

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



*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

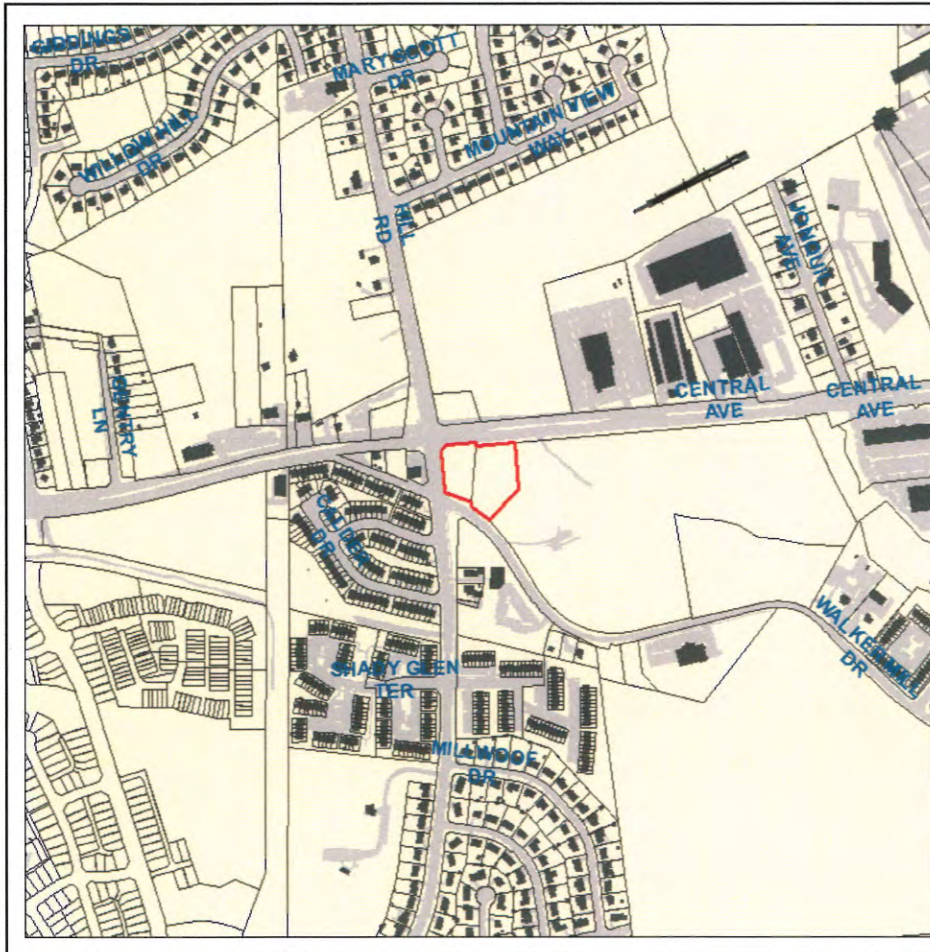
## Detailed Site Plan

## DSP-13047

Application	General Data	
<b>Project Name:</b> Shady Glen Fire Station Parcel A, Capitol Heights Shopping Center, and Parcel 194  <b>Location:</b> Located in the southeast quadrant of the intersection of Central Avenue (MD 214) and Shady Glen Drive.  <b>Applicant/Address:</b> Prince George's County 9400 Peppercorn Place Largo, MD 20774	Planning Board Hearing Date:	10/23/14
	Staff Report Date:	10/09/14
	Date Accepted:	07/17/14
	Planning Board Action Limit:	10/27/14
	Plan Acreage:	2.46
	Zone:	C-S-C/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	28,168 sq. ft.
	Planning Area:	75A
	Council District:	06
	Election District:	18
	Municipality:	N/A
200-Scale Base Map:	201SE07	

Purpose of Application	Notice Dates	
A fire station and a firefighter training facility.	Informational Mailing:	12/06/13
	Acceptance Mailing:	07/14/14
	Sign Posting Deadline:	09/23/14

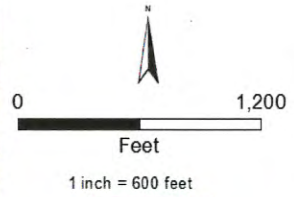
Staff Recommendation		Staff Reviewer: Cynthia Fenton Phone Number: 301-952-3412 E-mail: <a href="mailto:Cynthia.Fenton@ppd.mncppc.org">Cynthia.Fenton@ppd.mncppc.org</a>	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



### SITE VICINITY MAP

#### Legend

- Site Boundary
- Property
- Building
- Bridge
- Pavement
- Railroad Line



The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Geographic Information System

Created: December 3, 2013

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-13047  
Shady Glen Fire Station  
Parcel A, Capitol Heights Shopping Center, and Parcel 194

The Urban Design staff has completed the review of the subject application and appropriate referrals 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

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Commercial Shopping Center (C-S-C) and Development District Overlay (D-D-O) Zones.
- b. The requirements of the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Metro Areas*.
- c. The requirements of Preliminary Plan of Subdivision 4-06139.
- d. The requirements of the 2010 *Prince George's County Landscape Manual*.
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- g. Referral comments.

FINDINGS

Based upon the analysis of the subject detailed site plan (DSP), the Urban Design Section recommends the following findings:

1. **Request:** The subject application is for approval of a DSP for a 13,888-square-foot fire station and a 14,280-square-foot firefighter training facility on Parcel A, Capitol Heights Shopping Center, and Parcel 194.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	C-S-C, D-D-O	C-S-C, D-D-O
Use(s)	Vacant	Fire Station and CPAT Training Facility
Acreage	2.46	2.46
Lots	0	0
Parcels	2	2
Gross Floor Area		
Fire Station	0	13,888 sq. ft.
Training Facility	0	<u>14,280 sq. ft.</u>
Total		28,168 sq. ft.

OTHER DEVELOPMENT DATA

**PARKING DATA:**

**Parking Spaces Required**

Fire Station

1 space/dispatcher or office personnel (3 personnel)	3
2 spaces/emergency vehicle (6 vehicles)	12
1 space/4 persons in facility (15 persons)	4
1 space /4 seats in auditorium (25 seats)	<u>7</u>
Fire Station Subtotal	26

CPAT Training Facility

1 space/3 students (21 students)	7
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**Total Parking Required** **33**

**Total Parking Provided** **33**

**Loading Spaces Required** **2**

**Loading Spaces Provided** **1**

3. **Location:** The subject site is located in Planning Area 75A, Council District 6. The subject property is located in the southeast quadrant of the intersection of Central Avenue (MD 214) and Shady Glen Drive.

4. **Surrounding Uses:** The subject property is bounded to the north by Central Avenue (MD 214); to the east by vacant property zoned Commercial Office (C-O)/Development District Overlay (D-D-O) and approved for the Capitol Heights Shopping Center; to the west by Shady Glen Drive; and to the south by Walker Mill Road. Across Central Avenue to the north is Hillwood Plaza, an undeveloped commercial subdivision in the C-O Zone; to the west across Shady Glen Drive is a convenience store in the Commercial Shopping Center (C-S-C) Zone; and to the south across Walker Mill Road is a church in the One-Family Detached Residential (R-80) Zone.



5. **Previous Approvals:** The subject property was rezoned from the C-O Zone to the C-S-C Zone in the 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment* (Subregion 4 Master Plan and SMA). The site was the subject of Preliminary Plan of Subdivision 4-06139, approved by the Prince George's County Planning Board on September 4, 2009 (PGCPB Resolution No. 08-109).

The project has an approved Stormwater Management Concept Plan, 2832-2012, which is valid until October 18, 2016.

6. **Design Features:** The subject application is for approval of two structures, a fire station and firefighter training facility, located on a through-lot fronting on three roadways: Central Avenue (MD 214), Shady Glen Drive, and Walker Mill Road. The fire station is oriented toward Shady Glen Drive and the training facility is located directly behind it. Both buildings are set back from the three roadways. Access to the fire station is provided directly from Shady Glen Drive. Access to the training facility is proposed via an ingress/egress easement on the adjacent parcel. Parking is provided between the buildings along MD 214 and adjacent to the shared access driveway. A retaining wall with steel fencing is proposed to surround the sides and rear of the training facility and adjacent microbioretention facilities. The applicant is proposing an entrance/monument sign at the northwest corner of the site, within the public utility easement (PUE). The sign will need to be relocated outside of the PUE. A condition is included in the Recommendation section of this report addressing this issue.

#### **Architecture**

The Shady Glen fire station is proposed to be a one-story rectangular structure consisting of 13,888 square feet. The floor plan and exterior design elements represent a prototypical design that has been constructed in several other locations in the county including the stations at St. Joseph's Drive, Northview Drive, and Brandywine Road. The façade is modeled on the design elements of the Glenn Dale fire station. Input from the community over several meetings resulted in modifications to various elements to create a unique design. The building is to be constructed primarily of brick veneer, with a bone-colored precast stone base, with metal accent wall panels and bands. The western elevation, which faces Shady Glen Drive, is articulated with a distinctive arched glass entrance framed in an unspecified material and a wide V-shaped skylight above the four bay doors, which are embellished with two rows of small windows. Three projecting roof skylights and variations in the roofline enhance the eastern and western elevations. Brick and precast stone flat pillars between the bays and precast stone accents with crossed metal panels help provide vertical/horizontal balance on the eastern elevation. Linear skylights on the northern and southern elevations and horizontal accent banding help to break up the mass.

The firefighter Candidate Physical Ability Test (CPAT) training facility is also proposed to be a one-story rectangular structure comprising approximately 14,280 square feet with considerably less articulation and visual interest than the fire house. It will have a primarily brick veneer finish, matching that of the fire station, with bone-colored horizontal bands (precast concrete at the foundation and metal panels elsewhere) to provide a visual break in the horizontal mass. On the front and rear elevations, is a band of windows approximately 15 feet from ground level on the front façade. A red metal accent band above the entrance (that appears to match the metal accent wall panel of the fire station) and bone-colored metal panels surrounding the doorways are meant to highlight the building entrance, though the overall appearance of the building is industrial and clearly utilitarian.

On October 8, 2014, the applicant provided a materials board with the major materials proposed, to allow a more thorough review of the architecture by the Planning Board. All of the materials and colors should be labeled clearly and accurately depicted on the architectural elevations prior to certification of the plan.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** Section 27-292 of the Zoning Ordinance requires all public buildings, structures, and uses, except those of municipal, state, or federal agencies, to be specifically approved by the Prince George's County District Council. The case will be transmitted to the District Council for mandatory review. The subject DSP has been reviewed for compliance with the requirements of the C-S-C and D-D-O Zones and the site plan design guidelines of the Zoning Ordinance.
  - a. The subject application is in conformance with the requirements of Section 27-441, which governs permitted uses in commercial zones. The proposed fire station and training facility are permitted uses in the C-S-C Zone and the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Metro Areas* (Morgan Boulevard and Largo Town Center Sector Plan and SMA).
  - b. The DSP is in conformance with the applicable site design guidelines contained in Sections 27-283 and 27-274.
  - c. Because the D-D-O Zone does not specifically address loading standards, the Zoning Ordinance loading standards apply. The applicant is providing one loading space. Section 27-582 requires two loading spaces; therefore, a departure from parking and loading standards is required. Section 27-548.25 states: "If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find...that the variance or departure conforms to all applicable Development District Standards." In this case, the provision of a single loading space is justified because the size of the fire station has to accommodate the parking of fire trucks and equipment internally. This use does not necessitate the delivery of goods and products on a regular basis. In addition, the absence of one loading space will result in a more attractive environment. This departure from the number of loading spaces will not conflict with any D-D-O Zone design district standards.
  
8. **2004 Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Metro Areas:** The site is within the Morgan Boulevard and Largo Town Center Sector Plan and SMA. The sector plan defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Central Avenue Corridor Node. The subject site is in the southern portion of the corridor node. The vision for the node is to enhance pedestrian, cyclist, and bus circulation between the two nearby metro cores. The sector plan for the corridor node at Central Avenue (MD 214) calls for development and redevelopment of higher intensity residential and nonresidential mixed uses. In general, the DSP meets the objectives of the sector plan.

#### **Development District Amendments**

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards. The development district standards are organized into three categories: public areas, site design, and building design. The DSP meets

most of the applicable standards with the exception of several development district standards for which the applicant has requested an amendment. The applicant has submitted a statement of justification that provides explanations for proposed alternative standards where an amendment to the development standards is requested. In order to allow the plan to deviate from the development district standards, the alternative development district standards must benefit the development and the development district, and will not substantially impair implementation of the sector plan. The amendments that the applicant has requested are discussed below.

## **SITE DESIGN**

### **Building Siting and Setbacks**

- A. Buildings shall front on the street edge and shall be located within an appropriate distance from the edge of the curb. Appropriate ranges for front build-to lines from the street edge are as follows:**
  - 3. In Subarea 2 of the Largo town Center core area and in the Central Avenue Corridor Node area, all new buildings shall be located within 10 to 16 feet of the edge of the curb.**

Both proposed buildings are set back from the street edge. The training facility is set back 66 feet from MD 214. The fire station is set back 81 feet from MD 214, 73 feet from Shady Glen Drive, and 36.5 feet from Walker Mill Drive.

Both buildings are proposed on a “through” lot, fronting on three separate roads. Given the size and shape of the lot, the nature of the proposed use at this location (which is consistent with the sector plan), and access considerations, it would not be feasible to satisfy the build-to requirements on the three roadways. The fire station must set back from the street to accommodate and maneuver fire and rescue equipment both at its front and rear; this results in the training facility, due to its size and configuration, having to be set back from the other two roadways. Staff finds that the alternative design as proposed will not substantially impair implementation of the sector plan.

- D. Building façades shall occupy a minimum of:**
  - 3. 50 percent of the property’s street-facing frontage in the Central Avenue Corridor Node area.**

The fire station is in compliance with this requirement along Shady Glen Drive as the building is 162 feet wide along 200 feet of its frontage. However, the property also has frontage on MD 214 and Walker Mill Drive where the buildings do not meet the standard. The alternative design as proposed will not substantially impair implementation of the sector plan.

### **Parking and Loading Area Design**

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

As noted previously, the subject property is a “through lot” which makes strict conformance to this standard impractical. Parking is proposed along portions of the MD 214 and Walker Mill Drive frontages. Parking along MD 214 will be screened by a three- to four-foot-high retaining wall, and the parking area along Walker Mill Drive will be buffered by a six-foot-high steel fence and landscaping. Staff finds that this design departure from strict conformance with the standard will not substantially impair implementation of the sector plan.

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

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

The applicant has provided a variable-width landscaped strip in response to the above standard on the perimeter of the parking area along Walker Mill Drive. The D-D-O Zone standard above modifies the 2010 *Prince George’s County Landscape Manual* (Landscape Manual) standard (Section 4.2, Requirements for Landscape Strips along Streets) to reduce the width of the landscaped strip while requiring a wall to increase the amount of buildable area and encourage higher densities in the corridor node. A wall is not proposed along the edge of the parking area fronting on Walker Mill Drive; however, the provision of a six-foot-high steel fence, in addition to significant landscaping, is an acceptable alternative to a wall. The applicant has provided a landscaped strip and a four-foot-high retaining wall along MD 214. Staff finds the departure from strict conformance with this standard will not substantially impair implementation of the sector plan. The finish material for the retaining walls is shown as concrete. It is recommended that the retaining walls be finished in brick in a color consistent with the proposed buildings as they will be highly visible from adjoining roadways or the shopping center. In addition, the fence and the fence/wall combination heights should be a consistent height to avoid multiple fence heights along a continuous line. Adjustments to the heights of the fencing and walls should be done prior to certificate of approval.

## **BUILDING DESIGN**

### **Height, Scale, and Massing**

- C. For the Central Avenue Corridor Node area, buildings shall be between two and four stories in height. The shopping center on the Santos/Zimmer properties shall be anchored by a national grocery chain store, a food or**



**beverage store, which includes a bakery, pharmacy, deli, and seafood counters. No store on the Santos/Zimmer properties may exceed 125,000 square feet gross floor area.**

The proposed buildings in the subject DSP are single-story and therefore do not technically meet the height, scale, and massing standard. The standard calls for a building height of two to four stories because the property is within the corridor node. The applicant has responded to this comment by indicating that the proposed buildings are 25 feet in height, providing the appearance of a two-story structure. Moreover, the sector plan recognized that a public facility was recommended for the site. Staff believes that this departure from strict conformance with the standard will not substantially impair implementation of the sector plan.

### **Materials and Architectural Details**

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

The proposed buildings are finished with a combination of brick, metal panels, and precast stone. EIFS is also shown as an accent material on the fire station. The elevations are generally acceptable, but the use of metal panels and EIFS is prohibited by the standard above.

The reason exterior insulation and finishing system (EIFS) is not recommended in the sector plan is that this type of finish material is not a durable material. It is easily punctured and should not be used along the base or within reach of any buildings.

According to the rendered elevations for the fire station, it appears that EIFS accounts for a minimal percentage of wall surface; it is provided only as a horizontal band wrapping around the southern elevation and as an accent material on the western elevation.

Staff finds the use of both metal panels and EIFS generally acceptable since they are used as accent features and, therefore, their use will not substantially impair implementation of the sector plan.

### **Projections and Recesses**

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

As noted in Finding 6, the fire station elevations present prototypical design elements that have been constructed in other locations in the county. It is constructed primarily of brick, with a distinctive arched glass entrance, and includes multiple projections, recesses, and variations in roofline. The elevations fully comply with the sector plan desire for unique public buildings that convey a sense of civic pride.

The training facility is rectangular in shape, with a standing metal seam roof and a band of small windows on the upper portion of the front façade. Horizontal metal bands in a light neutral color wrap the building, providing some visual relief to a relatively long flat

building. A red metal band and a surround of light-colored metal are meant to highlight the building entrance. The training facility will be located behind the fire station, and it is understood that the building is utilitarian in nature based on its purpose. However, additional articulation of the building entrance, at a minimum, is desirable to give it less of an industrial feel and to “create a greater sense of comfort and proper proportion... [and] highlight building entrances” as desired in the sector plan (page 112). The applicant should enhance the building entrance and give it a more appealing appearance. Suggestions include providing a variety of complementary natural building materials as recommended in the sector plan, and/or provide other modest decorative enhancements such as an awning or other projection. A condition to address this is included in the Recommendation section of this report.

## **PUBLIC AND PRIVATE OPEN SPACES**

### **Sidewalks, Crosswalks and Trails**

- C. Sidewalks shall be wide enough to accommodate pedestrians, street amenities, and bicyclists (where in-road facilities do not exist), as follows:**
  - 3. Sidewalks in the central Avenue Corridor Node area shall be a minimum of five feet wide.**

New five-foot-wide sidewalks are proposed along the entire frontage of the property on Shady Glen Drive and Walker Mill Drive in conformance with the standard. The existing sidewalk along MD 214, which the applicant proposes to retain, ranges in width between four feet, eight inches and four feet, nine inches. It is noted in the referral comments from the Maryland State Highway Administration (SHA) that the existing sidewalk along MD 214 is not ADA (Americans with Disabilities Act) compliant and will be required to be upgraded. Therefore, this amendment is not supported and the applicant should modify the plans to show a replacement of the existing sidewalk with the required D-D-O Zone five-foot-wide sidewalk and provide ADA requirements in conformance with SHA standards.

### **Other Issues Warranting Discussion**

The applicant has not requested an amendment from Parking and Loading Area Design L3, the standard for the interior planting of parking areas (shown below). As noted in Finding 10 below, landscape schedules are provided referencing current Landscape Manual requirements, including those for the interior planting of parking areas. It appears that the site plan is in conformance with the D-D-O Zone requirement; however, the landscape schedule should be revised to delete references to the Landscape Manual, Section 4.3, and indicate conformance with the D-D-O standard below to show the percentage of required and provided interior planting areas.

### **Parking and Loading Area Design**

- 3. Interior planting shall be required for any parking lot which is 6,000 square feet or larger. A minimum of nine percent of the lot must be interior planting area. For purposes of calculation, all areas within the perimeter of the parking lot shall be counted, including planting islands, curbed areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. Landscaped areas**

**situated outside the parking lot, such as peripheral areas and areas surrounding buildings, may not be counted as interior planting area.**

In addition, the Landscape Manual schedules for Sections 4.2 and 4.7 should be deleted from the landscape plan since the D-D-O Zone provides corresponding landscaping standards and exempts the site from those sections of the Landscape Manual.

It is also noted that the Morgan Boulevard D-D-O Zone compliance sheet, CS 502, should be revised to show that the number of parking spaces is in compliance with D-D-O Zone Parking Requirements, Standards A and B.

9. **Preliminary Plan of Subdivision 4-06139:** On September 4, 2009, the Planning Board adopted the resolution of approval for Preliminary Plan of Subdivision 4-06139 (PGCPB No. 8-109) for Parcel A, Capitol Heights Shopping Center, subject to 21 conditions. The following conditions are relevant to the review of this application:

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

Record Plat MMB 253-91 established a conservation easement within the subject area of the preliminary plan which is not located within Parcel A. The DSP is in conformance with the approved Type I tree conservation plan (TCPI). Discussion of Type 2 Tree Conservation Plan TCP2-034-12 is found in Finding 11 of this report.

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

The DSP depicts a new five-foot-wide sidewalk along the frontage of Parcel A on Walker Mill Drive.

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

Parcel A was conveyed to the Prince George's County Government per a deed recorded in Liber 32784 at Folio 294 of the County Land Records.

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

On February 14, 2005, the District Council approved the rezoning of Parcel A from the I-1 Zone to the C-S-C Zone via Zoning Ordinance No. 2-2005, subject to two conditions relating specifically to the proposed shopping center. The current application for a public safety facility is not subject to those conditions.

16. **MD 214/Shady Glen Drive/Hill Road: Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances through either private money or full funding in the county's capital program, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
  - a. **Provision of an exclusive southbound right-turn, a thru lane, and double left-turn approach lanes along Hill Road, per DPW&T standards.**
  - b. **Provision of double left turn lanes, a thru lane and a shared thru-right-turn lane along northbound Shady Glen Road, per DPW&T standards, and**
  - c. **Provision of any intersection improvements and signal modifications as deemed necessary by the SHA and/or DPW&T.**
  
17. **MD 214 at Ritchie Road: Prior to the issuance of any building permits within the subject property, the following improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
  - a. **Provision of a second left turn lane along MD 214 westbound, the recommended restriping of Ritchie Road approaches to provide for double left-turn lanes on both approaches, and provision of any additional signal modifications deemed necessary by the SHA and/or DPW&T.**
  
18. **Walker Mill Drive at Shady Glen Road: Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
  - a. **Provision of a westbound exclusive right turn lane with appropriate storage lane, per DPW&T standards, and**
  - b. **Provision of a southbound exclusive left turn lane, per DPW&T standards.**
  
19. **Central Avenue and Site Access: Prior to the issuance of any building permits within the subject property, the applicant shall obtain access approval from the SHA and shall demonstrate to the M-NCPPC, Transportation Planning Section, that all needed improvements, and the provision of a traffic signal, if approved by SHA shall (a) have full financial assurances, (b) have been permitted for construction by the SHA Access Permit Division, and (c) have an agreed-upon timetable for construction with the SHA.**

Conditions 16, 17, 18, and 19 of the preliminary plan refer to intersection improvements required at four locations prior to issuance of building permits. There is a Planning Board finding that "The development of the Fire Station itself is not part of this preliminary plan application, and the gross floor area of the proposed Fire/EMS Station has not been provided to the Planning Department."



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

There is a Planning Board finding that “Condition 21 does not include any restrictions for the future development of the fire/EMS station building on Parcel A, and it is not the Planning Department’s intention to require a new preliminary plan for the future development of the fire/EMS station.” Given this finding, it appears that this condition was intended to apply to the approved retail component, not to the public safety facility. Therefore, the trip cap on the Capitol Heights Shopping Center excludes the public safety facility.

10. **2010 Prince George’s County Landscape Manual:** Per Section 27-548.23 of the Zoning Ordinance, landscaping and screening for applications within the development district are subject to standards within the D-D-O. Except as provided elsewhere in the development district, Sections 4.2, 4.3, 4.4, 4.6, and 4.7 do not apply within the development district (p. 103 of the sector plan). The site is subject to Section 4.9, Sustainable Landscaping Requirements.

As noted in Finding 8, the applicant provided a Landscape Plan with schedules that indicate conformance to sections of the 2010 *Prince George’s County Landscape Manual* that are specifically exempted by the sector plan. The schedules for Sections 4.2, 4.3, and 4.7 should be removed to avoid confusion. The DSP is subject, however, to Section 4.9, Sustainable Landscape Requirements, of the Landscape Manual and the applicant has provided a schedule indicating conformance by providing 100 percent native species.

11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland.

The DSP proposes to clear all of the on-site woodlands. The woodland conservation worksheet shows a woodland conservation requirement of 0.64 acre proposed to be met with a fee-in-lieu into the Prince George’s County Woodland Conservation fund in the amount of \$787.84. Staff supports the proposed plan to meet the entire requirement by paying into the woodland fund because the requirement is less than one acre.

Type 2 Tree Conservation Plan TCP2-034-12 shows five specimen trees to be removed as part of the proposed development. These five trees were previously approved for removal with the previous TCP2 approval in August 26, 2013. No variance to remove these trees is required at this time. The TCP case number on the plan needs to be revised to “034-12” in the approval block. Several of the general notes need to be revised to add the required information. The legend needs to be revised to add symbols for paved areas, bioretention facilities, proposed buildings, bollards, existing contours, and proposed contours. It is recommended that, prior to certification of the DSP, the TCP2 shall be revised as stated in Condition 2 in the Recommendation section of this report.

12. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on

projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties that are zoned C-S-C are required to provide a minimum of ten percent of the gross tract area in tree canopy. The subject property is 2.46 acres, resulting in a TCC requirement of 10,716 square feet. The TCC schedule should be revised to indicate the site is 2.46, rather than 2.45 acres, and the correct requirement. The total proposed tree canopy coverage of 12,125 square feet exceeds the minimum requirement.

13. **Referral Comments:** The subject application was referred to the following agencies and divisions. The referral comments are summarized as follows:
- a. **Historic Preservation Section**—In an e-mail dated July 22, 2014, the Historic Preservation Section indicated that the proposed development would have no impact on historic sites or resources.
  - b. **Community Planning Division**—In a memorandum dated August 19, 2014, the Community Planning Division provided the following summarized analysis:
    - (1) The proposed development conforms to the fire station designation of the 2010 Subregion 4 Master Plan and SMA and the 2008 *Approved Public Safety Facilities Master Plan* for the site.
    - (2) The subject property is located within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) impact area. The property is within Imaginary Surface B, establishing a height limit of 455 feet above the runway surface. This property is outside of the 65 dBA Ldn noise contours, so noise attenuation is not required. The property is not in an accident potential zone, so no controls on use or density are required. Although these categories should not impact the proposed development, they should be noted on the DSP.
    - (3) The ILUC language above is recommended to be added to General Note 22. The subject property is within a D-D-O Zone and is subject to the development standards of the Morgan Boulevard and Largo Town Center Development District, particularly the Central Avenue Corridor Node. Revisions to the plan elevations for the CPAT facility were made in response to previous comments by the Community Planning Division. This report has addressed all of the deviations from the applicable D-D-O Zone standards and recommends that the Planning Board approve the proposed development standard amendments found in the Recommendation section of this report in light of the nature and function of the proposed facilities.
  - c. **Permit Review Section**—In a memorandum dated July 31, 2014, the Permit Review Section offered numerous comments that have been addressed either by revisions to the plan or in the recommended conditions below.
  - d. **Environmental Planning Section**—In a memorandum dated September 10, 2014, the Environmental Planning Section provided comments on the above-referenced DSP application, stamped as received on July 17, 2014.
    - (1) The Environmental Planning Section has previously reviewed the site as part of a larger site with Natural Resources Inventory NRI-001-06; Preliminary Plans 4-05088, 4-06139; Type I Tree Conservation Plan TCPI-026-06; Detailed Site

Plan DSP-06015; and Type II Tree Conservation Plan TCPII-009-09 for a shopping center. Subsequent to the approval of TCPII-009-09, the subject site was conveyed to Prince George's County and was later administratively separated from that TCPII. The subject site was then reviewed for a Natural Resources Inventory (NRI-136-12) and a Type 2 Tree Conservation Plan (TCP2-034-12). An adjacent parcel to the east once contained Parcel A of the subject property.

- (2) The site is characterized by terrain sloping toward the east and drains off-site into unnamed tributaries of the Southwest Branch watershed in the Patuxent River basin. A review of available information indicates that there are areas of steep slopes on-site, but no areas of streams, wetlands, and 100-year floodplain and their associated buffers located on the property. There are no Marlboro clays located on or adjacent to the subject property. According to GIS information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or within the vicinity of this property.
- (3) The DSP application included a signed Natural Resources Inventory (NRI-136-12) dated August 26, 2013. The current NRI correctly shows all of the required information.
- (4) Walker Mill Drive is a designated historic road and has the functional classification of a primary roadway. Any improvements within the right-of-way of a historic road are subject to approval by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) under the *Design Guidelines and Standards for Scenic and Historic Roads*. Roadway design criteria will be determined for the roadway by DPIE with consideration for any scenic or historic features which may be identified.
- (5) The stormwater management design is conceptually and technically required to be reviewed and approved by DPIE to address surface water runoff issues in accordance with Subtitle 32, Water Quality Resources and Grading Code, which requires that environmental site design be implemented to the maximum extent practicable. An approved Stormwater Management Concept Plan (2832-2012-00) covers the entire project area. The plan proposes five microbioretention facilities and one bioretention facility that will drain into both an off-site swale and to the county stormdrain system within the adjacent roadways. Additionally, the approval letter indicates that the site will be charged a fee-in-lieu (\$8,160.00) of on-site stormwater management. The site design is correctly shown on the DSP and TCP2.
- (6) The current application is for a fire station and a firefighter training facility. The only anticipated outdoor noise impacts are associated with sirens from the emergency vehicles, which are anticipated due to the operation of the facility. No other noise impacts are expected. Because no residential uses are proposed for this application, noise mitigation is not required.

e. **Transportation Planning Section**—In a memorandum dated August 15, 2014, the Transportation Planning Section provided the following summarized comments on the DSP:

- (1) The site is within the D-D-O Zone boundaries established by the Morgan Boulevard and Largo Town Center Sector Plan and SMA and has to meet the standards of the D-D-O Zone.
- (2) A portion of the site, Parcel A, was the subject of Preliminary Plan 4-06139 and Detailed Site Plan DSP-06015.

Condition 12 of the preliminary plan states:

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

The sidewalk and landscaped strip are shown on the site plan along Walker Mill Drive.

- (3) There were no transportation conditions in DSP-06015.
- (4) The site is adjacent to three master plan roadways: Central Avenue (MD 214), Shady Glen Drive, and Walker Mill Drive. They are listed in the Subregion 4 Master Plan and SMA. Central Avenue (MD 214), an arterial roadway, is listed with a right-of-way width of 120 to 150 feet. Shady Glen Road is a collector with a right-of-way of 80 feet and Walker Mill Drive is listed as a primary road with 60 feet of right-of-way. Additional right-of-way is accurately shown on the site plan for all three roadways.
- (5) On-site circulation and parking is adequate. Walker Mill Drive is incorrectly labeled Walker Mill Road on the site plans. All plans shall be modified to correctly label this roadway. It is noted that Shady Glen Drive is also incorrectly labeled as Shady Glen Road.
- (6) As noted above, the site is subject to the D-D-O Zone standards within the Morgan Boulevard and Largo Town Center Sector Plan and SMA. It is noted that five-foot wide sidewalks are required, although the applicant is proposing to retain a section of the existing sidewalk along Central Avenue that is less than five feet wide. The applicant will be required to upgrade the sidewalk to be ADA compliant per SHA.

### **Conclusion**

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance. The plans should be required to show right-of-way widths on the plan for Central Avenue (MD 214) and to modify all of the plans to correctly label Shady Glen Drive and Walker Mill Drive.



- f. **Trails**—In a memorandum dated September 26, 2014, the trails coordinator offered the following summarized comments:

The subject site includes a standard sidewalk along Central Avenue (MD 214). A narrow sidewalk exists along Shady Glen Road and no sidewalk exists along Walker Mill Road. The subject application is proposing to replace the sidewalk along Shady Glen Road and construct a new sidewalk along Walker Mill Road.

The sidewalks shown on the submitted DSP fulfill the recommendations of the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and area master plan. Consideration for pavement markings for bicycles along MD 214 can be considered by SHA at the time of road resurfacing, consistent with SHA's recently approved Bicycle Policy and Design Guidelines. With the additional dedication proposed by the applicant, it appears that the necessary right-of-way will be present to accommodate future bike lanes.

The Transportation Planning Section further concurs with the applicant's September 9, 2014 memorandum (from Haller to Fenton) that sufficient right-of-way has been dedicated along Walker Mill Road and Shady Glen Road to accommodate future bike lanes. Dedication occurred along these roads in 2011 and the space provided is sufficient to accommodate bike lanes (or other on-road bicycle treatment) as part of a future DPW&T road improvement project. However, due to the subject site's limited amount of frontage along both roads, the provision of fragment bike lanes along the subject property's frontages may not be practical. These facilities will be considered by DPW&T in their review of the plans at the time of permit review.

The frontage improvements and sidewalks as reflected on the submitted DSP are adequate, meet the intent of the MPOT and area master plan, and fulfill the prior condition of Preliminary Plan 4-06139 for the shopping center. From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance. No recommended conditions of approval are necessary regarding bicycle or pedestrian facilities.

- g. **Subdivision Review Section**—The Subdivision Review Section provided an analysis of the DSP's conformance with Preliminary Plan of Subdivision 4-06139 in a memorandum dated August 4, 2014.

The subject property is composed of two parcels: Parcel A, Capitol Heights Shopping Center, recorded on April 29, 2011 as Plat MMB 253-91, and an acreage parcel (Parcel 194) recorded in Liber 12652 Folio 414, both in the County Land Records. The property is located on Tax Map 66 in Grid F-4, and is approximately 2.46 acres. The site is currently unimproved. The purpose of this DSP is to construct 28,168 square feet of gross floor area for a county fire station and firefighter training facility. Pursuant to Section 24-107(c)(5) of the Subdivision Regulations, the site is exempt from the requirement of filing a preliminary plan because the conveyances for Parcel A and the acreage parcel were to a government agency and the subsequent development is for a public use, a fire station.

Parcel A is the subject of Preliminary Plan 4-06139 for the Capitol Heights Shopping Center. The Planning Board adopted the resolution of approval (PGCPB No. 08-109) on September 4, 2009. The record plats contain ten notes, and the following note in **bold** relates to the review of this application:

7. **Development of this property must conform to the detailed site plan which was approved by the Prince George's County Planning Board on February 4, 2010, DSP-06015, or as amended by any subsequent revisions thereto.**

While Parcel A is included within the boundary of DSP-06015, no proposed development is shown within the parcel on that site plan. The subject DSP, however, shows access to the training facility through the adjacent Parcel B, via a proposed ingress/egress easement, which is depicted in the previously approved DSP-06015. It is noted that, at the time of preliminary plan approval, Parcel 194 had frontage along and direct vehicular access to Shady Glen Drive. The shared access via the shopping center property contemplated by the DSP was considered adjunct access. Prior to certification of the current DSP, the executed deed for the ingress/egress easement should be submitted to staff for review, and the liber/folio should be reflected on the plan.

The DSP shows proposed right-of-way dedication for Shady Glen Road and Central Avenue (MD 214). The square footage of the proposed dedication is not provided on the plan and should be.

The Subdivision Section recommends Conditions 1.a., d., and 3 in the Recommendation section of this report. It should be noted that failure of the site plan and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

- h. **Prince George's County Health Department**—In a memorandum dated September 12, 2014, the Environmental Protection and Policy Program of the Prince George's County Health department stated that they completed a health impact assessment review of the DSP and offered the following comments:

- (1) Scientific research has demonstrated that a high-quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive outcomes. The site will provide new sidewalks along the entire frontage of the subject property on Walker Mill Road and Shady Glen Road, offering safe pedestrian access.
- (2) Living in proximity to green space is associated with reduced self-reported health symptoms, better self-rated health, and higher scores on general health questionnaires. The site proposes approximately 12 percent of tree canopy coverage area; this will be an added health benefit to the surrounding community.
- (3) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. The site is in compliance with the lighting standards for the D-D-O Zone of Morgan Boulevard. This standard requires lighting that “improves visibility while minimizing light spillover to other properties.”

**Comment:** A condition has been added to the Recommendation section of this report requiring full cut-off lighting fixtures.

- (4) During the demolition/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.
- (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.

**Comment:** A condition has been added to the Recommendation section of this report requiring the applicant to add notes to the plans indicating that they will comply with the above conditions relating to dust and noise during construction.

- i. **Prince George's County Police Department**—In a memorandum dated July 29, 2014, the Police Department stated there is no crime prevention through environmental design (CPTED) concerns.
- j. **Verizon**—In an e-mail dated July 31, 2014, Verizon indicated that it will require a ten-foot-wide public utility easement (PUE), adjacent, parallel, and contiguous to the right-of-way along all public roads, free and clear of any surface obstructions. The trench area should not be graded to a slope greater than 4:1. The plans are in conformance with this requirement.

**Comment:** The portion of the PUE along Walker Mill Drive was created by Plat MMB 233-91, but should be reestablished. The remaining PUE should be shown on the DSP as continuous, with no gaps. Additional discussion of the PUE in regard to DPIE's review of the plan is found in Finding 13.m.(4).

- k. **Potomac Electric Power Company (PEPCO)**—In an e-mail dated July 23, 2014, PEPCO indicated that there is one pole and possibly two along Shady Glen Drive that will require relocating at the applicant's expense. Concern was expressed that the landscape plan shows Willow Oaks to be planted along Shady Glen Drive, which will interfere with existing electric lines.

**Comment:** The landscape plan has been revised to show White Fringetree in this location.

- l. **Washington Suburban Sanitary Commission (WSSC)**—No memorandum was received from WSSC with regard to the subject application.
- m. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 24, 2014, DPIE provided the following summarized comments:
  - (1) Shady Glen Drive and Walker Mill Drive are both county-maintained roadways. The developer shall provide additional roadway dedication along Shady Glen Road as required for master-planned collector roadway and required turn lanes,

sidewalks and other road improvements. The proposed right-of-way dedication along Shady Glen Drive and Walker Mill Drive, as shown on the DSP appears to be adequate. Frontage improvements will be required along Shady Glen Drive and Walker Mill Road as specified by DPIE.

**Comment:** The proposed right-of-dedication adjacent to the shared access driveway is not required and should be deleted. Any adjustments to the square footage for dedication of roadway and to the total site area should be reflected on the plan accurately.

- (2) The proposed site development is consistent with approved Stormwater Management Concept Plan 2832-2012.
- (3) The shared access located on Walker Mill Road is to be 30 feet wide as specified in the approved concept letter.

**Comment:** It is noted that the DSP shows the shared access as 24 feet wide; however, the access road is on the adjacent parcel (Parcel B) and is not included in this DSP. Therefore, the applicant should work with DPIE to clarify this requirement. It may result in widening of the access road within the limits of DSP-06014.

- (4) The ten-foot-wide PUE should be shown on the entire property. The proposed microbioretention facilities are not allowed to encroach on the PUE. The proposed right-of-way dedication may need to be modified slightly to ensure that the PUE is continuous.

**Comment:** The microbioretention facilities should not encroach on the required PUE. The PUE is not continuous in two locations, at the northwest corner of the site and along Walker Mill Drive where the property boundaries dog-leg. The plans should be revised to show a continuous PUE. This may result in the proposed entrance sign having to be relocated, as it is not permitted in the PUE.

- (5) Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
- (6) All storm drainage systems and facilities are to be in accordance with the Prince George's County Department of Environment and DPW&T specifications and standards.
- (7) Conformance with DPW&T street tree and street lighting specifications and standards is required.
- (8) Additional comments were also provided regarding stormwater management, off-site easements, and additional information that will be required at the time of permit review.

n. **Maryland State Highway Administration (SHA)**—In a letter dated August 13, 2014, SHA provided the following summarized comments:

- (1) The existing sidewalk along MD 214 is not ADA compliant and is required to be upgraded.



- (2) Provide a hydraulic analysis for the existing and proposed conditions, including drainage area maps and supporting computations and local agency's plans, reports, approvals, and/or waivers for stormwater management and erosion/sediment control. Further comments from the SHA hydraulic reviewer will be provided on the subsequent submission. Include all of the materials on the CD required in the subsequent submission.
- (3) The applicant shall refer to the most recent versions of the SHA Environmental Guide for Access and District Permit Applicants, the SHA Landscape Design Guide, the SHA Landscape Estimating Manual, and the SHA Preferred Plant List for proposed landscaping within the state's right-of-way. Further comments concerning the proposed landscaping will be provided upon receipt of the formal pre-permit plan review submission.
- (4) It is noted that right-of-way dedication is proposed along the MD 214 frontage. SHA requires that right-of-way/easement donations be platted to SHA standards.

**Comment:** Further review by SHA will be undertaken at the time of access permit application.

- o. **Town of Seat Pleasant**—At the time of the writing this report, the Town of Seat Pleasant had not provided written comment on this application.
- 14. Based on the foregoing analysis and as required by Section 27-548.25(b) of the Zoning Ordinance, the detailed site plan will, if approved with the proposed conditions below, meet all of the applicable development district standards.
  - 15. As stated in Section 27-548.25(e), Site Plan Approval, of the Zoning Ordinance, the use would normally require a departure, and separate application is not required. Staff recommends that the Planning Board find in its approval of the subject site plan that the requested departure for one loading space conforms to all of the applicable development district standards.
  - 16. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, staff recommends that the Planning Board find that the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
  - 17. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a detailed site plan:
    - (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

The site does not contain any regulated environmental features; therefore, this finding is not applicable.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-13047 for the Shady Glen Fire Station as follows:

- A. APPROVAL of the alternative development district standards for:
1. Site Design, Building Siting and Setback, Standard A3: to allow the placement of buildings beyond 10–16 feet of the edge of the curb as follows: the training facility is allowed to be set back approximately 66 feet from Central Avenue (MD 214); and the fire station is allowed to be set back approximately 81 feet from Central Avenue (MD 214), approximately 73 feet from Shady Glen Drive, and approximately 36.5 feet from Walker Mill Drive.
  2. Site Design, Building Siting and Setback, Standard D3: to allow less than 50 percent of building façade along the property’s street-facing frontage along Central Avenue (MD 214) and Walker Mill Drive, as shown on the site plan.
  3. Site Design, Parking and Loading Area Design, Standards A and B: to allow surface parking between the main building and a street, and parking which occupies more than 30 percent of the lot frontage, as shown on the site plan.
  4. Site Design, Parking and Loading Area Design, Standard L.1: to allow a six-foot-high steel fence in conjunction with significant landscaping in place of a wall along Walker Mill Drive.
  5. Building Design, Height, Scale and Massing, Standard C: to allow buildings with a minimum height of 25 feet.
  6. Building Design, Materials and Architectural Details, Standard D: to allow exterior insulation and finishing system (EIFS) and metal panels to be included as exterior finishing materials as shown on the architectural elevations.
  7. Building Design, Projections and Recesses, Standard A: to allow the proposed fire training facility architecture as shown in the plan, subject to Condition 1.q.
- B. DENIAL of the alternate development district standard for Sidewalks, Crosswalks and Trails, Standard C.
- C. APPROVAL of Detailed Site Plan DSP-13047, Type 2 Tree Conservation Plan TCP2-034-12-01, and a departure from the number of loading spaces for the Shady Glen Fire Station, subject to the following conditions:
1. Prior to certificate of approval, the detailed site plan shall be revised or information shall be provided to show:
    - a. The general notes shall be revised to state that Preliminary Plan of Subdivision 4-06139, Type I Tree Conservation Plan TCPI/26/06, and Detailed Site Plan DSP-06015 were previously approved for Parcel A.

- b. General notes shall be added indicating compliance with the Prince George's County Health Department requirements relating to dust and noise.
- c. The following text shall be added to General Note 22:
  - “The subject property is located within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) impact area. The property is within Imaginary Surface B, establishing a height limit of 455 feet above the runway surface. This property is outside of the 65 dBA Ldn noise contours, so noise attenuation is not required. The property is not in an Accident Potential Zone, so no controls on use or density are required.”
- d. Provide the square footage for the proposed dedication for Central Avenue (MD 214) and Shady Glen Drive, and adjust the acreage for the site appropriately.
- e. Provide the right-of-way width for Central Avenue (MD 214).
- f. Correctly label Shady Glen Drive and Walker Mill Drive.
- g. Correctly label Parcel 194.
- h. Show the existing bollards in the right-of-way of Walker Mill Drive as to be removed.
- i. Clearly show the public utility easement as continuous along all rights-of-way, free and clear of signage and bioretention facilities.
- j. Clearly and accurately label all of the architectural elevation materials and colors.
- k. Label all of the retaining wall, dumpster screen wall, and entrance sign materials as brick in a color consistent with the proposed buildings.
- l. Revise the D-D-O Zone compliance sheet to include the requested amendment for projections and recesses.
- m. Revise the D-D-O Zone compliance sheet to show that the number of parking spaces is in compliance with D-D-O Zone Parking Requirements, Standards A and B.
- n. The 2010 *Prince George's County Landscape Manual* schedules shall be deleted from the landscape plan, as appropriate.
- o. The landscape plan shall include a schedule showing the percentage of required and provided interior planting area in compliance with the Development District Standard Parking and Loading Area Design L3.
- p. All fencing and wall/fence combinations shall be revised to not exceed six feet in height. Indicate the height of the steel fence adjacent to the retaining wall along Walker Mill Drive.

- q. Enhance the Candidate Physical Ability Test (CPAT) building entrance and give it a more appealing appearance, including providing a variety of complementary natural building materials, and other modest decorative enhancements such as an awning or other projection, as appropriate.
  - r. Delete reference to the provision of proposed right-of-way directly adjacent to the shared access driveway and adjust the total square footage of dedication and total site area on the plan.
  - s. The site plan general notes and details shall reflect the use of full cut-off lighting fixtures to minimize light spillover.
2. Prior to certification of the detail site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:
- a. Revise the plan case number in the approval block to “TCP2-034-12.”
  - b. Add the symbol and label to the legend for proposed contour, existing contour, bollard, bioretention facility, paved areas, and proposed buildings.
  - c. Revise General Note 7 to read “The property is adjacent to Walker Mill Drive which is designated as a historic roadway.”
  - d. Revise General Note 8 to read “The property is adjacent to Central Avenue (MD 214) which is classified as an arterial roadway, Shady Glen Drive which is classified as a collector roadway, and Walker Mill Drive which is classified as a primary roadway.”
  - e. Add to the general notes the required note about proposed fee-in-lieu.
  - f. Have the revised plan signed and dated by the qualified professional who prepared it.
3. Prior to certification of the detailed site plan, an executed deed shall be submitted to staff for the proposed ingress/egress easement (indicating the width approved by the Department of Permitting, Inspections and Enforcement (DPIE)) through Parcel B for access to Walker Mill Drive, and the liber/folio shall be reflected on the plan.



**ITEM:**

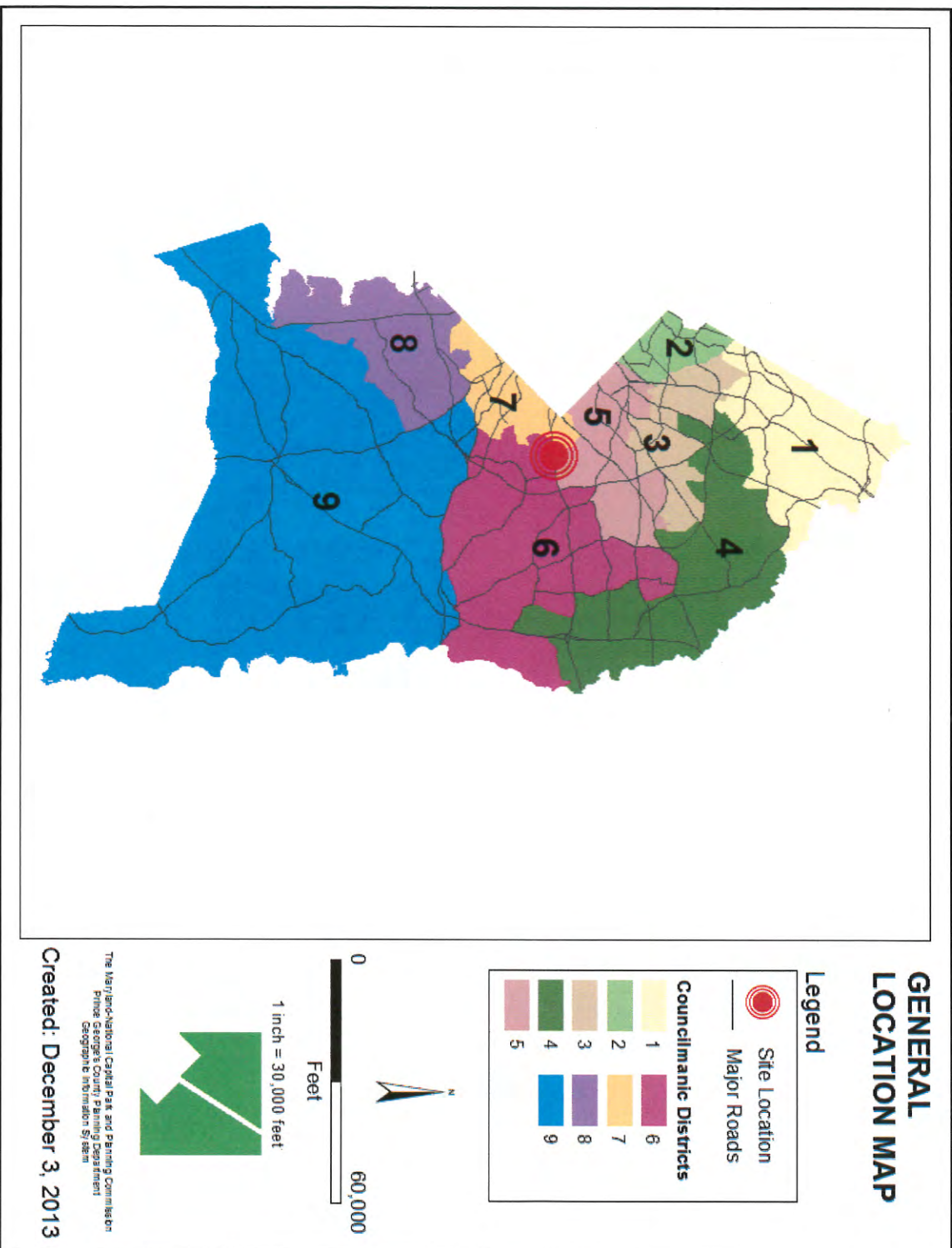
**CASE: DSP-13047**

# **SHADY GLEN FIRE STATION**

**THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT**

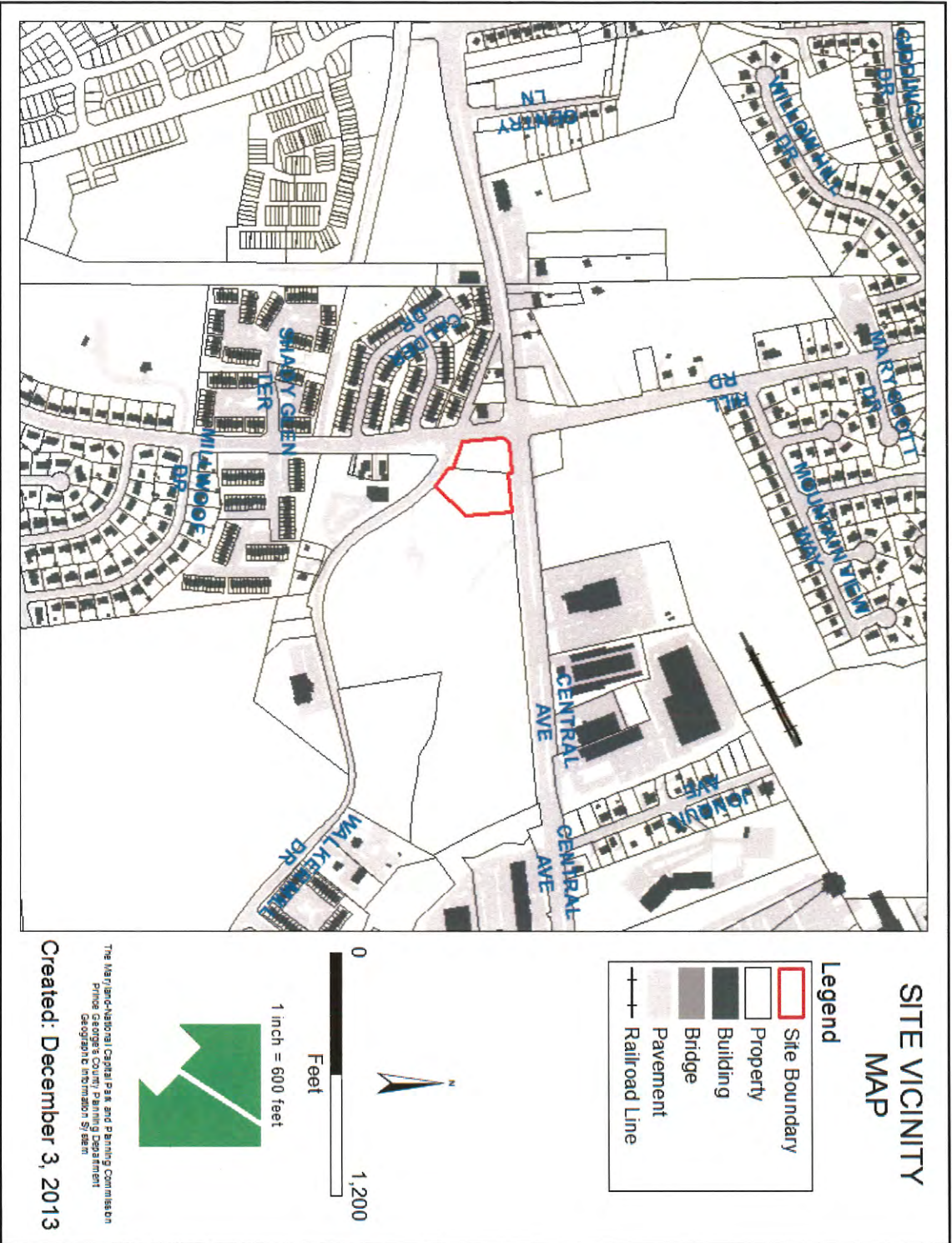


# GENERAL LOCATION MAP



# SITE VICINITY

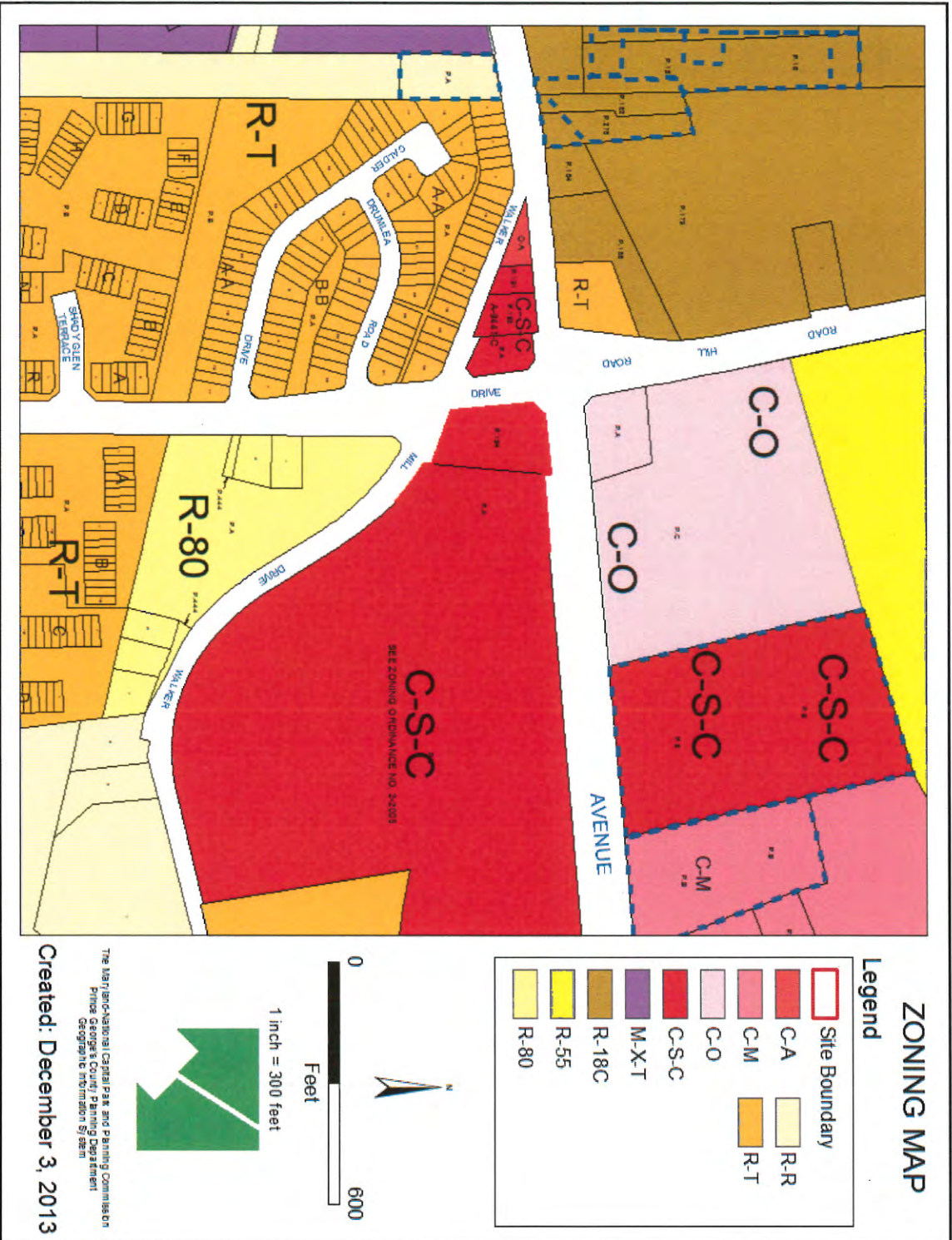
Case # DSP-13047





# ZONING MAP

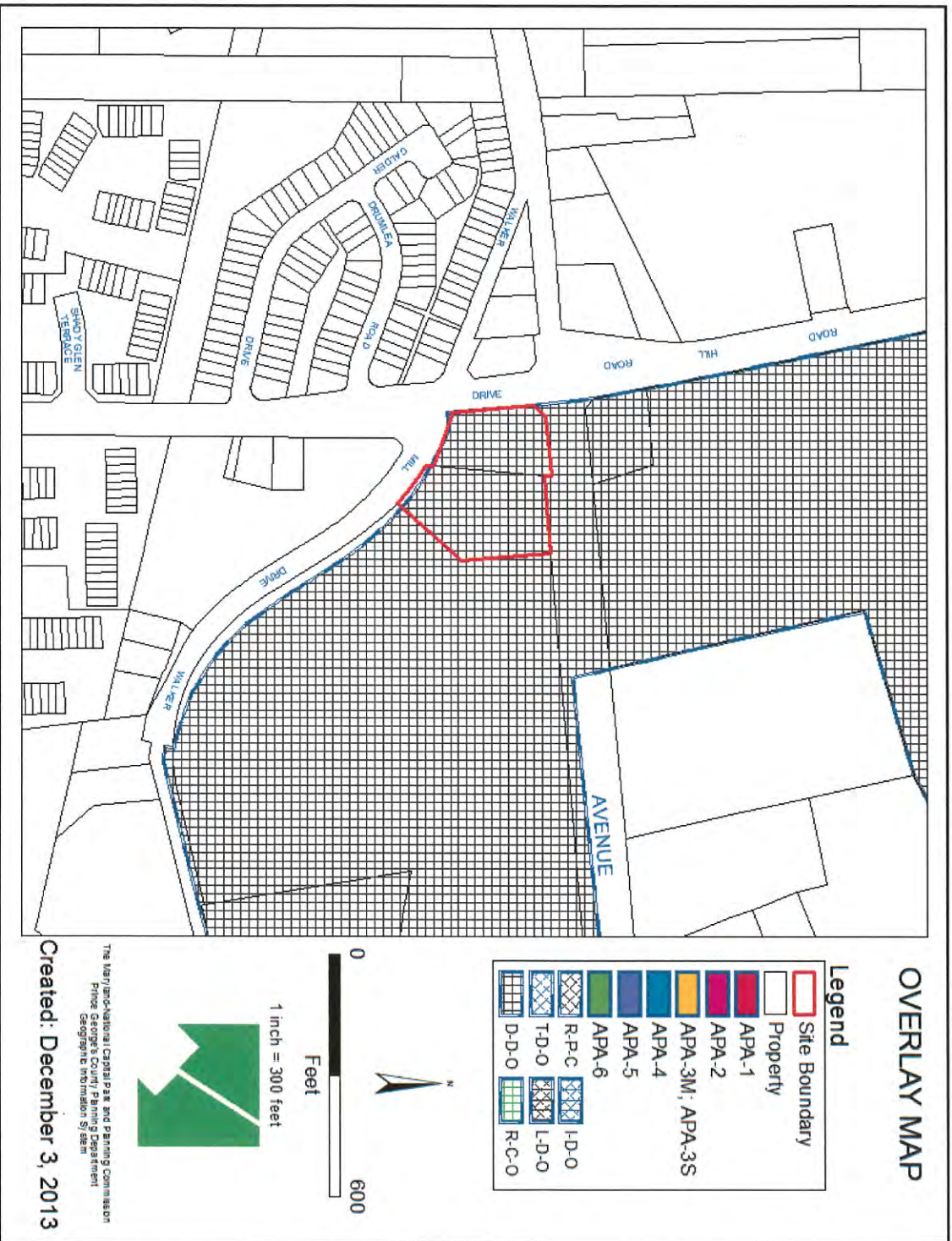
Case # DSP-13047





# OVERLAY MAP

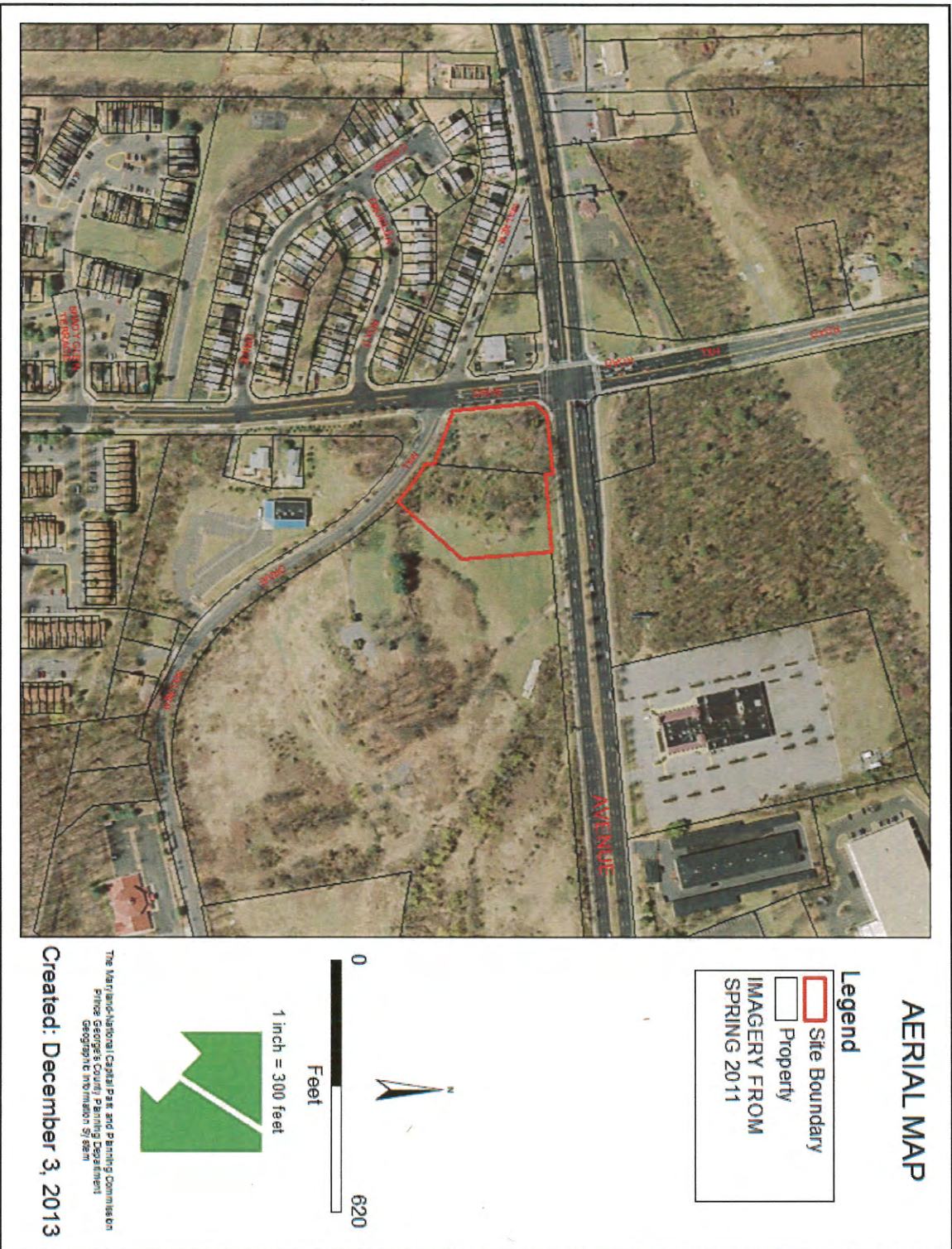
Case # DSP-13047





# AERIAL MAP

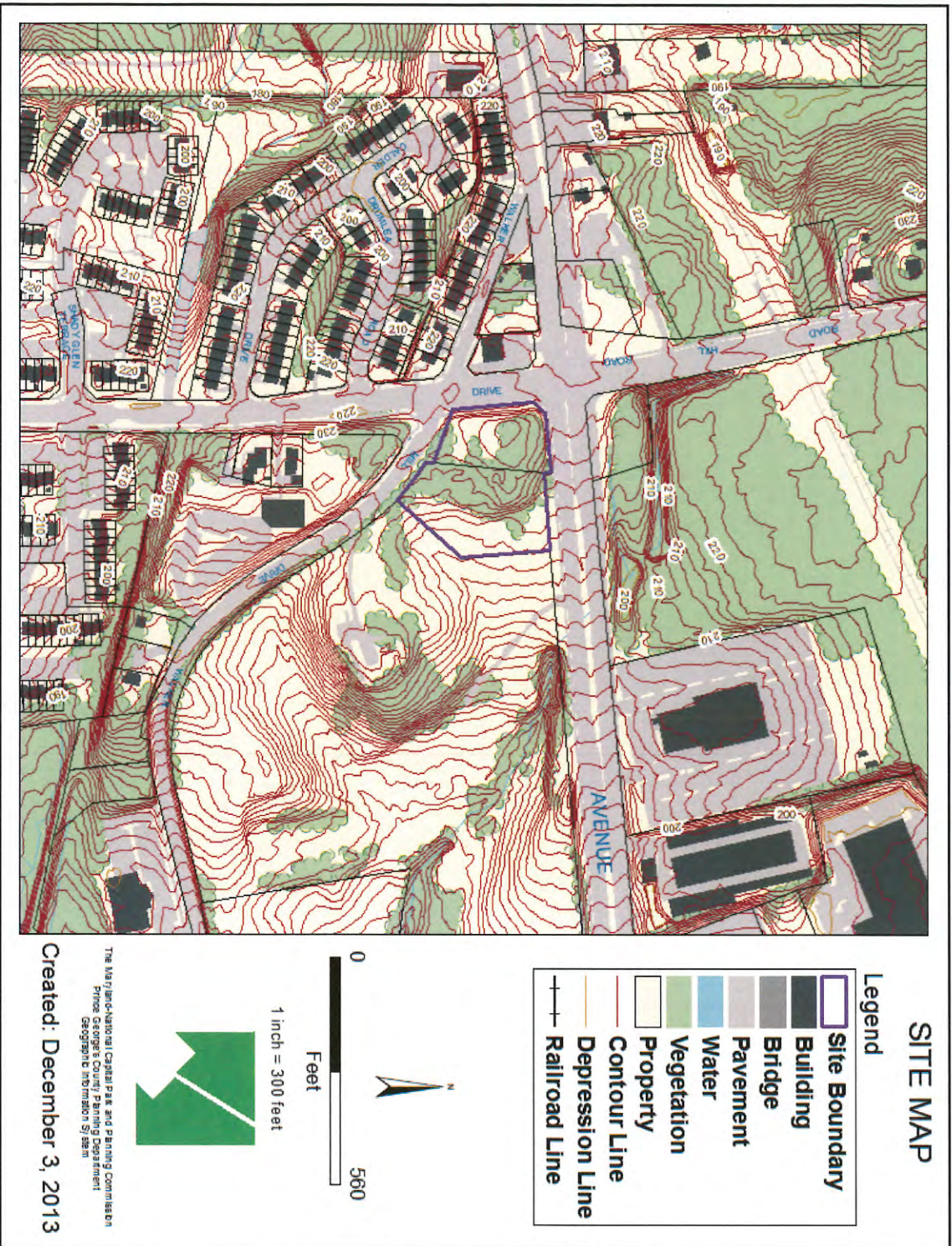
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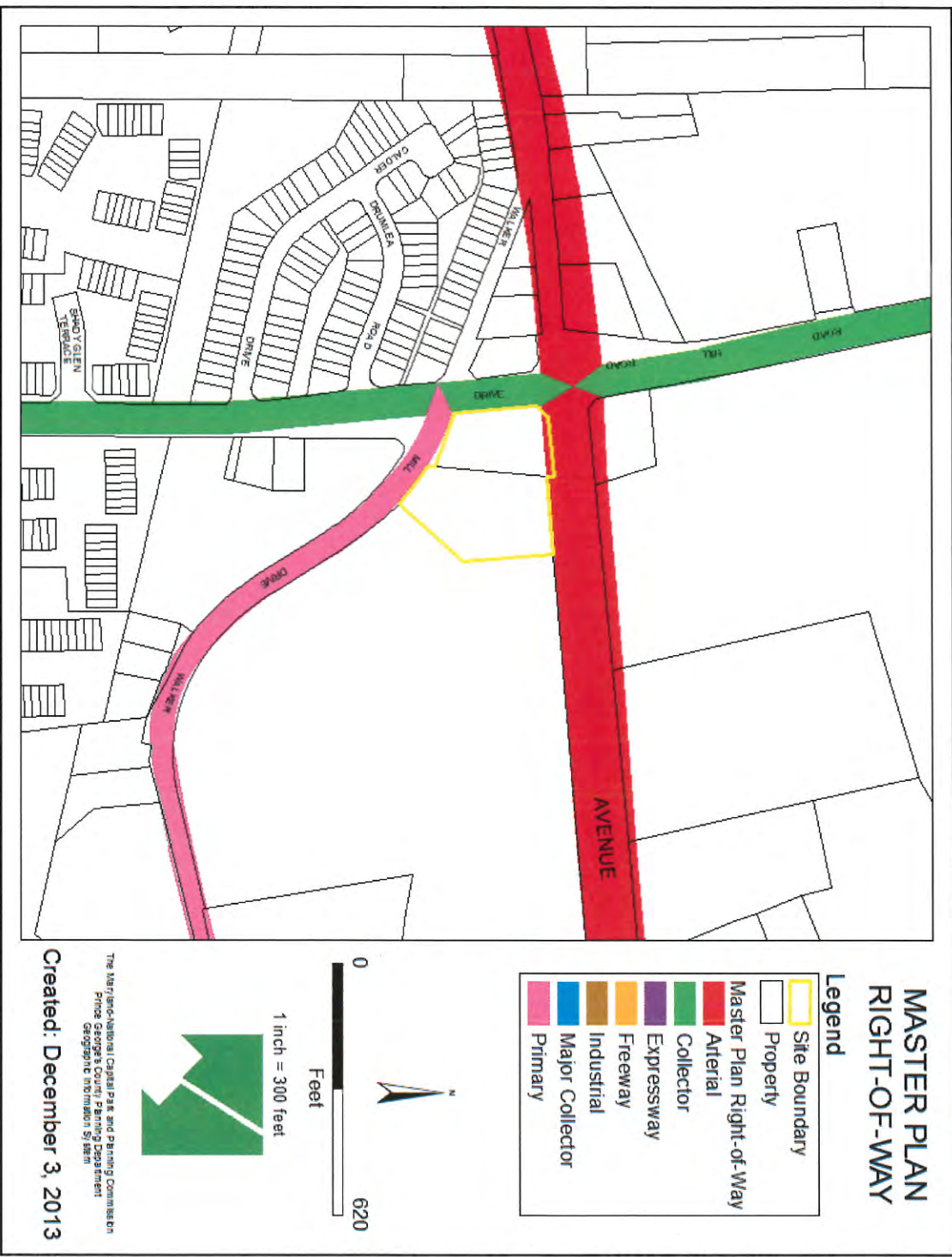
# SITE MAP

Case # DSP-13047





# MASTER PLAN RIGHT-OF-WAY MAP





# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED





# RENDERED DETAILED SITE PLAN

Case # DSP-13047



<p><b>EX101</b></p> <p>Revision                  1. 1.03                  2. 1.03</p>	<p>SEAL</p>	<p><b>AMT</b></p> <p><small>A. M. T. ARCHITECTS INC.</small></p>	<p><b>arel</b></p> <p><small>AREL ARCHITECTS INC.</small></p> <p><small>2263 OLD ALEXANDRIA FERRY RD. • GAITHERSBURG, MD 20878</small></p> <p><small>P. 301 898 2755 • F. 301 898 7400</small></p> <p><small>WWW.ARELARCHITECTS.COM</small></p>
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SHADY GLEN - FREEM'S STATION, Capitol Heights, MD.

Prince George's County Govt.  
Office of Central Services  
Const. Mgmt. Div.

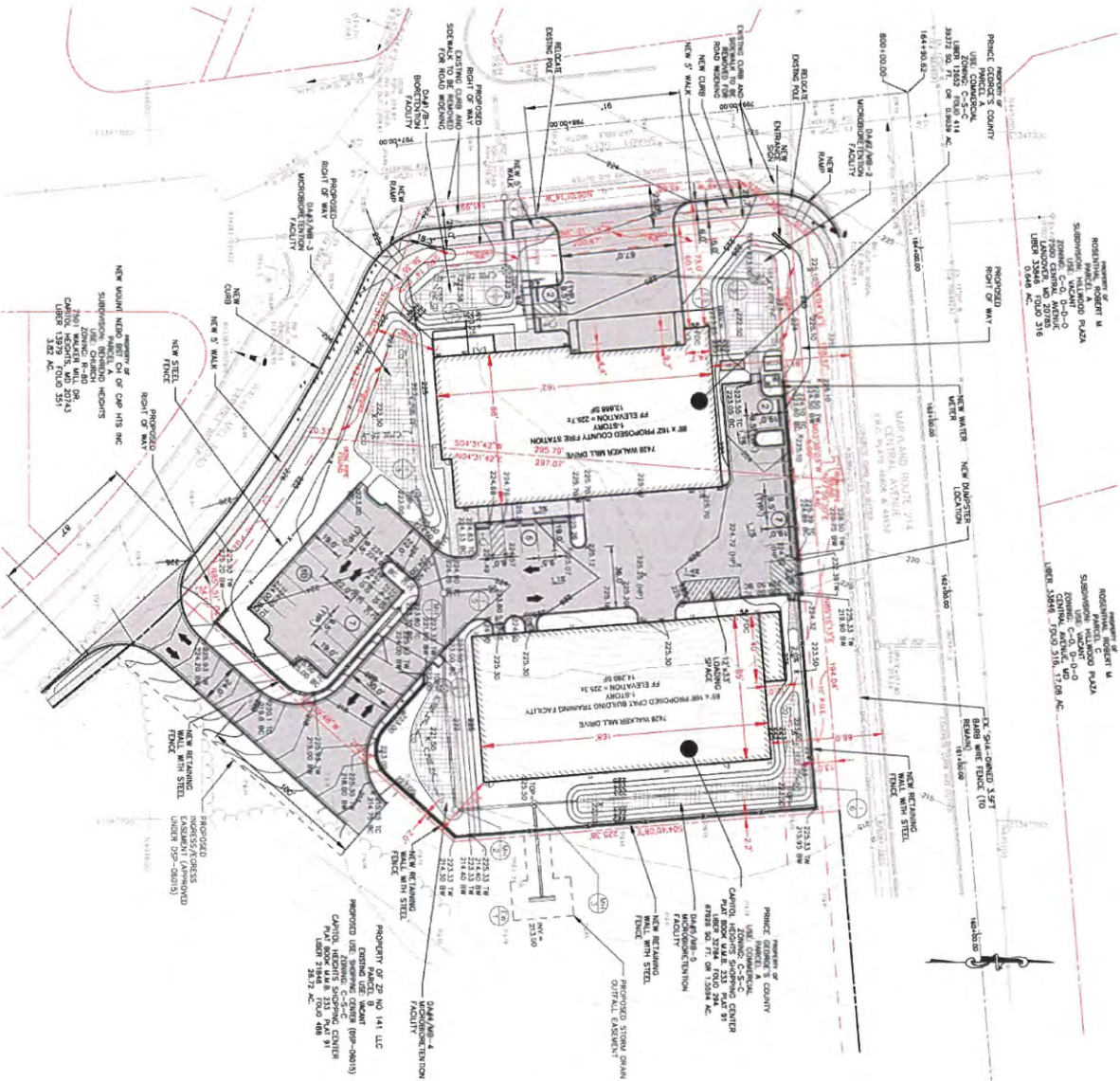
Roadway Improvement Exhibit





# DETAILED SITE PLAN

Case # DSP-13047





# RENDERED LANDSCAPE PLAN

Case # DSP-13047



<p>Rendering</p>	<p>SHADY GLEN - FIRE/EMS STATION, Capital Hights, MD.</p> <p>Prince George's County Govt. Office of Central Services Const. Mgmt. Div.</p>	<p>AMT</p>	<p>arel ARELL ARCHITECTS, INC.</p>
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# LANDSCAPE PLAN

Case # DSP-13047









# CPAT ELEVATIONS

Case # DSP-13047

**1 FRONT EXTERIOR ELEVATION**  
SCALE: 1/8" = 1'-0"

**2 LEFT SIDE EXTERIOR ELEVATION**  
SCALE: 1/8" = 1'-0"

**3 RIGHT SIDE EXTERIOR ELEVATION**  
SCALE: 1/8" = 1'-0"

**4 REAR EXTERIOR ELEVATION**  
SCALE: 1/8" = 1'-0"

**MATERIAL LEGEND**

- METAL PANEL
- BRICK PANEL
- CONCRETE
- GLASS

**2.00 ELEVATION NOTES:**

- PRECAST STONE FINISH
- HIGH OAK BRICK VENEER
- EXTERIOR WALL POINT LIGHTING
- METAL DOWNPOUT FROM METAL ROOF
- FINISHING SCHEDULE, ROOF
- CONCRETE FILL OF ALL BOLLARDS
- METAL WALL PANEL SYSTEM (MWP) MODEL DR00309 MANUFACTURER
- METAL ACCENT WALL PANEL SYSTEM (MWP) MODEL DR00309 MANUFACTURER
- FINISHING SCHEDULE, ROOF

**GENERAL ELEVATION NOTES:**

- BUILDING ELEVATIONS ARE FOR REFERENCE ONLY. REFER TO BUILDING SECTIONS AND PLANS FOR SCALED DIMENSIONS.
- WORK EXTERIOR WALL POINT LIGHTING AT 12" ABOVE GRADE SEE ELECTRICAL SCHEDULE FOR LOCATION AND TYPE.

**M.N.C.P.C. APPROVALS**

PROJECT NAME: SHADY GLEN FIRE STATION

PROJECT NUMBER: DSP-13047

For Customer of Approval Use Only: Name, Title, Date, Signature, Stamp

APPROVAL OF: ARCHITECT: DATE: \_\_\_\_\_

APPROVAL OF: ENGINEER: DATE: \_\_\_\_\_

APPROVAL OF: CONTRACTOR: DATE: \_\_\_\_\_

APPROVAL OF: OTHER: DATE: \_\_\_\_\_

**SHADY GLEN - CPAT BUILDING, Capitol Heights, MD**  
7400 B WALKER MILL ROAD CAPITOL HEIGHTS, MD  
Prince George's County Govt.  
Office of Central Services  
Const. Mgmt. Div.

**AREL ARCHITECTS, INC.**  
2027 ALABAMA WAY TEMPLE HILLS, MD 20784  
P. 301.981.1000 F. 301.981.2200  
WWW.ARELARCHITECTS.COM

**AREL ARCHITECTS, INC.**

**PROFESSIONAL CERTIFICATION:**  
I, the undersigned, being a duly licensed and registered Professional Architect in the State of Maryland, do hereby certify that I am the author of the design and content of the drawings herein and that I am a duly licensed and registered Professional Architect in the State of Maryland.

DATE: 10/8/2014

SCALE: 1/8" = 1'-0"

SEAL

**A2.0**

EXTERIOR ELEVATIONS






**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

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

(301) 952-3680  
www.mncppc.org

September 26, 2014

**MEMORANDUM**

TO: Cynthia Fenton, Development Review Division  
FROM:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division  
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following Detailed Site Plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan in order to provide the Master Plan Trails.

Detailed Site Plan Number: DSP-13047

Name: Shady Glen Fire Station

Type of Master Plan Bikeway or Trail

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

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

The Transportation Planning Section has reviewed the preliminary plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

**Review Comments (Master Plan Compliance and Prior Approvals)**

The subject application is consists of a detailed site plan in the C-S-C zone. The Shady Glen Fire Station is proposed on 2.46 acres in the southeast quadrant of the intersection of Central Avenue (MD 214) and Shady Glen Drive. The site is covered by the 2009 Approved Countywide Master Plan of Transportation and the 2010 Subregion 4 Approved Master Plan and Sectional Map Amendment (area master plan). The area master plan designates both MD 214 and Shady Glen Drive as master plan sidewalk/bikeway corridor.



The MPOT and area master plan included the following text regarding the plan recommendations for this corridor:

MD 214 Continuous Sidewalks: Improved accommodations for pedestrians are recommended along MD 214. Gaps in the sidewalk network should be completed, and new sidewalk construction should provide a buffer between the travel lanes and pedestrian zone. Wide sidewalks are appropriate near Metro and in areas of high pedestrian traffic. Crosswalk improvements, safety enhancements, and on-road bicycle facilities should also be considered (MPOT, page 27).

The MPOT also recommends continuous sidewalks and designated bike lanes along Shady Glen Drive (see plan map). The area master plan includes the following text regarding the recommended sidewalks:

Shady Glen Drive: Install sidewalks from Central Avenue to Walker Mill Road (area master plan, page 119).

The Complete Streets Section of the MPOT 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.

The subject site includes a standard sidewalk along MD 214. A narrow sidewalk exists along Shady Glen Road and no sidewalk exists along Walker Mill Road. The subject application is proposing to replace the sidewalk along Shady Glen Road and construct a new sidewalk along Walker Mill Road.

The sidewalks shown on the submitted DSP fulfill the recommendations of the MPOT and area master plan. Consideration for pavement markings for bicycles along MD 214 can be considered by SHA at the time of road resurfacing, consistent with SHA's recently approved Bicycle Policy & Design Guidelines. With the additional dedication proposed by the applicant, it appears that the necessary R-O-W will be present to accommodate future bike lanes.

The Transportation Planning Section further concurs with the applicant's September 9, 2014 memorandum (from Haller to Fenton) that sufficient right-of-way has also been dedicated along Walker Mill Road and Shady Glen Road to accommodate future bike lanes. Dedication occurred along these roads in 2011 and the space provided is sufficient to accommodate bike lanes (or other on-road bicycle treatment) as part of a future DPW&T road improvement project. However, due to the subject site's limited amount of frontage along both roads, the provision of fragment bike lanes along the subject property's frontages does not appear practical at this time. These facilities can be considered DPW&T at the time of road resurfacing or improvement, when a more continuous facility can be provided.

It should also be noted that approved Preliminary Plan 4-06139 (PGCPB No. 08-109) for a shopping center development required sidewalk construction along Walker Mill Road with the following condition:

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

The frontage improvements and sidewalks as reflected on the submitted DSP are adequate, meet the intent of the MPOT and area master plan, and fulfill the prior condition of the Preliminary Plan for the shopping center (4-06139).

### **Conclusion**

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a detailed site plan as described in Section 27-285. No recommended conditions of approval are necessary regarding bicycle or pedestrian facilities.



Rushern L. Baker, III  
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT  
Department of Permitting, Inspections and Enforcement  
Site/Road Plan Review Division



MEMORANDUM

September 24, 2014

**TO:** Jill Kosack, Urban Design Section  
Development Review Division, M-NCPPC

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

**RE:** Shady Glen Fire Station  
Detailed Site Plan No. 13047

**CR:** Shady Glen Drive, 2-5010  
Walker Mill Drive, 2-5102



*mg*

In response to the Detailed Site Plan No. DSP-13047 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at the southeast quadrant of the intersection of MD 214 and Shady Glen Drive. Central Avenue (MD-214) is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration is required. Shady Glen Drive and Walker Mill Drive are both County maintained. Developer shall provide additional roadway dedication along Shady Glen Road as required for Master Planned collector roadway and required turn lanes, sidewalks and other road improvements. The proposed right-of-way dedication along Shady Glen Drive and Walker Mill Drive, as shown on the Detailed Site Plan appears to be adequate. Frontage improvements will be required along Shady Glen Drive and Walker Mill Road as specified by DPIE.
- The proposed site development is consistent with the approved Concept Plan No. 2832-2012.
- The shared access located on Walker Mill Road is to be 30 feet wide as specified in the approved concept letter.



- The ten (10) foot Public Utility Easement (PUE) should be shown on the entire property. The proposed micro-bioretenion facilities are not allowed to encroach on PUE. Additional PUE to be provided.
- The proposed right-of-way dedication may need to be modified slightly to ensure that the PUE is continuous.
- Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
- All storm drainage systems and facilities are to be in accordance with the Department of Environment (DoE) and the Department of Public Works and Transportation (DPW&T) Specifications and Standards.
- Conformance with DPWT street tree and street lighting Specifications and Standards is required.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The project plans reflect treatment of stormwater with five micro-bioretenion facilities. The following comments are provided pertaining to this approval phase:
  - a) Final site layout, exact impervious area locations are shown on plans.
  - b) Exact acreage of impervious area has not been provided. Provide this information at the time of final site development permit submittal.
  - c) Proposed grading is shown on plans.
  - d) Delineated drainage areas at all points of discharge from the site have not been provided. Provide this information at the time of final site development permit submittal.
  - e) Stormwater volume computations have not been provided. Provide this information at the time of final site development permit submittal.

Jill Kosack  
September 24, 2014  
Page 3

f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and location of ESD devices and erosion and sediment control have not been provided. Provide this information at the time of final site development permit submittal.

- Offsite ingress egress easements and offsite storm drain easements are required prior to issuance of site development fine grading permits.

If you have any questions or require additional information, please contact Mr. Steve Snyder, District Engineer for the area, at 301.636.2060.

MG:IKN:dab

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE  
Ikem Nwolisa, Engineer, S/RPRD, DPIE  
Arel, 5867 Allentown Road, Suitland, Maryland 20746



September 10, 2014

**MEMORANDUM**

**TO:** Cynthia Fenton, Senior Planner, Subdivision Section

**VIA:** Katina Shoulars, Supervisor, Environmental Planning Section *KS*

**FROM:** Chuck Schneider, Senior Planner, Environmental Planning Section *CS*

**SUBJECT:** **Shady Glen Fire and EMT Station; DSP-13047 and TCP2-034-12-01**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan and Type 2 Tree Conservation Plan, stamped as received by the Environmental Planning Section on July 17, 2014. The Environmental Planning Section recommends approval of DSP-13047 and TCP2-034-12-01 subject to the conditions at the end of this memorandum.

**Background**

The Environmental Planning Section has previously reviewed the site as part of a larger site with NRI-001-06, 4-05088, 4-06139, TCPI-026-06, DSP-06015 and TCPII-009-09 for a shopping center. Subsequent to the approval of TCPII-009-09, the subject site was conveyed to Prince George’s County and was later administratively separated from that TCPII. The subject site was then reviewed for a Natural Resource Inventory (NRI-136-12), and a Type 2 Tree Conservation Plan (TCP2-034-12). An adjacent parcel to the east once contained Parcel A of the subject property.

This current proposal is the planned development for a fire station and training facility in the C-S-C zone. The project area contains Parcel 194 and Parcel A.

**Grandfathering**

The project is subject to the environmental regulations of Subtitle 27 that came into effect on September 1, 2010 because there are no previously approved development plans on the parcel of land. The project is also subject to the Woodland and Wildlife Habitat Conservation Ordinance effective September 1, 2010, and has an approved Tree Conservation Plan (TCP2-034-12) dated August 26, 2013.

**Site Description**

The subject property is zoned C-S-C and is located on the southeast quadrant of Central Avenue and Shady Glen Road. The site is characterized by terrain sloping toward the east and drains off-site into unnamed tributaries of the Southwest Branch watershed in the Patuxent River basin. A review of the available information indicates that there are areas of steep slopes on-site, but no areas of streams, wetlands, 100-year floodplain and their associated buffers located on the property. There are no Marlboro clays located on or adjacent to the subject property. The soil types found to occur on the site, according to the Prince George’s County Soil Survey, are Collington-Wist complex. These soil series generally exhibit slight to

moderate limitations to development due to steep slopes, high water table, and flood hazard. The site has frontage on Central Avenue, a master planned arterial roadway, Shady Glen Road, a master planned collector roadway, and Walker Mill Drive, a master planned primary roadway. Only arterial roadways or greater are generally regulated for noise. Because no residential uses are proposed for this application, noise mitigation is not required. According to GIS information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or within the vicinity of this property. Walker Mill Drive is a designated historic road adjacent to this property. This property is located in the Developed Tier as reflected in the 2002 General Plan.

### Environmental Review

As revisions are made to the submitted plans, the revision box on each sheet shall be used to describe in detail the revisions made, when and by whom.

1. The DSP application included a signed Natural Resources Inventory (NRI-136-12), dated August 26, 2013. The current NRI correctly shows all of the required information.

**Comment:** No further action with regard to the Natural Resource Inventory Plan is required.

2. The site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland.

The DSP proposes to clear all of the on-site woodlands. The woodland conservation worksheet shows a woodland conservation requirement of 0.64 acres proposed to be met with a fee-in-lieu into the Prince George's County Woodland Conservation fund in the amount of \$787.84. The staff supports the proposed plan to meet the entire requirement by paying into the woodland fund because the requirement is less than one acre.

The TCP2 shows five specimen trees to be removed as part of the proposed development. These five trees were previously approved for removal with the previous TCP2 approval in August 26, 2013. No variance to remove these trees is required at this time.

The TCP case number on the plan needs to be revised to "034-12" in the approval block. Several of the general notes need to be revised to add the required information. The legend needs to be revised to add symbols for paved areas, bioretention facilities, proposed buildings, bollards, existing contours, and proposed contours.

**Recommended Condition:** Prior to certification of the Detail Site Plan, the TCP2 shall be revised as follows:

1. Revise the plan case number in approval block to "TCP2-034-12".
2. Add the symbol and label to the legend for proposed contour, existing contour, bollard, bioretention facility, paved areas, and proposed buildings.
3. Revise General Note 7 to read "The property is adjacent to Walker Mill Road which is designated as a historic roadway".
4. Revise General Note 8 to read "The property is adjacent to Central Avenue which is classified as an arterial roadway, Shady Glen Road which is classified as a

collector roadway and, Walker Mill Road which is classified as a primary roadway.

5. Add to general notes the required note about proposed fee-in-lieu.
  6. Have the revised plan signed and dated by the qualified professional who prepared it.
3. Walker Mill Road is a designated historic road and has the functional classification of a primary roadway. Any improvements within the right-of-way of an historic road are subject to approval by the DPIE under the Design Guidelines and Standards for Scenic and Historic Roads. Roadway design criteria will be determined for the roadway by the DPIE with consideration for any scenic or historic features which may be identified.

At time of permit, the frontage of this subdivision will be required to comply with requirements of the Landscape Manual, Section 4.6 for buffering development from special roadways. In the developed tier, a minimum ten (10) foot-wide buffer is required to be planted with a minimum of one shade tree and ten shrubs per thirty five (35) feet of linear road frontage, excluding driveway openings, and plant materials are required to be located outside of the public utility easement.

**Comment:** No further action with regard to the historic road is required.

4. The stormwater management design is conceptually and technically required to be reviewed and approved by the Department of Permits, Inspections and Enforcement (DPIE) to address surface water runoff issues in accordance with Subtitle 32 Water Quality Resources and Grading Code, which requires that Environmental Site Design be implemented to the maximum extent practicable. An approved Stormwater Management Concept plan (2832-2012-00) covers the entire project area. The plan proposes five microbio retention facilities and one bio retention facility that will drain into both an off-site swale and to the county storm drain system within the adjacent roadways. Additionally, the approval letter indicates that the site will be charged a fee-in-lieu (\$8,160.00) of on-site stormwater management. The site design is correctly shown on the detail site plan and tree conservation plan 2.

**Comment:** No further action regarding stormwater management is required as it relates to the review of the detail site plan and tree conservation plan 2.

5. The current application is for a fire/EMT station. The only anticipated outdoor noise impacts are associated with sirens from the emergency vehicles, which are anticipated due to the operation of the facility. No other noise impacts are expected. A noise contour from Central Avenue (Maryland 214) was not shown on the TCP2, because the proposed use is commercial with no outside playground areas proposed.

**Comment:** No further action regarding noise is required.

6. According to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), the predominant soils found to occur on-site include the Collington-Wist complex, Collington-Wist Urban land complex, and Udorthents. According to available information, Marlboro clay and Christiana complexes are not found to occur on this property.



**Comment:** 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.

### **Summary of Recommended Revisions**

The Environmental Planning Section recommends approval of Detail Site Plan-13047 and TCP2-034-12-01 subject to the following findings and conditions:

#### **Recommended Revisions:**

Prior to certification of the preliminary plan, the Type 2 Tree Conservation Plan shall be revised as follows:

1. Revise the plan case number in approval block to "TCP2-034-12".
2. Add the symbol and label to the legend for proposed contour, existing contour, bollard, bioretention facility, paved areas, and proposed buildings.
3. Revise General Note 7 to read "The property is adjacent to Walker Mill Road which is designated as a historic roadway".
4. Revise General Note 8 to read "The property is adjacent to Central Avenue which is classified as an arterial roadway, Shady Glen Road which is classified as a collector roadway and, Walker Mill Road which is classified as a primary roadway.
5. Add to general notes the required note about proposed fee-in-lieu.
6. Have the revised plan signed and dated by the qualified professional who prepared it.

If you have any questions concerning these comments, please contact me at 301-883-3240 or by e-mail at [Alwin.schneider@ppd.mncppc.org](mailto:Alwin.schneider@ppd.mncppc.org)

ACS:acs

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**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**


Prince George's County Planning Department  
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
August 15, 2014

**MEMORANDUM**

TO: Cynthia Fenton, Urban Design Section, Development Review Division

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

FROM: Eric Jenkins, Transportation Planning Section, Countywide Planning Division

SUBJECT:  DSP-13047, Shady Glen Fire Station

The Transportation Planning Section has reviewed the detailed site plan application referenced above. The site consists of 2.46 acres in the C-S-C and D-D-O Zones. It is located in the southeast quadrant of Central Avenue (MD 214) and Shady Glen Drive. The applicant proposes to construct a fire station and training facility on the property in two separate buildings.

**Review Comments**

The site is within the Development District Overlay Zone (DDOZ) boundaries established by the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* and has to meet the standards of the Development District Overlay Zone (DDOZ). Section 27-548.25(b) of the Zoning Ordinance requires a detailed site plan prior to the issuance of any grading permit for an undeveloped property in the DDOZ. The Zoning Ordinance also requires that the Planning Board find that the site plan meets applicable development district standards.

The site contains two parcels (Parcel 194 and Parcel "A"). Parcel "A" is in the proposed Capital Heights Shopping Center and was subject of Preliminary Plan 4-06139 and Detailed Site Plan 4-06015. Parcel 194 owned by Prince George's County was combined with Parcel "A" to create the fire station site. The shopping center has not been constructed.

Preliminary Plan 4-06139:

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

Conditions 16, 17, 18, and 19: Intersection improvements were required at four locations prior to the issuance of building permits. There is a finding in the resolution that "The development of the Fire Station itself is not part of this preliminary plan application, and the gross floor area of the proposed Fire/EMS Station has not been provided to the Planning Department...Condition 21 does not include any restrictions for the future development of the Fire/EMS Station building on Parcel A, and it is not the Planning Department's intention to require a new preliminary plan of subdivision for the future development of the Fire/EMS Station." Given those findings, it would follow that these conditions were intended to apply to the approved retail component at that time, not to the public safety facility.

Condition 20: OK. The final plat shall carry a note that direct vehicular access to Central Avenue (MD 214) from Parcel B shall be limited to the two access points, all other access shall be denied on MD 214. The site does not involve Parcel B.

Condition 21: OK. A trip cap was placed on the Capital Heights Shopping Center, but it excluded any public safety facility.

DSP-06015:

Transportation related conditions are covered by Preliminary Plan 4-06139.

The site is adjacent to three master plan roadways; they include Central Avenue (MD 214), Shady Glen Drive, and Walker Mill Drive. They are listed in the *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment*. MD 214, an arterial roadway, is listed with a right-of-way width of 120 to 150 feet. Shady Glen Road is a collector with a right-of-way of 80 feet and Walker Mill Drive is listed as a primary road with 60 feet of right-of-way. Additional right-of-way is accurately shown on the site plan for all three roadways.

On-site circulation and parking is adequate. Walker Mill Drive is incorrectly labeled Walker Mill Road on the site plans; all plans shall be modified to correctly label this roadway.

DDOZ Standards:

As noted above, the site is subject to the DDOZ standards of *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas*. While most standards are not transportation-related, it is noted that although five foot wide sidewalks are required, the applicant is recommending retaining a section of the existing sidewalk along Central Avenue that is less than five feet wide.

## **Conclusion**

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in Section 27-285. The following changes to the plans are required:

1. Show right-of-way widths on the plan.
2. Modify all plans to correctly label Walker Mill Drive.





**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

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

(301) 952-3680  
www.mncppc.org

July 31, 2014

TO: Subdivision Section, Development Review Division  
FROM: Transportation Planning Section, Countywide Planning Division  
SUBJECT: Detailed Site Plan No. 13047  
Name of Subdivision: Shady Glen Fire Station  
SRC Date: 8/1/14 Reviewer: Eric Jenkins  
Contacts: 301-952-3681 (FAX 301-952-3799) or eric.jenkins@ppd.mncppc.org

The following are this Division's comments concerning the site plan. These comments are preliminary and subject to change, with a final memorandum to be provided upon further review.

**1. Status of Traffic Impact Study**

<input checked="" type="checkbox"/>	Full study not required	Further info needed – traffic counts
<input type="checkbox"/>	Further info needed – description of use	Further info needed – other
<input type="checkbox"/>	Recommended; please contact reviewer regarding scoping agreement as soon as possible	
<input type="checkbox"/>	Traffic study received	Accepted Not Accepted
<input type="checkbox"/>	Traffic counts received	

**2. Site Access Evaluation:**

Access will be provided from Shady Glen Drive and Walker Mill Drive.

**3. Geometric Evaluation:**

On-site circulation and parking is adequate. The driveway onto Shady Glen Drive is 67 feet wide to accommodate emergency response vehicles. There will be no direct access to Central Avenue. A secondary entrance is shown on Walker Mill Drive. Shady Glen Drive will be widened between Walker Mill Drive and Central Avenue; the existing sidewalk will be removed and replaced further to the east. A crosswalk is not shown on the east side of Central Avenue at Shady Glen Drive. Staff notes that there are no sidewalk connections from parking areas between the two proposed buildings to Central Avenue or Walker Mill Drive. Walker Mill Drive is labeled Walker Mill Road on the site plans.

**4. Master Plan Rights-of-Way to be dedicated, considered for placement in reservation, or otherwise preserved or shown on the plan:**

The site is adjacent to three master plan roadways; they include Central Avenue (MD 214), Shady Glen Drive, and Walker Mill Drive. They are listed in the *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment*. MD 214, an arterial roadway, is listed with a right-of-way width of 120 to 150 feet. Shady Glen Road is a collector with a right-of-way of 80 feet and Walker Mill Drive is listed as a primary road with 60 feet of right-of-way. The dedication of additional right-of-way is shown on the site plan for all three roadways. There is no presence of buildings, parking, landscape elements, signage, fences, retaining walls, and any other structures within the ultimate master plan rights-of-way.

5. **Other:**


The site contains two parcels (Parcel 194 and Parcel "A"). Parcel "A" is in the proposed Capital Heights Shopping Center and was subject of Preliminary Plan 4-06139 and Detailed Site Plan 4-06015. Parcel 194 owned by Prince George's County was combined with Parcel "A" to create the fire station site. The shopping center has not been constructed. There were underlying transportation conditions required at the building permit stage.


The site is subject to the DDOZ standards of *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas*. The fire/EMS station is also listed in the *Approved Public Safety Facilities Master Plan*. The applicant is providing 33 parking spaces, 25 spaces are required, per the DDOZ standard. In addition, parking spaces should be located at the rear of buildings. Five foot wide sidewalks are required; the applicant is recommending retaining a section of the existing sidewalk along Central Avenue that is less than five feet wide.

August 4, 2014

**MEMORANDUM**

**TO:** Cynthia Fenton, Urban Design Section

**VIA:** Whitney Chellis, Subdivision Section 

**FROM:** Williamayah, Subdivision Section 

**SUBJECT:** \*REVISED\* Memo for Shady Glen Fire Station, DSP-13047

*The Detailed Site Plan, DSP-13047 for Shady Glen Fire Station was original referred to the Subdivision Section for review on July 17, 2014. The Subdivision Section completed the review and submitted a final memorandum to Urban Design Section on July 31, 2014 (Mayah to Fenton). Pursuant to discussion concerning the necessity of a new record plat for the proposed development, which was determined to be unnecessary, the Subdivision Section has revised the following memo.*

The subject property is composed of two parcels: Parcel A – Capitol Heights Shopping Center, recorded on April 29, 2011, as Plat MMB 253-91, and an acreage parcel recorded in Liber 12652 Folio 414, both in the County Land Records. The property is located on Tax Map 66 in Grid F-4, and is approximately 2.46 acres. The site is currently unimproved. The purpose of this DSP is to construct 28,168 square feet of gross floor area for a county fire station and training facility. The current boundary of the DSP shown on PG Atlas not co-terminus with the parcel boundaries and should be. New geos and mailing lists may be required due to the revision of the geographical boundary of the DSP. Pursuant to Section 24-107(c)(5) of the Subdivision Regulations, the site is exempt from the requirement of filing a preliminary plan of subdivision because the conveyances for Parcel A and the acreage parcel were to a government agency and the subsequent development is for public use.

Parcel A is the subject of Preliminary Plan of Subdivision (PPS) 4-06139 for Capitol Heights Shopping Center. The Prince George’s County Planning Board adopted the resolution of approval (PGCPB Resolution No. 08-109) on September 4, 2009. The resolution of approval for the PPS contains twenty-one conditions and the following conditions in **bold** relate to the review of this application:

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

Record Plat MMB 253-91 established a conservation easement within the subject area of the PPS, which is not located within Parcel A. Further conformance to the TCP should be reviewed by the Environmental Planning Section.



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

The DSP depicts a sidewalk along the frontage of Parcel A on Walker Mill Road. However, the width of the sidewalk is not labeled and should be.

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

Parcel A has been conveyed to the Prince George's County Government per a deed recorded in Liber 32784 at Folio 294 of the County Land Records.

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

Conformance to the conditions of Zoning Ordinance No. 5-2005 should be reviewed by the Urban Design Section.

16. ***MD 214/Shady Glen Drive/Hill Road:* Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances through either private money or full funding in the county's capital program, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**

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

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

17. ***MD 214 at Ritchie Road:* Prior to the issuance of any building permits within the subject property, the following improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**

- a. **Provision of a second left turn lane along MD 214 westbound, the recommended restriping of Ritchie Road approaches to provide for double left-turn lanes on both approaches, and provision of any additional signal modifications deemed necessary by the SHA and/or DPW&T.**
18. ***Walker Mill Drive at Shady Glen Road:* Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
- a. **Provision of a westbound exclusive right turn lane with appropriate storage lane, per DPW&T standards, and**
  - b. **Provision of a southbound exclusive left turn lane, per DPW&T standards.**
19. ***Central Avenue and Site Access:* Prior to the issuance of any building permits within the subject property, the applicant shall obtain access approval from the SHA and shall demonstrate to the M-NCPPC, Transportation Planning Section, that all needed improvements, and the provision of a traffic signal, if approved by SHA shall (a) have full financial assurances, (b) have been permitted for construction by the SHA Access Permit Division, and (c) have an agreed-upon timetable for construction with the SHA.**

Further conformance to Conditions 16-19 should be reviewed by the Transportation Planning Section.

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

The proposed development for the subject DSP is for a public safety facility and is therefore excluded from development cap in Condition 21.

Parcel A was approved by the PGCPB on April 28, 2011. The record plats contain ten notes and the following note in **bold** relates to the review of this application:

7. **Development of this property must conform to the detailed site plan which was approved by the Prince George's County Planning Board on February 4, 2010, DSP-06015, or as amended by any subsequent revisions thereto.**

While Parcel A is included with the boundary of DSP-06015, no proposed development is shown within the parcel. The subject DSP however, shows access to the training facility through the adjacent Parcel B via a proposed ingress/egress easement, which is depicted in the previously approved DSP-06015. Prior to certification of the DSP, the executed deed should be submitted to staff for review and the liber/folio should be reflected on the plan.

The DSP shows proposed right-of-way dedication for Shady Glen Road and Central Avenue (MD 214). The square footage of the proposed dedication is not provided on the plan and should be.

**Site Comments:**

The Subdivision Section recommends the following conditions:

1. Prior to certification of the revision to the detailed site plan the following technical corrections shall be required:
  - a) The general notes shall be revised to state that PPS 4-06139, TCPI/26/06, and DSP-06015 were previously approved for Parcel A.
  - b) Provide the width of the proposed sidewalk along Walker Mill Road and Shady Glen Road.
  - c) Provide the square footage for the proposed dedication for Shady Glen Road and Central Avenue (MD 214).
2. Prior to certification of the DSP an executed deed shall be submitted to staff for the proposed ingress/egress easement through Parcel B for access to Walker Mill Road and the liber/folio shall be reflected on the plan.

Failure of the site plan and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.



July 31, 2014

MEMORANDUM

TO: Cynthia Fenton, Urban Design

FROM: Mary Hampton, Permits

SUBJECT: Referral comments for Shady Glen Fire Station, DSP-13047

1. The subdivision name should be added to the General Notes
2. The proposed gross floor area should be added to the General Notes.
3. The proposed number of dwelling units in the General Notes should be indicated as not applicable.
4. The General Notes must be revised to indicate that the property is within Height Zone B of the JB Andrews Imaginary Runway Surface/ILUC.
5. The number of required parking spaces for the physically handicapped is based on the total number of parking spaces provided in the parking lot. Though 2 parking spaces for the physically handicapped are required and provided based on 31 regular parking spaces proposed, the parking schedule should be revised to clearly indicate this.
6. The justification statement indicates that the proposed fire station will have a community room available to local residents. Is the 15 persons in the parking schedule this community room? One parking space for every 4 persons legal occupancy in a hall or auditorium is required.
7. The required parking for the training facility must be calculated at the private school ratio of one parking space for every 3 students 10<sup>th</sup> grade and above, not as a fire rescue station.
8. The method of calculating the required loading must be provided in the loading schedule.
9. The proposed fire station and the training facility are two separate uses on the property, both requiring loading since each building is greater than 10, 000 s.f. gross floor area. It appears that an additional loading space is required.
10. The height and type of proposed fence adjacent to Walker Mill Road must be provided on the site plan.

11. A ramp or depressed curb must be provided for the parking spaces for the physically handicapped.
12. The proposed right of way should be clearly identified on the landscape plans to determine if any of the proposed right of way.
13. The overall landscape plan, sheet LS101, should be revised to add the limits of Section 4.7-1 of the Landscape Manual along the east property line abutting the shopping center. Though the uses are compatible and therefore exempt a schedule for Section 4.7-1 has been provided and reference to this must be provided on sheet LS010.
14. A note should be added to the site plan referencing the proposed access was approved on DSP-06015.



**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

Prince George's County Planning Department  
Community Planning Division

301-952-3972

August 19, 2014



MEMORANDUM

**TO:** Cynthia Fenton, Zoning Section, Development Review Division  
**VIA:** Martin Matsen, Supervisor, Community Planning Division  
**FROM:** Chidy Umeozulu, Planner Coordinator, Community Planning Division  
**SUBJECT:** **DSP-13047 – Shady Glen Fire Station**

**DETERMINATION**

**Master Plan:** This application conforms to the Fire Station designation of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, and the 2008 *Approved Public Safety Facilities Master Plan* for the site.

**BACKGROUND**

**Location:** Southeast quadrant of the intersection of Central Avenue and Shady Glen Drive

**Size:** 2.46 acres

**Existing Uses:** Wooded

**Proposal:** Construction of a fire station and Candidate Physical Ability Test (CPAT) building training facility

**GENERAL PLAN, MASTER PLAN AND SMA**

**General Plan:** The 2014 Approved Plan Prince George's 2035

**Master Plan:** 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*

Planning Area/  
Community: PA 75A/Capitol Heights

Land Use: Commercial



## DSP-13047 Shady Glen Fire Station

August 19, 2014

Page 2

Environmental:	Refer to the Environmental Planning Section referral for conformance with the Environmental Infrastructure Chapter of the master plan and the 2005 <i>Countywide Green Infrastructure Plan</i> .
Historic Resources:	There are no historic sites or resources on or adjacent to the site.
Transportation:	The plan recommends improvement to Walker Mill Road (A-35) from Ritchie Road (A-31) to Shady Glen Drive (C-414) to arterial standards with two-four lanes; Shady Glen Drive (C-414) from Walker Mill Road to Central Avenue to Collector standard with two-four lanes within an 80-foot R-O-W; and Central Avenue (A-32) from DC line to the Beltway to Freeway standard with six-eight lanes within a 120-150-foot R-O-W.
Public Facilities:	A fire station is proposed on the subject property.
Parks & Trails:	Walker Mill Regional Park is located in proximity to the site. A shared use roadway is planned along Shady Glen Road adjacent to the site. Bike lane is planned along Central Avenue and hard surface trail is planned south of the site.
Aviation:	The subject property is located within the Joint Base Andrews Interim Land Use Control (ILUC) impact area. The property is within Imaginary Surface B, establishing a height limit of 455 feet above the runway surface. This property is outside of the 65 dBA noise contours, so noise attenuation is not required. The property is not in an Accident Potential Zone, so no controls on use or density are required. Although these categories should not impact the proposed development they should be noted on the DSP
<b>SMA/Zoning:</b>	<i>2010 Approved Subregion 4 Master Plan and Sectional Map Amendment</i> classified the site in the Commercial Shopping Center (C-S-C) Zone with a Development District Overlay Zone (DDOZ). The DDOZ is a carry-over from the <i>2004 Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas</i> .

### Planning Issues:

The subject property is within a Development District Overlay Zone and is subject to the development standards of the Morgan Boulevard and Largo Town Center Development District particularly the Central Avenue Corridor Node. The applicant identifies five DDOZ standards that this application doesn't comply with and requests that Planning Board apply development standards which differ from the required Development District standards due to the nature and function of the proposed facility.

However, upon staff review of the architectural plans and elevations, this application also does not comply with the following standards:

1. **Building Design, Height Scale and Massing, Standard C (Page 107).** For the Central Avenue Corridor Node area, buildings shall be between two and four stories in height.
2. **Materials and Architectural Details, Window and Door Openings, Standard C (Page 112).** Large, blank building façade shall not face public areas such as streets, plazas, and zones of pedestrian activity.

**DSP-13047 Shady Glen Fire Station**

August 19, 2014

Page 3

This application proposes a one-story building as well as blank walls on the CPAT building that will be visible from Central Avenue, Walker Mill Road, and the entrance into the potential future Capitol Heights Shopping Center. The CPAT building should be articulated with design elements and features that add interest to the façade and soften the view of blank walls. Consideration should be given to addressing these standards or requesting that Planning Board apply development standards which differ from the required Development District standards that will add interest and positive identity to the community.

c: Ivy A. Lewis, Chief, Community Planning South Division  
Long-range Agenda Notebook

## Fenton, Cynthia

---

**From:** Lester, Thomas  
**Sent:** Tuesday, July 22, 2014 10:05 AM  
**To:** Fenton, Cynthia  
**Subject:** DSP-13047 Shady Glen Fire Station

Cynthia:

I have reviewed the following referral request and provided comment.

**DSP-13047 Shady Glen Fire Station**  
**No impact on Historic Sites or Historic Resources**

Thank you,

Thomas Lester  
Principal Planning Technician  
M-NCPPC, Prince George's County  
Historic Preservation Section  
301-952-3756  
[Thomas.Lester@ppd.mncppc.org](mailto:Thomas.Lester@ppd.mncppc.org)



Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor



James T. Smith, Jr., Secretary  
Melinda B. Peters, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION



August 13, 2014

RE: Prince George's County  
MD 214 (Central Avenue)  
**Shady Glen Fire Station**  
**SHA Tracking No. 14APPG042xx**  
**DSP-13047**  
Mile Point: 2.02

Ms. Cynthia Fenton  
Development Review Division  
M-NCPPC  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Dear Ms. Fenton:

Thank you for the opportunity to review the plan submittal for the proposed Shady Glen Fire Station in Prince George's County. The State Highway Administration (SHA) review is complete and we are pleased to respond.

The SHA has no objection to the proposed Shady Glen Fire Station with the condition the applicant coordinates directly with the SHA as improvements within the State's right-of-way require an Access Permit. The acquisition of the permit is subject to the Access Management Division pre-permit plan review and issuance processes. It is noted that all access is proposed via Shady Glen Road which is neither owned nor maintained by the SHA. Further comments will be provided upon receipt of a formal SHA improvement plan submission to our office. The Access Management Division Plan Submittal Checklist shall be utilized in drafting the SHA improvement plans. The checklist can be accessed at [www.roads.maryland.gov](http://www.roads.maryland.gov) by selecting the Business Center drop down menu and Access Management / Permits, Plan Submittal Checklist. In addition, the following comments shall be addressed on the subsequent submission:

- The existing sidewalk along the MD 214 is not ADA compliant and is required to be upgraded. The SHA Accessibility Policy and Guidelines for Pedestrian Facilities along State Highways policy can be accessed directly at <http://www.roads.maryland.gov/Index.aspx?PageId=26>.
- Provide a hydraulic analysis for the existing and proposed conditions, including drainage area maps and supporting computations, and local agency's plans, reports, approvals and/or waivers for stormwater management and erosion/sediment control. Further comments from the SHA hydraulic reviewer will be provided on the subsequent submission. Include all the materials on the CD required in the subsequent submission.
- The applicant shall refer to the most recent versions of 'SHA Environmental Guide for Access and District Permit Applicants', the 'SHA Landscape Design Guide, the 'SHA Landscape Estimating Manual', and the 'SHA Preferred Plant List' for proposed landscaping within the State's right-of-way. These documents are available at

My telephone number/toll-free number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)

<http://www.roads.maryland.gov/index.aspx?PagelD=25>. Further comments concerning the proposed landscaping will be provided upon receipt of the formal pre-permit plan review submission.

- Provide the following note on the first sheet of the SHA improvement plans:

**The following standards (construction and temporary traffic control) are required for this project (list them out as shown below):**

- MD-xxx.xxx – Name of standard
- MD-xxx.xxx – Name of standard

**For all standards referred to on the plans the contractor must go to the Book of Standards which will have the most current version. The Book of Standards can be accessed at:**

**<http://apps.roads.maryland.gov/businesswithsha/bizStdsSpecs/desManualStdPub/publicationonline/ohd/bookstd/index.asp>**

**All items are to be constructed in accordance with the current version of the referenced standard at the time of construction.**

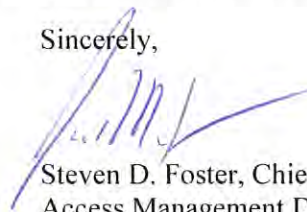
Reference the appropriate SHA Traffic Control standard(s).

- It is noted right-of-way dedication is proposed along the MD 214 frontage. The SHA requires that right-of-way/easement donations be platted to SHA standards. Information concerning developer donation plat requirements can be access at <http://www.roads.maryland.gov/Index.aspx?PagelD=29#Plat>. Please contact Mr. Bill Carroll, Assistant Division Chief, SHA Plats and Surveys Division at 410-545-8958 or [bc Carroll2@sha.state.md.us](mailto:bc Carroll2@sha.state.md.us) for additional information. The initial plat submission shall be included in the pre-permit plan review submittal sent to the SHA Access Management Division.

Further plan submittals should reflect the above comments. The applicant shall submit six (6) sets of plans, a CD containing the plans and supporting documentation in PDF format, as well as a point by point response, to reflect the comments noted above directly to Mr. Steven Foster attention of Mr. Jonathan Makhoulf. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Jonathan Makhoulf at 410-545-5586, by using our toll free number in Maryland only at 1-800-876-4742 (x5586) or via email at [jmakhoulf2@sha.state.md.us](mailto:jmakhoulf2@sha.state.md.us).

Sincerely,

for



Steven D. Foster, Chief/ Development Manager  
Access Management Division

SDF/JMM

cc: Mr. Pranoy Choudhury, SHA - Access Management Division  
Mr. Victor Grafton, SHA - District 3 Utility Engineer  
Mr. Venu Nemani, SHA - District 3 Traffic Engineer (Prince George's County)

Ms. Cynthia Fenton  
SHA Tracking No. 14APPG042xx  
Page 3  
August 13, 2014

Mr. Aaron Smith, A. Morton Thomas and Associates, Inc.  
-800 King Farm Blvd., 4<sup>th</sup> Floor, Rockville, MD 20850  
Mr. Brian Young, SHA - District 3, District Engineer



## **Fenton, Cynthia**

---

**From:** Brooks, Wallace L <wallace.l.brooks@verizon.com>  
**Sent:** Thursday, July 31, 2014 7:44 AM  
**To:** Fenton, Cynthia  
**Subject:** Shady Glen Fire Station-DSP-13047

Cynthia,

Verizon comments are as follows:

Property owner to provide a suitable 10' PUE  
be included adjacent, parallel, and contiguous to the  
R/W along all roadways dedicated for public street  
purposes, free and clear of any surface obstructions.  
The trench area shouldn't be more than a 4 to 1 slope.

If I can be of further assistance please feel free to contact me

**Thanks,**  
**Wallace Brooks**  
**Verizon Engineering**  
**13010 Columbia Pike, FDC-1**  
**Silver Spring, MD 20904-5248**  
**PH:301-282-7037**



**PRINCE GEORGE'S COUNTY  
POLICE DEPARTMENT**



**M E M O R A N D U M**

DATE: July 29, 2014

TO: Cynthia Fenton, Urban Planner  
Urban Design Section  
Development Review Division

FROM: Corporal R. Kashe #2357  
Prince George's County Police Department  
Community Services

SUBJECT: **DSP- 13047, Shady Glen Fire Station**

After reviewing the plans and visiting the site there are no CPTED concerns at this time.

## Fenton, Cynthia

---

**From:** bjzellmer@pepco.com  
**Sent:** Wednesday, July 23, 2014 10:12 AM  
**To:** Fenton, Cynthia  
**Cc:** wkynard@pepcoholdings.com  
**Subject:** Shady Glen Fire Station - DSP - 13047

Cynthia,

We have reviewed the submitted plans and offer the following comments:

1. We have at least one pole (#834384-9008), possibly a second pole (#834384-9122) that will require relocating along Shady Glen Road. This will be at the developer's/customer's expense.
2. We are concerned about the landscaping plan (LS101) which calls for Willow Oaks along Shady Glen Road. These will be underneath our electric lines and are incompatible with same. Eventually significant pruning will be required, possibly disfiguring their natural shape and leading to power outages.

Have a safe day!  
- Brad

---

Brad Zellmer, Sr. Supervising Engineer, Distribution Engineering, Maryland Division, PEPCO  
8300 Old Marlboro Pike, Upper Marlboro, MD 20772  
☎ 1(301) 967-5354 📠 1(301) 967-5820 ✉ [bjzellmer@pepco.com](mailto:bjzellmer@pepco.com) 🌐 [www.pepco.com](http://www.pepco.com)

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*Division of Environmental Health*

Date: September 12, 2014

To: Cynthia Fenton, MNCPPC

From:   
Omololu O. Dawodu, Environmental Sanitarian, Environmental Protection and Policy Program

Re: DSP-13047, Shady Glen Fire Station

---

The Environmental Protection/ Policy Program of the Prince George's County Health Department has completed a health impact assessment review of the detailed site plan submission for Shady Glen Fire Station and Training Facility and has the following comments/recommendations:

1. Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive outcomes. The site will provide new sidewalks along the entire frontage of the subject property on Walker Mill Road and Shady Glen Road, offering safe pedestrian access.
2. Living in proximity to green space is associated with reduced self-reported health symptoms, better self-rated health, and higher scores on general health questionnaires. The site proposes approximately 12% of tree canopy coverage area; this will be an added health benefit to the surrounding community.
3. There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. The site is in compliance with the lighting standards for the Development District Overlay Zone of Morgan Boulevard. This standard requires lighting that "improves visibility while minimizing light spillover to other properties".
4. During the demolition/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.



Barbara L. Baker, III  
County Executive

Environmental Engineering Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)

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.

---

If you have any questions or need additional information, please contact me at 301-883-7313 or [oodawodu@co.pg.md.us](mailto:oodawodu@co.pg.md.us)



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

## Fire/EMS Department



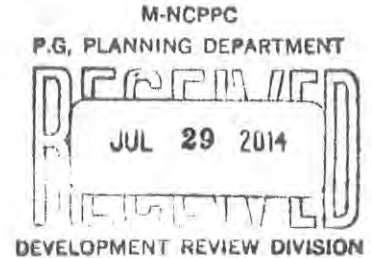
Office of the Fire Marshal

Date: 7/22/2014

TO: Cynthia Fenton Planner, Urban Design Section  
Development Review Division

FROM: Kenny Oladeinde, Project Coordinator  
Office of the Fire Marshal

RE: DSP-13047



The following Preliminary Plan Referral has been reviewed by this office according to Departmental Procedures and Operational Guidelines of the Prince George's County Fire/ Emergency Medical Services Department.

Description: Shady Glenn Firestation  
District 06

Please be advised Subtitle 11-276, titled required Access for *Fire Apparatus*, which states:

“(a) All premises which the Fire/EMS Department may be called upon to protect in case of fire or other emergencies and which are not readily accessible to fire apparatus from public streets shall be provided with suitable gates, access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus, and in accordance to Subtitle 4, the County Building Code Section 4-222.”

Private roads shall be: “(a) At least 22 feet in width.”

Subtitle 11-277, title *Fire Lanes States*:

“(b) Whenever the Fire Chief or his authorized representative shall find that any private entrance, exit sidewalk, vehicular driveway, interior private driveway, sidewalk, fire lane, or fire hydrant is obstructed by snow, debris, construction material, trash containers, vehicles, or other matter likely to interfere with the ingress or operation of the Fire Department or other emergency vehicles in case of fire, he may order the obstruction removed. To effectuate this Subsection, the Fire Chief or his authorized representative may order "no parking" fire lane signs erected and may designate the placement thereof. He may order that curbs be painted a distinctive color.”

6820 Webster Street  
Landover Hills, Maryland 20784





Page Two

Please note and direct the owner to comply with aforementioned Subtitle. I have highlighted on the submitted drawings all areas which may contribute to the loss of emergency vehicle access due to its configuration. These locations shall be marked with painted yellow curbs and posted 'No Parking Fire Lane by order of the Prince George's County Fire/EMS Department' signs. The developer should contact the Fire /EMS Department's Office of Office of the Fire Marshal to assist in designating the fire lanes.

In addition, please be advised Subtitle 4-164. Fire Protection Systems; Section 912, Yard Hydrants. (a) Section 912.1 is added to read as follows: "Location and Performance of Fire Hydrants." Every building of more than one thousand (1,000) square feet in area shall be provided with sufficient fire hydrants located such that no exterior portion of the building is located more than five hundred (500) feet from a fire hydrant. The distance shall be measured as a hose line would be laid along paved streets, through parking lot entrances, and around obstructions, in accordance with the determination of the authority having jurisdiction. A fire hydrant is required within two hundred (200) feet of any required fire department connection, as hose is laid. The fire department connection must be located on the front, address side of the building and be visible from a fire hydrant or as approved by the Fire Code Official. Each hydrant shall provide a minimum of one thousand (1,000) gpm at a residual pressure of twenty (20) psi.

**Also areas may be highlighted on the drawing in noted colors to show areas that do not accommodate the turning radius of a 43-foot wheel base vehicle or other comments. These areas need to be widened to allow emergency apparatus to turn.**

Any courts or dead-end created should provide 43-foot turning radius within 200 feet of the end of the road.

These requirements should be incorporated into the final plat and a condition of release of the use and occupancy permit. If I may be of further assistance, please contact me at (301)-583-1830

mko

H: \ DSP-13047

Copy to: Christine Osei, Public Facilities Planner, Special Projects Section,  
Countywide Planning Department, Maryland National Capital Park and  
Planning Commission.

LAW OFFICES  
**GIBBS AND HALLER**  
1300 CARAWAY COURT, SUITE 102  
LARGO, MARYLAND 20774

(301) 306-0033  
FAX (301) 306-0037  
gibbshaller.com

EDWARD C. GIBBS, JR.  
THOMAS H. HALLER

August 20, 2014

Cynthia Fenton  
Urban Design Division  
The Maryland-National Capitol  
Park and Planning Commission  
County Administration Building, 4th Floor  
Upper Marlboro, Maryland 20772

Re: Shady Glen Fire Station; DSP-13047

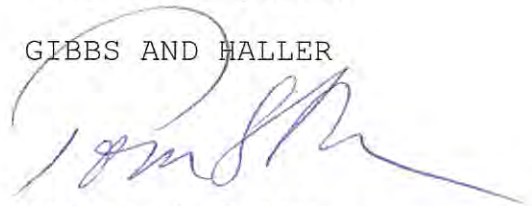
Dear Cynthia:

Pursuant to our discussions, attached is a Statement of Justification in support of a Departure from Parking and Loading Standards related to the number of loading spaces being provided with the proposed development. Let me know if you have any questions.

Thank you for your help and attention to this matter.

Very truly yours,

GIBBS AND HALLER



Thomas H. Haller



**STATEMENT OF JUSTIFICATION IN SUPPORT OF**  
**A DEPARTURE FROM PARKING AND LOADING STANDARDS**  
**IN CONJUNCTION WITH DSP-13047**  
**SHADY GLEN FIRE STATION**

Prince George's County is the owner of approximately 2.46 acres of land located in the southeast quadrant of the intersection of Central Avenue (MD 214) and Shady Glen Drive in Capitol Heights, Maryland. The property is currently unimproved. The County proposes to construct a fire station and a Firefighter Training Facility on the property.

The property which is the subject of this application (the "Subject Property") consists of two parcels. One parcel is more particularly described as Parcel "A" depicted on a plat of subdivision entitled "Capitol Heights Shopping Center", which plat is recorded among the Land Records of Prince George's County at Plat Book 233 Plat No. 91 and the other is described as Parcel 194 on Tax Map 66 (the "Subject Property"). The Subject Property is currently zoned C-S-C/DDOZ. The DDOZ was initially established by the adoption of the Morgan Boulevard and Largo Town Center Metro Areas Sector Plan in 2004. At that time, the Subject Property was zoned C-0. The DDOZ was retained by the Subregion 4 Sectional Map Amendment in 2009, but the Subject Property was rezoned to the C-S-C zone.

**DESCRIPTION OF PARCEL HISTORY AND PROPOSED DEVELOPMENT**

As noted above, the Subject Property consists of two parcels. Parcel 194 on Tax Map 66 contains 41,466 square feet was acquired



by Prince George's County on November 30, 1998 by a deed recorded among the Land Records of Prince George's County at Liber 12652 Folio 414. Parcel "A" in the Capitol Heights Shopping Center Subdivision contains 1.5594 acres and was conveyed to Prince George's County on March 24, 2011. Parcel A was created through the approval of the adjacent Capitol Heights Shopping Center project which was the subject of Preliminary Plan of Subdivision 4-06139 and Detailed Site Plan DSP-06015. DSP-06015 approved for the Shopping Center provides for a point of access from the internal driveway leading into the shopping center to eliminate the need for another access to Walker Mill Drive.

The proposed development will consist of two structures. The first structure is a one story fire station which will consist of 13,888 square feet. The building architecture reflects the County's current fire station design. The second building is a one story structure containing 14,280 square feet that will house a proposed CPAT Building Training Facility. Generally, vehicles will enter the site from the joint driveway accessing the shopping center. The Fire Station is designed such that emergency vehicles can enter the building from the rear and exit the front directly onto Shady Glen Road.

Section 27-582 contains the number of loading spaces generally required. While the schedule of required spaces does not specifically list a fire station or training facility specifically as uses which require a loading space, it does require loading for

"institutional" uses, such as hospitals, which exceed 10,000 square feet. The Permit Review Division referral indicates that since each of the proposed buildings exceeds 10,000 square feet, two loading spaces would be required. Only one loading space is provided on site. Due to the nature of this facility, and its design, a second outdoor loading space is not provided. As a result, this justification filed to support approval of a Departure from the Number of Parking and Loading Spaces required.

**ZONING ORDINANCE COMPLIANCE**

Departures from the off-street loading requirements may be granted by the Planning Board in accordance with the provisions of Section 27-588 of the Prince George's County Zoning Ordinance. Section 27-588(b)(7) sets forth the required findings which the Planning Board must make in order to grant a requested departure from the off-street loading requirements. Those findings are as follows:

- (1) That the purposes of this Part will be served by the applicant's request;**

The purposes of the loading requirements are set forth in Section 27-550. Those purposes generally are to ensure that any use provides sufficient off-street loading to serve the needs of the use and to reduce the use of the streets for loading. The applicant submits that its proposal in this case satisfies the purposes for requiring off-street loading.

The Applicant in this case is providing an off-street loading

space convenient to both uses on the property. However, the nature of the fire station does not require a separate loading space. The fire station is designed with large overhead doors to accommodate fire trucks and other emergency vehicles. The doors will open on the east (rear) side of the building, as well as the west (front) side of the building. Vehicles will be able to enter the building from the rear and exit through the front, making it very easy for any deliveries to be made. Delivery vehicles can simply park within the fire station, and vehicles of any size can be accommodated. Due to the likelihood of infrequent deliveries and the fact both buildings will be owned and operated by the County, the single loading space will also meet the needs of both uses.

**(2) The departure is the minimum necessary, given the specific circumstances of the request;**

The request which the applicant is making is the minimum necessary. Two spaces are required by Code and one is provided. It is important that adequate parking be provided as well and any addition loading space would be provided at the expense of parking.

**(3) The departure is necessary in order to alleviate certain circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in order areas of the County which were predominantly developed prior to November 29, 1949;**

The use which generates the justification for the loading space waiver is the fire station. Unlike most buildings, the fire station can accommodate deliveries directly in the building. It is



not necessary to provide a space outside the building, especially a second loading spaces, to meet the needs of the uses on the property.

- (4) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical;**

Division 3, Subdivision 3 is applicable to an application for a departure from the number of loading spaces, as requested herein. This Subdivision contains the schedule for determining the number of loading spaces required. As noted above, a fire station is not specifically listed as requiring a loading space. However, it has been noted that such a space is required. No other method of calculating the required number is available to the Applicant.

- (5) Parking and loading needs of adjacent residential areas will not be infringed upon, if the departure is granted.**

The applicant submits that the loading needs of residential areas will not be infringed upon if this request is granted. The property does not abut any residential property. The only property the fire station and training center abuts is the proposed shopping center.

Section 27-588 also requires the Planning Board to give consideration to certain other matters. These are as follows:

- (1) The parking and loading conditions within the general vicinity of the subject property, including number and locations of available on and off-street spaces within five hundred (500) feet of the subject property;**

As noted above, the subject property abuts three public roadways and a future commercial shopping center. There are no other opportunities to provide loading within 500 feet of the subject property.

**(2) The recommendations of an area Master plan or County/Local Revitalization Plan, regarding the subject property and its general vicinity;**

The Sector Plan and the Public Facilities Master Plan both depict the subject property as the location for the proposed fire station. The site has been designed to meet the requirements, including loading, of the proposed use.

**(3) The recommendations of a municipality within which the property lies regarding the departure;**

This property does not lie within the limits of any municipality.

**(4) Public parking facilities which are proposed within the general vicinity of the property.**

There are no public facilities proposed within the general vicinity of the subject property which could provide additional loading space.

The Planning Board is also permitted to consider several other factors which are set forth in Section 27-588(b)(7)(C). While many of these factors are not relevant to the facts of this case, they are listed as follows:

(C) In making its findings, the Planning Board may give consideration to the following:

- (i) Public transportation available in the area;
- (ii) Any alternative design solutions to off-street facilities which might yield additional spaces;
- (iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;
- (iv) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.

As to requirement (i), while bus service is available in this area, it does not impact the loading needs of the subject property.

As to requirement (ii), there is insufficient land area on site to provide additional loading and therefore eliminate the need for this departure.

As to requirement (iii), the hours of operation of this use are not relevant to the need for an additional loading space. Any deliveries would be done predominantly during daytime hours, notwithstanding the fact that the station will operate 24 hours a day.

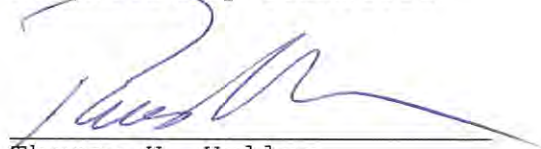
As to requirement (iv), the subject property is zoned C-S-C, and multifamily development is not proposed.



**CONCLUSION**

Given all of the above considerations, the applicant respectfully submits that all of the required findings set forth in Section 27-588 are met and satisfied with this application. Most importantly, the applicant submits the purposes for requiring off-street loading spaces are also satisfied. Therefore, the applicant requests that its departure from the required number of off-street loading spaces be granted.

Respectfully submitted

A handwritten signature in blue ink, appearing to read 'Thomas H. Haller', written over a horizontal line.

Thomas H. Haller  
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EDWARD C. GIBBS, JR.  
THOMAS H. HALLER



September 9, 2014

Cynthia Fenton  
Urban Design Division  
The Maryland-National Capitol  
Park and Planning Commission  
County Administration Building, 4th Floor  
Upper Marlboro, Maryland 20772

Re: Shady Glen Fire Station; DSP-13047

Dear Cynthia:

In response to the referral comments we have received regarding the referenced application, I have enclosed an Amended Statement of Justification and revised site and architectural plans for your review. In addition, I would like to provide the comments below in response to the issues which have been raised.

A comment was received from the Trails Coordinator as to whether sufficient right of way exists to accommodate the bike lanes recommended by the Master Plan of Transportation. The Applicant submits that adequate right of way does or will exist to satisfy all of the Master Plan requirements. The Subject Property abuts three roadways. Central Avenue is an arterial roadway, Shady Glen Drive is a collector roadway with a right of way width of 80' and Walker Mill Drive is a primary roadway with a right of way width of 60'. Dedication of right of way was required along Central Avenue for Parcel A, included in the Subject Property, at the time it was platted in 2011. The right of way dedication provides 75-80 feet from the center line. The Applicant is proposing to continue this same line of dedication along Parcel 194. Similarly, right of way was dedicated along Walker Mill Road in 2011 when Parcel A was platted. The existing right of way exceeds 60' along the Subject Property and no additional right of way is necessary. Finally, the detailed site plan shows an additional 25' of dedication along Shady Glen Drive, providing a total right of way in excess of 100', well in excess of the Master Plan width of 80'. Thus, each of the abutting roadways is provided with more right of way width than the Master Plan

Ms. Fenton  
September 9, 2014  
Page 2

requires, and no additional right of way dedication is necessary.

The Permit Review Division had several comments regarding the detailed site plan. The methodology for calculating the required number of parking spaces shown on the initial submittal was incorrect. The correct methodology is now reflected. With the correct methodology now used, an amendment to the Sector Plan parking requirements is no longer necessary and the Justification Statement has been amended to reflect this. It was also noted that an additional loading space is required, one for each building. The detailed site plan has not been revised to add another loading space as the fire station building is designed such that loading occurs within the building when necessary. A Statement of Justification in support of a Departure from the Number of Parking and Loading Spaces was provided on August 20, 2014 addressing this issue.

There were several comments provided by you. You requested that the compliance sheets address signage and building height. The compliance sheets have been updated and the Statement of Justification has been amended to reflect the need for an amendment from the minimum height requirements. In addition, the landscape plans and the architecture have been revised to address your comments.

I believe that the revised plans address all of the outstanding comments. As we have discussed, we would like to proceed with the hearing on October 23, 2014. Let us know if you have any concerns with regard to this date. Further, I would also request that the Resolution be scheduled for adoption on the same day, in order to facilitate the final approval of the project.

Thank you for your help and attention to this matter.

Very truly yours,

GIBBS AND HALLER



Thomas H. Haller



**AMENDED**  
**STATEMENT OF JUSTIFICATION IN SUPPORT OF**  
**DETAILED SITE PLAN DSP-13047**  
**SHADY GLEN FIRE STATION**



This Amended Statement of Justification is filed in response to referral comments received regarding the proposed application. The nature of the amendments proposed is summarized prior to the analysis of each amendment.

Prince George's County is the owner of approximately 2.46 acres of land located in the southeast quadrant of the intersection of Central Avenue (MD 214) and Shady Glen Drive in Capitol Heights, Maryland. The property is currently unimproved. The County proposes to construct a fire station and a Firefighter Training Facility on the property.

The property which is the subject of this application (the "Subject Property") consists of two parcels. One parcel is more particularly described as Parcel "A" depicted on a plat of subdivision entitled "Capitol Heights Shopping Center", which plat is recorded among the Land Records of Prince George's County at Plat Book 233 Plat No. 91 and the other is described as Parcel 194 on Tax Map 66 (the "Subject Property"). The Subject Property is currently zoned C-S-C/DDOZ. The DDOZ was initially established by the adoption of the Morgan Boulevard and Largo Town Center Metro Areas Sector Plan in 2004. At that time, the Subject Property was zoned C-O. The DDOZ was retained by the Subregion 4 Sectional Map Amendment in 2009, but the Subject Property was rezoned to the C-S-C zone.

## DESCRIPTION OF PARCEL HISTORY AND PROPOSED DEVELOPMENT

As noted above, the Subject Property consists of two parcels. Parcel 194 on Tax Map 66 contains 41,466 square feet was acquired by Prince George's County on November 30, 1998 by a deed recorded among the Land Records of Prince George's County at Liber 12652 Folio 414. Parcel "A" in the Capitol Heights Shopping Center Subdivision contains 1.5594 acres and was conveyed to Prince George's County on March 24, 2011. Parcel A was created through the approval of the adjacent Capitol Heights Shopping Center project which was the subject of Preliminary Plan of Subdivision 4-06139 and Detailed Site Plan DSP-06015. A copy of an Illustrative Master Plan for the Capitol Heights Shopping Center is attached hereto as Exhibit "A". The Illustrative Master Plan shows that the fire station site at the corner of Central Avenue and Shady Glen Drive was created by combining the land acquired from the adjacent shopping center and the property already owned by the County. Further, the DSP for the Shopping Center provides for a point of access from the internal driveway leading into the shopping center to eliminate the need for another access to Walker Mill Drive.

The proposed development will consist of two structures. The first structure is a one story fire station which will consist of 13,888 square feet. The building architecture reflects the County's current fire station design. The second building is a one story structure containing 14,280 square feet that will house a proposed CPAT Building Training Facility. All four facades of the building are proposed to be faced with red brick. Two access points are proposed. One access point for the emergency vehicle

equipment will be provided on Shady Glen Drive. Secondary access to the site, and to the parking areas will be provided from the driveway leading into the shopping center from Walker Mill Drive. The County will construct a portion of the driveway as necessary to provide access to the Subject Property.

#### STATUTORY AUTHORITY

As indicated above, the Subject Property lies within the boundaries of a DDOZ established by Morgan Boulevard and Largo Town Center Metro Areas Sector Plan and retained by the Subregion 4 Sectional Map Amendment. Section 27-548.25(b) of the Prince George's County Zoning Ordinance (the "Zoning Ordinance") requires that a detailed site plan be approved prior to the issuance of any grading permit for undeveloped property. Specifically, Section 27.548.25 provides as follows:

- (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.**
- (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.**

Due to unique circumstances related to the zoning history of the Subject Property, the applicant inquired with the Associate General Council as to which DDOZ Development Standards apply, the Subregion 4 Master Plan or the Morgan Boulevard and Largo Town Center Metro Area Sector Plan. As noted above, The Subject Property was included within the boundaries of the 2004 Sector Plan and SMA for Morgan Boulevard and Largo Town Center Metro Areas. This Sector Plan established two Development District Overlay Zones, one for Morgan Boulevard and one for Largo Town Center. A portion of the Morgan Boulevard DDOZ is further designated as the Central Avenue Corridor Node. The Subject Property is located within the Central Avenue Corridor Node. At the same time, the Subject Property was rezoned from the R-80 to the C-0 zone. The Sector Plan included Development District Standards which were applicable to the Central Avenue Corridor Node. The adjoining Capitol Heights Shopping Center was evaluated for conformance with those standards at the time of its approval.

In 2008, the County adopted the Public Safety Facilities Master Plan. This plan identified proposed fire station sites. The highest priority facility identified in the plan was the Capitol Heights Fire/EMS Station, to be located in Planning Area 75B (See Page 62 of the Public Safety Master Plan attached hereto as Exhibit "B-1"). The location for the Capitol Heights Special

Operations/EMS station was specifically identified as the southeast corner of Shady Glen Drive and Central Avenue (the Subject Property). A copy of Page 64 of the Public Safety Master Plan attached hereto as Exhibit "B-2".

In 2010, the County approved the Subregion 4 Master Plan and Sectional Map Amendment. This SMA covered a vast geographical area, including several smaller Sector Plans. The Introduction section of that plan addressed the relationship of the plan to the other, previously adopted plans. The SMA states on Page 6 that it "replaces" two plans, "updates" two plans (one of which is the 2004 Morgan Boulevard Sector Plan) and "builds upon" several other plans. For the plans that the Subregion 4 SMA builds upon, the text clearly states that where conflicts exist between the plans, the prior adopted plan supercedes the Subregion 4 plan. However, the Subregion 4 SMA does not state that the 2004 Sector Plan supercedes the Subregion 4 Plan. In fact, it is silent in this regard. The Subregion 4 SMA plan continued to recommend a fire station at the Subject Property (See Page 254 attached as Exhibit "B-3"), rezoned the Subject Property from the C-O zone to the C-S-C zone (See Pages 458 and 459 attached as Exhibits "B-4" and "B-5") and designated several Development District Overlay Zones (see Page 537 attached as Exhibit "B-6"). However, the Development District Standards adopted in the SMA only apply to property in the M-U-I zone and the I-1 zone.

Based upon the above history, the Associate General Council has determined that the Subject Property is located in the DDOZ and

is subject to the Development Standards contained in the Morgan Boulevard and Largo Town Center Metro Areas Sector Plan.

Included with the Detailed Site Plan are Sheets CS502 and CS503, referenced as "Compliance Sheets". Each of the Development District Standards of the Sector Plan is set forth on these sheets with an indication as to whether the Standard is complied with, not applicable or an amendment is required. The Compliance Sheets reflect that an amendment is required to six of the DDOZ Development District Standards. The Applicant requests that the Planning Board apply development standards which differ from the five Development District Standards referenced below. The number of amendments requested differs from that originally requested as the result of referral comments received. Two additional amendments are requested, and one amendment originally requested is no longer necessary. The two additional amendments required are from Building Heights, Standard C, found on page 107 of the Sector Plan and Projections and Recesses, Standard A, found on Page 112 of the Sector Plan. The amendment no longer required is for Site Design, Parking Requirements, Standards A and B on Page 96 of the Sector Plan. The reason this amendment is no longer necessary is that the site plan originally filed undercounted the number of parking spaces required, per comments from the Permit Review Division. The wrong method for calculating required parking for the proposed training facility was used, and the auditorium in the fire station is required to be parked as a separate use. As originally filed, the number of parking spaces provided (33) was more than the required parking, necessitating an amendment to the Sector Plan



(the Sector Plan provides that the maximum number of spaces allowed is the minimum required by the Zoning Ordinance). When the parking calculations were corrected, the number of parking spaces required was equal to that provided, eliminating the need for an amendment to the parking standards.

**SITE DESIGN, Building Siting and Setbacks, Standard A-3 (P. 94)**

In the Central Avenue Corridor Node, "all new buildings shall be located within 10 to 16 feet of the edge of the curb. In this case, two buildings are proposed on a "through" lot, which fronts on three separate roads. The proposed fire station building is set back 73 feet from Shady Glen Road, 81.1 feet from Central Avenue and 36.5 feet from Walker Mill Road. The CPAT Building is setback 66 feet from Central Avenue. Given the nature of the proposed use, it would be virtually impossible to satisfy the build-to line requirements on all three public roadways. Further, given the nature of the proposed use, a minimum setback is required to accommodate the fire safety apparatus to be located on site. While the proposed uses are both oriented toward Shady Glen Road, they are accessed both by Shady Glen Road and the shared entrance leading to the approved shopping center on the adjacent property. The sharing of entrances to reduce traffic on main roads is encouraged by the Sector Plan. Under Vehicular Access and Circulation, Standard B (P. 95) provides that "Common, shared entrances should be utilized to access development to reduce the amount of curb cuts, whenever possible." In addition, Standard D (P. 95) provides that "Where possible, connections between adjacent properties are encouraged to provide alternative means to move

between properties and reduce traffic on main roads." In conclusion, the unique public use proposed for the property, which is consistent with the Sector Plan requirements, and the fact that the Subject Property is a through lot, demonstrate that the building placement depicted on the Detailed Site Plan is appropriate and that altering the Development District Standards as to Building Siting will benefit the development and the Development District without substantially impairing implementation of the Sector Plan.

**SITE DESIGN, Building Siting and Setbacks, Standard A-3 (P.94)**

In the Central Avenue Corridor Node, building facades are required to occupy "50% of the property's street facing frontage." With a through lot, this Standard is impossible to comply with. The fire station conforms with this Standard on Shady Glen Road (the building is 162 feet wide while the property has 200 feet of frontage), but because the sides of both buildings face both Central Avenue and Walker Mill Road, the Standard is not met on either of those streets. For these reasons, An alternate Standard is appropriate to apply in this case which will benefit the development and the Development District without substantially impairing implementation of the Sector Plan.

**SITE DESIGN, Parking and Loading Area Design, Standard A (P.98)**

Standard A of the Parking and Loading Area Design Standards states that "Surface parking lots shall not be located between the main building on a lot and the street. Parking lots should be located to the rear of buildings. When this is not possible or feasible, parking should be located to the side or rear to the

extent possible. In no case may surface parking occupy more than 30 percentage of the frontage of a lot." Again, strictly conforming to the Development District Standards is challenging given the fact that the Subject Property is a through lot. Spaces are spread throughout the site, with two on Shady Glen Road, 9 on Central Avenue, 17 on Walker Mill Road and 5 between the buildings. Providing all parking in the rear of the main building is not possible or feasible (given the need for fire trucks to be able to drive through the building), the parking lot layout proposed by the Applicant is the most appropriate. However, the location of some parking on both Central Avenue and Walker Mill Road would appear to require an Amendment to strict conformance with the Standard. It should be noted that the parking on Central Avenue is adjacent to a retaining wall that will prevent the parking from being visible from Central Avenue. The proposed parking lot either limits the amount of parking along the main roads (Shady Glen Road and Central Avenue) or screens the parking. For these reasons, the parking layout proposed by the Applicant will benefit the development and the Development District without substantially impairing implementation of the Sector Plan.

**BUILDING HEIGHTS, Standard C (P. 107)**

Standard C sets forth the height requirements for buildings in the Central Avenue Corridor Node Area, which includes the Subject Property. Buildings are required to be between two and four stories in height. Both of the proposed buildings are one story in height. An amendment to the building height design standard is requested.



The applicant notes that several factors support a waiver in this instance. First, the proposed uses are specific function public buildings, a fire station and a candidate training facility. The nature of the activities conducted in the building control the design. Second, although the Sector Plan requires a two story minimum height, it also recommends the Subject Property as the preferred site for a fire station. Thus, the Sector Plan specifically supports the proposed facility and therefore, any amendment needed to construct it. Finally, although the buildings are only one story, both the buildings are 25 feet in height, comparable to a two story building as required by the Sector Plan. The fire station must accommodate large emergency vehicles and the training facility must have high ceilings to accommodate training activities.

Based upon the above factors, the Applicant submits that amending the height requirements applicable to the Subject Property will benefit the development and the development district and will not substantially impair the implementation of the Sector Plan. To the contrary, constructing the fire station will implement the specific public facility recommendations of the Sector Plan.

**Projections and Recesses, Standard A (P. 112)**

The Sector Plan encourages that buildings be designed, where appropriate, to incorporate projections and recesses "to improve the look and feel of the building and create a greater sense of comfort and proper proportion." To implement this intent, Standard A requires that buildings be articulated with wall plane

projections, recesses or offsets on facades greater than 80' in length along any one side of the building.

The fire station is a prototypical design similar to that pictured on page 110 of the Sector Plan. It is constructed of brick, exhibits multiple projections, recesses and roofline variations and satisfies the Sector Plan desire for public buildings to be unique.

The training facility is generally rectangular in shape, intended to satisfy the training needs of the fire fighters and emergency personnel. The windows on the front facade are relatively small and located about 15 feet from the ground level. The building is proposed to be brick on all facades, and measures 85' X 168'. Community Planning suggest that this Design Standard be addressed by adding additional articulation to the building or that an amendment to this standard be requested. The applicant has revised the architectural renderings to address this comment by adding a horizontal band of contrasting material at the same level as the windows. This banding does not just exist on the front facade, but wraps the building. In addition, the portion of the banding area over the entrance doors to the facility will be red to highlight the entrance location. The red color matches the red used in the fire station. Finally, the architecture now reflects a 12' by 40' one story storage area located on the side of the building facing Central Avenue. This section of the building, with its standing metal seam roof, provides articulation and breaks the plane of the side of the building facing the busiest roadway. These revisions provide substantial additional visual interest to

the training building and better tie the architecture to the proposed fire station. The Applicant believes that these revisions adequately address the Sector Plan's Development Standard to provide sufficient architectural articulation. In the event that the Planning Board determines that the articulation shown does not fully implement the intent of the Sector Plan, an amendment is requested.

The building is designed to accommodate the specific function intended, a training center. The building is proposed to be all brick, but the nature of the proposed use limits the location and size of windows, resulting in a building with larger areas of wall surface. The building is, however, oriented such that the narrowest facade faces the public roadways. The property to the east will be improved with a large, integrated shopping center, minimizing the visibility of the CPAT building. The western facade of the CPAT building will be screened from view of Shady Glen Road by the fire station building. Given the nature of the use, its orientation and the context within which it will be located, the Planning Board can find that an amendment to the Design Standard will benefit the development by allowing the building to be designed to meet the needs of the fire department. The needs of the Development District are also met by providing a needed emergency facility and training facility. Facilitating the location of these facilities on the Subject Property will not substantially impair the implementation of the Sector Plan.



**PUBLIC AND PRIVATE OPEN SPACES, Sidewalks, Crosswalks and Trails, Standard C-3 (P. 116)**

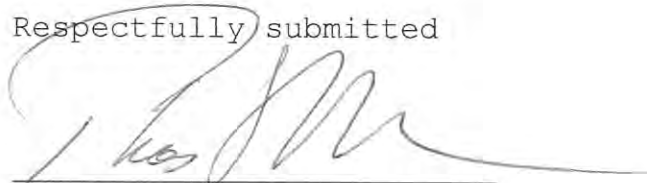
The final Standard which requires an Amendment relates to the width of sidewalks. Standard C-3 under Sidewalks, Crosswalks and Trails requires that sidewalks in the Central Avenue Corridor Node be a minimum of 5 feet wide. In this case, new sidewalks are being provided along the entire frontage of the Subject Property on Walker Mill Road and Shady Glen Road. These sidewalks will comply with this Standard. However, the proposed sidewalks will tie into an existing sidewalk in the State Highway Administration right of way along Central Avenue. The sidewalk along Central Avenue ranges in width between 4'8" and 4'9". The Applicant is requesting an Amendment to allow the existing sidewalk to remain rather than be required to be torn out and replaced with a sidewalk 3"-4" wider. Retaining the existing sidewalk will ensure that public funds will not be unnecessarily expended. Further, retaining the existing sidewalk will benefit the development and will not substantially impair the Development District Standards or the Sector Plan.

**CONCLUSION**

In conclusion, the Applicant submits that the request for approval to construct a new County Fire/EMS Station and Training Facility conforms with the applicable requirements or that alternate standards can be adopted which will benefit the development and will not substantially impair the implementation of the Sector Plan. As such, the Planning Board can find that the

site plan meets the applicable development district standards as required by Section 27-548.25 and represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. Therefore, the detailed site plan should be approved.

Respectfully submitted

A handwritten signature in black ink, appearing to read 'Thomas H. Haller', written over a horizontal line.

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

R E S O L U T I O N

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

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

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

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

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

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

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



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

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

associated plantings, except for approved impacts. The following note shall be placed on the plat:

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

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

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

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

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

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

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

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

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

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

**Background**

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



### **Site Description**

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

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

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

### **Environmental Review**

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

This property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the gross tract is in excess of 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type II Tree Conservation Plan (TCPII/141/91) was approved for a portion of the subject property in 1991.

The woodland conservation threshold for the site is 15 percent or 4.32 acres of the net tract area.

The total woodland requirement based on the proposed clearing is 4.63 acres. The plan shows the requirement being met with 0.83 acre of on-site preservation, 1.15 acres of on-site afforestation, and 2.65 acres of fee-in-lieu. Because the remaining requirement proposed for fee-in-lieu is over one acre, it should be met using off-site mitigation. The plan should be revised to eliminate the use of fee-in-lieu, and to demonstrate the requirement being met with off-site mitigation.

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

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

### **Impacts No. 1 and 2**

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

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

### **Impact No. 3**

Impact No. 3 is for a stream crossing that is proposed to provide access to a developable portion of the site. The impact is 9,477 square feet and is located along the western end of the existing on-site 100-year floodplain. The associated exhibit also shows what appears to be a culvert under the crossing; however, the limits of disturbance for the structure are not reflected on the plan or within the exhibit. The Environmental Planning Section **does support** this impact with conditions.

#### **Impact No. 4**

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

#### **Impact No. 5**

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

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

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

#### **Water and Sewer Categories**

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

5. **Community Planning**—The subject property is located in Planning Area 75B, and located within the limits of the Central Avenue Corridor Node as identified within the 2004 Approved Sector Plan for the Morgan Boulevard and Largo Town Center Metro Areas. This application

conforms to the land use recommendation of the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* for retail uses per District Council Zoning Ordinance No. 2-2005.

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

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

## PLANNING ISSUES

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



Section recommends that a standard sidewalk be provided along the property's entire street frontage of Walker Mill Road.

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

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

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

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

#### **Growth Policy—Service Level Standards**

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

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

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

**Analysis of Traffic Impacts**

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

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

The existing conditions at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS						
Intersection	Critical Lane Volume (AM, PM & Sat.)			Level of Service (AM, PM & Sat.)		
MD 214/Shady Glen Drive/ Hill Road	1,259	1,263	997	C	C	A
MD 214/ Ritchie Road	1,130	1,375	1,351	B	D	C
Walker Mill Drive/ Shady Glen Drive	12.4*	17.0*	11.7*	B	C	B
MD 214 / Site Access	-----	-----	-----	-----	-----	-----

\*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the *Guidelines*, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest

that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.

The background development includes 12 development projects which are approved, but not yet constructed. Per staff's recommendation, the existing traffic counts were adjusted to reflect a regional growth of one percent per year for two years, representing 2010 as the built-out year for the proposed shopping center. There are no programmed improvements in the County Capital Improvement Program (CIP) or the State Consolidation Transportation Program (CTP) which affect the proposed development. The background conditions are summarized below:

<b>BACKGROUND TRAFFIC CONDITIONS</b>						
Intersection	Critical Lane Volume (AM, PM & Sat.)			Level of Service (AM, PM & Sat.)		
MD 214/Shady Glen Drive/ Hill Road	1,445	1,505	1,129	D	E	B
MD 214/ Ritchie Road	1,314	1,626	1,351	D	F	D
Walker Mill Drive/ Shady Glen Drive	12.5*	17.5*	11.9*	B	C	B
MD 214 / Site Access	-----	-----	-----	-----	-----	-----

\*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the *Guidelines*, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.

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

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

**MD 214/Shady Glen Drive/Hill Road**

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

**MD 214/Ritchie Road**

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

**Walker Mill Drive/Shady Glen Drive**

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



safety concern noted by DPW&T is justified, and therefore, the condition is warranted. It is further noted that the computations in the traffic study assumed the existence of this southbound left-turn lane, possibly because of the wider pavement at the intersection. The southbound left-turn lane should be carried forward as a recommendation as a means of achieving the operational service indicated within the traffic study.

#### **MD 214/Site Access (Full access + signal)**

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

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

#### **Plan Comments**

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

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

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

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

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

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

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

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

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

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

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

**Comment:** The presence of a stream system, which bisects the property from north to south, has resulted in separation of the proposed commercial development into two separate pods, and therefore, the need for two access points is necessary. Channeling all of the project traffic into one access point would create operational difficulties and

possibly an unsafe situation. The use of a service roadway along MD 214 to serve the proposed development is not practical, given the amount of right-of-way that would be needed for construction of a service road.

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

**Walker Mill Drive entrance:**

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

**Trip Cap**

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

**Transportation Staff Conclusions**

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

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

- b. The existing paramedic service at Capitol Heights Fire/EMS Station, Company No. 5, located at 6061 Central Avenue, has a service travel time of 7 minutes, which is within the 7.25-minute travel time guideline.
- c. The existing ladder truck service at Capitol Heights Fire/EMS Station, Company No. 5, located at 6061 Central Avenue, has a service travel time of 7 minutes, which is beyond the 4.25-minute travel time guideline.

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

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

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

#### **Master-Planned Fire and Rescue Facilities**

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

#### **CIP Status**

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



11. **Police Facilities**—The Special Projects Section has reviewed the preliminary plan of subdivision for police services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B) through (E) of the Subdivision Ordinance. The proposed development is within the service area for Police District III, Palmer Park.

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

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

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

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

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

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

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

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

13. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, No. 32244-2005, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development should be in accordance with this approved plan.

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

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

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

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

#### **Conformance with the *Landscape Manual***

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

#### **Other Design Issues**

The architecture for the project will be highly visible from the surrounding roadways, but most notably from Central Avenue. Therefore, consideration should be given to requiring additional landscaping and additional treatments to the architectural elevation fronting Central Avenue to ensure a pleasing aspect. Additionally, the applicant should consider coordinating design efforts with the County’s planned Fire Department/EMS facility, which is proposed at the southeastern quadrant of the Central Avenue (MD 214) and Shady Glen Drive intersection. Because the site is

located within the Morgan Boulevard and Largo Town Center Metro Areas Development District Overlay Zone (DDOZ), detailed site plan review is required for the project in order to accomplish the urban design goals stated above. In addition, the detailed site plan should demonstrate compliance with the applicable Development District Overlay Zone (DDOZ) standards.

### **Urban Design Section Recommendations**

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

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

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

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

However, the District Council adopted Zoning Ordinance No. 2-2005 on February 14, 2005, for the abutting 6-acre Santos Property and the Zimmer Property, which is the subject of this

application, in response to a revisory petition filed by the property owners on the basis of mistake within the sectional map amendment (SMA). The District Council adopted the decision of the Zoning Hearing Examiner (ZHE), and its legislative findings, having determined that factual error was made in the SMA, and that the two properties should have been changed from the I-1 Zone to the C-S-C/D-D-O Zone and not the C-O/D-D-O Zone. Therefore, Zoning Ordinance No. 2-2005 amended the zoning classification of the Santos and Zimmer properties from the C-O/D-D-O Zone to the C-S-C/D-D-O Zone. Both properties were retained within the Development District Overlay (D-D-O) Zone for Morgan Boulevard.

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

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

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

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

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

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



A referral memo from the Historic Preservation and Public Facilities Planning Section, dated May 4, 2006, states that the subject property is located in an area recommended by the sector plan for a proposed fire station and police substation. The police substation, located in the general vicinity of the intersection of Hill Road and Central Avenue, is no longer to be considered. Since the release of the sector plan and sectional map amendment, the police department has changed policy and will no longer consider the proposed police substation.

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

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

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

This property has been the subject of two previous preliminary plans of subdivision applications. Preliminary Plan 4-89087 was disapproved by the Planning Board on September 7, 1989, due to

inadequate transportation facilities (PGCPB Resolution No. 89-435). Four of the five major intersections determined to be critical for ensuring adequate transportation facilities were operating at unacceptable levels-of-service. In addition, the applicant's traffic study did not account for the entire 383,742 square feet of warehouse space, that at the time, was proposed in the I-1 Zone. The traffic study further asserted that only two of the five intersections that the Transportation Planning Section determined to be major were critical for the development.

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

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

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

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

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

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Cavitt, with Commissioners Squire, Cavitt, Vaughns, Clark and Parker voting in favor of the motion at its regular meeting held on Thursday, July 17, 2008, in Upper Marlboro, Maryland.

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

Oscar S. Rodriguez  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

OSR:FJG:JF:bjs

RESOLUTION

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

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

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

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



OTHER DEVELOPMENT DATA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### COMPLIANCE WITH EVALUATION CRITERIA

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

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



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

## **SITE DESIGN**

### **Parking Requirements Standards**

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

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

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

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

#### **Parking and Loading Area Design Standards**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

#### **Landscaping, Buffering, and Screening Standards**

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

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

#### **Monument/Freestanding Signs Standards**

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

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

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

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

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

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

## **BUILDING DESIGN**

### **Height, Scale, and Massing Standards**

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

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

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

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

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

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

**Materials and Architectural Details  
Standards**

- A. High quality materials that are durable and attractive shall be used on the façades of all proposed buildings. These materials include, but are not limited to, brick, stone, precast concrete, wood, and tile.**
  
- D. Low quality materials such as standard smooth-faced concrete masonry units, prefabricated metal panels, and exterior insulation and finish systems (EIFS) shall not be used. Imitation or synthetic exterior building materials, which simulate the appearance of natural materials, should be avoided.**

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

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

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



**Window and Door Openings  
Standards**

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

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

**Lighting  
Standards**

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

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

**PUBLIC AND PRIVATE OPEN SPACES**

**Parks and Plazas  
Standards**

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

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

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

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

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

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

#### **Street and Site Furniture Standards**

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

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

8. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-S-C Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs development in commercial zones. The proposed uses including a shopping center, a bank, and restaurants are permitted uses in the C-S-C Zone. In addition, the subject site was rezoned from the I-1 Zone to the C-S-C Zone through a zoning map amendment application, which was approved by the District Council (via Zoning Ordinance No. 2-2005) on February 14, 2005, with two specific conditions as follows:
- A. The shopping center on the properties shall be anchored by a national grocery chain store, a food or beverage store, which includes a bakery, pharmacy, deli, and seafood counters.**
- The Giant grocery store is the only known tenant of this DSP. The rest of the retail, bank, and restaurant tenants are still unknown.
- B. No store on either property may exceed 125,000 square feet gross floor area.**
- The Giant grocery store, which has a total gross floor area of approximately 57,960 square feet, is the largest store in the proposed shopping center. The DSP satisfies this condition.
- b. The only regulation in the C-S-C Zone is the front building setback from the street that has been superseded by the build-to-line DDOZ standard. See above Finding 7 for discussion.
9. **Preliminary Plan of Subdivision 4-06139:** The Planning Board approved Preliminary Plan of Subdivision 4-06139 with 21 conditions. The following conditions are applicable to the review of this DSP. Other permit-related conditions will be enforced at the time of issuance of the respective permits.
- 8. At the time of detailed site plan, the approved technical stormwater management plan shall be submitted for review. The plan shall demonstrate the incorporation of wetland benches and forebays into the stormwater management design for the in-stream stormwater management pond and shall be correctly reflected on the associated TCPII.**

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

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

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

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

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

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

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

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

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

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



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

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type II Tree Conservation Plan (TCP/009/09 and further APPROVED Detailed Site Plan DSP-06015, for the above-described land, subject to the following conditions:

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

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

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



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

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

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

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

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns, Cavitt and Parker voting in favor of the motion at its regular meeting held on Thursday, January 7, 2010, in Upper Marlboro, Maryland.

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

Patricia Colihan Barney  
Acting Executive Director

By Frances J. Guertin  
Planning Board Administrator

PCB:FJG:HZ:ydw

Appendix H: Revisory Petition



THE PRINCE GEORGE'S COUNTY GOVERNMENT

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

March 3, 2005

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

*NOTICE OF FINAL DECISION  
OF THE DISTRICT COUNCIL*

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

*CERTIFICATE OF SERVICE*

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

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

Redis C. Floyd  
Clerk of the Council

(10/97)

County Administration Building - Upper Marlboro, Maryland 20772

Case No.: Morgan Boulevard SMA  
Revisory Petition

Applicants: Santos/Zimmer Properties

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

ZONING ORDINANCE NO. 2- 2005

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

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

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

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

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

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



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

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

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

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

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

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

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

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

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

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

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

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

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

Opposed:

Abstained:

Absent: Council Members Bland, Dernoga, Hendershot and Peters