

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 March 29, 2001, regarding Detailed Site Plan SP-01009 for Bowie Honda; Walker Subdivision, Lot 6, the Planning Board finds:

1. Request: This Detailed Site Plan is for the purpose of approval of an automobile dealership with repair in the C-M (Commercial-Miscellaneous) Zone.
2. Location: The site is located in Planning Area 74B, Council District 04. More specifically, it is situated west of US 301, south of Mount Oak Road, and north of Mitchellville Road and Queen Anne Bridge Road.
3. Surroundings and Use: The subject application is within the Walker Pontiac Subdivision, which consists of five (5) lots and one (1) outparcel with an area of approximately 19.09 acres, formerly zoned C-H and R-R. The *Bowie-Collington-Mitchellville and Vicinity Master Plan* in 1991 recommended the C-M Zone for this property. The proposed Detailed Site Plan combines former Lot 4 and Lot 5 in the Walker Pontiac Subdivision to propose a new Lot 6 for the purpose of the development of a second dealership (Bowie Honda) with repair. To the north of the subject site are Lot 2 and Lot 1, both zoned C-M; to the west is Outparcel A, zoned C-M; to the south are part of parcel 44, State of Maryland, and parcel 42, Ellese M. Spriggs, both zoned R-R. To the east is US 301.
4. Former Approval: The subject site has a previously approved Preliminary Plat, 4-91054, i.e., Walker Pontiac Subdivision. In 2001, a new Preliminary Plat application for Lot 6 (former Lot 4 and Lot 5) was filed as 4-01006. Meanwhile, a Stormwater Management Concept Plan was also approved. The sewer and water service categories have been changed from former 4 to current 3.

5. Site Plan Data:

Lot Area	3.6 acres
Proposed Building Area	34,364 square feet
Indoor vehicle dealership	23,276 square feet
Vehicle Repair bay (QTY.=22)	11,088 square feet
Parking Required	128 spaces
Parking Provided	128 spaces
Standard (9.5' X 19.0')	103 spaces
Compact (8.0' X 16.5')	20 spaces
Handicapped (Van-16.0' X 10.0')	1 space
Handicapped (Typ-13.0' X 19.0')	4 spaces
Loading Required	2 spaces
Loading Provided (12.0' X 33.0')	2 spaces

COMPLIANCE WITH EVALUATION CRITERIA:

6. Zoning Ordinance: The subject application has been reviewed against the requirements in the C-M Zone and the site plan design guidelines of the Zoning Ordinance.

The subject use, automobile dealership with repair, is permitted in the C-M Zone (Commercial-Miscellaneous). Section 27-461(b), Uses Permitted, reads as follows:

- (B) **Vehicle, Mobile Home, Camping Trailer, and Boat Sales and Service: Vehicle, mobile home, or camping trailer sales lot, which may include dealer servicing and outdoor storage of vehicles awaiting sale; but shall exclude the storage or sale of wrecked or inoperable vehicles, except as accessory to the dealership for vehicles which the dealership will repair (CB-95-1987).**

The subject property is suitable for the proposed uses. The proposed Detailed Site Plan includes building area for indoor vehicle display, showroom, sales office, vehicle parts sales, vehicle repair bays, and outdoor area for display of vehicles awaiting sale. The proposed automobile repair area, which has a floor area of less than 45 percent of the gross floor area of the building within which the principal use is located, is an accessory use to the dealership for vehicles which the dealership will repair.

7. Preliminary Plat: The subject site has a previously approved preliminary plat and a new preliminary plat is being reviewed concurrently with the subject Detailed Site Plan.
- a. Preliminary Plat 4-91054 (PGCPB No.91-393), Walker Pontiac Subdivision, was approved in 1991 subject to ten (10) conditions. Since the subject application

covers only two lots of the former preliminary plat, most of the conditions attached to that approval are not relevant to the subject site except for condition 4, which states:

■Any development shown on the Detailed Site Plan for Lots 1 through 5 of the proposed Preliminary Plat, together with the retained existing activities (proposed Lot 1), shall not generate more than 80 peak-hour vehicle trips.●

The applicant's traffic impact analysis of the subject development finds that there will be more than 80 vehicular trips generated by the proposed development, but the study concludes that the subject application will not pose a substantial negative impact on the immediate major intersections.

- b. Preliminary Plat 4-01006, Walker Pontiac Subdivision, Lot 6, is the resubdivision of the Walker Pontiac Subdivision for the purpose of the development of a second dealership (Bowie Honda). The Preliminary Plat application was filed simultaneously with this Detailed Site Plan application. The subject Detailed Site Plan will be subject to any conditions which will be attached to the approval of Preliminary Plat 4-01006.

- 8. Landscape Manual: The Detailed Site Plan is subject to the requirements of Sections 4.3 and 4.7 of the *Landscape Manual*. At the time of the subject Detailed Site Plan application, the applicant also applied for Alternative Compliance (AC-00067) from the requirements of Sections 4.3 and 4.7. The Alternative Compliance Committee and the Planning Director have recommended APPROVAL of the Alternative Compliance application with conditions.

- a. Section 4.3, Parking Lot Requirement, requires a minimum of a ten-foot-wide landscape strip along the western property line. The Detailed Site Plan provides a 20-foot landscape yard as an easement on the adjacent outparcel along the western property line. The Alternative Compliance Committee recommended approval of this alternative design because it provides four times more than the required buffer and planting units.
- b. Section 4.7, Buffering Incompatible Uses, requires a ■B●-type bufferyard along the northern property line abutting Lot 1, which is an existing office use in the C-M (Commercial-Miscellaneous) Zone. The Detailed Site Plan provided a five-foot perimeter landscape strip. In addition to this landscape strip, there is an existing board-on-board fence along the boundary. The Alternative Compliance Committee

recommended approval of this alternative compliance because a similar reduction in landscaping (AC-92008) was granted for the Lot 1 in 1992.

- c. The Detailed Site Plan complies with Section 4.3(b), Parking Lot Perimeter Landscape Requirements, in the landscaping treatment of its eastern property line.
9. Woodland Conservation Ordinance: The subject site is not subject to the provisions of the Woodland Conservation Ordinance, although the larger site, located within Walker Pontiac Subdivision (4-91054), has an approved TCP I and TCP II, there is no woodland inside the boundary of the proposed Detailed Site Plan. Thus a Tree Conservation Plan is not required.
10. Referral Comments: The subject application was referred to all concerned agencies and divisions. Major referral comments are summarized as follows:
 - a. The City of Bowie, in a letter dated February 23, 2001, offered the following comments:
 - On Tuesday, February 20, 2001 the Bowie City council conducted a public hearing on the proposed Detailed Site Plan and Preliminary Plan of subdivision for Bowie Honda. The 3.6 acre property is located on the southbound lanes of US Route 301, south of Walker Pontiac in the C-M (Commercial Miscellaneous) zone.
 - At the conclusion of the public hearing, the City Council voted to recommend DISAPPROVAL of both applications, citing traffic and safety concerns on Route 301 as the major reasons for their opposition. The City Council also believed the applicant's site plan should be revised to reflect the 100 foot landscape buffer setback from Route 301, as required by the *Bowie-Collington-Mitchellville and Vicinity Area Master Plan*. •

According to the *Bowie-Collington-Mitchellville and Vicinity Area Master Plan*, the southbound lanes of existing US 301 will be a part of arterial A-61. A new road will be built east of US 301 to serve the north-bound traffic. Against the normal assumption, the expansion of US 301 will not start from the median and extend toward both sides of the road. One of the assumptions of the 100-foot setback is that enough space will be preserved for the future expansion of the road. This arrangement of arterial A-61 makes the 100-foot setback less applicable.

The Master Plan also proposes a freeway (F-10) parallel to and east of Arterial A-61. F-10 consists of the northbound lanes of US 301 and another new road. This new freeway will attract most of the through traffic from A-61 upon its completion. The Arterial A-61 will be a more locally oriented road. Once again, this proposal will make the 100-foot setback even less reasonable, because the purpose of A-61 is to serve the commercial and other uses adjacent to it.

Meanwhile, as the *Bowie-Collington-Mitchellville and Vicinity Master Plan* noted, the existing automobile dealership has grown over the years along US 301. In order to accommodate this growth, the 1991 Master Plan and the subsequent Sectional Map Amendment rezoned the area for miscellaneous-commercial uses in recognition of its roadside commercial nature. The proposed use in the C-M Zone complies with the intended uses stated in the Master Plan.

- b. The State Highway Administration has no objection to the approval of the Detailed Site Plan based on their review for conformance to the State Highway Administration requirements and conditions for a right-of-entry permit. SHA states in a memorandum dated February 19, 2001, that:

■Based on the information as presented, we have no objection to Detailed Site Plan SDP-01009 approval.●

- c. The subject application was referred to the Transportation Section and in a memorandum dated March 12, 2001, transportation staff identified the following issues:

■The applicant has submitted Preliminary Plat of Subdivision 4-01006, accompanied by a traffic study, for the purpose of establishing adequate transportation facilities for the development of the proposed automobile dealership. The traffic assumes 28,000 additional square feet of new car sales. This would add 50 AM trips and 63 PM trips to the existing 80-trip cap, which would be more than sufficient to accommodate the proposal. Therefore, the subject site plan cannot be approved prior to the approval of Preliminary Plat of Subdivision 4-01006. Without the approval of Preliminary Plat of Subdivision 4-01006, the proposed Bowie Honda dealership would need to be reduced in size by more than one-half.

■On-site circulation is somewhat sufficient, but would be improved if there were a better connection between the subject lot and Lots 1 and 2. While southbound US 301 along the frontage of the subject property would become a two-way arterial facility upon completion of the F-10 facility shown on the Master Plan, the completion of the F-10 facility in this area is still many years away. Until that occurs, southbound US 301 will continue to serve heavy high-speed traffic. For that reason, the transportation staff is very concerned that the site shows five entrances to the subdivision (three on the Walker Pontiac property, which is not a subject of this site plan). The State Highway Administration (SHA) has the authority to grant access to US 301, and SHA comments regarding access to this site should govern.●

- d. The Environmental Planning Section states that the noise generated by the proposed use might be a nuisance to the adjacent residential property because of its close

proximity to the proposed automobile dealership. Since many such dealerships use a public address system, the Environmental Planning Section requests more information on potential noise impact that the proposed use may have.

- e. The Community Planning Division, in a memorandum dated March 12, 2001, identifies the six master plan issues needed to be addressed in the Detailed Site Plan. These master plan recommendations are screening, landscaping strip, service road and right-of-way dedication, access circulation, layout and internal circulation, as well as signage.

- 11. The Detailed Site Plan, if revised in accordance with the proposed conditions, will represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended uses.

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 for the above-described land, subject to the following conditions:

- 1. The 20-foot-wide landscaped easement proposed on Outparcel A shall be recorded in the county land records and shown on the final plat. In the event Parcel A is developed, the easement area may include any portion of that use and the appropriate buffer pursuant to the county Zoning Ordinance.
- 2. Prior to the certification of approval of DSP-01009, the applicant shall make the following revisions to the Detailed Site Plan and provide the information specified:
 - a. Six additional plant units shall be provided in the landscaping strip along the northern property line.
 - b. Provide information on the proposed hours of operation, indicate if there will be a public address system and, if so, how it might be used and when. ■Use of any public address shall conform to county and state noise regulations applicable to daytime and night time decibel levels.

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

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Lowe, seconded by Commissioner Brown, with Commissioners Lowe, Brown, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, March 29, 2001, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 29th day of March 2001.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

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