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Detailed Site Plan

DSP-08038

Application	General Data
Project Name: Mills Nissan of Bowie Location: On the west side of Crain Highway (US 301), approximately 900 feet north of its intersection with Mitchellville Road. Applicant/Address: March/Hodge Baltimore Holding Company LLC 2260 Crain Highway Bowie, MD 20716	Date Accepted: 09/30/2008
	Planning Board Action Limit: 12/09/2008
	Plan Acreage: 7.09
	Zone: C-M
	Dwelling Units: N/A
	Gross Floor Area: 34,122 sq. ft.
	Planning Area: 74B
	Tier: Developing
	Council District: 04
	Municipality: N/A
	200-Scale Base Map: 203NE14

Purpose of Application	Notice Dates
A 34,122-square-foot automotive dealership with associated service and car wash.	Informational Mailing: 07/08/2008
	Acceptance Mailing: 09/17/2008
	Sign Posting Deadline: 11/04/2008

Staff Recommendation		Staff Reviewer: H. Zhang, AICP	
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-08038
Mills Nissan of Bowie
Type II Tree Conservation Plan TCPH/069/08

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL as described in the Recommendation section of this report.

EVALUATION

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

- a. The requirements of the Zoning Ordinance in the Commercial Miscellaneous (C-M) Zone and the site design guidelines.
- b. The requirements of Preliminary Plan of Subdivision 4-05148.
- c. The requirements of the *Prince George's County Landscape Manual*.
- d. The requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance.
- e. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject detailed site plan, the Urban Design Review staff recommends the following findings:

1. **Request:** The subject application is for approval of a detailed site plan for a 34,122-square-foot new Nissan automobile dealership with a car wash in the C-M Zone.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	C-M	C-M
Use(s)	Vacant	Automobile dealership and car wash
Acreage	7.09	7.09
Total square footage	-	34,122
of which Service bays	-	12,605
Office	-	21,517

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	184	198
of which		
Office	43	43
Service bay	78	78
Outdoor display area	63	73
Spaces for the handicapped	6 (1 van accessible)	6 (1 van accessible)
Additional parking for outdoor storage	-	348
Loading space	2	2

3. **Location:** The subject property is located on the west side of Crain Highway (US 301), approximately 900 feet north of its intersection with Mitchellville Road, in Planning Area 74B and Council District 4.
4. **Surroundings and Use:** The subject site is a portion of a larger subdivision known as Mills Property. The subject site is bounded to the east by a narrow strip of R-R zoned land and, beyond that, the right-of-way (ROW) of US 301 (Crain Highway). To the north of the subject site is property in the C-M Zone; to the west is a portion of the larger property zoned R-R (Rural Residential); and to the south is another leftover portion of the larger property, and an existing church property in the C-S-C (Commercial Shopping Center) Zone. Further to the north and west are existing single-family detached houses in the R-R Zone.
5. **Previous Approvals:** The subject site has an approved Preliminary Plan of Subdivision, 4-05148, including a Type I Tree Conservation Plan (TCPI/15/00), which was approved by the Planning Board (PGCPB Resolution No. 07-66) on March 15, 2007, subject to 27 conditions. The site also has an approved Stormwater Management Concept Plan, 51040-2006-00.
6. **Design Features:** The subject property consists of approximately 7.09 acres of land in the C-M Zone, known as Parcel B of the larger Mills Property. There are no regulated features on the property. The proposed dealership building, in a roughly rectangular footprint, is located in the southeast part of the site where a direct access from US 301 is located. The proposed building is surrounded with various types of surface parking lots. An underground stormwater management facility is located in the northwest portion of the site underneath the surface parking spaces.

The access point off US 301 in the southeast corner of the site provides a vehicular right-in/right-out connection to US 301. At the time of Preliminary Plan of Subdivision 4-05148,

the Planning Board approved the proposed direct access point to the site. However, the Planning Board required the applicant to explore the possibility of providing an access easement to the adjoining property known as Parcel C, to the south of the subject property. The applicant has provided a possible connection near the southern boundary area where the proposed loading space is located.

The proposed one-story building is the new Nissan prototype dealership building. The building is oriented in an east-west direction with the main/eastern elevation facing US 301. The east elevation features a horizontal layout with a combination of storefront glass, solid concrete manufactured units in different textures, and aluminum composite panels. Various internally illuminated building-mounted signs, such as the Nissan brand symbol, Nissan word mark, and dealer name signs are shown on the elevation. The main section of the east elevation is finished with silver-colored aluminum composite panels. The main entrance is accented with red aluminum composite panel columns and the storefront is covered with fixed aluminum louvers. The south and north elevations use similar materials and treatments. The west elevation is simple and is finished with two types of split-face concrete masonry units. The elevations that can be viewed from US 301, in general, are modern and attractive. The proposed service and car wash uses are an integrated part of the proposed building. They are located within the southern section of the building.

A complete sign package including one freestanding sign and five building-mounted signs has been submitted. Four building-mounted signs are located on the east elevation fronting US 301 and one building-mounted sign is located on the south elevation. The freestanding sign is located in the southeast corner, south of the access point to the site. The proposed total square footage for all building-mounted signage is approximately 100.9, which is well below the maximum allowed for this site. The proposed freestanding sign has approximately 160 square feet of sign face area with a height of 20 feet, which is also below both maximum height and area requirements. All signs will be internally illuminated.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The requirements of the Zoning Ordinance in the C-M (Commercial Miscellaneous) Zone:** The subject site plan has been reviewed for compliance with the requirements of the C-M Zone and site design guidelines.
 - a. Pursuant to Section 27-461, which governs permitted uses in all commercial zones, the proposed new automobile dealership with car wash is permitted in the C-M Zone.
 - b. The site plan also complies with the requirements of Section 27-462, Regulations, regarding setbacks and site design guidelines.
8. **The requirements of Preliminary Plan of Subdivision 4-05148:** Preliminary Plan of Subdivision 4-05148 was approved by the Planning Board subject to 27 conditions. The following conditions applicable to the review of this detailed site plan warrant discussion:
 2. **At the time of detailed site plan for the commercially zoned portion of the site, the applicant shall submit a lighting plan with a photometric diagram and details of all light fixtures showing full cut-off optics to reduce off-site glare and sky glow.**

Comment: The landscape and lighting plan shows a photometric study and details of the full cut-off lighting fixtures and therefore complies with this requirement.

4. **At the time of the TCPII for the residential portion and the detailed site plan for the commercial portion of the site, these respective plans shall demonstrate how Policy 5 and its three strategies from the Environmental Infrastructure chapter of the Bowie and Vicinity Master Plan have been addressed as it relates to lighting for each proposed use.**

Comment: According to the review by the Environmental Planning Section (EPS) (Reiser to Zhang, November 13, 2008), the subject application meets this requirement.

8. **Development of this subdivision shall be in conformance with an approved Type I Tree Conservation Plan (TCPI/15/00). The following notes shall be placed on the Final Plat of Subdivision:**

“This development is subject to restrictions shown on the approved Type I tree conservation plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the woodland conservation ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

Comment: A Type II Tree Conservation Plan, TCPII/069/08, has been submitted with this DSP. According to the review by EPS, the TCPII is consistent with the previously approved Type I tree conservation plan for this property; EPS recommends approval of TCPII/069/08 with two conditions that have been included in the recommendation section of this report.

9. **The TCPII for the residential and commercial portions of the site shall show the location of the mitigated 65 dBA Ldn noise contour on the TCPII as shown on the TCPI in relation to US 301.**

Comment: The Type II Tree Conservation Plan, TCPII/069/08, shows the location of the unmitigated 65 dBA Ldn noise contour line. Mitigation from US 301 is not required.

11. **The applicant shall provide standard sidewalks along both sides of all internal roads, unless modified by DPW&T or the City of Bowie.**

Comment: Since no internal roads have been proposed on this site, this condition is not applicable to the review of this DSP. However, if the access road to Parcel C is constructed in the future, this condition should be applicable.

16. **Upon receipt of the Phase I report by the Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to approval of final plat, the applicant shall provide a plan for evaluating the resource at the Phase II level. In accordance with the**

“Guidelines for Archeological Review,” if a Phase II archeological evaluation is necessary, the applicant shall submit a research design for approval by Historic Preservation staff. After the work is completed, the applicant shall provide a final report detailing the Phase II investigations and ensure that all artifacts are curated to MHT Standards, prior to approval of any grading permits.

17. If a site has been identified as significant and potentially eligible to be listed as a historic site or determined eligible for the National Register of Historic Places, the applicant shall provide a plan for:

- a. Avoiding and preserving the resource in place, or for**
- b. Phase III data recovery investigations and interpretation.**

Phase III Data Recovery investigations may not begin until Historic Preservation staff have given written approval of the research design. The Phase III (Treatment/Data Recovery) final report must be reviewed and be determined to have complied with the “Guidelines for Archeological Review” prior to approval of any grading permits.

Comment: A Phase I archeological survey was completed on the entire Mills Property in April 2008. No archeological site was identified, but the subject property contains a documented historic property, No. 74B-29, the Mills Baseball Field. The Public Facilities and Historic Preservation Section, in a memorandum dated November 10, 2008, indicated that the Mills Property was evaluated for potential designation as a historic site at the April 26, 2005 meeting of the Prince George’s County Historic Preservation Commission (HPC). The HPC accepted the staff recommendation to approve the site as a “documented property” for which a historic file is maintained, but is not regulated by the Historic Preservation Ordinance. Condition 17 above is not applicable to this DSP.

19. Total development within the subject property shall be limited to 58,100 square feet for auto sales and 14 single-family dwellings, or equivalent development which generates no more than 130 AM and 166 PM peak hour trips. Any development generating greater impact shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Comment: The subject DSP is for development of Parcel B within the C-M zoned portion of the larger property. The total gross floor area for the proposed car dealership is 34,122 square feet which is well below the maximum 58,100 square feet for auto sales permitted by this condition.

21. The applicant shall obtain an access easement from the adjacent property to the north to serve the commercial development or provide an entrance to US 301 at a location determined acceptable by SHA. If access via the adjacent property is not secured, the applicant should explore the possibility of combining the site entrance with that of the adjacent property, within the right-of-way for US 301.

Comment: According to the applicant, no agreement has been reached regarding an access easement from the adjacent property to the north to serve the commercial development. At the time of Preliminary Plan of Subdivision 4-05148 approval, the Planning Board approved a direct access off US 301 to serve the subject site. According to the review by the Subdivision Section (Dubicki to Zhang, October 20, 2008), the DSP is in substantial conformance with the approved preliminary plan for this property. The proposed access point should also be utilized to serve future development on Parcel C via the inter-parcel connection identified on this site.

23. Prior to DSP approval, [sic] a determination shall be made whether Outlot A shall be dedicated to either the State or County.

Comment: The applicant has determined to retain Outlot A, which is not an option according to this condition. A condition has been proposed to require the applicant to dedicate Outlot A either to the State or County prior to the issuance of any building permit.

24. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines an alternative method of fire suppression is appropriate.

Comment: This requirement will be carried forward as a condition of approval for this DSP.

25. The proposed access road to US 301 shall make allowance for a potential inter-parcel connection to Parcel 175 in the event that direct access to US 301 from Parcel 163 is eliminated.

Comment: A potential inter-parcel connection has been identified to be located around the proposed loading area along the southern boundary line that adjoins Parcel 175. However, the on-site circulation should be redesigned to accommodate this connection. A condition has been proposed to require the applicant to redesign this small section of the site to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

9. **Landscape Manual:** The subject application is subject to the requirements of Section 4.3, Parking Lot Requirements; and Section 4.7, Buffering Incompatible Uses, of the Landscape Manual.

- a. The landscape plan shows surface parking spaces along the site's east, north, and a portion of the south sides. In accordance with Section 4.3(b), Perimeter Landscape Requirements, if a site is over 10,000 square feet, a minimum of five-foot-wide landscaped strip is required along those sides excluding driveway openings. One tree and three shrubs per 35 linear feet of the property line should be planted within the landscaped strips. However, the landscape plan does not clearly delineate the aforementioned landscaped strips. A corresponding landscape schedule should also be provided for each landscaped strip. The planting materials provided on the plan are sufficient. A condition of approval has been proposed in the recommendation section to require the applicant to provide the required landscaped strips and their schedules prior to certification.

The landscape plan proposes 224,078 square feet of parking area on the site. Per Section 4.3(c), ten percent of the total parking lot must be an interior planting area to be planted with one shade tree for each 300 square feet. The landscape plan provides 22,487 square feet of interior planting area, which is slightly more than ten percent of the parking lot, with 75 shade trees and, thus, complies with the requirements of Section 4.3(c).

- b. The proposed auto dealership is adjacent to a vacant residentially-zoned property to the west and a medium impact use to the south. Since the proposed use is a high impact use, per Section 4.7, a Type D bufferyard is required along the site's west property line and a Type C bufferyard is required along a portion of the site's south property line. The Type C bufferyard requires a minimum 40-foot building setback and a minimum 30-foot-wide bufferyard to be planted with 120 plant units per 100 linear feet of property line. The Type D bufferyard requires a minimum 50-foot building setback and a minimum 40-foot-wide bufferyard to be planted with 160 plant units per 100 linear feet of property line.

On the west side, the landscape plan provides a 30-foot-wide bufferyard and an additional 10-foot-wide bufferyard on the adjacent residentially zoned property, which is also owned by the applicant, in order to fulfill the Section 4.7 buffering requirements. Alternative compliance should be obtained for this buffering treatment. A condition has been proposed in the recommendation section of this report to require the applicant to obtain alternative compliance approval for the above-mentioned buffering treatment prior to certification. On the south side, the landscape plan shows surface parking spaces within the required Type C bufferyard. The applicant should either remove the proposed parking spaces within the Section 4.7 bufferyard or obtain alternative compliance from the buffering requirements. A condition has been proposed to require the applicant to fulfill the requirements prior to certification.

The subject site is adjacent to a narrow linear strip zoned R-R on the east side that is owned by the State of Maryland. The US 301 right-of-way is located further east of the R-R zoned property. In accordance with Section 4.7, Buffering Incompatible Uses, a Type D bufferyard is technically required to be placed on the subject site adjacent to this residentially-zoned property. The Type D bufferyard requires a minimum 50-foot building setback and a minimum 40-foot-wide bufferyard to be planted with 160 plant units per 100 linear feet of property line. The landscape plan provides a ten-foot-wide landscaped strip that is not consistent with the requirements for this portion of the site. Given the extreme narrowness of the property, its ownership by the State of Maryland, and its location adjoining US 301, it is extremely unlikely that the property would be used for residential purposes; it is much more likely to be included into the ROW of US 301. If the property were part of the ROW of US 301, a ten-foot-wide landscape strip, as proposed by the applicant, would be consistent with Section 4.3(a) of the Landscape Manual because the frontage of the site is occupied by surface parking lots. Staff agrees with the proposed frontage treatment. A condition has been proposed to require the applicant either to obtain alternative compliance from the requirements of the Landscape Manual for this frontage or provide evidence from the State Highway Administration (SHA) that the property will be included in the future ROW of US 301.

- 10. **Woodland Conservation Ordinance:** 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 is a Type I Tree Conservation Plan, TCPI/015/00.

- a. The site has an approved Natural Resources Inventory, NRI/086/06-01, that shows no regulated environmental features on Parcel B with the exception of a small area of existing woodland on the northeastern portion of the site. No further information regarding the NRI is required with this DSP application.
- b. The Type II Tree Conservation Plan, TCPII/069/08, submitted with this DSP is in general conformance with the requirements of the Woodland Conservation Ordinance except for several revisions. The woodland conservation threshold for this site is 1.06 acres, or 15 percent of the net tract. The total woodland conservation requirement based on the proposed clearing is 1.36 acres. The worksheet shows all of the existing woodland on-site is proposed to be cleared and the site's requirement to be met with off-site mitigation. This proposal is in conformance with the approved TCPI.

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

- a. In a memorandum dated October 28, 2008, the Community Planning North Division noted that the application is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier and conforms to the land use policy of the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B*, which recommends the property be developed for retail and service commercial.
- b. The Subdivision Section, in a memorandum dated October 20, 2008, provided a detailed discussion of the conditions of approval attached to Preliminary Plan of Subdivision 4-05148 that covers the subject property. See above Finding 8 for discussion of the applicable conditions. Subdivision Section staff concludes that the DSP is in substantial conformance with the approved preliminary plan of subdivision.
- c. The Transportation Planning Section, in a memorandum dated October 24, 2008, noted that the site plan is acceptable as shown.

In a separate memorandum from the Transportation Planning Section dated November 4, 2008, on detailed site plan review for master plan trail compliance, the trails planner stated that there are no master plan trails issues identified that impact the subject site.
- d. The State Highway Administration (SHA), in a memorandum dated November 4, 2008, noted that SHA has no objection to Detailed Site Plan DSP-08038 approval. However, SHA still requires the applicant to submit evidence that good faith negotiations have taken place with the adjacent property owner to the north for an access easement to this site.
- e. The Environmental Planning Section, in a memorandum dated November 13, 2008, provided a comprehensive review on the Type II tree conservation plan and other environmental planning-related issues, such as possible noise associated with the public address system and lighting intrusion. The Environmental Planning Section recommends approval of this detailed site plan subject to two conditions, which have been incorporated into the recommendation section of this report.

- f. The Permit Review Section, in a memorandum dated October 14, 2008, provided 11 comments on the subject site plan regarding compliance with the Landscape Manual and Zoning Ordinance. The comments have either been addressed by the applicant through revisions to the plan or will be addressed by conditions of approval.
- g. The Washington Suburban Sanitary Commission (WSSC), in a memorandum dated October 22, 2008, indicated that an on-site plan review package should be submitted.

Comment: WSSC has its own sewer and water permit review procedure that the applicant must go through at a later date.

- h. The Historic Preservation and Public Facilities Planning Section in a memorandum dated November 10, 2008 indicated that Phase I archeological survey was completed for the Mills Property. Except for a documented property, there are no regulated historic sites of any kind on the subject site. No further archeological survey is needed on the Mills Property. The Historic Preservation and Public Facilities Planning Section recommended two conditions that have been included in this report.
- i. Verizon, Inc., in a memorandum dated October 23, 2008, noted that a ten-foot public utility easement (PUE) is required along the property line abutting State property due to its close vicinity to US 301.

Comment: The applicant has been informed of this requirement and agrees to provide the required PUE. A condition has been proposed in the recommendation section to require the applicant to revise the plan to show the PUE prior to certification.

- j. The comments on this DSP from the City of Bowie will be presented at the time of public hearing.
 - k. The Department of Public Works and Transportation (DPW&T), in a memorandum dated November 12, 2008, noted that US 301 is a State-maintained roadway and coordination with the Maryland State Highway Administration is required for frontage improvement. DPW&T also indicated that the DSP is consistent with the approved stormwater management concept plan.
12. As required by Section 27-285(b), 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-08038 for Mills Nissan of Bowie and Type II Tree Conservation Plan TCPII/069/08, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Obtain alternative compliance for the proposed buffering treatment along the western boundary line with the final decision provided by the Planning Director as designee of the Planning Board.
 - b. Either show complete compliance with Section 4.7 of the Landscape Manual for the affected portion of the southern boundary area or obtain alternative compliance with the final decision provided by the Planning Director as designee of the Planning Board.
 - c. Either provide evidence from the State Highway Administration (SHA) that the property will be included in the future ROW of US 301 or obtain alternative compliance from the requirements of Section 4.7 of the Landscape Manual for this frontage, with the final decision provided by the Planning Director as designee of the Planning Board.
 - d. Redesign the loading area where the future potential inter-parcel connection is located, which is to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
 - e. Add site plan notes as follows:

“All HVAC and other roof-mounted mechanical equipment shall be screened from public view.”

“All rooftop parking shall be fully screened from public view.”

“No flags or banners may be mounted, suspended or otherwise displayed for advertising anywhere on the building.”

“The public address system to be provided shall be installed and utilized in the same manner as the existing system on the Honda of Bowie site. It shall not include speakers on the rear of the building or have noise that projects directly to the west of the new building.”
2. Prior to issuance of any grading permits, the applicant and the applicant’s heirs, successors, and/or assignees shall obtain approval for an interpretation sign from the Historic Preservation and Public Facilities Planning Section and Urban Design Section as the designee of the Planning Board that discusses the historical development and uses of the Mills Baseball Field formerly located on the subject property. The approval shall include the text, design, material, color, siting and timing of the installation of the interpretative sign.
3. Prior to issuance of any building permit, the applicant shall dedicate Outlot A either to the State or County.
4. The following note shall be placed on the final plat of subdivision:

“A public address system exists on the two automobile dealerships to the east of the subject property and is in operation during business hours.”

5. An automatic fire suppression system shall be provided in the proposed building, unless the Prince George's County Fire/EMS Department determines an alternative method of fire suppression is appropriate.
6. Prior to issuance of the use and occupancy permit, the applicant shall provide a photograph of the placement of the historic interpretative sign.