

Detailed Site Plan DSP-16041, Capital Court

Staff Revised Findings and Conditions

Based upon the memorandum received from the Department of Permitting, Inspections and Enforcement (DPIE), dated June 19, 2017, staff would recommend the following revised findings and conditions of approval. **Note:** underlining indicates new language and ~~striketrough~~ indicates deleted language):

Revised Finding Language under Finding 12(j), page 17

j. **Department of Permitting, Inspections and Enforcement (DPIE)**—~~At the time of the writing of this technical staff report, DPIE did not provide any comments on the subject application. Therefore, a condition has still been included in the Recommendation section of this report requiring that prior to certification, documentation be provided from DPIE to confirm that the DSP is in conformance with the approved stormwater concept plan. In a memorandum dated June 19, 2017, DPIE offered the following comments:~~

- (1) The above-referenced site is located on the south side of Central Avenue (MD 214), southwest of its intersection with Harry S. Truman Drive, on the southeast quadrant of the Capital Beltway (I-495) ramp and MD 214, and on the north side of Prince Place.
- (2) MD 214 and I-495 ramp are State-maintained roadways; therefore, right-of-way dedication and roadway improvements will be required as determined by the Maryland State Highway Administration (SHA).
- (3) A request to close and vacate a portion of Capital Court that intersects the easternmost end of the site is required by the developer of Capital Court property. Additionally, the existing right-of-way is to be vacated prior to the subdivision plat approval.
- (4) The Prince Place cul-de-sac is to be reconstructed to meet the secondary roadway cul-de-sac standard. The developer is to redesign the site plan removing lot 78 along Phoenix Drive.
- (5) Revise private roads and alleys to be minimum 22 feet wide, as required to comply with County Fire Code 11-276.
- (6) Evaluate fire truck maneuverability and revise road radii to accommodate this site layout change.
- (7) Prior to the approval of the final plat(s) of subdivision for development, which includes portions of the Capital Court right-of-way and Prince Place, the applicant shall obtain approval of the road closure process as determined

appropriate by the Department of Public Works and Transportation (DPW&T), in accordance with Subtitle 23 and/or vacated in accordance with Subtitle 24.

- (8) DPW&T Specifications and Standards are to be followed accordingly for the:
- Right-of-way dedication and frontage improvements for the existing Capital Lane (Urban Commercial and Industrial road) shall be constructed by the developer, as required.
 - Right-of-way dedication and frontage improvements for the existing Capital Court (Urban Commercial and Industrial road) shall be constructed by the developer, as required.
 - Right-of-way dedication and frontage improvements for the existing Price Place (Urban Commercial and Industrial Road) shall be constructed by the developer, as required.
 - Right-of-way dedication and frontage improvements for the existing Harry S. Truman Drive (Urban Arterial road) shall be constructed by the developer, as required.
 - All roadways must be consistent with the approved Master Plan for this area.
- (9) Half-width, two-inch mill and overlay for existing Capital Court, Prince Place and Capital Lane roadway frontages are required.
- (10) No townhome driveway access on County-maintained roadway is allowed.
- (11) All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA). Additionally, all pedestrian crosswalks shall have proper sight distance and be ADA accessible.
- (12) The applicant shall demonstrate that the proposed access points provide adequate sight distance in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for all intersections within the site.
- (13) Provide location of stormwater management, stormdrain, water, sewer and dry utilities, to verify that site layout has sufficient space for utilities.
- (14) Private roadways are to be designed, bonded and permitted in accordance with applicable County codes, standards and specifications.
- (15) The proposed development will require a site development fine grading permit.
- (16) Sidewalks, trails and bike lanes are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance and in accordance with the master plan.

- (17) Sidewalk ramps are required at intersections. Compliance with the latest standards of the Americans with Disabilities Act is required.
- (18) Conformance with street tree and street lighting standards is required.
- (19) Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required, by the applicant.
- (20) Compliance with DPW&T's Utility Policy is required. Proper temporary and final patching and the related mill and overlay in accordance with the established "DPW&T's Policy and Specification for Utility and Maintenance Permits" are required.
- (21) The roadway layout configurations and right-of-way dedications meet the intent of the approved Stormwater Management Concept Plan No. 60156-2016-0, dated March 6, 2017.
- (22) All stormwater management facilities and drainage systems are to be constructed in accordance with the Specifications and Standards of the DPIE and DPW&T.
- (23) The proposed site development is part of the approved 100-year Floodplain No. FPS-200522, dated August 7, 2006.
- (24) All storm drain easements are to be recorded prior to the technical approval of the storm drain and stormwater management plans.
- (25) For the floodplain that is contained within the site, stream buffers, culvert design and site developments should be in accordance with County requirements.
- (26) A soils investigation report, which includes subsurface exploration and a geotechnical engineering evaluation for public streets, stormwater management, and on-site grading, is required.
- (27) This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - (a) Final site layout, exact impervious locations are shown on plans.
 - (b) Exact acreage of impervious areas has been provided with concept plan.
 - (c) Proposed grading is shown on plans.
 - (d) Delineated drainage areas at all points of discharge from the site have been provided with the concept plan.
 - (e) Stormwater volume computations have been provided with the concept plan.
 - (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to

natural resources, and an overly plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.

- (g) A narrative in accordance with the code has not been provided.

Please submit any additional information described above for further review, at the time of final stormwater management permit review.

Comment: DPIE's comments are required to be addressed at the time of technical plan approvals and through DPIE's separate permitting process. However, they did state that the DSP meets the intent of the Stormwater Management Concept. Additionally, a condition has been included in the Recommendation section of the staff report requiring the revision to the Prince Place cul-de-sac, with the removal of Lot 78, as DPIE requested.

Revised Condition, Page 18

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:
 - b. ~~Provide documentation from the Department of Permitting, Inspections and Enforcement (DPIE) to confirm that the DSP is in conformance with the approved stormwater management concept plan.~~ Revise the Prince Place cul-de-sac to meet the secondary roadway cul-de-sac standard and remove Lot 78 along Phoenix Drive.