

R E S O L U T I O N

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

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

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

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

2. **Development Data Summary:**

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

Note: *Subject site covered in this DSP

OTHER DEVELOPMENT DATA

PARKING AND LOADING SCHEDULE

	DESCRIPTION	RATE	REQUIRED	PROVIDED
		NORMAL PARKING GENERATION GROUP: 1 SPACE / 150 SQ. FT. OF THE FIRST 3,000 SF.	20	
	RETAIL - 5,371 SQ. FT. GROSS FLOOR AREA	+1.0 SPACE / 200 SQ. FT. (ABOVE THE FIRST 3,000 SQ. FT.) * 2,371 SF	12	
PARKING	GAS STATION	1 SP /EMPLOYEE * 8 EMPLOYEES (LARGEST SHIFT)	8	62
	24 OUTDOOR SEATS 14 INDOOR SEATS	EATING OR DRINKING ESTABLISHMENTS (NOT INCLUDING DRIVE THRU SERVICE) 1 SPACE PER 3.0 SEATS	13	
	CARWASH	1 SPACE / 500 SQ. F.T. OF GFA	3	
	HANDICAPPED ACCESSIBLE	1 SPACE / 25	3	3
		TOTAL NUMBER OF PARKING SPACES	56	65
		MIN. = 50% OF MIN REQUIRED BY 27-568(a)		28 – 70
		MAX = 125% OF MIN REQUIRED BY 27-568(a)		
LOADING	5,371 SQ. FT. GROSS LEASE AREA	ONE LOADING SPACE FOR 2,000 - 10,000 SF. GROSS LEASE AREA (15' X 33' LOADING SPACE)	1	1

Overall Parking Analysis

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

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

Parking Reduction Pursuant to Annapolis Road Sector Plan:

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

Loading Analysis:

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

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

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

- Location:** The Capital Plaza Shopping Center is located on the north side of MD 450 (Annapolis Road), approximately 1,000 feet east of its intersection with MD 295 (Baltimore-Washington Parkway). The pad site, where the subject project is hereby approved, is located in the southwestern corner of the Capital Plaza Shopping Center, in Planning Area 69, and Council District 3.
- Surrounding Uses:** The subject pad site is surrounded to the north by an undeveloped portion of the Capital Plaza Shopping Center, with MD 295 and single-family detached residences in the Multifamily High Density Residential (R-10) and Townhouse (R-T) Zones beyond; to the east by the Pollo Campero restaurant and a fast-food restaurant, both part of the Capital Plaza Shopping Center; to the south by MD 450, with a variety of commercial uses in the C-S-C and Miscellaneous Commercial (C-M) Zones beyond; and to the west by an automotive dealer and service center in the C-S-C Zone, with MD 295 beyond.

5. **Previous Approvals:** The site was developed in the 1960s as the Capital Plaza Mall with approximately 395,000 square feet of development, most of which has subsequently been demolished. The C-S-C-zoned property was overlaid with the D-D-O Zone by the Central Annapolis Road Sector Plan and SMA (Change No. 1; page 131), adopted without a use table, which was later provided by the adoption of Council Resolutions CR-28-2017 on May 2, 2017 and CR-100-2010 on October 5, 2010, respectively, as minor amendments to the sector plan. The site is also the subject of Detailed Site Plan DSP-15020, Capital Plaza, Pollo Campero, approved by the Prince George's County Planning Board on March 24, 2016 (PGCPB Resolution No. 16-45 on April 7, 2016). The site was also the subject of DSP-15020-01, Capital Plaza, Wal-Mart, approved by the Planning Board on May 5, 2016 (PGCPB Resolution No. 16-60 on May 26, 2017). However, DSP-15020-01 was subsequently called up, heard in oral argument, and disapproved by the Prince George's County District Council on September 19, 2016. Therefore, requirements of that approval do not apply. The site is the subject of an approved woodland conservation letter of exemption dated September 1, 2016 and valid until September 1, 2018; an approved natural resources equivalency letter dated September 1, 2016 and valid until September 1, 2021; and approved Stormwater Management Concept Plan 44374-2016-00, approved on December 22, 2016 and valid until December 22, 2019.
6. **Design Features:** The subject Capital Plaza Shopping Center is located on the north side of MD 450, approximately 1,000 feet east of its intersection with MD 295. The subject Royal Farms #241 pad site is located in the southeastern corner of the larger Capital Plaza Shopping Center.

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

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

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

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

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

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

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

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

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

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

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The subject project is located at a gateway into the sector plan area and within the boundaries of Character Area D-Retail Town Center within the Central Annapolis Road Development District Overlay Zone. Page 92 of the sector plan expresses the vision of this character area as to "serve as an attractive gateway to Annapolis Road from the historic Baltimore-Washington Parkway." It goes on to state that the retail town center "creates a pedestrian-friendly retail center, oriented towards Annapolis Road." The table of uses for the sector plan indicates that the development of a "food and beverage store in combination with a gas station, with a car wash as an accessory use" is a permitted use in the C-S-C Zone, subject to the general special exception standards in Section 27-317(a)(1), (4), (5), and (6) of the Zoning Ordinance. The project is hereby found to conform to these requirements.

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

Development District Standards

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

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

Front Building Placement Line

Minimum – 75 feet (northern side of MD 450)

Maximum – 85 feet (northern side of MD 450)

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

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

D. Building design guidelines

2. Sidewalk environment

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

i. Ground-plane kneewall

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

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

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

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

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

d. **Standard IV.C, pages 166–167**

C. **Parking and Access Management.**

- (2) **The following minimum and maximum parking capacity regulations apply to uses in the retail Town Center Area: the minimum required on-site parking capacity for all uses shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a) of the Zoning Ordinance. The Maximum permitted on-site capacity shall be equal to 125% of the minimum capacity required by the Zoning Ordinance for all uses.**
- (3) **For any property under one ownership and with two or more uses, the minimum number of spaces requires shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (2) above, by the appropriate shared-parking percentage by time period shown in Table 8.7a. The number of spaces required for the development is then determined by adding the results in each column. The column totaling the**

highest number of parking spaces becomes the minimum off-street parking requirements.

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

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

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

Capital Plaza has existed as a retail center for almost 60 years, and was once the site of a major enclosed mall, which was demolished about 11 years ago. At the time it was originally developed, it was generally believed that many parking spaces were needed to serve all of the numerous uses on this property. The property is currently going through a redevelopment, and the “sea of asphalt” that was once the parking lot to serve the mall and pad sites on the property remains. The portion of this property that is currently the subject of DSP-15020-02 is a relatively small pad site, and 65 spaces are proposed to be provided for the subject food and beverage store, gas station, and car wash. Clearly, no new pavement is either necessary or is being provided for this proposed development on this pad site, so the existing parking area is not being enlarged beyond its current boundaries. However, since the entire property is being redeveloped in phases, and no one yet knows of all other possible future uses, it would be an unfair burden upon the applicant for this DSP, and would serve no purpose, to require removal of any portion of the existing pavement upon this property.

For all of the above-stated reasons, the Planning Board agrees with the applicant that the proposed amendment, allowing all of the existing parking upon the Capital Plaza property to remain, will benefit the development and will not substantially impair implementation of the sector plan. This amendment to the parking requirements is reasonable because the project is part of a redevelopment of an existing site that was previously approved as an integrated shopping center. It would be unreasonable to ask the owner of the shopping center to remove all of the existing parking on the site, so that only the maximum amount of parking would remain on the site. As new development is proposed over time, the amount of existing parking on-site and the requirements of the D-D-O Zone will reconcile. The site is subject to the calculations as would normally be applied for a food and beverage store, gasoline station, and car wash. In that case, the number of required spaces is 56, and 125 percent of that number is 70, which is 5 spaces more than the number of

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

8. **Prince George's County Zoning Ordinance:** The subject site plan has been reviewed for conformance with the applicable requirements of the C-S-C and D-D-O Zones and the site design guidelines. The following discussion is offered regarding these requirements.
 - a. **Commercial Shopping Center (C-S-C) Zone:** The project is subject to the requirements of Section 27-461, which governs permitted uses in the C-S-C Zone, and Section 27-462, which provides regulations for the permitted uses in commercial zones, of the Zoning Ordinance. The project is in conformance with these sections of the Zoning Ordinance.
 - b. **Site design guidelines:** If approved with conditions, the DSP will be in conformance with any applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance. However, it should be noted that the development district standards of the sector plan take precedence, and the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) only apply when the sector plan's development district standards are silent on a specific subject.
 - c. **Development District Overlay Zone Required Findings:** Section 27-548.25(a), (b), (c) and (e) of the Zoning Ordinance are applicable to the review of this DSP, as follows:

Section 27-548.25 Site Plan Approval

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

As the subject DSP is approved herein with conditions, the applicant has fulfilled this requirement.

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

development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.

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

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

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

Section 27-317. - Required findings.

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

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

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

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

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

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

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

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

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

The project is exempt from the requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance as it does not have a minimum of 10,000 square feet of woodlands or any prior approved tree conservation plans. Therefore, no Type 2 tree conservation plan is required for the subject project and this normally required finding need not be made for the subject project.

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

There is no variance or departure required by this application. If the herein amendments to the development district standards are approved by the Planning Board, it may be said that the site plan conforms to all applicable development district standards, in conformance with this requirement.

9. **Detailed Site Plan DSP-15020 and its revision:** Detailed Site Plan DSP-15020 was approved by the Planning Board for Capital Plaza, Pollo-Campero. The Planning Board adopted PGCPB Resolution No. 16-45, subject to the two following conditions, on March 24, 2016.
1. **Prior to certification of the detailed site plan (DSP), the plans shall be revised as follows:**
 - a. **Add the existing as well as proposed square footages to the plan.**
 - b. **Provide four bicycle parking spaces (e.g. two inverted u-rack style bicycle racks) at a convenient location near the primary entrance of the proposed development.**
 - c. **Provide a note on the plans indicating intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.**
 - d. **Provide a note on the plans indicating intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.**
 - e. **Revise the DSP to correctly identify all of the approved development district standard amendments and parking calculations in accordance with the Central Annapolis Road Sector Plan.**
 - f. **Revise the 2010 *Prince George's County Landscape Manual* schedule for Section 4.3 with notes regarding conformance to the applicable Landscape Standards and Parking Lot Requirements.**
 - g. **Revise the lighting plans to reduce the height of the lighting pole to be less than 30 feet in height, revise the fixture to full cut-off optics, and demonstrate that spillover lighting meets the recommended standards of either the Dark Sky Society or the recommendations of the Illuminating Engineering Society of North America.**
 - h. **Revise the signage plans to address the requirements of Part 12 of the Zoning Ordinance to meet the requirements of the C-S-C Zone or obtain a departure from sign design standards.**
 - i. **For informational purposes only, revise the plans to indicate proposed street trees in the SHA right-of-way.**
 - j. **Revise the plan to add one 12-foot-wide by 33-foot-long loading space.**

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

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

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

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

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

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

- a. **Section 4.4, Screening Requirements**—The site is subject to Section 4.4, which requires screening of loading spaces, trash facilities, and mechanical equipment. The loading space is located where viewable only from an internal drive aisle and is, therefore, not required to be screened. The trash facilities are proposed to be screened by a brick dumpster enclosure, with tan composite gates in accordance with this requirement. There is no mechanical equipment on the DSP that is required to be screened.
- b. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or cultivars is specified below:

Shade trees	50 percent
Ornamental trees	50 percent
Evergreen trees	30 percent
Shrubs	30 percent

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

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

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance, as it does not have a minimum of 10,000 square feet of woodlands or any prior approved tree conservation plans.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The site is subject to the Tree Canopy Coverage Ordinance because it proposes more than 5,000 square feet of disturbance. The Ordinance requires that, based on the C-S-C zoning of the site, ten percent of the site is to be covered in tree canopy. The overall site measures 2.63 acres and, therefore, requires 0.26 acre or 11,456 square feet of the site in tree canopy coverage. The site plan provides the appropriate schedule demonstrating that this requirement has been met by the inclusion of 11,650 square feet of tree canopy, meeting and exceeding the requirement.
13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic Preservation and Archeological Review**—The subject property comprises 43.81 acres located on the north side of MD 450 (Annapolis Road), approximately 1,000 feet east of its intersection with MD 295 (Baltimore-Washington Parkway), within the Capital Plaza Shopping Center in Hyattsville, Maryland. This approval is for a Royal Farms food and beverage store. The subject property is zoned C-S-C.

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

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

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

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

b. **Community Planning—**

Determinations

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

Pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the amendments herein approved to the Central Annapolis Road D-D-O Zone conform with the purposes and recommendations for the development district, as stated in the 2010 Central Annapolis Road Sector Plan and SMA.

Background

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

Location: 6200 Annapolis Road, Hyattsville, MD 20784. The property is located on the north side of MD 450 (Annapolis Road), approximately 1,000 feet east of its intersection with MD 295 (Baltimore-Washington Parkway). The facility is approved for the southwest corner of the property, directly east of the Toyota automobile dealership.

Size: 43.81 acres

Existing Uses: Vacant

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

General Plan, Master Plan, And Zoning

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

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

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

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

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

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

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

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

- **IV.C.(2) Parking and Access Management** (page 166) states that, “The following minimum and maximum parking capacity regulations apply to uses in the Retail Town Center Area: The minimum required on-site parking capacity for all uses shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a). The maximum permitted on-site capacity shall be equal to 125% of the minimum capacity required by the Zoning Ordinance for all uses.” The site plan shows 66 parking spaces, which is between the 28-space minimum and the 70-space maximum parking capacities for the site, as determined by Section 27-568(a) of the Zoning Ordinance.

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

- **VI.D.(2)(a) Landscape Standards, Parking Lot Requirements** (page 182) states that, “A landscaped strip consisting of a minimum four-foot-wide landscape strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between three and four feet in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and a with mixture of evergreen ground cover and low shrubs planted between the shade trees.” The landscape plan shows landscaping with a three-foot maximum height for shrubs, between the parking lot and MD 450.

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

Additional Information

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

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

Review Comments—Detailed Site Plan

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

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

There are no outstanding transportation conditions on the site.

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

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

Conclusion

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

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

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

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

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

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

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

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

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

There is no residential development herein approved.

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

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

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

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

e. **Trails—**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The sidewalks included on the plan meet this requirement.

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

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

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

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

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

A bicycle rack is indicated on the submitted plans.

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

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

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

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

Background

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

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

Activity Herein Approved

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

Grandfathering

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

Site Description

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

Natural Resources Inventory/Existing Conditions

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

Woodland Conservation

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

Stormwater Management

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

Soils

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

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

Scenic and Historic Roads

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

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

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

- q. **Town of Landover Hills**—In a telephone conversation with the Planning Board on October 5, 2017, the Mayor of Landover Hills expressed the Town’s support for the subject project
14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, as revised in accordance with the conditions of this approval, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. As there are no environmental features located on the subject property, the normally required finding pursuant to Section 27-285(b)(4) of the Zoning Ordinance that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations, does not need to be made for the subject project.
16. The subject approval adequately takes into consideration the requirements of the D-D-O Zone of the Central Annapolis Road Sector Plan and SMA. Four amendments to the development district standards of the sector plan are approved herein.
17. At the Planning Board hearing for the project, staff provided the Planning Board with an errata memorandum, as there were some needed corrections to the technical staff report. The Planning Board approved the project, together with the revisions proposed in the errata sheet, as well as certain revisions to the conditions and one revision to the findings proposed by the applicant.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Doerner, with Commissioners Washington, Doerner, Bailey, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, October 19, 2017, in Upper Marlboro, Maryland.

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

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:RG:rpg