised to indicate the required planting islands are provided.

    c. **Section 4.6(c)(2), Buffering Development from Special Roadways**—The landscape plan shows approximately 310 feet of street frontage along the Baltimore-Washington Parkway (MD 295) that is buffered by existing trees in fulfillment of this requirement.

    d. **Section 4.7, Buffering Incompatible Uses**—The label for 'Bufferyard A' should be corrected on the landscape plan to indicate the correct section of the Landscape Manual, Section 4.7. Otherwise, the information on the schedule for 'Bufferyard A' correctly indicates that existing trees will fulfill the requirements of Section 4.7. The linear feet of 'Bufferyard C' should be shown accurately and consistently on the plan and in the schedule. Existing trees in this bufferyard will fulfill the requirements of this section.

e. **Section 4.9, Sustainable Landscape Requirements**—The submitted plans demonstrate conformance to Section 4.9 by providing 100 percent native species. The applicant has provided the required number of native species; however, the percentage of native species proposed should also be provided in the schedule.

12. **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-190-13) dated November 18, 2013, which expired on November 18, 2015. An updated exemption letter will be required prior to the issuance of any permits.
No additional information is required with regard to woodland conservation.

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 building gross floor area. Based on its C-S-C zoning, the Zoning Ordinance requires that ten percent of the site be covered in tree canopy. The Walmart site measures 18.67 acres and therefore it requires 1.87 acres, or 81,457 square feet of the site to be covered with tree canopy. The site plan provides the appropriate schedule indicating that this requirement is being met on-site with existing woodland conservation trees and proposed new trees. The applicant is showing the correct acreage of required tree canopy; however, the schedule should be revised to indicate the correct square footage of tree canopy required.

14. **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. **Community Planning**—The Planning Board reviewed an analysis of the subject DSP's conformance with the 2010 Central Annapolis Road Sector Plan land use recommendation for commercial uses. The proposed 35,287-square-foot addition is exempt from the development district standards because the nonconforming structure existed prior to the approval of the D-D-O Zone. However, the plan contains goals and strategies that are relevant to the proposed development. The goals and strategies which should be addressed in design of the building and site are listed below.

Infrastructure (page 94):

> **Goal: Facilitate the transformation of Capital Plaza and neighboring retail uses, from an entirely auto-oriented shopping center, to a more pedestrian-friendly retail destination with comfortable, convenient, and attractive pedestrian connections.**

Circulation and Street Network (page 95):

> **Strategy: Create an improved drive aisle along the northern edges of the commercial pad sites that will enhance pedestrian safety and internal streetscapes through improved landscaping and continuous sidewalks.**

Pedestrian and Bike Network and Transit Amenities (page 96):

> **Strategy: 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.**

Urban Design (page 97):

> **Goal: Facilitate the transformation of Capital Plaza and neighboring retail uses from an entirely auto-oriented shopping center to a more pedestrian-friendly retail destination.**
>
> **Strategy: Design side and rear elevations of buildings, that are visible from Annapolis Road and/or the internal drive aisle, to be visually appealing and consistent with the design and quality of materials used on their front elevations.**

They also provided the following additional information:

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 (such as sidewalks) in these areas to ensure that the needs of existing residents are met.

The plans have been revised to provide an integrated and comprehensive pedestrian network with more direct sidewalk connections with all of the uses on the property. In addition, the applicant has redesigned the parking area to accommodate environmental site design (ESD) techniques as specifically recommended on page 96 of the sector plan.

b. **Transportation Planning**—The Planning Board found that on-site circulation as shown is acceptable and determined that the detailed site plan as submitted fully satisfies or represents reasonable alternative for satisfying the required transportation-related site design guidelines.

c. **Subdivision Review**—A discussion of the PPS' conformance was provided and the comments have been addressed through recommended conditions of approval.

d. **Trails**—The Planning Board reviewed the DSP application referenced above for conformance with the appropriate master/sector plans in order to implement planned pedestrian and bicyclist improvements. Summarized comments are provided below.

The subject application is located on the north side of Annapolis Road (MD 450), and west of Cooper Lane. An access road to and along the subject site intersects with Webster Street. The subject site is located in the northeast corner of the Capital Plaza. 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 the C-S-C Zone with a D-D-O Zone. The subject application is a nonconforming use and is not subject to the standards set forth in the D-D-O Zone.

The subject application proposes an expansion of an existing Walmart retail store. The subject site is one component of a complete parcel and is approximately 18.67 acres of an approximately 43.81 total acres. The existing Walmart store is approximately 144,277 square feet. The applicant is proposing an additional 35,287 square feet, for a total of 179,564 square feet.

There is a sidewalk along the entire frontage on MD 450. There are also sidewalks on Webster Road, which connects to the access road for the subject site. There are no sidewalks internal to the subject site or the parcel.

The subject site is served by two Washington Metropolitan Area Transit Authority (WMATA) Bus Routes (A12 and T18). There are two bus stops along the parcel's MD 450 frontage; the first is just east of 62nd Avenue and the second is just east of 65th Avenue. There are two additional stops near the subject site; one is on Cooper Lane south of Webster Street and one is on Cooper Lane and MD 450, although these two stops are beyond the subject site and the entire parcel. Existing sidewalks provide access to the subject site.

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 (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.

The existing sidewalks are five feet wide and have a narrow buffer between the sidewalk and the roadway. There are no existing bicycle lanes along MD 450. A condition is included in this approval requiring that the applicant provide the Maryland State Highway Administration (SHA) with a bicycle signage fee to provide "Share the Road" signage along the property frontage. This signage would be subject to modification by the SHA. 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 (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 building is located approximately 1,000 feet from the right-of-way of MD 450. There is an existing sidewalk along the parcel's entire frontage. However, there is no marked crosswalk crossing the eastern driveway entrance. The Planning Board has included a condition requiring the applicant to install a marked crosswalk along this entrance to the subject site, as well as at Webster Street, as shown on the attached exhibit.

2010 Central Annapolis Road Sector Plan and Sectional Map Amendment
Although the subject application is a nonconforming use, it must meet the goals of the area master plan (page 138). The area master plan includes the following transportation-related-goal (page 51):

Provide a continuous network of sidewalks, bikeways, and trails, consistent with the forthcoming State of Maryland's Complete Streets policy and the Institute of Transportation Engineers' Proposed Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.

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[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 site plan reflects an internal network of sidewalks in addition to those provided along MD 450 for improved pedestrian access, circulation and connectivity.

The area master plan contains an additional infrastructure goal that is specific to the retail town center (page 94):

- **Facilitate the transformation of Capital Plaza and neighboring retail uses, from an entirely auto-oriented shopping center, to a more pedestrian-friendly retail destination with comfortable, convenient, and attractive pedestrian connections.**

The Commission and applicant worked together to address this goal in particular. The revised plans reflect the goals and strategies of the area master plan with regard to pedestrian connections.

The area master plan contains further guiding policies and strategies for achieving the stated goals (page 51):

- **Using a complete streets approach, top priority should go to projects supporting the establishment of safe, multimodal corridors that implement bicycle, pedestrian, and transit-mobility strategies as an integral component of the project, thereby reducing dependence on automobiles, reducing greenhouse gas emissions, reducing traffic congestion, and preserving road infrastructure.**

The applicant has provided pedestrian infrastructure to help increase walking to and within the subject site. The applicant has provided two bicycle parking racks near the primary entrance of the subject site. The applicant is encouraged to install one bicycle parking space for every 10,000 square feet of gross floor area. This ratio is similar to existing bicycle parking ratios in the Zoning Ordinance (Section 27A-707) and the recommended bicycle parking ratio for the retail center from the area master plan (page 180). The proposed development is a total of 179,564 square feet and using this ratio, would require 17 bicycle parking spaces (e.g. nine 'u-rack style' bicycle racks).

The area master plan includes the following strategies related to bicycle and pedestrian improvements along MD 450 (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**

- **Encourage the owners of Capital Plaza to provide safe, clearly marked pedestrian connections between the bus stops on Annapolis Road and the major retail anchors on-site.**

SHA has recently built sidewalks along the entire frontage of the subject site. Additionally, street lighting exists along this segment of MD 450 that provides adequate lighting for the sidewalks. Street trees are planted on MD 450 along half of the subject site parcel frontage, between 62nd Avenue and 65th Avenue. Although tree pits and bushes exist along the frontage between 65th Street and the eastern driveway, there are no planted street trees along this segment. The Walmart site does not have direct frontage along MD 450. This issue will be addressed in future development proposals for that part of Parcel H.

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 the Baltimore-Washington Parkway and Cooper Lane (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.**

Although the subject site is a nonconforming use and therefore not subject to the D-D-O standards, the development must contribute to achieving the goals of the area master plan. The area master plan recommendations encourage developing a walkable environment in the area to improve connectivity and access for the retail area from the surrounding neighborhoods and among different businesses within the retail center. The applicant is providing pedestrian infrastructure to provide greater access to the subject site, to the primary entrance of the applicant's property, and to the other planned or existing developments within Capital Plaza, including sidewalks, crosswalks, and tree buffers that provide the most direct pedestrian connections from the multiple entrances of the subject site parcel to the primary entrance of the Walmart.

The area master plan provides an additional short-mid-long term strategy for bicycle facilities along the MD 450 corridor (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 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.**

The Planning Board included a condition requiring that the applicant provide SHA with a bicycle signage fee to provide "Share the Road" signage along the property frontage. This signage would be subject to modification by the SHA. Bicycle lanes along MD 450 can be striped as a component of a future roadway improvement project.

Conclusion

The submitted site plan is for an expansion of an existing Walmart retail store. Improving the pedestrian and bicyclist infrastructure will increase the safety, comfort, and accessibility of the subject site for employees and visitors that do not drive automobiles. This infrastructure includes building sidewalks, tree buffers, crosswalks, and bicycle parking. These improvements will contribute towards achieving the transportation goals described in the area master plan.

From the standpoint of non-motorized transportation, it is determined that the submitted site plan is acceptable, fulfills the intent of the MPOT and the goals of the sector plan and meets the necessary findings for a DSP as described in Section 27-285 of the Zoning Ordinance, subject to the following conditions:

(1) Provide SHA with a bicycle signage fee to provide "Share the Road with a Bike" signage along the property frontage, subject to modification by SHA.

(2) Prior to the signature of approval of the detailed site plan (DSP-15020-01), the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan to show the following:

(a) Seventeen bicycle-parking spaces (e.g. nine 'u-rack style' bicycle racks) to be installed at a convenient location near the primary entrance of the proposed development.

(b) High-visibility crosswalks at appropriate locations within the subject site, marked in the attached exhibit.

(c) Five-foot-wide (minimum) sidewalks with tree buffers providing access between MD 450 and the primary entrance of the subject site, marked in the attached exhibit.

(d) Five-foot-wide (minimum) sidewalks with tree buffers providing access across the subject site parking lot, marked in the attached exhibit.

The conditions have either been addressed in revised plans or are included in the approval of this report.

e. **Permit Review**—Permit review comments have either been resolved, addressed in revisions, or included as conditions in this approval.

f. **Environmental Planning**—The following summarized comments are provided:

Site Description
The site is in the C-S-C Zone and D-D-O Zone is located on the northern side of Annapolis Road (MD-450), east of the Baltimore–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 U.S. Department of Natural Resources, Natural Resources Conservation Service, Web Soil Survey, the predominant soils found to occur on the site are Urban-Land Christiana-Downer complex (5–15 percent 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 species found to occur on or in the vicinity of this property. There are no 100-year floodplains, streams, waters of the U.S., or wetlands associated with the site. No forest interior dwelling species (FIDS) or FIDS buffers are mapped on-site. Annapolis Road (MD 450) is 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 and signed Natural Resource Inventory, NRI-132-12, for this project area was issued on October 9, 2012. The NRI verifies that no regulated environmental features or woodlands occur on the subject property and states that the proposed development impacts will require less than 2,000 square feet of clearing. No revisions are required for conformance with 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. An updated exemption letter will be required prior to the issuance of any permits. No additional information is required with regard to woodland conservation.

Stormwater Management
An approved Stormwater Management Concept Plan and Letter (18128-2012-01) were submitted with the application for this site. The approval was issued on June 4, 2015 from the Prince George County Department of Permitting, Inspections and Enforcement. Since this area contains existing impervious areas, the plan proposes to construct new on-site micro-bioretention facilities and improvements to the existing stormdrain system. No further action regarding stormwater management is required with this DSP review.

Scenic and Historic Roads
In accordance with the Prince George's County Code, Section 24-152, there are no scenic or historic roads located on or adjacent to the subject property. No additional information is required concerning scenic or historic roadways for the subject property.

Noise
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. No additional information is required concerning noise for the subject property.

Soils
Urban-Land Christiana-Downer complex, and Urban land-Russett-Christiana complex. According to available information, Marlboro clay is not identified on the property; however, Christiana complexes are mapped on-site. This information is provided for the applicant's benefit. The county may require a soils report in conformance with CB-94-2004 during the building permit process review.

g. **Historic Preservation**—There is a low probability of archeological sites within the subject property. In addition, the proposed Walmart expansion will not impact the adjacent Baltimore-Washington Parkway Historic Site.

h. **Prince George's County Health Department**—In a memorandum dated March 8, 2016, the Health Department provided the following comments:

The Environmental Engineering/Policy Program of the Health Department has completed a health impact assessment review of the DSP submission for the Landover Hills Capital Plaza Walmart and has the following comments/recommendations:

(1) No construction noise should be allowed to adversely impact activities on adjacent occupied 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 County Code.

(2) 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.

i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated January 14, 2016, DPIE provided comments on issues such as sidewalks along Annapolis Road (MD 450), storm drainage systems and facilities, stormwater management landscaping and coordination of utilities. DPIE further stated that the DSP is consistent with the approved Stormwater Management Concept Plan, 18128-2012-01, for the site dated June 4, 2015.

j. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on the subject application.

k. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer comments on the subject application.

l. **Prince George's County Police Department**—The Police Department did not offer comments on the subject application.

m. **Maryland State Highway Administration (SHA)**—In an e-mail dated January 20, 2016, SHA noted that any work done in the SHA right-of-way will require plan review, approval, and permit issuance by SHA.

n. **Verizon**—Verizon did not offer comments on the subject application.

o. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer comments on the subject application.

p. **Town of Landover Hills**—The Town of Landover Hills did not provide any comments on the subject application.

q. **Town of Cheverly**—The Town of Cheverly did not provide any comments on the subject application.

r. **City of Bladensburg**—The City of Bladensburg did not provide any comments on the subject application.

15. 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 County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

16. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5). The Planning Board noted that the site does not contain any regulated environmental features that are required to be protected.

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 Detailed Site Plan DSP-15020-01, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the plans shall be revised as follows:

   a. Provide the building height information to the plan.

   b. 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.

   c. 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.

   d. Show the zoning lines on the plans and add the residential zone included in the development site to the General Notes zoning information.

   e. The landscape plan and schedules shall be revised as follows:

      (1) For Section 4.2, the linear feet of the site's frontage along 66th Avenue shall be shown consistently on the plan and in the schedule.

      (2) For Section 4.3, indicate the required planting islands are provided.

      (3) Revise the label for 'Bufferyard A' on the landscape plan to indicate the correct section of the 2010 *Prince George's County Landscape Manual* (Section 4.7).

      (4) For Section 4.7, show the linear feet of 'Bufferyard C' accurately and consistently on the plan and in the schedule.

      (5) For Section 4.9, indicate the percentage of native species provided in the schedule.

   f. The Tree Canopy Coverage schedule shall be revised to indicate the correct square footage of tree canopy required.

   g. Show compliance with Americans with Disabilities Act (ADA) requirements for handicap parking.

   h. Show a marked crosswalk along the eastern entrance to the subject site and at Webster Street.

   i. Provide a minimum of 17 bicycle spaces ('u-rack style' bicycle racks) installed at a convenient location near the primary entrance of the proposed development and a detail for the bicycle racks.

2. The applicant and the applicant's heirs, successors, and/or assignees shall provide the Maryland State Highway Administration (SHA) 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 SHA.

3. Prior to issuance of building permits, the applicant shall provide an updated woodland conservation exemption letter.

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, May 5, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of May 2016.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:CF:rpg

APPROVED AS TO LEGAL SUFFICIENCY
M-NCPPC Legal Department
Date 5/11/16

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

PGCPB No. 17-137 File No. DSP-15020-02

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) 1 SPACE PER 3.0 SEATS	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) MAX = 125% OF MIN REQUIRED BY 27-568(a)		28 – 70	
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		
	LENGTH	MULTIPLIER	SQ. FT.	SQ. FT.	50 PERCENT OF AREA	PERCENTAGE (%) OF TOTAL 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 is 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/agd
Jessica Jones
Planning Board Administrator

EMH:JJ:RG:rpg

APPROVED AS TO LEGAL SUFFICIENCY
M-NCPPC Legal Department
Date 11/14/17

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

October 12, 2018

RECEIVED
OCT 12 2018
CLERK OF THE COUNCIL
PRINCE GEORGE'S COUNTY MARYLAND

Capital Plaza Associates Ltd. Partnership
7811 Montrose Road, Suite 420
Potomac, MD 20854

Re: Notification of Planning Board Action on
Urban Design - DSP-15020-03
Capital Plaza, Eastern Pad Sites

Dear Applicant:

Enclosed please find a Corrected Resolution for the above referenced case. The purpose of this Corrected Resolution is to correct a minor administrative error in the subject decision. The mail out of this Corrected Resolution does not change the action of the Planning Board, nor does it affect notice and appellate rights.

Please direct any future communication or inquiries regarding this matter to the Development Review Division at (301) 952-3530.

Very truly yours,

Retha Pompey-Green

Retha Pompey-Green
Development Review Division

Enclosure: PGCPB No. **18-77(C)**

cc: Persons of Record

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

PGCPB No. 18-77(C) File No. DSP-15020-03

CORRECTED 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 July 19, 2018, regarding Detailed Site Plan DSP-15020-03 for Capital Plaza, Eastern Pad Sites, the Planning Board finds:

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

2. **Development Data Summary:**

	EXISTING	**APPROVED**
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 *I [+]	43.81	43.81
Total Gross Floor Area (GFA)	158,235 sq. ft.***	183,075 sq. ft.***
DSP Acreage*	3.80	3.80
DSP proposed GFA**	0	24,840

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

**Square footage included in current approval.

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

*Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

3. **Location:** The Capital Plaza Shopping Center is located on the north side of MD 450 (Annapolis Road), approximately 1,000 feet east of its intersection with MD 295 (Baltimore-Washington Parkway). The three pad sites included in this approval are located in the southeast portion of the Capital Plaza Shopping Center, fronting along MD 450, west of the easternmost entrance. The project is also located in Planning Area 69, and Council District 3.

4. **Surrounding Uses:** To the north of the pad sites, within the shopping center, is an existing Walmart and parking; to the east is a private driveway serving the shopping center; to the south is MD 450; and to the west is the existing McDonald's restaurant, also on a portion of Parcel *I [I] (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.

*Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

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

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

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

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

The site includes an existing freestanding sign on the property (Parcel *I [+]), located to the south between the existing McDonald's restaurant and MD 450, which is to remain and will be refaced with the subject DSP, as discussed further. The sign will utilize red brick veneer at its base, with a new grey sign cabinet above it providing space for each tenant's name. The uppermost portion of

the sign will be a green metal or fiber cement siding, with the name of the center "Capital Plaza" in backlit channel letters. The three sections of the sign will be separated with new aluminum fascia, forming horizontal dividing elements. The fascia at the top of the sign will contain recessed lighting, providing nighttime legibility of the sign. It should be noted that a freestanding sign exists for the subject site, approved per Section 27-624.02(a)(1) of the Zoning Ordinance, on an adjacent property and a freestanding sign was approved for the Royal Farms, DSP-15020-02.

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

COMPLIANCE WITH EVALUATION CRITERIA

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

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

a. The subject project provides a "cut through" pedestrian walkway to connect retail with the transit stop along MD 450;

b. The landscaped parking lot incorporates features designed to reduce SWM run-off and on-site water-retention amenities;

c. The side and rear elevations of the three buildings, that are visible from MD 450, are visually appealing and consistent with design and quality of materials on their front elevations;

d. The landscaped sidewalk and roadway edge along MD 450 screens the surface parking and provides a safe pedestrian environment with adequate street lighting; and

e. The landscaped view corridor along the private entrance drive assures continued visibility of Walmart.

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

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

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

Amendment 1

IV. Retail Town Center (page 164)

Table 8.10 Retail Town Center Bulk Table

Front Building Placement Line

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

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

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

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

The Planning Board approves the amendment.

Amendment 2

IV. Retail Town Center (page 164)

Table 8.10 Retail Town Center Bulk Table

Corner Side Yard

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

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

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

Amendment 2 is not required.

Amendment 3

IV. Retail Town Center (page 165)

C. Parking and access management

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

shall be equal to 125% of the minimum capacity required by the Zoning Ordinance for all uses.

Parking Analysis

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

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

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

*Denotes Correction
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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)

APPROVED 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 APPROVED		**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 Approved:	1,544
Handicapped Accessible Parking Required:	26
Handicapped Accessible Parking Approved:	41

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

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

Loading Approved

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

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

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

The Planning Board approves the amendment.

Amendment 4

IV. Retail Town Center (page 167)

D. Building design guidelines

2. Sidewalk

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

i. Ground plane kneewall

The architectural elevations in the areas between the tenant spaces include the ground plane kneewall element through the use of contrasting color and materials. In other areas, the intent of this standard is being met through the use of contrasting darker-colored spandrel glass panels at the ground plane. This kneewall element is carried around the sides and rears of the three buildings, as well. However, to provide variety and interest, the front facades in the remaining areas run the spandrel glass down to the ground plane. The sidewalk environment of the project does incorporate all of the other five façade elements into the architecture herein approved.

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

The Planning Board herein approves the amendment.

Amendment 5

V. Public Realm Standards (page 169)

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

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

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

Amendment 5 not required.

Amendment 6

V. PUBLIC REALM STANDARDS (page 169)

E. Signage (page 180)

2. Monument/Freestanding Signs

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

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

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

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

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

> "For purposes of this Section of the Ordinance, the area of said sign shall be defined to be, and only include, the actual area of the sign box (which could include internally illuminated panels), and/or individual letters not within a sign

box, which shall be calculated and reduced by fifty percent (50%); said fifty percent (50%) reduction shall be presumed to equal the spaces between the letters, figures, and designs;"

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

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

Amendment 7

VI. Landscape Standards (page 182)

D. Parking lot requirements

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

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

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

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

The Planning Board herein approves this amendment.

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

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

a. **Commercial Shopping Center (C-S-C) Zone:** The approval is subject to the requirements of Section 27-461, which governs permitted uses in the C-S-C Zone, and Section 27-462, which provides regulations for permitted uses in commercial zones, of the Zoning Ordinance. The project is in conformance with these sections of the Zoning Ordinance.

b. **Site design guidelines:** As approved with conditions, the DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance. However, it should be noted that the development district standards of the sector plan are applicable, and the Zoning Ordinance and Landscape Manual only apply when the sector plan's development district standards are silent on a specific regulation.

c. **Development District Overlay (D-D-O) Zone Required Findings:**
Section 27-548.25(a), (b), (c), (d), and (e) are applicable to this DSP amendment approval, as follows:

Section 27-548.25 Site Plan Approval

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

The applicant has fulfilled this requirement.

(b) **In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.**

(c) **If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.**

In accordance with Section 27-548(b) and (c) of the Zoning Ordinance, the approval requires four amendments. Due to the pad site location, the site constraints, and the process of phasing the ultimate redevelopment of the shopping center, the alternate development district standards will benefit the redevelopment of the site and the development district, and will not substantially impair implementation of the Central Annapolis Road Sector Plan. All other applicable development district standards are met, as set forth in this approving resolution and the applicant's SOJ, including the referrals received and adopted herein by reference.

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

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

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

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

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

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

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

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

      No residential development is approved at this time.

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

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

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

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

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

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

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

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

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The approval is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance, as it does not have a minimum of 10,000 square feet of woodlands or any prior approved tree conservation plans.

13. **Prince George's County Tree Canopy Coverage Ordinance:** The site is subject to the Tree Canopy Coverage Ordinance because it is herein approved for more than 5,000 square feet of disturbance. The Tree Canopy Coverage Ordinance requires that, based on the C-S-C zoning of the site, 10 percent of the site is to be covered in tree canopy. The overall site measures 43.8 acres, however, the area of impact of this DSP is 3.8 acres. As previously indicated, the tree canopy coverage (TCC) requirements are being applied to the area of impact and will ultimately be satisfied for the overall site, upon full redevelopment. Therefore, for this area of impact,

16,533 square feet of TCC is required and provided. The site plan provides the appropriate schedule demonstrating that this requirement has been met.

14. **Further Planning Board Findings and Comments from Other Entities:** The subject approval was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and the referrals are incorporated herein by reference:

a. **Historic Preservation and Archeological Review**—The overall Capital Plaza parcel is adjacent to the Baltimore-Washington Parkway Historic Site (69-026). Noting that there is a flanking buffer of natural forest and cultivated native vegetation adjacent to MD 295 and that it is separated from it by a car dealership and a bank building, the Planning Board hereby finds that there is sufficient vegetative buffer along the parkway to buffer the view of the new development from the historic site. Therefore, the subject approval will not have an impact on the viewshed of the Baltimore-Washington Parkway Historic Site.

b. **Community Planning**—The project is located in the Established Communities policy area of the *Plan Prince George's 2035 Approved General Plan,* where context-sensitive infill and low- to medium-density development, such as that which is approved herein is appropriate.

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

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

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

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

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

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

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

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

(1) Only one hydrant shown on the submitted drawings. No Fire Department Connections (FDC) are shown on the drawing. Without these appliances shown, we are unable to determine if there will be fire access to any proposed hydrant or any proposed arrangement might create a situation where hose lines supplying the FDC will cross drive aisles.

(2) Fire hydrants shall be provided so no FDC is more than 200 feet from a hydrant as hose is laid by the fire department. Any proposed hydrant shall flow 1,000 gpm at 20 psi residual.

(3) All drive aisles in the parking lot should be 22 feet in width.

i. **Maryland State Highway Administration (SHA)**—Comments were not received from SHA regarding the subject project.

j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—Comments were not received from DPIE regarding the subject project.

k. **Prince George's County Health Department**—Comments were not received from the Health Department regarding the subject project.

l. **Prince George's County Police Department**—Comments were not received from the Police Department regarding the subject project.

m. **Washington Suburban Sanitary Commission (WSSC)**—Comments were not received from WSSC regarding the subject project.

n. **Verizon**—Comments were not received from Verizon regarding the subject project.

o. **Potomac Electric Power Company (PEPCO)**—Comments were not received from PEPCO regarding the subject project.

p. **Prince George's County Soil Conservation District**—Comments were not received from the Soil Conservation District regarding the subject project.

q. **Town of Bladensburg, Town of Cheverly, City of Hyattsville, and the Town of Landover Hills**—Comments were not received from the aforementioned municipalities regarding the subject project.

15. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, as revised in accordance with the conditions of this approval, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

16. As there are no environmental features located on the subject property, the normally required finding pursuant to Section 27-285(b)(4) of the Zoning Ordinance that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations, does not need to be made for the subject project.

17. The subject approval adequately takes into consideration the requirements of the D-D-O Zone of the Central Annapolis Road Sector Plan and SMA. Four amendments to the development district standards of the sector plan are approved herewith.

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

A. APPROVAL of the following alternative Development District Overlay Zone standards:

1. Standard IV.B. Table 8.10, Bulk Standards (page 164)
Front Building Placement Line (North side of MD 450)—To allow Building A to have a 90-foot setback for 35 linear feet of the building face.

2. Standard IV. C.2. (page 166)
Parking and access management—To allow the applicant to exceed the maximum parking permitted by the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* by providing 1,544 parking spaces.

3. Standard IV.D.2.c.i. (page 168)
Building design-Sidewalk environment—To utilize alternative design elements in lieu of a ground plane kneewall.

4. Standard VI.D.2.a. (page 182)
Landscape Standards-Parking lot requirements—To provide additional landscaping in lieu of providing a wall, between three to four feet high, between the parking lot and the right-of-way.

B. APPROVAL of Detailed Site Plan DSP-15020-03, Capital Plaza, Eastern Pad Sites, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit the following documentation or revise the plans, as follows:

a. The applicant shall correct the spelling of "Capital" in General Note 1.

b. Correct Sheet C-4 to refer to the subject project consistently as DSP-15020-03.

c. Revise Sheet C-6 to dimension the proposed buildings.

d. Revise Sheet C-6 to provide adequate screening for the loading space in front of *Building[~~s 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.

*Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

i. Remove "restaurant" from General Note A on the site plan for pad sites A–C.

j. Provide the actual gross floor area of the McDonald's restaurant, and adjust the general notes for parking.

k. Add a note to the landscape plan that Section 4.6(c)(2) will be addressed with any DSP that includes an area of impact along the northern property line abutting MD 295 (Baltimore-Washington Parkway).

l. Locate the center line of MD 450 (Annapolis Road) on all plan sheets.

m. Correct the cover sheet to remove reference to amendments for a retaining wall and dumpster enclosures.

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

* * * * * * * * * * * * *

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

Adopted by the Prince George's County Planning Board this 26th day of July 2018 *and was corrected administratively on October 9, 2018.

Elizabeth M. Hewlett
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

EMH:JJ:RG:gh

*Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

APPROVED AS TO LEGAL SUFFICIENCY
M-NCPPC Legal Department
Date 10/9/18

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

October 19, 2021

RECEIVED
October 19, 2021
CLERK OF THE COUNCIL
PRINCE GEORGE'S COUNTY, MD

Chick-Fil-A
5200 Buffington Road
Atlanta, GA 30349

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-15020-05
Chick-Fil-A, Capital Plaza

Dear Applicant:

This is to advise you that, on **October 14, 2021,** the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of this final notice of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or

2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: N. Andrew Bishop
Reviewer

Attachment: PGCPB Resolution No. **2021-116**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

No. 2021-116 File No. DSP-15020-05

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 September 23, 2021, regarding Detailed Site Plan DSP-15020-05 for Chick-Fil-A, Capital Plaza, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) is for the construction of a 4,966-square-foot eating and drinking establishment, with drive-through service.

2. **Development Data Summary:**

	EXISTING	APPROVED
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 I	43.81	43.81
DSP Acreage*	1.26	1.26
DSP proposed Gross Floor Area (GFA)	vacant	4,966
Total GFA of Parcel I	165,966 sq. ft.**	168,175 sq. ft.**

Note: *Total Acreage of DSP-15020-05

OTHER DEVELOPMENT DATA:

Parking	Rate	Number of Parking Spaces Required *	Number of Parking Spaces Provided
4,966 sq ft Eating and Drinking Establishment included in DSP-15020-05		**94**	**55**
124 seats	1 sp/3 seats	42	-
2,569 sq ft of non-patron and non-storage area	1 sp/ 50 sq ft of non-patron and non-storage area	52	-
Min (50%)-Max (125%) allowed per the D-D-O-Zone**		47-118	55

Parking	Rate	Number of Parking Spaces Required *	Number of Parking Spaces Provided
Existing Development in Capital Plaza			
Walmart (144,227 sq. ft.)	1sp/150 sq ft for first 3,000 sq ft + 1sp/200 sq ft above 3,000 sq ft	727	1,751
McDonalds (4582 sq. ft.)	1 sp/3 seats	64	76
Royal Farms (144,227 sq. ft.)		56	62
Retail (4,649 sq. ft.)	1sp/150 sq ft for first 3,000 sq ft + 1sp/200 sq ft above 3,000 sq ft	29	-
Eating and Drinking Establishment (38 seats)	1 sp/3 seats	10	-
Gas Station	1 sp/employee (8 employees)	8	-
Car Wash	1 sp/500 sq ft.	3	-
Total Parking for Capital Plaza (DSP-15020-05 + Existing Capital Plaza)		934	1,944
Min (50%)-Max (125%) allowed per the D-D-O-Zone***		467–1167	1,944
Proposed Loading included in DSP-15020-05**		1	1
Existing Loading		**5**	**6**
Walmart		3	4
McDonald's		1	1
Royal Farms		1	1
Total Loading for Capital Plaza		**6**	**7**
Proposed Handicap Accessible with DSP-15020-05		**3**	**3**

Parking	Rate	Number of Parking Spaces Required *	Number of Parking Spaces Provided
Existing Handicap Accessible		**29**	**29**
Walmart		27	27
McDonald's		1	1
Royal Farms		1	1
Total Handicap Accessible for Capital Plaza		32	32

Notes: *Parking required by Section 27-568 of the Prince George's County Zoning Ordinance:

**The site plan filed with this application indicates that the total gross floor area for the Capital Plaza Shopping Center is 16,143, which is not consistent with the cumulative gross floor area for approved retail tenants on-site. In addition, the gross floor area for multiple retail tenants appears to be incorrect on the DSP. The total and individual tenant gross floor area should be corrected, as conditioned herein.

***The number of parking required spaces per the Development District Overlay (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 outlined in Section 27-582 of the Zoning Ordinance, 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 1,150 feet east of its intersection with MD 295 (Baltimore-Washington Parkway). The proposed eating and drinking establishment with a drive-through is located in the southwest portion of the Capital Plaza Shopping Center, with frontage on MD 450, west of Parcel J, and east of the existing Royal Farms development. The property is also located in Planning Area69 and Council District 3.

4. **Surrounding Uses:** The larger Capital Plaza Shopping Center is surrounded to the north and west by MD 295; to the east by single-family detached dwellings in the One-Family Detached Residential (R-55) Zone and commercial development in the Commercial Shopping Center (C-S-C) Zone; and to the south by MD 450, with commercial development beyond in the

C-S-C and Commercial Miscellaneous Zone. The subject application and the surrounding properties are all within the Central Annapolis Road Sector Plan and SMA.

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 Central Annapolis Road Sector Plan and SMA. The plan was originally adopted without a use table, but it was later included by a minor amendment to the sector plan adopted by Prince George's County Council Resolution CR-28-2017, on May 2, 2017.

The site is the subject of Preliminary Plan of Subdivision (PPS) 4-86033, which was approved by the Prince George's County 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 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.

The site is the subject of multiple DSP applications including DSP-15020, Capital Plaza, Pollo Campero, which was approved by the Planning Board on March 24, 2016 (PGCPB Resolution No. 16-45) and adopted on April 7, 2016.

The application has been amended four times and includes DSP-15020-01, Capital Plaza, Walmart, for an expansion of the retail location, and was disapproved by the Prince George's County District Council on September 19, 2016; DSP-15020-02, which was approved by the Planning Board on October 19, 2017 (PGCPB Resolution No. 17-137) and adopted on November 9, 2017, for a Royal Farms food and beverage store in combination with a gas station. DSP-15020-04 was approved by the Planning Director for architectural modifications to the Royal Farms west of the subject site.

The site is the subject of an approved Stormwater Management (SWM) Concept Plan, 52610-2020 -00, which was approved on March 18, 2020, and is valid until March 18, 2024.

6. Design Features: The subject application proposes to develop a 4,966-square-foot eating and drinking establishment, with drive-through service, including additional outdoor seating, associated parking, and other site improvements, as part of an integrated shopping center.

The building is located in the southwest portion of the overall shopping center, on the north side of MD 450. Access to the building is by a single driveway connection along an internal drive isle located within the shopping center. The eating and drinking establishment is served by a 55-space surface parking facility located on the south and east sides of the building. The DSP proposes an approximately 30-foot-wide double drive-through facility that extends along the west and north sides of the building and has a 33-car capacity that will contain queuing within the limits of the site. The location of the proposed drive-through on the north, west, and east sides of the building

minimizes conflict with pedestrian travel and facilities along MD 450, which is required by the D-D-O standard (page 166). The main entrance to the eating and drinking establishment is on the east side of the building and is accented by a cantilevered metal canopy over the main entrance. The outdoor dining is located on south side of the building nearest to the public right of way to activate the street. The D-D-O standard requires a direct pedestrian access from the public sidewalk to the entrance of the commercial location (page 166). The site plan submitted includes a sidewalk which provides a direct pedestrian connection from the main entrance to the sidewalk along MD 450.

Architecture—The proposed one-story building is rectangular in shape and has a flat roof. The shorter southern elevation faces MD 450 and consist of store front windows, a door with brick accents, and projected awnings along the front façade. The north, east, and west facades propose similar finishes and use quality materials such as brick (in two different shades), metal accents, and glass. The combination of light and dark shades of brick, the metal canopies and glass create a visual interest and breaks up the linear mass of the building. These building materials and building treatments are consistent with those required by the D-D-O standard (pages 167 and 168). Further, it is determined that the building's design is compatible with the other buildings in the shopping center and establishes an appropriate standard for quality architecture for future development on the overall site.

Signage—The application proposes five internally-illuminated, building-mounted signs that include the corporate logo and the name of the restaurant. The signs are proposed on each façade with two of the five signs proposed on the east side of the building near the main access into the restaurant, and one sign on the north, south, and west side of the building and have been found acceptable.

In addition, it is noted that the site includes a number of directional signs to assist with drive-through traffic on the site and include a drive-through sign, menu board, directional signage, and a clearance bar. An existing free-standing sign advertising the retail locations in Capital Plaza will be updated to include an illuminated sign for the eating and drinking establishment proposed with this application.

Loading, Trash Facilities, and Site Details

Loading is required for the eating and drinking establishment and is provided between the drive-through and the building, on the north side of the site. The dumpster and loading area are adequately screened by the building, vegetation, and an eight-foot-high enclosure. Site details for these improvements including the outdoor dining area have been provided, and the Planning Board finds acceptable with the exception of the retaining walls on the north and west sides of the site. Details for these retaining walls have not been provided and the top and bottom elevations of the walls are not shown and are required, therefore, these are required to be provided and are conditioned herein.

COMPLIANCE WITH EVALUATION CRITERIA

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

Section 27-548.25(b) of the Zoning Ordinance requires that in approving the DSP, the Planning Board shall find that the site plan meets applicable development district standards. The subject DSP meets the applicable development district standards, except as noted below.

Requests to Amend Development District Standards
The submitted application and statement of justification indicate the need to deviate from several development district standards, in order to accomplish a uniform development on the subject property. In accordance with Section 27-548.25(c), Site Plan Approval, of the Zoning Ordinance, if the applicant so requests, the Planning Board may apply development standards which differ from the approved development district standards. 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. The application generally meets the standards of the development district such as the coverage and landscape requirements. However, the applicant is requesting the following modifications from the development district standards in Character Area D for the Retail Town Center (all page numbers reference the sector plan):

a. **IV. Retail Town Center**
Page 164– Building Placement: The minimum front building placement line on the north side of MD 450, which is designated as a Commercial Corridor Arterial, is 75 feet line and the maximum is 85 feet.

Front building placement lines for the town center arterial and the commercial corridor arterial frontages shall be measured from the MD 450 centerline. The site plan shows a setback of approximately 99.86 feet from the centerline of MD 450. Even though the front building placement line is beyond the 85 feet maximum from the property lines, the proposed location of building will not obstruct the development pattern for the area**.**

The applicant justifies that the placement of the building is in alignment with the approved Royal Farms (DSP-15020-02) and with the existing Capital One Bank and creates a uniform and visually cohesive edge for the Capital Plaza development. The Sector Plan envisions the implementation of the front building placement line to define the pedestrian edges between the road right-of-way and the commercial pad sites. It is noted that there is 10 feet of elevation change from the curb of MD 450 to the finished grade of the eating and drinking establishment. Since the proposed development

is located approximately 10 feet lower than the right-of-way, strict enforcement of the front building placement line would not function as the envisioned pedestrian street edge as intended in the Sector Plan and would impair the operation of the use and internal circulation of the site. For these reasons, the Planning Board approves the modification.

b. **IV. Retail Town Center**
Page 165– Parking and Access Management: No parking shall be located in the front yard or corner side yard.

Parking is proposed in the front yard adjacent to MD 450, and while the applicant did not specifically request a modification from this design standard, the Planning Board believes this modification is needed. The Planning Board believes that the use will generate the need for additional 15 parking spaces that is needed to adequately serve the demand of vehicles accessing the site. It is important to note these spaces will be adequately screened from the public right of way by proposed landscaping and elevation change. In addition, it is noted that these spaces do not increase the building setback and the building location is consistent with the adjoining properties. For these reasons, the Planning Board approves the modification.

c. **Page 166–Parking and Access Management:** The minimum required on-site parking capacity for all uses in the Retail Town Center Area 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 percent of the minimum capacity required by the Zoning Ordinance for all uses."

The applicant indicates that the increase in the number of parking spaces on the overall site of Capital Plaza is reasonable, because the eating and drinking establishment proposed with this application will be the next facility to be developed in the overall shopping center. The site was originally developed as a shopping mall in approximately 1960, and at that time it was generally believed that the number of parking spaces was sufficient to serve the numerous uses on this property.

The shopping mall was demolished in approximately 2006 and the property is currently going through a redevelopment. While this application is providing a sufficient number of parking spaces for the development of this 1.26 acres site, the total parking spaces provided on the entire Capital Plaza property continue to exceed the maximum number of parking spaces permitted by the District Development Standards and requires a modification. The Planning Board approves this modification.

The applicant has indicated that they are using a shared parking reduction on site which is contradictory to the modification that the applicant is requesting to exceed the maximum allowable parking per the D-D-O standards, as described above. The retail and restaurant uses will occupy the parking compound during roughly the same hours and do not use a reduction to the number of parking spaces based on shared parking standards provided in the D-D-O (page 167). In order to use shared parking on site the uses should occupy the

parking lot during different hours, and the Board can not authorize a reduction of the minimum required spaces based on this concept if the applicant is requesting a modification to increase the number of parking spaces above the maximum requirement. Therefore, a condition has been included that requires the parking schedule be revised and the note for shared parking be removed.

d. **V. Public Realm Standards**
Page 181– E. Signage: Signs should be externally lit, and light should be directed to illuminate the sign face only and to prevent any light spillover. Lighting sources should be concealed by landscaping.

The applicant is proposing to install internally lit signs on the north, south, and east facades of the proposed building, which is not allowed by the D-D-O.
Therefore, a modification to this standard is required. The majority of the signs face the internal parking lot, and do not face the public right-of-way of MD 450. Therefore, due to the location of the majority of these building-mounted signs it has been found that their internal illumination would not substantially impair the sector plan vision for the corridor and the Planning Board approves this modification.

e. **VI. Landscape Standards**
Page 182–Parking lot requirements: Parking lots shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall of three feet or less, or other appropriate screening techniques. The landscape strip shall include a minimum four-foot-wide landscape strip between the right-of-way line and the parking lot, with a brick, stone, finished concrete wall to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip, planted with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a mixture of evergreen ground cover and low shrubs planted between the shade trees.

The applicant notes that a knee wall is not proposed given the existing grades of the site. As previously indicated, there is 10-foot elevation change from the curb of MD 450 down to the finished grade, and a knee wall would not function as the envisioned to establish the street edge as intended in the Sector Plan.

The landscape plan shows landscaping between the parking lot and MD 450, and the landscape strip is required to be a minimum of four feet in width. It appears that the application meets this requirement and proposes a combination of native evergreen shrubs and existing shade trees to meet this requirement. However, it is unclear how wide this landscape strip is, and it is required that it be dimensioned for clarification. Therefore, a condition has been included herein, requiring the landscape plan be revised to include a dimension showing the width of the landscape strip in conformance with the Central Annapolis Road Sector Plan and SMA. The site elevation is lower than the elevation of MD 450, and the frontage with the roadway is screened by a row of holly shrubs which will create a natural barrier and mitigate views from MD 450.

Appropriate landscaping with a minimum height of three feet in height is supported in lieu of the masonry wall along MD 450 to screen the parking lot because it will provide a more pleasing visual streetscape along the corridor and the Planning Board approves of this modification.

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 of the Zoning Ordinance, which governs permitted uses in the C-S-C Zone, and Section 27-462 of the Zoning Ordinance, 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 as conditioned, 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 also applicable, and the Zoning Ordinance and 2010 *Prince George's County Landscape Manual* (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.

The subject application has been submitted 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.

Sections 27-548(b) and (c), require modifications, which is permitted by the Zoning Ordinance. The Planning Board believes that, due to the location, site constraints, and through the redevelopment of the shopping center, the alternate development district standards as discussed in Finding 7 will benefit the development and will not substantially impair implementation of the Central Annapolis Road Sector Plan and SMA With the exception of the 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.

The uses allowed in the Central Annapolis Road Sector Plan and SMA are the same as those permitted by the Zoning Ordinance (page 139). The eating and drinking establishment with drive-through is permitted in the C-S-C Zone, subject to a DSP. Therefore, (d) 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 are required with this application. If modifications to the development district standards are approved, the site plan conforms to all applicable development district standards and the applicable requirements of the Zoning Ordinance.

9. Preliminary Plan of Subdivision 4-86033 and Record Plat SJH 246–28: The site is the subject of PPS 4-86033, that was approved by the Planning Board and by recorded Plat Book NLP 131-6 as Parcels E and F. The property was resubdivided in 2016, reflecting the established

development 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 are 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.**

   Parcels I, J, and K are currently developed with a total of 226,112 square feet of commercial gross floor area. The proposed development, in addition to the existing buildings, meets the limitation of the gross floor area established for all three parcels by this plat.

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

   This amendment to DSP-15020 proposes an eating and drinking establishment with drive-through service and therefore, this note is not applicable.

10. **Detailed Site Plan DSP-15020 and its amendments:** The DSP has been approved and amended four times for various reasons. A detailed discussion of each of these approvals and their applicable conditions is outlined as follows:

The Planning Board approved DSP-15020 for Capital Plaza, Pollo Campero, and 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.

DSP-15020-01 was approved by the Planning Board on May 5, 2016, and is embodied in PGCPB Resolution No. 16-20, to expand the existing Walmart store on the site. The District Council heard the case in oral argument and issued an order on the same date, denying the application.

DSP-15020-02 was approved by the Planning Board on October 19, 2017, and is embodied in PGCPB Resolution No. 17-137, to develop a 6,619-square-foot food and beverage store, in combination with a gas station and car wash.

DSP-15020-03 was approved by the Planning Board on July 19, 2018 (PGCPB Resolution No. 18-77(c), adopted on November 9, 2017) for development of three pad sites to develop 24,840 square feet of retail and restaurant development in three buildings, as part of an integrated shopping center.

DSP-15020-04 was approved by the Planning Director on January 31, 2019, for architectural modifications to the Royal Farms with no conditions.

None of the conditions related to the prior approvals are applicable to the subject application.

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 include requirements for street trees, parking lots, buffering, and screening (page 182). The sector plan and SMA does not include any standards that modify Section 4.6 (c)(2), Buffering Development from Special Roadways, and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The DSP has been reviewed for conformance with the standards, and generally conforms to the requirements.

Schedules have been provided for sections of the Landscape Manual that have been superseded by the standards of the D-D-O, such as Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; and Section 4.7, Buffering Incompatible Uses. The D-D-O has different standards, for these types of treatments and supersedes the requirements of the Landscape Manual. Therefore, the Planning Board finds that only schedules be included in the DSP that are applicable. Therefore, a condition has been included herein, requiring that the non-applicable Landscape Manual schedules be revised and renamed to reflect the standards of the dimension showing the width of the landscape strip in conformance with the Central Annapolis Road Sector Plan and SMA.

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 because it does not have a minimum of 10,000 square feet of woodlands, or any prior approved tree conservation plans, and was issued a Standard Letter of Exemption (S-022-2021) on January 5, 2021.

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 1.26 acres, however, the area of impact of this DSP is 0.13 acre and the tree canopy coverage (TCC) requirements are being applied to this area of impact. The subject application provides the required TCC schedule and is in conformance.

14. **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, and the referrals are incorporated herein by reference:

a. **Historic Preservation and Archeological Review**—The Planning Board adopts a memorandum dated July 6, 2020 (Stabler to Bishop), which notes that 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. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. The proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.

b. **Community Planning**—The Planning Board adopts a memorandum dated September 11, 2021 (White to Bishop), which provides an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan*, the applicable aviation policy area, the Central Annapolis Road Sector Plan and SMA and an analysis of the proposed alternative development district standards requirements, as included in Findings 7 and 8 above.

c. **Transportation Planning**—The Planning Board adopts a memorandum dated August 24, 2021 (Saunders Hancock, to Bishop), which notes that access and circulation are acceptable. The number and locations of points of access are sufficient and the total number of trips proposed with this application are within the trip cap for the site approval with the PPS. From the standpoint of transportation, and in consideration of the findings contained herein, it is determined that this plan is acceptable if the application is approved.

d. **Pedestrian and Bicycle Transportation**—The Planning Board adopts a memorandum dated September 14, 2020 (Ryan to Bishop), which notes that the pedestrian and bicycle access and circulation for this plan are acceptable, consistent with the site design guidelines pursuant to Section 27-283 of the Zoning Ordinance, and meets the findings required by Section 27-274, for a DSP for pedestrian and bicycle transportation purposes. The DSP conforms to the prior development approvals and the Retail Town Center character area of the Central Annapolis Road Sector Plan and SMA, if approved as conditioned.

e. **Subdivision**—The Planning Board adopts a memorandum dated August 23, 2021 (Vatandoost to Bishop), which provides an analysis of the subject DSP's conformance with the prior approvals, as included in Findings 9 and 10 above, and noted that the DSP is in substantial conformance with the approved PPS. Technical revisions to the general notes are required and have been conditioned herein.

f. **Permits**—The Planning Board adopts a memorandum dated August 23, 2020 (Jacobs to Bishop), which provides three comments that have been addressed by the applicant in revisions to the DSP or have been included as conditions herein.

g. **Environmental Planning**—The Planning Board adopts a memorandum received June 28, 2021 (Rea to Bishop), which offers the following summarized comments:

Natural Resources Inventory/Existing Conditions
The site has a Natural Resource Inventory Equivalency Letter (NRI-132-12-03) which was issued on January 5, 2021. The site is currently developed with a bank. No woodland or regulated environmental features are located on this site.

Soils
According to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, the site contains Christiana-Downer-Urban Land complex (5-15 percent slopes). As an unsafe soil, the County may require a soils report in conformance with Prince George's County Council Bill CB-94-2004 during the building permit review process. No other unsafe soils containing Marlboro clays are mapped on this site.

Stormwater Management
The site has an approved SWM Concept Plan, 52610-2020, that is in conformance with the current code, which is valid until March 18, 2024. The approved plan proposes four micro-bioretention facilities. The approved concept plan is in general conformance with the DSP.

The Planning Board s approves DSP-15020-05 with no environmental conditions.

h. **Prince George's County Fire/EMS Department**—At the time of the writing of this approval, no comment from the Fire/EMS Department were received regarding the subject project.

i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board adopts a memorandum dated June 25, 2021, (Giles to Bishop), in which DPIE offered numerous comments that will be addressed through DPIE's separate permitting process.

j. **Prince George's County Police Department**—At the time of this approval, the Prince George's County Police Department had not provided comments on the subject application.

k. **Prince George's Health Department**—At the time of this approval, the Prince George's County Health Department had not provided comments on the subject application, but standard conditions related to the construction, dust control, and noise have been included.

l. **Maryland State Highway Administration (SHA)**—The Planning Board adopts an email dated August 10, 2021, (Woodroffe to Bishop), which indicates that SHA has no comments on the subject application.

m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of this approval, comments have not been received from WSSC.

n. **Town of Bladensburg, Town of Cheverly**, **City of Hyattsville, and the Town of Landover Hills**—At the time of the writing of this approval, comments were not provided 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 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 the memorandum adopted by the Planning Board dated June 28, 2021, the Planning Board finds that the site does not contain any regulated environmental features that are required to be protected.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-15020-05 for the above described land, subject to the following conditions:

A. APPROVAL of the following alternative Development District Overlay Zone standards:

1. Standard IV.A. Table 8.10, Bulk Standards (page 164)
Front Building Placement Line—To allow a building setback of 99.86 feet from the centerline of Annapolis Road.

2. Standard IV. C.1. (page 166)
Parking and access management—To allow the applicant to include parking located in the front yard if the property.

3. 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 1,944 parking spaces.

4. Standard V.E.1.h. (page 181)
Signage—To allow an internally lit sign on the North and East elevations on the proposed building.

5. Standard VI.D.2.a. (page 182)
Landscape Standards-Parking lot requirements—To provide three to four-foot shrubs in lieu of providing a wall, between the parking lot and the right-of-way.

B. APPROVAL of Detailed Site Plan DSP-15020-05, Chick-Fil-A, Capital Plaza, 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. Provide a crosswalk crossing the drive aisle along the site's northeast driveway.

   b. Provide a minimum of two bicycle racks located near the entrance of the building and clearly label their location on the DSP.

   c. Provide construction details for the bicycle rack showing two points of contact to support and secure a parked bicycle.

   d. Provide a construction detail for the retaining walls on the north and west sides of the site, and clearly indicate their top and bottom elevations on the DSP.

   e. Add the dimensions for the building and refuse enclosure to the DSP.

   f. Relocate the label for Parel I so the existing freestanding sign is visible on the Overall Site Sheet, C-103.

   g. Add the site plan note to the DSP as follows:

      "During the construction phase, the applicant shall adhere to all applicable Prince George's County or State of Maryland regulations and laws regarding particulate matter, pollution, and noise."

   h. Revise the Site Notes on site plan Sheet C-301 to provide the recording plat reference for Parcel I.

   i. Revise the landscape plan and rename the schedules to reflect the standards of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*.

   j. Correct the square footage for the individual uses and total gross floor area for Capital Plaza on the DSP.

   k. Provide a dimension showing the width of the landscape strip in conformance with the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*.

   l. Remove the note that the site is using shared parking from the parking and loading schedule.

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.

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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 Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, September 23, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of October 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:NAB:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: September 28, 2021