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Detailed Site Plan

DSP-15046

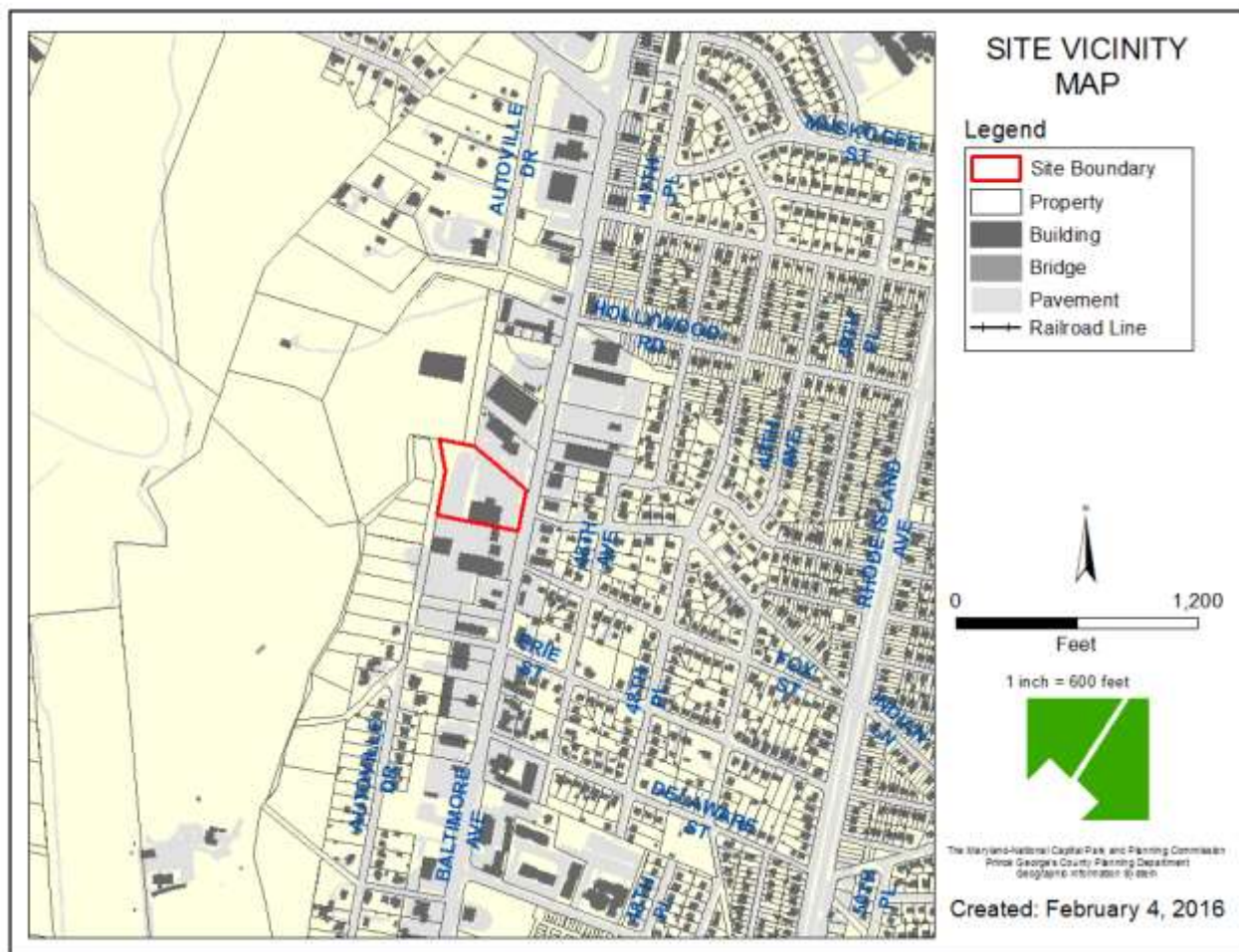
Departure from Parking and Loading Standards

DPLS-435

Application	General Data	
Project Name: College Park Honda, Lot 28, Block E Location: On the eastern side of Baltimore Avenue (US 1), approximately 560 feet north of its intersection with Erie Street. Applicant/Address: CPHH, LLC 9400 Baltimore Avenue College Park, MD 20740	Planning Board Hearing Date:	11/03/16
	Staff Report Date:	10/17/16
	Date Accepted:	07/26/16
	Planning Board Action Limit:	11/04/16
	Plan Acreage:	3.14
	Zone:	M-U-I/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	10,238 sq. ft.
	Planning Area:	66
	Council District:	01
	Election District:	21
	Municipality:	College Park
	200-Scale Base Map:	211NE04

Purpose of Application	Notice Dates	
A 10,238-square-foot addition to an existing 27,470-square-foot car dealership building. A departure from parking and loading standards for 71 parking spaces from the required 142 spaces.	Informational Mailing:	12/29/15
	Acceptance Mailing:	07/21/16
	Sign Posting Deadline:	10/04/16

Staff Recommendation		Staff Reviewer: Ruth Grover, AICP, MUP Phone Number: (301) 952-4317 E-mail: Ruth.Grover@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE’S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-15046
Departure from Parking and Loading Standards DPLS-435
Type 2 Tree Conservation Plan TCP2-021-2016
College Park Honda, Lot 28, Block E

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions as described in the Recommendation section of this report.

EVALUATION CRITERIA

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

- a. The requirements of the Development District Overlay (D-D-O) Zone standards of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*;
- b. The requirements of the Prince George’s County Zoning Ordinance for development in the Mixed Use–Infill (M-U-I) and D-D-O Zones and the site design guidelines;
- c. The requirements of Preliminary Plan of Subdivision 4-78130 and Final Plat of Subdivision NLP 100@95;
- d. The requirements of the 2010 *Prince George’s County Landscape Manual*;
- e. The requirements of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George’s County Tree Canopy Coverage Ordinance;
- g. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject application requests a 10,238-square-foot addition to an existing two-story 27,470-square-foot car dealership building.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Car Dealership	Car Dealership
Acreage	3.14	3.14
Lot	1	1
Gross Floor Area/GFA (sq. ft.)	21,470	31,725 (10,238 new)

Including:

Existing Showroom	4,226 sq. ft.
Existing Offices	8,858 sq. ft.
Existing Repair Shop	7,150 sq. ft. (15 Service Bays)
Existing Parts & Storage	1,236 sq. ft.
Subtotal Existing Building Area	21,470
Proposed Repair Shop Addition	10,238 sq. ft. (18 Service Bays)

TOTAL BUILDING AREA (Existing and Proposed) 31,725

OTHER DEVELOPMENT DATA

Parking and Loading

Parking Required			
Use	Parking Rate	Sq. Ft. / # of Bays	Required Parking
Offices/Showroom	1 parking space per 500 sq. ft.	14,320 sq. ft.	29
Outdoor Display Area	1 parking space per 1,000 sq. ft.	13,310 sq. ft.	14
Service Bays	3 parking spaces per bay	33	99
Total Parking Required			142

Parking Provided		
Use	Parking Space Size	Provided
Offices/Showroom	9.5 feet wide by 19 feet long	71*
Of which Handicapped Spaces	13 feet wide by 19.5 feet long	4
Van-Accessible Handicapped Spaces	16 feet wide by 19 feet long	1

Note: *Note that Departure from Parking and Loading Standards DPLS-435, a companion case, would permit a departure of 71 parking spaces from the required 142. See Finding 8 for a discussion of the request.

Loading Required/Provided

Use	Loading Rate/Size	Required/Providing Loading
Retail sales and service (per store)	1 per 10,000 – 100,000 sq. ft. 12 feet wide by 33 feet long	1/12 feet wide by 33-feet long 1/12 feet wide by 33-feet long

3. **Location:** The subject site is located on the western side of Baltimore Avenue (US 1), approximately 560 feet north of its intersection with Erie Street, at 9400 Baltimore Avenue in the City of College Park. The site is also located in Planning Area 66 and Council District 1.
4. **Surrounding Uses:** The subject property is bounded to the north by a Hyundai/Kia dealership; to the east by Baltimore Avenue (US 1), with commercial uses beyond including a Duron paint store, a Mexican restaurant, and a psychic; to the south by a Nissan dealership; and to the west by the paper street of Autoville Drive and vacant property beyond. All surrounding properties are located in the Mixed Use–Infill (M-U-I) and Development District Overlay (D-D-O) Zones.
5. **Previous Approvals:** The property is the subject of Preliminary Plan of Subdivision 4-78130, approved by the Planning Board on July 13, 1978 and final plat of subdivision recorded in Prince George’s County Land Records on July 25, 1978 as NLP 100@95, and identifying the property as Lot 28, Block E. The property is also the subject of Stormwater Management Concept Plan 32529-2015, approved by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) on September 21, 2015, and is valid through September 21, 2018.
6. **Design Features:** The subject project sits on an interior through lot between Baltimore Avenue (US 1) and the right-of-way of a paper street (Autoville Drive). The project is to be accessed from the single existing entrance from US 1. The accessway into the property is flanked on both sides by existing vehicle display area; 2,500 square feet to its left and 1,500 square feet to its right. The accessway leads both to an interparcel connection to the existing Hyundai/Kia dealership to the north and to the parking for the project. Ten parking spaces, including four handicapped spaces, is provided in the front (eastern side) of the building. Additional parking and vehicle display areas are located on the building’s northern and western sides. More particularly, an additional 61 parking spaces (a total of 171 parking spaces) and 9,320 square feet of vehicle display (a total of 13,320 square feet) are located on the northern and western sides of the building.

The existing 21,470-square-foot, two and one-story rectangular building on the site is located toward the front of the site along its southern property line. The proposed 10,238-square-foot, one-story rectangular addition is proposed at the rear of the existing building, so that a small portion of the addition to the far northern end of its front façade may be visible from US 1. A 12-foot-wide by 33-foot-long loading space is proposed to be located on the right (northern) side of the rear portion of the existing building.

Architecture

The existing building on the site is one-story in its front and rear, with about one-third of the building two-story in its midsection. The existing 21,470-square-foot building is finished with combination of glass, metal, and stucco. The proposed addition is to be constructed of white concrete masonry unit, with a stone white metal coping of Pac-clad aluminum used for the roof. The entire exterior will be painted a light grey color that matches the existing building.

The west elevation is an unadorned façade with a single entrance door reached by an elevated stoop. The proposed southern elevation is likewise unadorned with no fenestration. The proposed northern elevation has a run of double windows in the upper portion of the façade which provides some visual relief. The eastern elevation will predominantly be obscured by the existing building. However, a small portion will be visible above the roofline of the existing structure on-site and the right (northern) side of the façade, where a covered loading area (the service canopy was existing) with a pedestrian and a roll-up metal door is provided.

As the subject addition is proposed at the rear of the building and will be only marginally seen from Baltimore Avenue (US 1), the Urban Design Section suggests no architectural improvements for the architecture of the subject project.

Signage

The applicant indicates that there are three signs along the project's Baltimore Avenue (US 1) frontage, one on the southern side of the accessway labeled as an "existing electric sign" and a second and third further south along the frontage, labeled as "existing signs." However, no details have been provided for these freestanding signs. Note also that the only wall signage indicated on the building is currently on the existing building and limited to the "Honda" name on the northern elevation, and an indication of the location "College Park" on the eastern elevation. No wall signage is proposed for the addition.

Green Building Techniques

As of this writing, the applicant has not provided the Urban Design Section with any information regarding green building techniques and efforts to make the project more sustainable.

Site Details

A 17- by 15-foot-wide concrete dumpster pad, with a board-on-board dumpster enclosure, is proposed for the site in the northwestern corner of the site. Site lighting is proposed to be provided by the existing light poles on the front portion of the site, but no light poles are indicated from the line where the front façade of the addition is, to the western (rear) portion of the site. No bicycle parking has been provided for the site. Fencing for the project includes an existing chain-link fence, with a wood fence running parallel to it along the rear edge of the parking lot to the northwest corner of that fencing, then easterly to the proposed dumpster pad. An additional six-foot-tall wooden fence is included at one side of the 1,200-square-foot vehicle display area to be located just north of the proposed addition.

Proposed conditions in the Recommendation section of this report would require , prior to certificate approval, the material for the dumpster pad enclosure be re-specified as composite, as it is a more durable material, and that lighting be revised to add it to the rear portion of the site. Additionally, as the project is exempt from the development district standards of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) (see Finding 7 for a detailed discussion of its applicability), the note claiming a reduction in the amount of parking by 50 percent as per page 239 of the sector plan should be removed and replaced by a note referencing Departure from Parking and Loading Standards DPLS-435, a companion case, as the approval which permits the reduction in required parking from 142 to 71 parking spaces. Lastly, as the subject project does not provide bicycle parking as recommended by the Transportation Planning Section, a condition in the Recommendation section of this report would require that the applicant provide eight bicycle parking spaces. Note that this is a smaller number than that was originally recommended by the

trails planner in accordance with the sector plan. Given the automobile-oriented use on the site, fewer bicycle parking spaces are necessary.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Central US 1 Corridor Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and a Development District Overlay (D-D-O) Zone for the US 1 Corridor area. The land use concept of the sector plan divides the corridor into four interrelated areas, walkable nodes, corridor infill, existing neighborhoods, and natural areas. Detailed recommendations are provided for the various character areas defined in the sector plan. The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

The subject property is located in the Corridor Infill Character Area according to the sector plan. The corridor infill character area consists of mixed use, but primarily residential development with easy accessibility to goods and services, and is intended to facilitate the redevelopment of existing strip-commercial development along US 1, while serving as a transition from the more intensive walkable nodes to existing residential areas adjacent to the corridor.

The sector plan recommends mixed-use residential land uses on the subject property. However, Land Use and Urban Design Policy 2, Strategy 2, for the Corridor Infill Character Area states that in this area, automobile sales and services uses should be preserved. Further, it says that concentrating all future automobile-oriented services in this segment of US 1 will eliminate the need to provide them elsewhere along the corridor. Note that the subject project is exempt from the development district standards, as the existing use and structure proposed for expansion were lawful on the date of approval of the Central US 1 Corridor SMA (Exemption 7b, page 224 of the Sector Plan) and the use and buildings are considered legal and not nonconforming. However, the project requires approval of a detailed site plan (DSP) with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.

The first finding that must be made is that the proposed expansion is compatible with adjacent uses. The adjacent property to the north of the subject property is a Hyundai new car dealership. The adjacent property to the south is a Nissan new and used car dealership. The properties across Baltimore Avenue (US 1), east of the subject property, consist of various retail uses, including a paint store, a restaurant, and a psychic. To the west is the unbuilt section of Autoville Drive and vacant property. All of the adjacent properties, including the vacant property, are zoned M-U-I/D-D-O. As the middle use of three consecutive automobile dealerships, expansion of the service facility is compatible with these uses. Further, the addition is being constructed along the rear of the existing building that will obscure or minimize any visibility from US 1. Thus, the nature of the existing uses and the location of the proposed addition will ensure that it is compatible with all adjacent uses.

The second finding that must be made is that the expansion meets the goals of the sector plan. As noted above, one of the primary goals of the sector plan was to promote multimodal accessibility and reduce the dependence on the automobile. As a result, many automobile dependent uses were

prohibited in the D-D-O Zone. The sector plan recognized, however, that some uses are necessary to serve the existing and future population, and identified the area where automobile dealerships currently are clustered as an automobile sales and service area (Policy 2, Strategy 2, on page 70 applicable to Corridor Infill Areas). The addition is necessary to meet the service needs of the existing customers. Since the sector plan envisions this automotive enclave as the appropriate location to provide needed services, the proposed addition will meet the goals of the sector plan. The two required findings may be made.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I and D-D-O Zones and the site design guidelines of the Zoning Ordinance:

- a. The proposed automotive use is a permitted use in the M-U-I/D-D-O Zone.
- b. The applicant has proposed a site plan in accordance with Section 27-283, site design guidelines, of the Zoning Ordinance that further cross-references the same guidelines as stated in Section 27-274, specifically in regard to parking, loading, internal circulation, service areas, and lighting. Landscaping has been provided in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements.
- c. Section 27-546.19(c), Site Plans for Mixed Uses, of the Zoning Ordinance requires that:

(c) A Detailed Site Plan may not be approved unless the owner shows:

- 1. **The site plan meets all approval requirements in Part 3, Division 9;**
- 2. **All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**
- 3. **Proposed uses on the property will be compatible with one another;**
- 4. **Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

Comment: As the Honda dealership is the only use on the subject property, the uses on the property are necessarily compatible with one another. As the subject site is mostly surrounded by other automobile dealerships, the proposed addition will be compatible with the development on those adjacent properties. The subject site is adjacent to multifamily residential development on the western portion of the project's northern boundary, where some incompatibility could occur. However, the development on the adjacent property, in Detailed Site Plan DSP-04049-03, required a Section 4.7 of the Landscape Manual, Buffering Incompatible Manual along the property line shared with the subject site, which addresses any incompatibility with the residential adjacent properties.

- 5. **Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:**

(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;

Comment: The properties adjacent to the subject site include automobile dealerships with buildings that is very similar with the building on the subject site. The buildings on the single residential property are also relatively large as they are multifamily buildings, not single-family detached or townhouse. Therefore, all buildings on adjacent properties are compatible in size, height, and massing to the subject proposed addition and the existing building on the subject site.

(B) Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;

Comment: The primary façade and entry of the existing building faces Baltimore Avenue and is surrounded by sidewalk for the convenience of pedestrians in accordance with this requirement. The proposed building is to the rear of the existing building and will not affect the project's previous conformance with this requirement.

(C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;

Comment: The residential development adjacent to the subject site on the western portion of the northern boundary of the subject property was required, in Detailed Site Plan DSP-04049-03, to provide a Section 4.7 of the Landscape Manual buffer which assists in minimizing glare, light and other visual intrusions into and impacts on yards, open areas, and building façades on that portion of the adjacent property. The remaining adjacent properties are, like the subject property, developed with auto dealerships.

(D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;

Comment: The proposed addition is to be constructed of white concrete masonry unit, with a stone white aluminum coping for the roof. The entire exterior will be painted a light grey color that matches the existing building. The primarily neutral colors of the proposed building are compatible with both the original building on the site and those in the surrounding area in accordance with this required finding.

(E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;

Comment: There is minimal outdoor storage on the subject property. Where it occurs, it is located internal to the site and to the rear of the building so as to be minimally visible from adjacent properties and public streets in conformance with this requirement. Note that vehicle display is permitted in the parking lots in well-defined and designated areas.

- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**

Comment: There are no new signs proposed with the subject application.

- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**

- (i) Hours of operation or deliveries;**

Comment: The hours of operation at the Honda dealership are limited to 9 A.M. to 9 P.M. and so should limit impacts. As previously explained, however, automobile dealerships largely surround the subject project and are compatible. Additionally, the one residential use that shares a property line with the subject property is separated by a substantial buffer (“D” as defined in Landscape Manual, including a 50-foot-building setback and a 40-foot-wide planted strip) which was required on that adjacent property when it was developed.

- (ii) Location of activities with potential adverse impacts;**

Comment: The subject project will provide 18 indoor repair bays, which will provide screening for mechanical activities on-site and help avoid potential adverse impact.

- (iii) Location and use of trash receptacles;**

Comment: A dumpster enclosure is being provided as part of the subject project to the side and rear of the site, which will screen the dumpster in conformance with this requirement.

- (iv) Location of loading and delivery spaces;**

Comment: The single loading space is located internally to the site and therefore will not be visible from surrounding properties in accordance with this requirement.

(v) Light intensity and hours of illumination; and

Comment: The lighting is existing on-site and the surrounding properties are either compatible or screened with a vegetated buffer, so light intensity and hours of illumination should not be a problem in the vicinity of the site.

(vi) Location and use of outdoor vending machines.

Comment: The subject DSP does not propose any outdoor vending machines.

- d. **Section 27-548.25 (b)**—Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve a DSP. However, as discussed in Finding 7 above, the subject project is exempt from the development district standards. Therefore, this normally required finding need not be made for the subject project.
- e. **Departure from Parking and Loading Standards**—The application requests a reduction in the required number of parking spaces by 71 parking spaces. Based on the requirements of Section 27-568(a) of the Zoning Ordinance, this proposed development would normally require a minimum of 142 parking spaces. The site can only provide 71 spaces, hence the need for the proposed departure application. The site has been reviewed for compliance with the parking and loading requirements and required findings for approval of a departure contained in the Zoning Ordinance.

Section 27-588(b)(7) of the Zoning Ordinance contains the following required findings for departure applications. Each standard is listed in **boldface** type below, followed by staff comment:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

- (i) The purposes of this Part (Section 27-550) will be served by the applicant's request;**

Section 27-550. Purposes

(a) The purposes of this Part are:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**

- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

Comment: The purposes of the parking requirements as set forth in Section 27-550 are to ensure that any use provides sufficient off-street parking to serve said use and to lessen traffic congestion on the streets by reducing the use of the streets for parking. Even though a reduction of parking has been requested, there is still enough parking to meet the purposes of this part.

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

Comment: The request is the minimum necessary. The parking schedule reflected on the site plan correctly shows the number of parking spaces required by Section 27-569 of the Zoning Ordinance. For a car dealership, three components determine the required number of spaces, the interior showroom area, the outdoor display area, and the number of service bays. The minimum parking required for the proposed use is 142 parking spaces. The maximum number of spaces required by the sector plan is one half of this number, or 71 parking spaces. A total of 71 parking spaces are provided. Thus, the requested reduction of 71 parking spaces is the minimum necessary, given the specific circumstances of the request.

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

Comment: The requested departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The subject property is topographically unique, in that the rear of the property is approximately 20 feet below the front of the property. The showroom and service area and the parking proximate to that are on the “upper” level of the property. The “lower” level of the property, accessed at the northwestern corner of the site, is predominantly used for employee parking. The western edge of the existing dealership is at a severe drop in elevation and the addition will be constructed within this area. Tapering the grade will result in the removal of some of the existing parking spaces. The result is that the green area which exists after the expansion will be greater than the green area prior to the expansion. These parking spaces are being removed as they are not required to serve the use, for the reasons described above. Thus, the unique topography of the site results in the removal of unused spaces. Rather than retaining these parking spaces, the sector plan parking requirements presented an opportunity for the applicant to increase green area.

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

Comment: Division 2, Subdivision 3, of the Zoning Ordinance is applicable to an application for a departure from the number of parking spaces, as requested herein. This subdivision contains the schedule for determining the number of parking spaces required. While the ordinance allows parking spaces to be provided off-site, such opportunities do not exist in this case. Thus, all methods for calculating the required number of spaces have been exhausted and a departure is still required.

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

Comment: The parking and loading needs of residential areas will not be infringed upon if this request is granted. While the subject property fronts on Autoville Drive in the rear, Autoville Drive is not improved. The subject property is not proximate to an adjacent residential area and there will be enough parking on the site. For these reasons, no residential areas will be infringed on if the departure is granted.

- (B) **In making findings, the Planning Board shall give consideration to the following:**

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

Comment: This provision allows the Planning Board to take into account parking, which may be available in close proximity to the subject property, which can alleviate the need for the total number of required spaces. Although not within 500 feet, the property on Southard Drive provides off-street space for new cars to be off-loaded and prepped, which ensures that the existing property is not stressed for required parking.

- (ii) **The recommendations of an Area Master plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

Comment: The subject property is located in the boundaries of the Central US 1 Corridor Sector Plan. This sector plan established a D-D-O Zone over the entire sector plan area and adopted very specific design standards. Typically, new development is required to comply with the design standards. For additions to existing buildings which were constructed prior to the adoption of the sector plan, this is typically problematic because the existing building does not conform to the design standards. The sector plan recognized this difficulty presented in such cases and exempts additions to existing buildings constructed prior to the adoption of the design standards from having to comply. In this case, the

applicant is willing to reduce the number of parking spaces to the number which would be required if it were subject to the D-D-O Zone design standards.

(iii) The recommendations of a municipality (within which the property lies) regarding the departure; and

Comment: This property is located within the City of College Park. A City Council work session is currently scheduled on October 18, 2016 and a hearing is currently scheduled on October 25, 2016, with referral comment provided soon thereafter which the Urban Design Section will transmit to the Planning Board and include in the verbal presentation for the project.

(iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.

Comment: There are no public parking facilities proposed within the general vicinity of the subject property.

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

(i) Public transportation available in the area;

(ii) Any alternative design solutions to off-street facilities which might yield additional spaces;

(iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;

(iv) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.

Comment: As to requirement (i), public transportation is available in the area to serve the subject property. There is a metro bus stop approximately in front of the subject property on Baltimore Avenue (US 1).

As to requirement (ii), additional parking is not required to serve the use and so there is no need to select an off-site location to reduce the need for additional off-street parking.

As to requirement (iii), the total number of parking spaces required by the Zoning Ordinance exceeds the actual parking demand and contributes to a finding that adequate parking is available to serve the proposed use.

As to requirement (iv), the subject property is zoned M-U-I/D-D-O and multifamily development is not proposed.

The required findings for granting a departure from parking and loading standards, as detailed above, can be made for the requested departure of 71 parking spaces from the 142 parking spaces required to serve the use under Section 27-568(a) of the Zoning Ordinance.

9. **Preliminary Plan of Subdivision 4-78130 and Final Plat of Subdivision NLP 100@95:** The property is the subject of Preliminary Plan of Subdivision 4-78130, approved by the Planning Board on July 13, 1978 and final plat of subdivision recorded in Prince George's County Land Records on July 25, 1978 as NLP 100@95, and identifying the property as Lot 28, Block E. Neither the preliminary plan nor the final plat contains conditions relevant to the review of this DSP.
10. **2010 Prince George's County Landscape Manual:** As the subject project is exempt from the development district standards of the Central US 1 Corridor Sector Plan and SMA, the requirements of the Zoning Ordinance, including the 2010 *Prince George's County Landscape Manual* (Landscape Manual) apply. At the outset, staff notes that, although the appropriate schedules were included on the landscape plan, the plant materials were not located on the plan. Therefore, a proposed condition requires that, prior to certificate approval, the plant materials, together with a plant schedule, be included on the plans. Staff has included each relevant section of the Landscape Manual below.
 - a. **Section 4.2, Requirements for Landscaped Strips Along Streets**—Section 4.2 specifies that, for all nonresidential uses in any zone and for all parking lots, a landscaped strip should be provided on the property abutting all public and private streets. The submitted DSP for College Park Honda, DSP-15046, has frontage on Baltimore Avenue (US 1) and Autoville Drive. The submitted landscape plan for the DSP includes two Section 4.2 schedules, one for each frontage. Regarding the US 1 frontage, the applicant indicated that this 184-foot-long frontage is exempt from the requirements of Section 4.2, as the parking lot on that frontage was constructed in 1977 and, per Permit 14929077-CGU, a six-foot-wide landscaped strip was provided. However, Section 1.1, Applicability (f), of the Landscape Manual states that building and grading permits for a building expansion are exempt only when they involve a cumulative increase in gross floor area of less than 10 percent of the gross floor area of an existing building on a single lot as of January 1, 1990, or 5,000 square feet, whichever is less. In this case, where the existing building on-site measures 21,470 square feet and the proposed addition measures 10,238 square feet, the addition is 0.48 percent of the size of the building. Therefore, the proposed addition is both in excess of 10 percent and 5,000 square feet, and the project is subject to Section 4.2, Requirements for Landscape Strips Along Streets, along US 1. A proposed condition in the Recommendation section of this report would require that, prior to certificate approval, the applicant include the appropriate information in the Section 4.2 schedule for US 1 and revise the landscape plan to demonstrate conformance with the requirements of Section 4.2 along the project's US 1 frontage.

Regarding the Autoville Drive frontage, noting that this is an unimproved paper street, the applicant indicated that the required 12 shade/ornamental trees and 56 shrubs required are provided by the retention of existing woodlands as shown on the approved Natural Resources Inventory (NRI/099/15) in accordance with Section 2.2(a)(1) of the Landscape Manual.

- c. **Section 4.4, Screening Requirements**—Section 4.4 requires that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets. The subject DSP provides a loading space which, although somewhat internal to the site, is not screened from view from Baltimore Avenue (US 1). Therefore, a proposed condition would require that, prior to certificate approval, the loading space be screened by a six-foot-tall wall. Note that the site plan also includes a 7-foot-wide by 15-foot-wide dumpster pad with a 6-foot-high solid opaque fence with a looking gate, which is appropriately screened from view. Note that a proposed condition would require that the applicant revise the architectural material of the dumpster enclosure from wood to a composite product, which has proven more durable than wood.
 - d. **Section 4.7, Buffering Incompatible Uses**— The project is subject to Section 4.7, Buffering Incompatible Uses along the western portion of its northern property line where it abuts an apartment complex. However, as the required Type ‘D’ buffer has already been provided on the adjacent property as shown on approved Detailed Site Plan DSP-04049-03, a buffer is not required on the subject property at the present time. However, prior to certificate approval, the Section 4.7 schedule on the landscape plan should be revised to clearly indicate the nature of the use as a “High” impact use, and the type buffer required adjacent to multifamily, a Type ‘D’ buffer. Also, included in the schedule should be a note indicating that the required planting has been provided on the adjacent property. Additionally, the landscape plan should be revised to show the buffer on the adjacent property. A proposed condition, in the Recommendation section of this report would require that these revisions be made, prior to certificate approval.
 - e. **Section 4.9, Sustainable Landscaping Requirements**—The site is subject to Section 4.9, which requires that a percentage of the proposed plant materials be native plants. However, the submitted landscape plan has not included the required schedule demonstrating conformance with the requirements of Section 4.9. As the applicant is required to plan a landscaped strip along Baltimore Avenue (US 1) per Section 4.2 of the Landscape Manual, a proposed condition in the Recommendation section of this report requires that the appropriate Section 4.9 schedule be added to the landscape plan demonstrating conformance with its requirements prior to certificate approval of the plans.
- 11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The project is subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan, TCP2-021-2016, was reviewed by the Environmental Planning Section for conformance with the WCO, and the Environmental Planning Section has recommended approval of the TCP2, with conditions. As those conditions have been included in the Recommendation section of this report, the project is in accordance with the relevant requirements of the WCO.
 - 12. **Prince George’s County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this M-U-I-zoned site per the Tree Canopy Coverage Ordinance. As the site measures 3.14 acres, or 136,778 square feet, 0.314 acre or 13,678 square feet is required to be in tree canopy coverage. Though it would appear the plan meets the TCC requirement, the appropriate schedule has not been provided. Therefore, a proposed condition in the Recommendation section of this report requires that the appropriate schedule be provided prior to certificate approval.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Historic/Archeological**—In a memorandum dated July 28, 2016, the Historic Preservation Section stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low and that the subject project would not impact any historic sites, historic resources, or known archeological sites.
- b. **Community Planning**—In a memorandum dated August 8, 2016, the Community Planning Division stated that the proposed application is in conformance with the *Plan Prince George's 2035 approved General Plan* (Plan Prince George's 2035) and the *2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Sector Plan and SMA).

Plan Prince George's 2035

The Community Planning Division stated that the subject site is located within a designated employment growth policy area which commands the highest concentrations of economic activity in four targeted industry clusters which are recommended for business growth, concentrating new development near transit where possible, improving transportation access and connectivity, and creating opportunity for synergies. They also stated that the Plan Prince George's Strategic Investment program places this property in a designated priority investment area called the Innovation Corridor. Plan Prince George's 2035 describes the Innovation Corridor as the area that has the highest concentrations of economic activity in the four targeted industry clusters and the greatest potential to catalyze future job growth, research, and innovation in the near- to mid-term. This Innovation Corridor is well positioned to capitalize on the synergies that derive from businesses, research institutions, and incubators locating in close proximity to one another and on existing and planned transportation investment, such as the Purple Line.

Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment

The subject property is located in the Corridor Infill character area according to the sector plan. The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

The Corridor Infill character area consists of mixed-use, but primarily residential development with easy accessibility to goods and services, and is intended to facilitate the redevelopment of existing strip-commercial development along Baltimore Avenue (US 1), while serving as a transition from the more intensive walkable nodes to existing residential areas adjacent to the corridor.

The approved land use north map on page 59 of the sector plan recommends mixed-use residential land uses on the subject property. However, Land Use and Urban Design Policy 2, Strategy 2, for the Corridor Infill character area states that automobile sales and services areas should be preserved in the vicinity of the subject site. Even in an area recommended for multimodal accessibility and the reduction of automobile dependence,

these services are still essential to the modern lifestyle. Further, it states that concentrating all future automobile-oriented services in this segment of US 1 will eliminate the need to provide them elsewhere along the corridor. In closing on this topic, the Community Planning Division stated that the land use policies and strategies of the sector plan are implemented through development district standards, from which this application is exempt. More particularly, the existing use and structure proposed for expansion were lawful on the date of approval of the Central US 1 Corridor SMA, but the structure does not conform to the development district standards. Pursuant to Exemption 7b included on page 224 of the sector plan, expansion of this use and structure is exempt from the development district standards, but requires approval of a DSP with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.

Comment: See Finding 7 of this report for a detailed discussion of how these required findings can be made in the subject case.

- c. **Transportation Planning**—In a memorandum dated October 7, 2016, the Transportation Planning Section offered the following regarding the subject project:

The site consists of a single subdivided lot (Lot 28, Block E, of the Autoville Plat) totaling approximately 3.14 acres in the D-D-O and M-U-I Zones. It is located on the west side of Baltimore Avenue (US 1), approximately 560 feet north of its intersection with Erie Street, in the northeastern quadrant of the intersection of US 1 and Erie Street. The applicant is seeking to expand an existing two-story automobile dealership building consisting of a showroom, administrative offices, and vehicle storage/repair spaces (21,470 square feet) with an additional 10,238-square-foot one-story building for auto repair space.

Review Comments—Detailed Site Plan

The site is within the Central US 1 Corridor D-D-O Zone. A DSP is required in this zone. On the submitted statement of justification, the applicant correctly notes that the proposed application is exempt from the development district standards because of Exemption 7(b), which states “...or a use or structure that was lawful on the date of SMA approval but does not conform to the development district standards...”

Based on the applicant’s exemption argument, which has been reviewed and accepted by the Planning Department, the transportation review of the submitted DSP application will be limited to a finding that the proposed expansion is compatible with the adjacent uses and meets the stated transportation goals of the sector plan.

Site Access Evaluation

On-site access will be provided from an existing access driveway from US 1, directly opposite of Indian Lane. On-site circulation and parking configuration are acceptable.

SHA Project (Baltimore Avenue US 1 Highway Improvement Plans)

Baltimore Avenue is the subject of an active Maryland State Highway Administration (SHA) highway improvement planning project. The state plan is currently in the final design for the section of US 1 between College Avenue and University Boulevard (MD 193). Other sections of US 1, including the subject section of US 1, which are north of MD 193 and south of the Capital Beltway (I-95/495), are in various phases of redesign. Some of the design elements include sidewalk improvements, pedestrian safety, and bicycle lanes.

The sector plan contains recommended projects to implement the plan's vision, including sidewalks, pedestrian crossings, bicycle enhancements, and transit improvements. Specifically, the sector plan recommends that US 1 be improved to accommodate more pedestrians and bicyclists.

Master Plan Roads

Baltimore Avenue is in the Central US 1 Corridor Sector Plan and SMA as a major collector roadway. A right-of-way width of 88 to 92 feet is recommended in the sector plan which may extend from 108 to 112 feet where bus pads are provided. Baltimore Avenue is under the jurisdiction of SHA. The site plan shows the ultimate right-of-way on US 1 of 100 feet, which is acceptable. The plan shows no permanent structures within the sector plan right-of-way of US 1.

Departure

The applicant requests a departure from parking and loading standards (Section 27-568 of the Zoning Ordinance) that requires provision of 142 on-site parking spaces. The site plan shows the provision of only 71 on-site parking spaces, or a departure of 71 parking spaces from the required 142 spaces.

The applicant's justification cites the following in support of granting the requested parking departure:

- (1) The 71 on-site parking spaces showing on the plan is consistent with the approved parking requirements of the D-D-O Zone.
- (2) Provision of additional service repair bays would result in fewer cars waiting in the lot for service, thus, reducing the need for the provision of more on-site parking.
- (3) The applicant owns another dealership in relatively close proximity of the subject site that, if needed, may be used to store new car inventories destined for this location.
- (4) The nature of the property is such that the provision of any additional parking space would eliminate the retention of any remaining on-site green open spaces which are recommended by the sector plan.

Conclusion

In summary, and based on the proceeding, it is determined that this plan and granting of the requested departure for 71 parking spaces is acceptable from a transportation viewpoint and the plan, as submitted, meets the finding required for approval of a DSP as described in the Zoning Ordinance.

- d. **Subdivision**—In a memorandum dated September 14, 2016, the Subdivision Review Section offered the following regarding the subject project:

The subject property is known as Lot 28, Block E, of the Autoville Subdivision. The property is located on Tax Map 25 in Grid D-2, and measures approximately 3.14 acres. The property is zoned M-U-I/D-D-O, and is currently improved with 15,607 square feet of gross floor area that is currently used as an automotive dealership. The purpose of the

DSP application is to construct a 10,238-square-foot, one-story building addition to the dealership's existing automotive service center.

The property was the subject of prior Preliminary Plan of Subdivision 4-78130, approved by the Planning Board on July 13, 1978. A final plat of subdivision was recorded in land records on July 25, 1978 as NLP 100@95. However, a trip cap analysis is not specified in the preliminary plan records. As a result, the Transportation Planning Section conducted an analysis with this application in order to determine the associated trip cap that would have been established at the time of the 1978 preliminary plan. At the scheduled Subdivision and Development Review Committee (SDRC) meeting for this application on August 26, 2016, the Transportation Planning Section informed the applicant that, with the addition of the 10,238-square-foot building currently proposed on the DSP, the site would continue to operate under the transportation analysis that was established at the time of the 1978 preliminary plan. Therefore, a new preliminary plan is not required at this time for the subject DSP application.

- e. **Trails**—In a memorandum dated August 17, 2016, the Transportation Planning Section offered the following regarding the subject project:

The subject application is located on Baltimore Avenue (US 1), and it is subject to the recommendations of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. It is located north of University Boulevard (MD 193), which is in the corridor infill and walkable node area that is designated in the sector plan.

The proposal is for an addition to a building used for commercial automotive use. The addition is proposed at the rear of the existing building, away from US 1.

Baltimore Avenue is the subject of an SHA planning and construction project that will reconstruct the road with landscaping, sidewalks, bicycle lanes, and planted medians in the vicinity of the subject site. It is anticipated that SHA will completely reconstruct the existing frontage and driveway access, improve it with sidewalks, amenities, and transit access features.

Sidewalks

The area master plan recommends that the corridor infill area contain minimum eight-foot-wide sidewalks for all new construction. However, the applicant is not proposing a building that would front on a street. The subject building can be accessed via existing sidewalks on-site that surround existing buildings.

Bicycle Parking

The sector plan requires a minimum of one bicycle parking space provided within the public or private frontage for every three vehicular spaces (page 239). However, the subject project is exempt from the development district standards of the sector plan. See Finding 7 for a detailed discussion of that exemption. However, the trails planner would suggest that the applicant provide sufficient bicycle racks in highly-visible locations along the street. For the 71 vehicle parking spaces, it is estimated that approximately 24 bicycle parking spaces, or 12 u-shaped racks, be provided for the development.

Conclusion

The proposed addition to the existing development will have minimal impacts on the surrounding pedestrian or bicycle environment, or transit access planning and implementation. It is recommended that the applicant consider providing bicycle parking for bicycles.

Comment: Subsequent discussions with the trails planner resulted in reduction of his recommendation to four bicycle racks because of the nature of the use.

- f. **Permit Review**—In a memorandum dated July 17, 2106, the Permit Review Section offered numerous comments that have been either addressed by revisions to the plan or in conditions in the Recommendation section of this report.
- g. **Environmental Planning**—In a memorandum dated October 3, 2016, the Environmental Planning Section offered the following:

Background

The Environmental Planning Section previously reviewed and signed a Natural Resources Inventory, NRI-099-2015, for this property on July 17, 2015. No other environmental reviews have occurred on this site.

Proposed Activity

The applicant is requesting approval of a DSP and TCP2 for the construction of a 10,238-square-foot expansion on the rear of the existing automobile sales and service facility for additional service bays. The proposal includes the removal of 10,464 square feet of existing impervious area.

Grandfathering

The project is subject to the current regulations of Subtitles 24 and 25 of the Prince George's County Code that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new DSP.

Site Description

The subject property is located on the west side of Baltimore Avenue (US 1) in College Park, approximately 2,100 feet north of the interchange with University Boulevard (MD 193). The site is located within the Paint Branch watershed of the Anacostia River Basin. According to the Sensitive Species Project Review Area (SSPRA) 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 floodplains or wetlands associated with the site. According to available information, a drainage area is located to the west of the subject property, and ultimately leads to Paint Branch. The site is identified as potentially containing forest interior dwelling species (FIDS) or FIDS buffer, however, the proposed addition is located outside of the mapped area. Baltimore Avenue is not identified as a scenic or historic roadway. The site is located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by Plan Prince George's 2035. According to the 2005 *Approved Countywide Green Infrastructure Plan*, none of the three network features (regulated areas, evaluation areas and network gaps) are present on the site.

Natural Resources Inventory

The application has an approved Natural Resources Inventory, NRI-099-2015, signed on July 17, 2015. The NRI verifies that stream buffer, steep slopes, and woodlands occur on the subject property. The TCP2 and the DSP show all of the required information correctly in conformance with the NRI.

Woodland Conservation

This site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. Type 2 Tree Conservation Plan TCP2-021-2016 has been submitted for review with this application.

The 3.14-acre site contains 0.43 acre of existing woodland in the net tract. The site has a woodland conservation threshold of 0.47 acre and a total woodland conservation requirement of 0.51 acre. The Woodland Conservation Worksheet on the TCP2 shows that 0.04 acre of woodland is proposed to be removed with this application. The plan shows the requirement being met with 0.33 acre of woodland preservation on-site and a fee-in-lieu for 0.18 acre, for a total of 0.51 acre. At this time, no on-site woodland reforestation is proposed.

The area of impervious removal is adjacent to the primary management area and is in close proximity to a stream source within the Paint Branch subwatershed. Paint Branch was identified in the sector plan as having a very poor rating for water quality. The plan describes the area of impervious removal to be converted to green area, however, no detail is provided as to the method of stabilization to be utilized. It appears as though the area is to be vegetated with grass. On-site afforestation is a conservation method priority in accordance with Section 25-122(c)(1) of the County Code. Afforestation in this area will provide the required minimum 50-foot width to qualify the 0.06 acre of woodland retained not credited as a woodland preservation area, adding to the currently proposed 0.33-acre woodland preservation area. Additional afforestation will also contribute to the improved health of Paint Branch.

Recommended Condition: Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:

- (1) Revise the approval block to show TCP2-021-2016.
- (2) Revise the approval block to place the "01 Revision" on the second row and keep the top (initial review) row blank.
- (3) Provide a symbol in the legend for the green woodland removal line.
- (4) Show the proposed grading on the site.
- (5) Provide a forest conservation summary table.
- (6) Show the conceptual stormwater management facilities and methods.
- (7) Revise the computation on the Woodland Conservation worksheet to remove the 0.18 acre from the "Non-PFA" area approved for fee-in-lieu and only show on the "PFA" row.

- (8) Provide a copy of the TCP2 plan to graphically indicate, in color, the boundaries of the specified woodland conservation treatment areas as described in the feature capture guidelines.
- (9) Have the revised plan signed and dated by the qualified professional who prepared it.

Recommended Condition: Provide on-site afforestation in the area of impervious removal rather than the 0.18-acre of fee-in-lieu proposed.

Specimen Trees

No specimen trees were identified on this property.

Noise

The project proposes to construct an addition to an existing commercial use. No residential uses are proposed. Noise mitigation analysis and mitigation is not required at this time.

Soils

The predominant soils found to occur according to the US Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include the Sassafras-Urban land complexes (0-15 percent slopes) and Christiana-Downer complex (25-40 percent slopes). Based on available information, Marlboro clay is not mapped on, or in, the vicinity of this property. Christiana complexes are mapped on-site, however, the proposed development will not be located within the mapped Christiana soils.

The County may require a soils report in conformance with Prince George's County Council Bill CB-94-2004 during the building permit review.

Stormwater Management

An approved stormwater management concept letter and associated plan (35259-2015-00) were submitted with the application for this site. The approval was issued on September 21, 2015 with this project from DPIE. The approved plan proposes a 50 percent reduction in impervious area to meet the stormwater management environmentally-sensitive design criteria. No primary management area will be disturbed as part of these activities. No stormwater management fee is required for on-site attenuation/quality control measures.

Comment: The Environmental Planning Section's proposed conditions have been included in the Recommendation section of this report.

- h. **Prince George's County Fire/EMS Department**—At the time of this writing, the Fire/EMS Department did not offer comment regarding the subject project.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated August 18, 2016, DPIE offered numerous comments that will have to be addressed through their separate permitting and stormwater management technical approval processes. Regarding the DSP, however, they stated that it is consistent with approved Stormwater Management Concept Plan 32529-2015 dated

September 21, 2015, and the environmental site design regulations are being met through impervious area reduction.

- j. **Prince George's County Police Department**—At the time of this writing, the Police Department did not offer comment regarding the subject project.
 - k. **Prince George's County Health Department**—At the time of this writing, the Health Department did not offer comment regarding the subject project.
 - l. **Maryland State Highway Administration (SHA)**—In an e-mail dated September 23, 2016, SHA stated that any work in the SHA right-of-way would require SHA plan review and approval. Also, SHA stated that any significant increase in proposed development that may generate 50 or more peak hour trips than that approved under the preliminary plan for the site would require the applicant to submit a traffic impact study to SHA.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of this writing, WSSC did not offer comment regarding the subject project.
 - n. **Verizon**—At the time of this writing, Verizon did not offer comment regarding the subject project.
 - o. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, PEPCO did not offer comment regarding the subject project.
 - p. **City of College Park**—The City of College Park has not offered comment regarding the subject project. However, the City Council is considering the case and will provide comment at the public hearing for the project.
 - q. **Town of Berwyn Heights**—At the time of this writing, the Town of Berwyn Heights did not offer comment on the subject project.
 - r. **City of Greenbelt**—In an e-mail received October 11, 2016, a representative of the City of Greenbelt stated that they would not be commenting on the subject project.
14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if approved with the proposed conditions below, 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. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.**

Comment: As there are no regulated environmental features on the subject site, this normally required finding need not be made in the subject case.

RECOMMENDATION FOR DETAILED SITE PLAN DSP-15046

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommends APPROVAL of Detailed Site Plan DSP-15046 and Type 2 Tree Conservation Plan TCP2-021-2016 for College Park Honda, subject to the following conditions:

1. Prior to certification, the applicant shall revise the detailed site plan (DSP) as follows or provide the specified documentation:
 - a. The Type 2 Tree Conservation Plan, TCP2-021-2016, shall be revised as follows:
 - (1) Revise the approval block to show TCP2-021-2016.
 - (2) Revise the approval block to place the “01 Revision” on the second row and keep the top (initial review) row blank.
 - (3) Provide a symbol in the legend for the green woodland removal line.
 - (4) Show the proposed grading on the site.
 - (5) Provide a forest conservation summary table.
 - (6) Show the conceptual stormwater management facilities and methods.
 - (7) Revise the computation on the woodland conservation worksheet to remove the 0.18 acre from the “Non-PFA” area approved for fee-in-lieu and only show on the “PFA” row.
 - (8) Provide a copy of the TCP2 plan to graphically indicate, in color, the boundaries of the specified woodland conservation treatment areas as described in the feature capture guidelines.
 - (9) Have the revised plan signed and dated by the qualified professional who prepared it.
 - (10) On-site afforestation in the area of impervious surface removal shall be shown rather than the fee-in-lieu proposed.
 - b. The DSP shall be revised to show lighting at the rear of the site.
 - c. Revise the landscape plan as follows:
 - (1) Prepare the landscape plan in accordance with Section 2.2 of the 2010 *Prince George’s County Landscape Manual*, including showing all planting and a plant list or schedule including botanical and common names, quantities, spacing, native status, and size at time of planting of all proposed plants.

- (2) Revise Schedule 4.2 for the buffer provided along Baltimore Avenue (US 1), indicating that a minimum of 1 shade tree and 10 shrubs will be provided per 35 linear feet of frontage, and revise the landscape plan accordingly.
 - (3) Revise the Section 4.7 schedule provided for the northwestern property line where the project abuts multifamily residential use, to indicate the proposed use is high impact and that the required Type D buffer has been provided on the adjacent property as shown on approved Detailed Site Plan DSP-04049-03, and show the buffer along the property line as it was approved in DSP-04049-03.
 - (4) Include a Section 4.9 schedule demonstrating that 50 percent of shade and ornamental trees and 30 percent of evergreen trees and shrubs are of native varieties. The provided native plant material shall be identified as such in the planting schedule on the landscape plan.
 - (5) The landscape plan shall be revised so as to reflect the provision of on-site afforestation in the area of impervious removal rather than the 0.18 acre of fee-in-lieu proposed.
- d. Revise TCC schedule on the landscape plan to demonstrate conformance with the Tree Canopy Coverage Ordinance that a minimum 10 percent of the property will be covered in tree canopy.
 - e. The material for the dumpster pad enclosure shall be re-specified as composite.
 - f. Four U-shaped bicycle racks shall be shown on the plan so as to accommodate parking for eight bicycles on the site.
 - g. The note on the DSP which claims a reduction of 50 percent of the parking requirement per the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* shall be removed and replaced by a note of DPLS-435.

RECOMMENDATION FOR DEPARTURE FROM PARKING AND LOADING STANDARDS DPLS-435

Based upon the foregoing evaluation and analysis, the Urban Design section recommends that the Planning Board adopt the findings of this report and APPROVE Departure from Parking and Loading Standards DPLS-435 for College Park Honda to reduce the amount of parking provided to 71 spaces.