



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 16-60

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File No. DSP-15020-01

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on May 5, 2016, regarding Detailed Site Plan DSP-15020-01 for Capital Plaza, Walmart, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) is for the construction of a 35,287-square-foot addition to the existing 144,227-square-foot department store (which represents an expansion of a certified nonconforming use), modifications to the associated parking area, and other site improvements.
2. **Development Data Summary:**

	EXISTING/APPROVED	APPROVED
	C-S-C/D-D-O	C-S-C/D-D-O
Zones		
Use	Department Store	Department Store
Acreage	43.82	43.82
Building Square Footage/GFA		
Walmart	144,227	179,514
McDonald's	4,585	--
Pollo Campero	2,757 (approved)	--
TOTAL	151,569	186,856

OTHER DEVELOPMENT DATA

Parking Requirements per the Sector Plan

	Spaces Required
Department Store 179,514 sq. ft.	
@ 1/150 sq. ft. for first 3,000 sq. ft. then 1/200 sq. ft.	903
McDonald's (100 @ 1/3 seats)	33
Pollo Campero (106 seats @ 1/3 seats)	35
Total required	971
Existing spaces	1,824
Total Provided	1,871

Handicap Parking @ 2% of total required	18 (incl. 3 van accessible)
provided	10* (incl. 4 van accessible)
Total Loading Spaces Required @ 3 up to 100,000 sq. ft. then 1/100,000 sq. ft.	4
Total Loading Spaces Provided	4

Note: *Prior to certification, site plan should show compliance with ADA requirements for handicap parking.

3. **Location:** The subject property is located on the north side of Annapolis Road (MD 450), specifically within the Capital Plaza Shopping Center approximately 2,000 linear feet east of the intersection of MD 450 and the Baltimore–Washington Parkway (MD 295). It is located in Council District 3, Planning Area 69.
4. **Surrounding Uses:** The subject property is bounded to the north by single-family detached homes in the R-55 Zone; 66th Avenue terminates at the site and west of 66th Avenue are single-family detached homes in the R-55 Zone. To the east, Webster Street terminates at the site; northwest of Webster Street abutting the subject site are single-family detached homes in the R-55 Zone and southeast of Webster Street abutting the subject site is a grocery store in the Commercial Shopping Center (C-S-C) Zone. To the west, the site is bounded by the Baltimore-Washington Parkway (MD 295) and beyond, by multifamily dwellings in the R-10 Zone. To the south, the site is bounded by Annapolis Road (MD 450) and beyond, by a car dealership in the C-S-C Zone.
5. **Previous Approvals:** The subject property is Parcel H, of the Capital Plaza, Inc. Subdivision, located on Tax Map 51 in Grid A-3, recorded in Plat Book PM 228-87. The site was completely developed in the 1960s with approximately 395,000 square feet of development associated with the Capital Plaza Mall, which has been subsequently demolished. The current site is developed with a department store (Walmart) and an eating and drinking establishment with drive-through service (McDonald's). The 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA) retained the property in the C-S-C Zone. The original Walmart site permitted in 2005 was recently certified as a nonconforming use (NCU) 53471-2015-U. The site is located within a Development District Overlay Zone (D-D-O-Z); therefore, the proposed expansion of the NCU to accommodate a building addition and additional parking area for Walmart requires a detailed site plan. DSP-15020 was approved for a Pollo Campero restaurant, which is located on the same larger shopping center site, by the Planning Board on March 24, 2016 (PGPB Resolution No. 16-45). The subject site also has an approved Stormwater Management Plan (SWM), 20152-2015-00, which is valid through June 18, 2018.
6. **Design Features:** The subject application proposes to construct a 35,287-square-foot expansion to the existing Walmart. The expansion includes the addition of a grocery component, a garden center and vestibule in addition to exterior façade improvements. Other improvements associated with this application include the re-grading and striping of the parking area and improved vehicular and pedestrian circulation. The proposed addition will be constructed of the same materials and in the same colors as the existing building, primarily red brick veneer and

tan-colored concrete masonry unit (CMU) block. Horizontal and vertical bands also in the tan color mimic those on the existing building and help to break up the expansive horizontal mass of the building.

The lighting fixtures proposed in association with the Walmart site are existing, but will be relocated according to the revised parking design. The photometric plan proposes lighting levels that are "pedestrian friendly" and will not adversely impact adjoining residential properties.

The applicant is proposing new building-mounted signage that will complement existing signage to be retained. The signage is shown on the elevations and the details and specifications show that the total sign area for existing and proposed signage will actually be reduced from what is currently provided.

COMPLIANCE WITH EVALUATION CRITERIA

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

- a. **Requirements of the C-S-C-Zone:** The proposed department store is a certified nonconforming use in the C-S-C Zone.
- b. **Section 27-548.21. Relationship to other zones.**

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

The applicable D-D-O Zone contains requirements regarding uses and setbacks that modify the requirements of the C-S-C Zone; however, because the Walmart is a certified nonconforming use the applicant is not subject to the DDO standards.

- c. **Development District Overlay Zone Required Findings**

Section 27-548.25 Site Plan Approval

- (a) **Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development**

District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.

The DSP has been submitted in fulfillment of the above requirement. As noted above, a DSP is required per the Central Annapolis Road Sector Plan for an expansion of a nonconforming use but it is not subject to the DDO standards.

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

The site plan is exempt from the development district standards.

- (c) **If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.**

No amendments to the DDO standards are requested with this DSP.

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

The applicant has not asked for any variances or departures.

- d. **Site Design Guidelines:** The applicant has proposed a site plan in accordance with Section 27-283, Site Design Guidelines that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, specifically in regard to parking, loading and circulation; service areas; and, lighting. Landscaping has been provided in accordance with Landscape Manual requirements.

8. **2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment and Development District Overlay Zone (D-D-O):** The subject site is located within Character Area D, the Retail Town Center area of the 2010 Central Annapolis Road Sector Plan and SMA. The character area is intended to create a pedestrian-friendly retail center oriented toward Annapolis Road (MD 450). The center should accommodate a mix of regional-serving retailers and neighborhood-oriented businesses. The sector plan illustrations acknowledge the Walmart

building as a continued use. The D-D-O Zone imposes urban design standards to implement the plan's vision for the corridor and this character area; however, the Walmart portion of the larger shopping center site is a certified nonconforming use and is therefore not subject to the D-D-O standards. However, in order to expand a certified nonconforming use, the sector plan requires findings that demonstrate "...the expansion is compatible with adjacent uses and meets the goals of the sector plan" (p. 138) through approval of a DSP. The subject application adequately takes into consideration the requirements of the sector plan and as noted below.

The Planning Board finds that the proposed building expansion and other site improvements will be compatible with adjacent uses. The building and parking area expansions are internal to the site and will not impinge upon adjacent properties. In particular, the Walmart building expansion is proposed on the west side of the existing building which is opposite the side closest to the adjacent residential community. Moreover, the improved parking design will enhance pedestrian connectivity and safety from the adjacent residential neighborhood. The expansion also responds to the applicable goals of the sector plan which are discussed below:

Land Use: Create a competitive, attractive, and pedestrian-friendly retail center with a diverse mix of neighborhood-oriented and large-scale national retailers.

The proposed expansion, which will accommodate a greater variety of goods and services, in conjunction with façade, landscaping and parking improvements, will result in a more competitive, attractive and pedestrian-friendly shopping center and help to attract a more diverse mix of retailers.

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

The applicant is re-grading and redesigning the entire parking area, which will result in improved internal circulation and a more efficient parking design with improved pedestrian connections that will in turn result in safer and more efficient pedestrian access. It is further noted that several transit stops are located in close proximity to the site.

Neighborhood Connectivity and Design: Create vibrant mixed-use communities while minimizing the impact of infill development on existing residential neighborhoods and sensitive natural areas. Increase walkability and connectivity with enhanced pedestrian, bike and public transit connections.

As noted above, the proposed site improvements will have minimal impact on the existing residential neighborhood while providing enhanced pedestrian, bike and transit connections. Bike racks are proposed at the store entrance.

Light Pollution: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

The photometric plan submitted with the application indicates that light from the subject site will not intrude into the adjacent residential community or environmentally sensitive areas.

Tree canopy: Preserve and enhance the existing urban tree canopy.

The applicant is preserving existing trees as well as demonstrating compliance with landscape manual requirements for bufferyards. With the new parking layout, additional planting islands are being provided in the parking area which will help mitigate the heat-island effect. The DSP also shows compliance with the Prince George's County Tree Canopy Coverage Ordinance, which became effective subsequent to the construction of the existing building.

Air Pollution: Reduce air pollution to support community health and wellness by supporting development that is accessible by nonmotorized and alternative modes of travel and by increasing the urban tree canopy.

The DSP provides for an increased urban tree canopy as noted above.

Noise Impacts: Reduce adverse noise impacts to meet State of Maryland noise Standards.

No new noise impacts are anticipated. Loading is proposed at the rear of the building and along the northwestern side of the site.

The subject application adequately takes into consideration the requirements of the Central Annapolis Road Sector Plan and SMA.

9. **Preliminary Plan of Subdivision:** Parcel H was the subject of Preliminary Plan of Subdivision (PPS) 4-86033 which was approved on May 8, 1986 and recorded in Plat Book NLP 131-6 as Parcels E and F. A capacity analysis was done with the PPS review based on a total of 493,913 square feet of development, which is the development cap for the included parcels. The current plat is a resubdivision which was approved on November 25, 2008 and recorded in Plat Book PM 228-87 as Parcels H and G. The development cap would include all improvements located on Parcels E, G and H. These parcels (Parcels E, G and H) are in the process of a plat of resubdivision, prepared in accordance with Section 24-108(a)(1) of the Subdivision Regulations to note the development limitations of the subdivision. In order to analyze whether the development proposal for Detailed Site Plan DSP-15020-01 is in conformance with PPS 4-86033, the existing and proposed square footages should be noted on the DSP, including the development on Parcel E. The DSP should include Parcel G as part of the integrated shopping center because the entirety of the shopping center is, for zoning purposes, a "development site." Parcels E, G, and H comprise

the “development site” of the shopping center, and therefore together should conform to zoning regulations, access standards and the 2010 *Prince George’s County Landscape Manual* requirements.

The DSP is in substantial conformance with the PPS.

10. **Detailed Site Plan DSP-15020:** Detailed Site Plan DSP-15020 was approved for a Pollo Campero eating and drinking establishment, within the same larger shopping center site as the Walmart, on March 24, 2016 (PGCPB Resolution No. 16-45). However, there are no conditions of approval that are applicable to this DSP. It is noted that the condition below attached to Detailed Site Plan DSP-15020 is also recommended for the subject DSP.

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

11. **2010 Prince George’s County Landscape Manual:** The site plan is subject to the following sections of the 2010 *Prince George’s County Landscape Manual*: Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.6(c)(2), Buffering Development from Special Roadways; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements.

- a. **Section 4.2, Landscape Strips Along Streets**—Existing trees along the right-of-way of 66th Avenue fulfill the requirements of Section 4.2. The schedules and plans should show consistently the linear feet of frontage along 66th Avenue.
- b. **Section 4.3, Parking Lot Requirements**—The site plan shows conformance with the interior planting requirements for parking lots over 7,000 square feet. In addition to the other requirements of this section, the applicant has provided a planting island every ten spaces on average. The schedule should be revised to indicate the required planting islands are provided.
- c. **Section 4.6(c)(2), Buffering Development from Special Roadways**—The landscape plan shows approximately 310 feet of street frontage along the Baltimore-Washington Parkway (MD 295) that is buffered by existing trees in fulfillment of this requirement.
- d. **Section 4.7, Buffering Incompatible Uses**—The label for ‘Bufferyard A’ should be corrected on the landscape plan to indicate the correct section of the Landscape Manual, Section 4.7. Otherwise, the information on the schedule for ‘Bufferyard A’ correctly indicates that existing trees will fulfill the requirements of Section 4.7. The linear feet of ‘Bufferyard C’ should be shown accurately and consistently on the plan and in the schedule. Existing trees in this bufferyard will fulfill the requirements of this section.

- e. **Section 4.9, Sustainable Landscape Requirements**—The submitted plans demonstrate conformance to Section 4.9 by providing 100 percent native species. The applicant has provided the required number of native species; however, the percentage of native species proposed should also be provided in the schedule.
- 12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The property is exempt from the Woodland and Wildlife Habitat Conservation Ordinance because the property contains less than 10,000 square feet of woodland on-site, and does not have a previously approved tree conservation plan. The site has received a Woodland Conservation Exemption Letter (S-190-13) dated November 18, 2013, which expired on November 18, 2015. An updated exemption letter will be required prior to the issuance of any permits. No additional information is required with regard to woodland conservation.
- 13. **Prince George's County Tree Canopy Coverage Ordinance:** The site is subject to the Tree Canopy Coverage Ordinance because it proposes more than 5,000 square feet of building gross floor area. Based on its C-S-C zoning, the Zoning Ordinance requires that ten percent of the site be covered in tree canopy. The Walmart site measures 18.67 acres and therefore it requires 1.87 acres, or 81,457 square feet of the site to be covered with tree canopy. The site plan provides the appropriate schedule indicating that this requirement is being met on-site with existing woodland conservation trees and proposed new trees. The applicant is showing the correct acreage of required tree canopy; however, the schedule should be revised to indicate the correct square footage of tree canopy required.
- 14. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Community Planning**—The Planning Board reviewed an analysis of the subject DSP's conformance with the 2010 Central Annapolis Road Sector Plan land use recommendation for commercial uses. The proposed 35,287-square-foot addition is exempt from the development district standards because the nonconforming structure existed prior to the approval of the D-D-O Zone. However, the plan contains goals and strategies that are relevant to the proposed development. The goals and strategies which should be addressed in design of the building and site are listed below.

Infrastructure (page 94):

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

Circulation and Street Network (page 95):

Strategy: Create an improved drive aisle along the northern edges of the commercial pad sites that will enhance pedestrian safety and internal streetscapes through improved landscaping and continuous sidewalks.

Pedestrian and Bike Network and Transit Amenities (page 96):

Strategy: Ensure pedestrian pathways through Capital Plaza follow the shortest, most direct route between transit stops and the retail town center, and between Wal-Mart and any future adjacent retail strip development.

Urban Design (page 97):

Goal: Facilitate the transformation of Capital Plaza and neighboring retail uses from an entirely auto-oriented shopping center to a more pedestrian-friendly retail destination.

Strategy: Design side and rear elevations of buildings, that are visible from Annapolis Road and/or the internal drive aisle, to be visually appealing and consistent with the design and quality of materials used on their front elevations.

They also provided the following additional information:

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

The plans have been revised to provide an integrated and comprehensive pedestrian network with more direct sidewalk connections with all of the uses on the property. In addition, the applicant has redesigned the parking area to accommodate environmental site design (ESD) techniques as specifically recommended on page 96 of the sector plan.

- b. **Transportation Planning**—The Planning Board found that on-site circulation as shown is acceptable and determined that the detailed site plan as submitted fully satisfies or represents reasonable alternative for satisfying the required transportation-related site design guidelines.
- c. **Subdivision Review**—A discussion of the PPS' conformance was provided and the comments have been addressed through recommended conditions of approval.

- d. **Trails**—The Planning Board reviewed the DSP application referenced above for conformance with the appropriate master/sector plans in order to implement planned pedestrian and bicyclist improvements. Summarized comments are provided below.

The subject application is located on the north side of Annapolis Road (MD 450), and west of Cooper Lane. An access road to and along the subject site intersects with Webster Street. The subject site is located in the northeast corner of the Capital Plaza. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (area master plan). The subject site is located in the C-S-C Zone with a D-D-O Zone. The subject application is a nonconforming use and is not subject to the standards set forth in the D-D-O Zone.

The subject application proposes an expansion of an existing Walmart retail store. The subject site is one component of a complete parcel and is approximately 18.67 acres of an approximately 43.81 total acres. The existing Walmart store is approximately 144,277 square feet. The applicant is proposing an additional 35,287 square feet, for a total of 179,564 square feet.

There is a sidewalk along the entire frontage on MD 450. There are also sidewalks on Webster Road, which connects to the access road for the subject site. There are no sidewalks internal to the subject site or the parcel.

The subject site is served by two Washington Metropolitan Area Transit Authority (WMATA) Bus Routes (A12 and T18). There are two bus stops along the parcel's MD 450 frontage; the first is just east of 62nd Avenue and the second is just east of 65th Avenue. There are two additional stops near the subject site; one is on Cooper Lane south of Webster Street and one is on Cooper Lane and MD 450, although these two stops are beyond the subject site and the entire parcel. Existing sidewalks provide access to the subject site.

Master Plan Compliance

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

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

The existing sidewalks are five feet wide and have a narrow buffer between the sidewalk and the roadway. There are no existing bicycle lanes along MD 450. A condition is included in this approval requiring that the applicant provide the Maryland State Highway Administration (SHA) with a bicycle signage fee to provide "Share the Road" signage along the property frontage. This signage would be subject to modification by the SHA. Bicycle lanes along MD 450 can be striped as a component of a future roadway improvement project.

The MPOT also contains a section on Complete Streets which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk construction and the accommodation of pedestrians (page 10).

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

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

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

The subject site building is located approximately 1,000 feet from the right-of-way of MD 450. There is an existing sidewalk along the parcel's entire frontage. However, there is no marked crosswalk crossing the eastern driveway entrance. The Planning Board has included a condition requiring the applicant to install a marked crosswalk along this entrance to the subject site, as well as at Webster Street, as shown on the attached exhibit.

2010 Central Annapolis Road Sector Plan and Sectional Map Amendment

Although the subject application is a nonconforming use, it must meet the goals of the area master plan (page 138). The area master plan includes the following transportation-related-goal (page 51):

Provide a continuous network of sidewalks, bikeways, and trails, consistent with the forthcoming State of Maryland's Complete Streets policy and the Institute of Transportation Engineers' Proposed Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.

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

The site plan reflects an internal network of sidewalks in addition to those provided along MD 450 for improved pedestrian access, circulation and connectivity.

The area master plan contains an additional infrastructure goal that is specific to the retail town center (page 94):

- **Facilitate the transformation of Capital Plaza and neighboring retail uses, from an entirely auto-oriented shopping center, to a more pedestrian-friendly retail destination with comfortable, convenient, and attractive pedestrian connections.**

The Commission and applicant worked together to address this goal in particular. The revised plans reflect the goals and strategies of the area master plan with regard to pedestrian connections.

The area master plan contains further guiding policies and strategies for achieving the stated goals (page 51):

- **Using a complete streets approach, top priority should go to projects supporting the establishment of safe, multimodal corridors that implement bicycle, pedestrian, and transit-mobility strategies as an integral component of the project, thereby reducing dependence on automobiles, reducing greenhouse gas emissions, reducing traffic congestion, and preserving road infrastructure.**

The applicant has provided pedestrian infrastructure to help increase walking to and within the subject site. The applicant has provided two bicycle parking racks near the primary entrance of the subject site. The applicant is encouraged to install one bicycle parking space for every 10,000 square feet of gross floor area. This ratio is similar to existing bicycle parking ratios in the Zoning Ordinance (Section 27A-707) and the recommended bicycle parking ratio for the retail center from the area master plan (page 180). The proposed development is a total of 179,564 square feet and using this ratio, would require 17 bicycle parking spaces (e.g. nine 'u-rack style' bicycle racks).

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

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

- **Install street trees to provide shade and a buffer for pedestrians**
- **Encourage the owners of Capital Plaza to provide safe, clearly marked pedestrian connections between the bus stops on Annapolis Road and the major retail anchors on-site.**

SHA has recently built sidewalks along the entire frontage of the subject site. Additionally, street lighting exists along this segment of MD 450 that provides adequate lighting for the sidewalks. Street trees are planted on MD 450 along half of the subject site parcel frontage, between 62nd Avenue and 65th Avenue. Although tree pits and bushes exist along the frontage between 65th Street and the eastern driveway, there are no planted street trees along this segment. The Walmart site does not have direct frontage along MD 450. This issue will be addressed in future development proposals for that part of Parcel H.

The area master plan includes additional strategies related to bicyclist and pedestrian improvements along MD 450 that are specific to the retail town center, the area between the Baltimore-Washington Parkway and Cooper Lane (page 96):

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

Although the subject site is a nonconforming use and therefore not subject to the D-D-O standards, the development must contribute to achieving the goals of the area master plan. The area master plan recommendations encourage developing a walkable environment in the area to improve connectivity and access for the retail area from the surrounding neighborhoods and among different businesses within the retail center. The applicant is providing pedestrian infrastructure to provide greater access to the subject site, to the primary entrance of the applicant's property, and to the other planned or existing developments within Capital Plaza, including sidewalks, crosswalks, and tree buffers that provide the most direct pedestrian connections from the multiple entrances of the subject site parcel to the primary entrance of the Walmart.

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

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

The Planning Board included a condition requiring that the applicant provide SHA with a bicycle signage fee to provide “Share the Road” signage along the property frontage. This signage would be subject to modification by the SHA. Bicycle lanes along MD 450 can be striped as a component of a future roadway improvement project.

Conclusion

The submitted site plan is for an expansion of an existing Walmart retail store. Improving the pedestrian and bicyclist infrastructure will increase the safety, comfort, and accessibility of the subject site for employees and visitors that do not drive automobiles. This infrastructure includes building sidewalks, tree buffers, crosswalks, and bicycle parking. These improvements will contribute towards achieving the transportation goals described in the area master plan.

From the standpoint of non-motorized transportation, it is determined that the submitted site plan is acceptable, fulfills the intent of the MPOT and the goals of the sector plan and meets the necessary findings for a DSP as described in Section 27-285 of the Zoning Ordinance, subject to the following conditions:

- (1) Provide SHA with a bicycle signage fee to provide “Share the Road with a Bike” signage along the property frontage, subject to modification by SHA.
- (2) Prior to the signature of approval of the detailed site plan (DSP-15020-01), the applicant and the applicant’s heirs, successors, and/or assignees shall revise the detailed site plan to show the following:

- (a) Seventeen bicycle-parking spaces (e.g. nine 'u-rack style' bicycle racks) to be installed at a convenient location near the primary entrance of the proposed development.
- (b) High-visibility crosswalks at appropriate locations within the subject site, marked in the attached exhibit.
- (c) Five-foot-wide (minimum) sidewalks with tree buffers providing access between MD 450 and the primary entrance of the subject site, marked in the attached exhibit.
- (d) Five-foot-wide (minimum) sidewalks with tree buffers providing access across the subject site parking lot, marked in the attached exhibit.

The conditions have either been addressed in revised plans or are included in the approval of this report.

- e. **Permit Review**—Permit review comments have either been resolved, addressed in revisions, or included as conditions in this approval.
- f. **Environmental Planning**—The following summarized comments are provided:

Site Description

The site is in the C-S-C Zone and D-D-O Zone is located on the northern side of Annapolis Road (MD-450), east of the Baltimore–Washington Parkway interchange. The site is relatively flat and contains no woodlands. It is located within the Lower Northeast Br (Ana) watershed which flows into the Potomac River Basin. According to the U.S. Department of Natural Resources, Natural Resources Conservation Service, Web Soil Survey, the predominant soils found to occur on the site are Urban-Land Christiana-Downer complex (5–15 percent slopes). According to available information, Marlboro clay is not identified on the property and, according to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. There are no 100-year floodplains, streams, waters of the U.S., or wetlands associated with the site. No forest interior dwelling species (FIDS) or FIDS buffers are mapped on-site. Annapolis Road (MD 450) is not identified as a historic or scenic roadway. The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site is not mapped within the network.

Natural Resources Inventory/Existing Conditions

An approved and signed Natural Resource Inventory, NRI-132-12, for this project area was issued on October 9, 2012. The NRI verifies that no regulated environmental features or woodlands occur on the subject property and states that the proposed development impacts will require less than 2,000 square feet of clearing. No revisions are required for conformance with the NRI.

Regulated Environmental Features

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

Woodland Conservation

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

Stormwater Management

An approved Stormwater Management Concept Plan and Letter (18128-2012-01) were submitted with the application for this site. The approval was issued on June 4, 2015 from the Prince George County Department of Permitting, Inspections and Enforcement. Since this area contains existing impervious areas, the plan proposes to construct new on-site micro-bioretenention facilities and improvements to the existing stormdrain system. No further action regarding stormwater management is required with this DSP review.

Scenic and Historic Roads

In accordance with the Prince George's County Code, Section 24-152, there are no scenic or historic roads located on or adjacent to the subject property. No additional information is required concerning scenic or historic roadways for the subject property.

Noise

The site has frontage on Annapolis Road (MD 450), which is a master planned arterial roadway that is a traffic noise generator. However, due to the proposed commercial use, traffic generated noise is not regulated in relation to the subject application. No additional information is required concerning noise for the subject property.

Soils

Urban-Land Christiana-Downer complex, and Urban land-Russett-Christian complex. According to available information, Marlboro clay is not identified on the property; however, Christiana complexes are mapped on-site. This information is provided for the applicant's benefit. The county may require a soils report in conformance with CB-94-2004 during the building permit process review.

- g. **Historic Preservation**—There is a low probability of archeological sites within the subject property. In addition, the proposed Walmart expansion will not impact the adjacent Baltimore-Washington Parkway Historic Site.
- h. **Prince George's County Health Department**—In a memorandum dated March 8, 2016, the Health Department provided the following comments:

The Environmental Engineering/Policy Program of the Health Department has completed a health impact assessment review of the DSP submission for the Landover Hills Capital Plaza Walmart and has the following comments/recommendations:

- (1) No construction noise should be allowed to adversely impact activities on adjacent occupied properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

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

- (2) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

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

- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated January 14, 2016, DPIE provided comments on issues such as sidewalks along Annapolis Road (MD 450), storm drainage systems and facilities, stormwater management landscaping and coordination of utilities. DPIE further stated that the DSP is consistent with the approved Stormwater Management Concept Plan, 18128-2012-01, for the site dated June 4, 2015.

- j. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on the subject application.
 - k. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer comments on the subject application.
 - l. **Prince George's County Police Department**—The Police Department did not offer comments on the subject application.
 - m. **Maryland State Highway Administration (SHA)**—In an e-mail dated January 20, 2016, SHA noted that any work done in the SHA right-of-way will require plan review, approval, and permit issuance by SHA.
 - n. **Verizon**—Verizon did not offer comments on the subject application.
 - o. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer comments on the subject application.
 - p. **Town of Landover Hills**—The Town of Landover Hills did not provide any comments on the subject application.
 - q. **Town of Cheverly**—The Town of Cheverly did not provide any comments on the subject application.
 - r. **City of Bladensburg**—The City of Bladensburg did not provide any comments on the subject application.
15. Based on the foregoing and as required by Section 27-285(b)(1), the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
16. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5). The Planning Board noted that the site does not contain any regulated environmental features that are required to be protected.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-15020-01, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the plans shall be revised as follows:
 - a. Provide the building height information to the plan.
 - b. Provide a note on the plans indicating intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
 - c. Provide a note on the plans indicating intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
 - d. Show the zoning lines on the plans and add the residential zone included in the development site to the General Notes zoning information.
 - e. The landscape plan and schedules shall be revised as follows:
 - (1) For Section 4.2, the linear feet of the site's frontage along 66th Avenue shall be shown consistently on the plan and in the schedule.
 - (2) For Section 4.3, indicate the required planting islands are provided.
 - (3) Revise the label for 'Bufferyard A' on the landscape plan to indicate the correct section of the 2010 *Prince George's County Landscape Manual* (Section 4.7).
 - (4) For Section 4.7, show the linear feet of 'Bufferyard C' accurately and consistently on the plan and in the schedule.
 - (5) For Section 4.9, indicate the percentage of native species provided in the schedule.
 - f. The Tree Canopy Coverage schedule shall be revised to indicate the correct square footage of tree canopy required.
 - g. Show compliance with Americans with Disabilities Act (ADA) requirements for handicap parking.
 - h. Show a marked crosswalk along the eastern entrance to the subject site and at Webster Street.
 - i. Provide a minimum of 17 bicycle spaces ('u-rack style' bicycle racks) installed at a convenient location near the primary entrance of the proposed development and a detail for the bicycle racks.

2. The applicant and the applicant's heirs, successors, and/or assignees shall provide the Maryland State Highway Administration (SHA) with a bicycle signage fee to provide "Share the Road with a Bike" signage along the property frontage on Annapolis Road (MD 450), subject to modification by SHA.
3. Prior to issuance of building permits, the applicant shall provide an updated woodland conservation exemption letter.

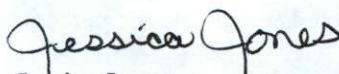
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Shoaff, seconded by Commissioner Geraldo, with Commissioners Shoaff, Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, May 5, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of May 2016.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:CF:rpg

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 5/11/16