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DETAILED SITE PLAN

DSP-05038

Application	General Data
Project Name: Capitol Cadillac Location: Bordered by Capitol Beltway on the east. In the Golden Triangle Office Park at the end of Capitol Drive Applicant/Address: Cuz Real Estate Management 6500 Capitol Drive Greenbelt, MD 20770	Date Accepted: 8/4/05
	Planning Board Action Limit: 11/10/05
	Plan Acreage: 4.7136
	Zone: C-O
	Dwelling Units: NA
	Square Footage: 28,740
	Planning Area: 67
	Tier: DEVELOPED
	Council District: 04
	Municipality: Greenbelt
	200-Scale Base Map: 210NE06

Purpose of Application	Notice Dates
Development of two automobile dealerships.	Adjoining Property Owners Previous Parties of Record Registered Associations: 5/20/05 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 10/17/05

Staff Recommendation		Staff Reviewer: Estes, Edward	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

October 20, 2005

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Edward Estes, Planner Coordinator

SUBJECT: Detailed Site Plan, DSP-05038
Capitol Cadillac

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

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

- a. The requirements of the Zoning Ordinance in the C-O Zone.
- b. The requirements of Preliminary Plan of Subdivision 4-03142.
- c. The requirements of the *Landscape Manual*.
- d. The requirements of the Prince George's County Woodland Conservation Ordinance.
- e. 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 approval of a detailed site plan for the construction of 2 one-story automobile dealerships with a combined gross floor area of 28,740 square feet, in the C-O Zone.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone	C-O	C-O
Use(s)	Vacant	Office
Acreage	4.7136	4.7136
Lots	2	2
Building Square Footage/GFA	0	28,740

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	58	58
Total Handicap Spaces	3	3
Total Vehicle Storage Parking Spaces	0	201
Loading spaces	2	2

3. **Location:** The site is in Planning Area 67, Council District 4. More specifically, it is located at the east end of the intersection of Capitol Drive and Greenbelt Road. The subject property is located in the Golden Triangle Office Park.
4. **Surroundings and Use:** The subject property is bounded to the north and west by property zoned C-M (Miscellaneous Commercial) and developed with a 74,315-square-foot automobile dealership; to the east, by the Capital Beltway Interstates 495 and 95; and to the south across Greenbelt Road by the National Parks Greenbelt Regional Park.
5. **Previous Approvals:** The site is the subject of stormwater concept approval 17329-2004-00, issued April 8, 2005, and valid for three years, or until April 8, 2008.
6. **Design Features:** The intent of the two proposed car dealerships are to create a recognizable image as a distinct place, varying massing to provide visual interest, as applicable, ensuring compatibility with the surrounding Golden Triangle office park, use building height and massing to emphasize important corners and designated points of entry, and create a visible skyline to differentiate Prince George's new commercial automobile dealership areas from other activity nodes.

The 4.7-acre site is accessed from Greenbelt Road that leads into the property from Capitol Drive to a parking area that wraps around two to three sides of the 2 one-story showroom buildings with a combined gross floor area of 28,740 square feet. Each building will provide visitor and automobile storage parking areas. In addition, each showroom building will be accompanied with outdoor automobile display areas.

The automobile dealerships integrate existing natural features and open space into the overall design and layout of the dealership complex. The existing natural features and common open spaces are used to create site amenities and provide physical separators and buffers from adjacent development. The number, location and design of the independent pad sites reinforce the identity and function of the automobile dealership complex. The primary facades of the buildings, typically the facade containing the primary customer entrance, are oriented in toward the main access street and toward the two showrooms "outdoor automobile display focal point." The architectural character of the buildings is contemporary in style with both flat roofs and arched roofs without a coping at the roofline. The windows are glass curtain walls and storefronts that

are flush with the outer walls with no or little detailing at the doors and windows. The exterior walls are mostly smooth, unornamented surfaces. The facades are asymmetrical, which is typical of the international style of architecture utilized with most commercial automobile dealerships. The showrooms are designed with “themes” relative to the type of automobiles that they are displaying for sale.

The automobile dealership has achieved a unity of design through compatible materials and colors throughout the complex; selected building materials that are durable, attractive and have low maintenance requirements; and utilize colors that reflect natural tones found in the environment of Prince George’s County. The buildings are constructed and clad with materials that are durable, economically-maintained, and of a quality that will retain their appearance over time, including stained or painted split face and hammered concrete masonry units, painted steel, EIFS, and glass.

A signage package has not been submitted for the dealership. The signage should be scaled appropriately to appeal to both pedestrians walking on the adjacent sidewalks and to vehicles driving at reduced speeds. The signs will be required to be aesthetically pleasing and cohesive. The signage on the street frontages will be required to be integrated into the overall design of the buildings.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the C-O Zone and the site plan design guidelines of the Zoning Ordinance.

The subject application is in conformance with the requirements of Section 27-461(b), which governs permitted uses in commercial zones. The proposed automobile dealerships are a permitted use in the C-O Zone.

8. **Preliminary Plan of Subdivision, 4-03142:** The property is the subject of Preliminary Plan 4-03142; resolution of approval PGCPB Resolution 05-155 formalized that approval. Conditions 2, 3, 6, 7 and 8 of approval apply to the review of the subject detailed site plan. Please see further discussion of those conditions under Finding 11, Referrals, below.

9. **Landscape Manual:** The proposed development is subject to the requirements of Section 4.2, Commercial and Industrial Landscaped Strip Requirements; Section 4.3(a), Landscaped Strip Requirements, and (c), Interior Planting of the Parking Lot Requirements; and Section 4.7, Buffering Incompatible Uses of the *Landscape Manual*.

The Urban Design staff reviewed the proposed landscape plan and found that the submittals are in general compliance with the applicable sections of the *Landscape Manual*.

10. **Woodland Conservation Ordinance:** The project is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the gross tract area is greater than 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site.

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

Archeological Review—In comments dated August 26, 2005, the archeology consultant stated that Phase I (Identification) archeological investigations are recommended on the above-

referenced property. The residence of the Walker family is identified in the south part of the property and is labeled as “Ruins—being saved pursuant to an agreement with the City of Greenbelt.” The Walker Family Cemetery (Prince George’s County Historic Resource 67-04-3a) associated with the remains of the structure is located within Indian Springs Park. The ruins may be the remains of Toaping Castle, the home of the Walkers.

Community Planning—In a memorandum dated September 1, 2005, the Community Planning Division stated that the application is not inconsistent with the 2002 General Plan development pattern policies for the Developing Tier. Additionally they stated that it conforms to the land use recommendations in the 1989 approved master plan for Langley Park-College Park-Greenbelt and Vicinity (Planning Areas 65, 66 and 67).

Transportation—In comments dated August 12, 2005, the Transportation Planning Section, noted that access to the site and circulation within the site are acceptable.

It appears that Lot 7 was subdivided pursuant to preliminary plan 4-75259 and final plat 5-76063. As this lot would appear to have been subdivided by plat after October 27, 1970, it appears that it can legally be developed. The transportation staff could not find records regarding the approval of the 1975 subdivision. Given that transportation-related conditions were not imposed prior to 1977 because there were no guidelines for transportation analysis until that year, it is not anticipated that more extensive research would yield any conditions that require enforcement at this time.

The site is adjacent to the Capital Beltway and MD 193. Sufficient rights-of-way have been previously dedicated along these roadways, and no further dedication is sought. However, the site is within the right-of-way of a planned loop ramp from westbound MD 193 to the southbound Baltimore-Washington Parkway. That loop ramp is shown on the 1989 Langley Park-College Park-Greenbelt master plan, and this loop ramp is further discussed within the analysis of the 1980 preliminary plan that created adjacent to Lot 6A. Furthermore, the current assessment records indicate that the subject property is owned by the State of Maryland, and yet this ownership is not reflected on the application.

Prior to plan approval, there needs to be a further determination that Lot 7 has been sold to the applicant. Once that determination is made, transportation staff can then determine the relationship of the subject lot to the loop ramp proposal on the master plan and whether development of this lot can and should proceed. The 1980 materials state that the loop ramp was to be part of the reconstruction of the Baltimore-Washington Parkway; however, that reconstruction project was completed several years ago without the construction of the loop ramp. The master plan sheds no light on this matter, and states cryptically, “this ramp is currently under construction.”

Subdivision—In comments dated September 13, 2005, the Subdivision Section offered the following:

The property is the subject of Preliminary Plan 4-03142; resolution of approval PGCPB No. 03-222 was adopted on June 10, 2004. The preliminary plan remains valid until June 10, 2006, or until a final record plat is approved.

The property is subject to the conditions contained in the resolution of approval. That resolution contains eight conditions. The following conditions could relate to the review of the detailed site plan (DSP). Additional comments are provided where appropriate:

7. **The construction of a standard sidewalk along the subject property's entire road frontage of MD 193 is required, per the concurrence of SHA. This sidewalk shall connect to the existing sidewalk along Baywood Drive.**

Comment: Construction of a wider sidewalk may be appropriate at this location. However, due to the existing standard sidewalk along the road frontage in the vicinity of the subject site (including both to the east and the west), the Transportation Planning Section staff does not recommend a wider sidewalk at this time for the short amount of road frontage included in the subject site.

8. **Prior to the approval of final plats, a detailed site plan shall be approved by the Planning Board. The site plan shall examine the views from adjacent properties, paying special attention to compatibility and technical stormwater management issues.**

Comment: The automobile dealerships have provided a design solution that is aesthetically attractive and presents a contemporary architectural style. The customer parking is limited in the number of spaces in the front of the dealership, and the vehicle storage areas are located in the rear of the site, limiting the visibility from adjacent properties.

Trails—In comments dated May 24, 2005, the senior trails planner stated that there are no trail requirements for the proposed project.

Permits— In a memorandum dated August 29, 2005, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or in the recommended conditions below.

Environmental Planning—In comments dated September 9, 2005, the Environmental Planning Section stated:

1. A signed natural resources inventory (NRI/001/05), dated March 31, 2005, was submitted with the application package dated August 4, 2005. The existing woodland on-site is classified as low priority retention. The TCPII and the detailed site plan show all the required information correctly.

Comment: No revisions are required for conformance to the NRI.

2. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. The Type II Tree Conservation Plan (TCPII/117/05) as submitted has been reviewed and was found require some revisions to be in full conformance with the Woodland Conservation Ordinance.

The minimum woodland conservation requirement for the site is 0.71 acre of the net tract. As currently calculated, an additional 0.77 acre is required due to the removal of woodlands on-site, for a total woodland conservation requirement of 1.48 acres. The plan shows the requirement being met with 0.69 acre on-site and 0.79 acre of mitigation to be met through the payment of a fee-in-lieu. While fee-in-lieu is the last option for woodland conservation, it is appropriate for sites where the mitigation is less than one acre because the procurement of an off-site easement under an acre is difficult. However, when the

final calculations are made for the site, it is likely that that the off-site requirement will be above one acre, meaning that the requirement will need to be met through the provision of off-site mitigation.

The plan shows the preservation of two areas of woodland, one in the northeast portion of the site and one in the southwest. Both of these areas contain parts that are not the required 35 feet in width. The areas less than 35 feet wide must be removed from being counted toward meeting the requirements. In addition, there is an area labeled “proposed off-site grading easement” that does not have a limit of disturbance associated with it. This needs to be added and the worksheet needs to be revised to contain a column for the off-site clearing (use the standard worksheet for off-site clearing). In addition, the plan does not show the property lines and the existing tree line has been dropped in several places.

Department of Environmental Resources (DER)—In comments dated August 11, 2005, DER stated that the site plan for Capitol Cadillac, DSP-05038, is consistent with approved stormwater management concept plan #17329-2004.

Fire/EMS Department— As of the completion date of this staff report, the Specials Operation Command Bureau of Fire Prevention Special Hazards Section had not provided any comments regarding this case.

Department of Public Works and Transportation (DPW&T)— In a memorandum dated October 7, 2005, DPW&T stated that:

The site is within the City of Greenbelt; therefore coordination with the City of Greenbelt is required. MD 193 is a state-maintained roadway and coordination with the Maryland State Highway Administration is also required. There is no impact to county-maintained roadways.

Washington Suburban Sanitary Commission (WSSC)—In comments dated July 14, 2005, WSSC stated that water and sewer extension will be required. In addition, noting that an on-site plan review package has been submitted, WSSC suggested that an on-site plan review package should be provided. The applicant’s engineer should submit the Phase II system integrity package for review.

WSSC’s requirements are ensured through their separate permitting process.

Maryland State Highway Administration (SHA)—In a letter dated August 17, 2005, SHA stated that comments regarding the proposed stormwater management system facility will be forwarded to M-NCPPC, Urban Design Review Section, from the Highway Hydraulics Division of SHA.

City of Greenbelt—The Greenbelt City Council has reviewed the detailed site plan for the Capitol Cadillac expansion project. This site lies entirely within the corporate boundaries of the City of Greenbelt. The city has been working actively with the ownership from Capitol Cadillac to address the city’s concerns related to green space buffers along Greenbelt Road/MD 193 and the Capital Beltway, pedestrian circulation, and care for and access to the historically significant Walker ruins on-site.

The city has identified several issues beyond those previously mentioned that we believe are germane to the future development of the subject property and need to be addressed. On October 10, 2005, the Greenbelt City Council voted 4-0 to support the detailed site plan for the

4.07-acre Capitol Cadillac expansion project with 13 conditions that are presented in the following recommendation section.

National Park Service — In a memorandum dated August 17, 2005, the National Parks Service commented that vegetation cover along Greenbelt Road and across from Greenbelt Park, low-impact development (LID) should be used as partial treatment for stormwater (rain gardens, vegetated swales, etc.) Also, the automotive facility should have on-site containment to prevent regular releases of solvents, oils, greases, etc., that historically have occurred from this site from the wash-down of service bays, etc.

13. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE detailed site plan DSP-05038 and TCPII/117/05, Capitol Cadillac, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan, the TCPII shall be revised as follows:
 - a. Eliminate the areas of preservation that are less than 35 feet wide.
 - b. Revise the limit of disturbance to include all necessary clearing and grading including off-site work.
 - c. Revise the worksheet to include off-site clearing and grading and if the required mitigation to be provided off-site is greater than one acre, it shall be provided through the provision of off-site mitigation and not fee-in-lieu.
 - d. Add the property lines to the plan.
 - e. Show the entirety of the existing tree line.
 - f. Have the revised plan signed and dated by the qualified professional who prepared it.
2. Prior to signature approval of the detailed site plan, a Phase I archeological investigation shall be conducted according to Maryland Historical Trust (MHT) guidelines, *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994), and report preparation shall follow MHT guidelines and the *American Antiquity* or *Society of Historical Archaeology* style guide. Archeological excavations shall be spaced along a regular 15-meter or 50-foot grid, and excavations shall be clearly identified on a map to be submitted as part of the report. The remains of the structure shall be mapped, and a history of the Walker family and ownership and land use history shall be included as part of the Phase I report. The archeological consultant shall be aware of the recommendation to map the structural remains and provide a detailed history of the Walker family.
3. Prior to signature approval of the detailed site plan, the applicant will provide written documentation that the subject property, Lot 7, has been purchased from the State of Maryland.

4. Prior to signature approval of the detailed site plan:
- a. The applicant shall provide a sign plan to the City of Greenbelt for review and comment. Building signage shall adhere to regulations delineated in the Prince George's Zoning Ordinance for the C-O Zone. Freestanding signs shall be a maximum of six feet high, unless an architectural or landscape component is provided, in which case the sign height may increase to eight feet, as permitted in the Zoning Ordinance. The sign plan shall be approved by the Urban Design Section as designee of the Planning Board.
 - b. All maintenance and service repairs for vehicles sold or leased from the new showroom buildings (Hummer and Buick/Pontiac) shall occur only at the existing service and maintenance facility—the Capitol Cadillac facility.
 - c. The combined gross floor area of the two new showrooms shall not exceed a combined 29,000 square feet, as shown on the DSP.
 - d. The applicant shall provide for a “green area/buffer area” between Greenbelt Road and the proposed showroom buildings and storage parking lot. The showroom buildings shall be set back a minimum of 100 feet from the Greenbelt Road right-of-way line. A “green area/buffer area” comprising existing tree cover and proposed landscaping, spanning approximately 100 feet wide (as measured from the back of the curb on Greenbelt Road) and extending the length of the property frontage on Greenbelt Road, shall be provided.
 - e. Concurrent with the opening of the new showroom buildings, the “green area/buffer area” shall include one seating/picnic area; an interpretive panel providing historical information about the Walker ruins; a 4-foot-wide handicap-accessible, paved path affording public access to the Walker ruins; and a second seating/picnic area located in front of the showroom buildings and complete with a commemorative Walker ruins plaque, as shown on the DSP. The design and fabrication of the interpretive panel and commemorative plaque shall be coordinated between the applicant and the city to ensure compatibility with existing interpretive signs in the city.
 - f. In order to provide additional screening of the storage lot during fall and winter months, the applicant shall plant 12 coniferous trees (e.g., American Holly), in addition to those deciduous trees shown on the landscape and lighting plan, in the “green area/buffer area.”
 - g. The existing tree area shall be preserved except where needed to accommodate the above-mentioned amenities, utility connections, driveway, and intersection improvements. The tree preservation area shall be documented on the Type II tree conservation plan.
 - h. The Walker ruins shall be protected by permanent fencing around the perimeter of a type and quality suitable for such purposes. The applicant shall provide fence detail to the city for review and comment. No disturbance shall be made to the area of the Walker ruins within the limits of the proposed fence enclosure. Security fencing or measures constructed or implemented by the applicant shall not inhibit public access to the ruins during posted hours. All legal and engineering costs associated with preserving, protecting and providing access to the ruins shall be the responsibility of the applicant.

- i. Lighting on the showroom buildings and in the vehicle storage lot shall be of a type and quality intended to prevent spillover lighting effects.
- j. A pedestrian circulation system shall connect the existing Capitol Cadillac showroom, the new showroom buildings, the sidewalk on Capitol Drive, and the dedicated path to the Walker ruins. All pedestrian pathways and sidewalks shall be handicap-accessible and ADA-compliant.
- k. Off-site woodland conservation mitigation shall be provided within the limits of the City of Greenbelt at locations acceptable to the city, to the extent practical. Any off-site mitigation that cannot be provided within the city limits shall be provided within the Anacostia Watershed. All costs associated with such mitigation shall be the responsibility of the applicant.
- l. At the time of issuance of the first building permit, the applicant shall grant the city an easement providing public access to the ruins and outlining all maintenance responsibilities associated with the ruins, as agreed to by the city. All legal and engineering costs associated with the easement shall be the responsibility of the applicant.

The applicant shall employ low-impact development techniques in the construction of the showrooms, where applicable and to the extent possible.

- 5. Prior to signature approval of the detailed site plan, the following revisions shall be made to the detailed site plan, landscape plan and architectural elevations:

- a. **Site Amenities:**

- i. Provide a direct access from the public sidewalk network connection to the Walker Ruin site amenity/area.
- ii. Construct the Walker ruins amenity/area of materials that are similar in quality to the principal materials of the primary buildings and landscape.

- b. **Pedestrian Access:** At each point that the on-site pedestrian walkway system crosses a parking lot or internal street or driveway, provide a clearly marked walkway or crosswalk through the use of a change in paving materials distinguished by their color, texture, or height.

- c. **Screening at Rooftop Equipment:** Provide screening for all rooftop equipment.

- d. **Roof Design and Treatment:** Provide parapets concealing flat roofs and rooftop equipment such as HVAC units from the public view area on the Buick Pontiac GMC showroom. The average height of such parapets shall not exceed 15 percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall.

- e. **Building Foundation Landscaping:** Provide ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers at the building foundations between the two showroom buildings.

- f. **Service Area Screening:** Provide screening materials that are of equal quality to the materials used for the primary building and landscaping at the truck parking, outdoor storage, trash collection, trash compaction, and other service functions.
- g. **Pedestrian Walkway Lighting:** Provide pedestrian-level, bollard lighting, ground-mounted lighting, or other low, glare-controlled fixtures to light the pedestrian walkways.
- h. **Architectural Building-Mounted Lighting:** Provide building-mounted lighting to highlight specific architectural features or building entrances.
- i. **Signage:** On all street frontages, provide signage material that is integrated into the overall design of the building(s). Provide sign locations to complement the architectural features of a building such as above the building entrance or other similar feature. Provide additional information to the signage package if tenant identification signs will be located directly adjacent to the pad site buildings.