



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 16-07

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
File No. DDS-632

RESOLUTION

WHEREAS, the Prince George's County Planning Board has reviewed Departure from Design Standards DDS-632, Royal Farms, Brandywine, requesting approval of a departure for a loading space access driveway to be located less than the required 50 feet from a residentially-zoned property, in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on January 14, 2016, the Prince George's County Planning Board finds:

1. **Request:** The subject application requests approval of a departure from design standards for a loading space access driveway to be located less than the required 50 feet from a residentially-zoned property.
2. **Location:** The subject site is located on the west side of Branch Avenue (MD 5) in the southwest quadrant of its intersection with Moores Road in Planning Area 85A and Council District 9.
3. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	C-M	C-M
Use(s)	Vacant	Gas Station and Food and Beverage Store
Acreage	5.03	5.03
Square Footage/GFA	0	4,946

OTHER DEVELOPMENT DATA

Parking Requirements:

	REQUIRED	APPROVED
Total Parking Spaces (1 per every 150 sq. ft. up to 3,000 of GFA)	20	
(1 per every 200 sq. ft. >3,000 of GFA)	10	63
Gas Station employee (1 per employee)	2	2
Outdoor seating (1 space/3seats) 11 seats	4	4
of which are Handicap Spaces	3	3
Total parking spaces	36*	72
Total Loading Spaces	1	1

Note: *The DDS parking schedule should show the correct number of total required parking spaces.

4. **Surrounding Uses:** The subject site is zoned Commercial Miscellaneous (C-M) and consists of Parcel 130. The site is bounded to the north by Moores Road (MD 337), and beyond by a nursery and garden center in the C-M Zone; to the east by Branch Avenue (MD 5), and beyond by undeveloped land and single-family detached homes in the Rural-Residential (R-R) Zone; to the west by single-family detached homes in the R-R Zone; and to the south by Jannie Lane, a paper street, and beyond by undeveloped property in the R-R Zone.
5. **Previous Approvals:** The site has a Stormwater Management Concept Plan (40536-2015-00) approved on October 8, 2015.
6. **Design Features:** The subject property's configuration is unusually long and narrow and will be only partially developed as shown on this DSP, with the remainder left as woodland conservation at its southern end. The site plan proposes a single point of vehicular access along the site's frontage on Moores Road. The proposed site design places the primary gas station canopy with seven pump islands along Branch Avenue (MD 5) and the food and beverage store for the Royal Farms behind, in proximity to a residential dwelling in the R-R Zone abutting the western property line. Three diesel pump islands are proposed at the southern end of the development. Surface parking is proposed throughout the site and an air station is proposed adjacent to the stormwater management facility in the southern undeveloped part of the larger site. Another stormwater management facility is located in the site's frontage area along Moores Road. South of the air station and surface parking lot, on-site tree preservation and afforestation areas are proposed.

The retail building for the Royal Farms is designed to reflect a rural aesthetic, which is a trademark of Royal Farms. The prototype model has been constructed throughout Maryland and most recently, on Allentown Road. The building design incorporates a band of composite siding at the top portion of the building, brick veneer in the middle, and stone veneer at the base of the building. The main entrance projects from the rest of the building and features two side entry points. The front elevation is accented with a shed-style roof over the main entrance supported by stone veneer and painted steel columns and topped with a cupola, and over-sized windows that help break up the horizontal mass. The rear elevation, which abuts the residential property to the west, presents long uninterrupted bands of the composite siding, red brick and stone veneer. A six-foot-high privacy fence and landscaping on both sides of the fence will screen the proposed development. To further lessen the impact of the proposed use on the adjacent residential property, the Planning Board supports the recommendation that the neon-illuminated sign be eliminated on the rear elevation that abuts the residential property. The Planning Board supports the recommendation that the sidewalk along the rear of the building be replaced with native shrub plantings, to soften the foundation along the rear elevation. The schedule for 4.9 of the 2010 *Prince George's County Landscape Manual* should be revised accordingly to reflect the additional plant material.

Due to the high visibility of the pumps, canopy and retail building on a narrow site such as the subject site, the design of these features is important and should be of high quality. The proposed exterior building materials including stone, brick, and composite siding are of notable quality and

durability. The pumps and canopy are reflective of the architecture and materials of the main building.

Signage: The applicant is proposing a unified sign package including one 25-foot-high freestanding pylon sign, two neon-illuminated building-mounted signs (on the front and rear elevations), signage on the fueling station canopies, and one directional sign to facilitate on-site internal circulation. The business logo is distinctive without being excessive, incorporating only a blue "Royal" and green "Farms" on all sign types and by using channel letters on the main building. For further discussion of signage refer to Finding 7(f).

Stormwater Management: A Stormwater Management Concept Approval Letter (40535-2015-00) and associated plan were submitted with the application. The approval was issued on October 8, 2015 from the Prince George County Department of Permitting, Inspections and Enforcement (DPIE). The stormwater concept plan proposes to construct a two-lined submerged gravel wetlands system. A stormwater management fee of \$15,520.00 for on-site attenuation/quality control measures is required.

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-M Zone; the site plan design guidelines, Departure from Design Standards, Part 11, Off-Street Parking and Loading; and Part 12, Signs of the Zoning Ordinance, as follows:

- a. The subject application is in conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs uses in commercial zones. The proposed gas station is permitted in the C-M Zone subject to detailed site plan approval in accordance with Part 9, Division 3, of this Subtitle. A DSP has been prepared in fulfillment of this requirement.
- b. The site layout is consistent with Section 27-462, regulations regarding building setbacks.
- c. The detailed site plan (DSP) is in general conformance with the applicable site design guidelines contained in Sections 27-358 and 27-274.
- d. The applicant requires a departure from Section 27-579(b) of the Zoning Ordinance, which prohibits access to a loading space to be located less than 50 feet from residentially-zoned property.

The application requests a reduction in the required width between the loading area access driveway and the adjacent residentially-zoned property along the site's western property line. Section 27-579(b) of the Zoning Ordinance states that "No portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within fifty (50) feet of any Residential Zone." The application proposes a maximum departure of 30.4 feet.

At its closest, the access driveway is only 19.6 feet from the residentially-zoned property. The proposal has been reviewed for compliance with the required findings for approval of a departure contained in the Zoning Ordinance. The applicant provided the following summarized description of the proposal and the need for the departure request:

“...[A]s part of the applicant’s overall development proposal for the subject property, [the Applicant] is proposing the installation of a loading space and associated drive aisle starting at the northwest corner (i.e., the sole point of access to the site). The actual loading space will be located approximately 75 feet from the property line and the driveway leading to the space (which is the same drive aisle for the entire site) is located approximately 19.6 feet from the property line that is contiguous with the R-R Zone. Section 27-579(b) of the Zoning Ordinance prohibits loading spaces or the associated vehicular entrances to the loading space to be located less than 50 feet from residentially-zoned property. The property located directly to the west of the subject property is generally unimproved -- with the exception of one single family home to the far southwest of the location of the drive aisle. Indeed, the single family home is located approximately 532 feet away from the applicant’s access point on Moores Road. Accordingly, although the drive aisle leading to the loading space (which again is the only point of access to the subject property) is located 19.6 feet away from property located in the R-R Zone, the single family home on the adjacent property is over 500 feet from the access driveway and will be completely screened from the loading space by the proposed building and landscaping along the western property line.”

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure. Each standard is listed in **boldface** type below, followed by the applicant’s justification.

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

(i) The purposes of this Subtitle will be equally well or better served by the applicant’s proposal;

Applicant’s Justification:

“Generally, the purposes set forth in Subtitle 27 are to protect the health, safety and welfare of the residents and workers in Prince George’s County. The purposes of this Subtitle will be equally well or better served by the applicant’s proposal to reduce the setback requirement for the drive aisle leading to the loading space. The reduction to the 50 foot setback requirement will allow the subject property to be developed with a modern and attractive Royal Farms pursuant to the C-M Zone. The site will provide increased and attractive landscaping, an efficient parking design, safe on-site circulation, and stormwater management techniques that currently do not exist on the property. The departure will not negatively impact adjacent land uses, as there are significant distances between the drive

aisle location and any actual improvements on the adjacent properties. Therefore, the applicant contends that the purposes of Subtitle 27 will be equally well or better served by the applicant's proposal."

The applicant also provided justification for each of the specific purposes identified in the Zoning Ordinance. The Planning Board concurs that the purposes of the Subtitle will be equally well or better served by the applicant's proposal.

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

Applicant's Justification:

"The departure is the minimum necessary in this case. As a result of the uniqueness and narrow shape of the property, the placement of structures, landscaping, and parking is challenging. Additionally, the property only has one available access point, which has to be located at the northwest corner of the property due to the proximity of the intersection of Moores Road and MD 5. In light of the need to locate the access point as far to the west as possible and given the denial of access along MD 5, there is absolutely no way to design a layout that strictly adheres to the 50 foot setback for the drive aisle leading to the loading space. That said, however, a significant amount of care was placed into the location of all parking spaces (including the loading space) and drive aisle widths. The goal is to provide an open area with as few impediments to a driver's line of site and to locate the actual loading space beyond the 50 foot requirement (as designed, the loading space is actually more than 75 feet from any residentially zoned property line). Furthermore, the site also had to be designed to accommodate the turning radius of delivery trucks and fuel trucks that need access to the site in order to make deliveries. As a result, on a site as narrow as the subject property, a creative alternative to compliance with loading spaces and vehicular access thereto is sometimes necessary. In this case, compliance with the 50 foot setback requirement of Section 27-579 would be at the expense of the applicant's desire to provide a safe design, and would likely result in the property not being developed with a modern store that complies with the County's new design and stormwater management requirements, as strict compliance makes this property undevelopable since the only point of access must be located to the northwest of the property— adjacent to the R-R Zone."

The applicant has revised the plans so that the minimum distance to the adjacent residentially-zoned property from the access driveway is increased to 19.6 feet. Based on the reasons above, including the exceptional narrowness of the property and the only viable location for the sole point of access into the site, the Planning Board concurs that the departure is the minimum necessary.

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

Applicant's Justification:

"The departure is necessary in order to alleviate circumstances which are unique to the site. The subject property is narrow and is contiguous with R-R Zoned land to the west. As a result, the applicant, in its desire to not only provide a safe and open feel to the front of the site, but also due to the significant limitations on the location of the access point to Moores Road, had no choice but to combine the drive aisle for the loading space with the main point of access for the entire site. The narrowness of the site and the need to provide open circulation with the parking fields for pedestrian and vehicular safety, limits the ability to provide a separate pass-by lane for loading. Indeed, if this was possible, a departure would still be needed due to only having one access point on the property. Simply stated, a departure to develop this property with any use consistent with its zoning, will be required since there is only one access point available, and said access point has to be located to the northwest of the property—relatively adjacent to the R-R Zoned property line and used as the drive aisle to the loading space. That said, the applicant contends that the spirit of the setback is being met since the drive aisle will be adequately screened from the adjoining R-R Zoned property and will be more than 530 feet away from the existing single-family home on the adjacent R-R Zoned property."

The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The narrowness of the site and the need to provide safe and efficient access limits the ability to provide a separate access drive aisle for loading area that is not within 50 feet of the adjacent residential property.

- (iv) **The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.**

Applicant's Justification:

"The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood. As indicated above, the applicant believes that the proposed design will not only result in a safer development, but will also be more attractive to the neighborhood and the travelers along MD 5."

The Planning Board concurs that the requested departure will not impair the quality or integrity of the site or surrounding neighborhood. The applicant is providing safe and efficient access and internal circulation. With the proposed landscaping and fencing, the applicant will be providing an attractive and functional buffer between the access drive aisle and the residential property to the west.

Based on the analysis above, the Planning Board finds that the required findings for the requested departure have been met.

8. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies summarized below.
- a. **Community Planning Division**—The following summarized determinations are provided.
 - (1) **Conformance with the Plan Prince George's 2035 Approved General Plan:** The application is consistent with the *Plan Prince George's 2035 Approved General Plan*. The Plan makes no relevant recommendations for this property.
 - (2) **Conformance with the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment:** The application is consistent with the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*. The Subregion 5 master plan recommends low-density residential development for this property. However, this recommendation only serves to provide justification for a zoning map amendment, if desired, by the property owner for a use change. The plan does encourage infill development along the MD 5 corridor. This proposal provides infill development, serving existing commuters and nearby communities without adding a significant number of peak-hour trips to an already congested roadway.
 - b. **Subdivision Review Section**—An analysis of the associated DSP that is summarized as follows:

The subject property is composed of Parcel 130, a deed-parcel recorded in Liber 19140 at Folio 506 of the County Land Records on March 12, 2004. The property is located on Tax Map 134 in Grid F-4, and is approximately 5.02 acres in size. The site seems to be currently improved with an unknown structure, based on a review of PGAtlas aerial imagery from 2014 and the existing conditions plan of the DSP.

Pursuant to Section 24-107(c)(7)(B) of the Subdivision Regulations, a site is exempt from the requirement of filing a preliminary plan of subdivision (PPS) and final plat if the development proposed does not exceed five thousand (5,000) square feet of gross floor

area. The DSP, proposed for development of less than 5,000 square feet of GFA, is in conformance with this section.

Failure of the site plan and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

Required technical revisions were addressed during the review process.

c. **Environmental Planning Section**—The following summarized comments on the detailed site plan are provided.

- (1) **Site Description:** The site is relatively flat sloping to the south, and contains 1.84 acres of woodlands. The site is located within the Piscataway Creek watershed, which drains into the Potomac River. The predominant soils found to occur according to the USDA NRCS Web Soil Survey are Beltsville-Urban land complex, Downer-Hammonton complex, Grosstown gravelly silt loam, and Sassafras-Urban land complex. According to available information, Marlboro clay or Christiana complex is not identified on the property. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered (RTE) species found to occur on or in the vicinity of this property. There are no floodplains, streams, Waters of the US, or wetlands associated with the site. No Forest Interior Dwelling Species (FIDS) or FIDS buffer are mapped on-site. The site has frontage on both Moores Road and Branch Avenue (MD 5). Branch Avenue is identified as a master planned freeway roadway, which is a traffic noise generator; however, due to the proposed commercial use, traffic generated noise is not regulated in relation to the subject application. Moores Road and Branch Avenue are not identified as a historic or scenic roadways. The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. According to the *2005 Approved Countywide Green Infrastructure Plan*, the site contains Evaluation and Network Gap areas in the southern portion of the site.
- (2) **Woodland Conservation:** The project is subject to the current regulations of Subtitles 25 and Subtitle 27 that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new Detailed Site Plan and there are no previous approvals. The site is subject to the provisions of the Prince George's County 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. See Finding 9 for further discussion.

- (3) **Natural Resources Inventory:** An approved Natural Resource Inventory Equivalence letter (NRI-141-15) was submitted with the review package, which was approved on September 17, 2015. The NRI verifies that no regulated environmental features occur on the subject property. There are 1.84 acres of woodlands located in the western portion of the site. No revisions are required for conformance to the NRI.
- (4) **Stormwater Management:** A Stormwater Management Concept Approval Letter (40535-2015-00) and associated plan were submitted with the application for this site. The approval was issued by DPIE on October 8, 2015. No further action regarding stormwater management is required at this time.
- (5) **Specimen Tree Variance:** The required findings of Section 25-119(d) have been adequately addressed by the applicant for the removal of specimen tree No. 5. See Finding 9 for further discussion.

d. **Transportation Planning Section**—The following summarized comments are provided.

- (1) No traffic-related findings are required for site plan review. A preliminary plan of subdivision was not required because the square footage being proposed is less than 5,000 square feet and therefore, a traffic study was not required for this use.
- (2) The intersection of Branch Avenue and Moores Road includes southbound on/off-ramps. The site has one access point from Moores Road approximately 160 to 200 feet from the ramps. There may be operational issues for vehicles entering and exiting the site on Moores Road. The Maryland State Highway Administration (SHA) along with the County will review any operational issues on Moores Road at the access permit stage. Otherwise, access and circulation are acceptable.
- (3) The applicant is seeking a departure from setback requirements for a drive aisle to a loading space located on the west side of the property. The width of proposed commercial driveway is thirty-two feet. It is not clear why a driveway of this width is required, though the applicant submitted a truck turning study for on-site movements. Some of the conflicts cited in the study for a twenty-two-foot-wide driveway are the result of excessive on-site curbing and parking spaces.
- (4) The site is adjacent to Branch Avenue (MD 5) which is listed in the *Approved Subregion 5 Master Plan and Sectional Map Amendment* as a freeway. No structures are being proposed within the right-of-way of Branch Avenue. Moores Road is a non-master plan roadway maintained by DPW&T. Additional SHA right-of-way is shown along Moores Road to accommodate the future interchange options. It is noted that the State Highway Administration is currently considering future interchange options for Branch Avenue between Moores Road and

Earnshaw Drive as part of the overall MD 5 Corridor Transportation Study from US 301 to Auth Road north of the Capital Beltway (I-95/I-495). At this time it appears that the proposed structures and parking areas are outside the limits of disturbance for the options. Although there may be future potential impacts to the site, there are no impacts with regard to the current application.

- (5) From the standpoint of transportation, the site plan is deemed acceptable and meets the findings required for a detailed site plan as described in Section 27-285. Any operational issues identified by the permitting agency will be addressed at the time of permit review.
- e. **Trails**—The following summarized comments are provided regarding the site plan's conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Subregion 5 Master Plan*.
- (1) There are no MPOT trails that directly impact the subject property, nor are there specific master plan trails recommendations for Branch Avenue or Moores Road within the vicinity of the subject site.
 - (2) The Complete Streets Section of the MPOT includes the following policy regarding sidewalk construction and the accommodation of pedestrians.
 - **POLICY 2:** All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.
 - (3) The area master plan includes the following policies regarding pedestrian and bicyclist transportation (area master plan, page 120):
 - Construct sidewalks along all major transportation facilities in areas where there are concentrations of people.
 - Expand the on-road and off-road facilities that connect major population centers with transit-related facilities.
 - (4) The area master plan recommends a sidepath along Branch Avenue, however, this recommendation is not included in the MPOT. The area master plan recommends that MD 5 be designated as a six -to eight-lane freeway which may make active transportation not feasible. The Community Planning Division and Transportation Planning section concur that this trail can be built as part of a future capital improvement project along the corridor. Therefore, it is not recommended that the applicant build the sidepath recommended in the area master plan.

- (5) The expected increase of motor vehicle traffic along both MD 5 and Moores Road will likely require the applicant to build roadway improvements either along the subject site's frontage or at nearby intersections. These improvements will help accommodate the additional motor vehicle traffic traveling to or from the subject site and can also improve pedestrian and bicyclist access to the subject site. Should the applicant implement any required roadway improvements, the applicant should ensure that the roadway improvements conform to both the MD SHA Bicycle Policy & Design Guidelines and the DPW&T's standards for bicyclist and pedestrian access. The bicyclist and pedestrian improvements may include roadway striping or building sidewalks. Improvements to MD 5 and Moores Road will be subject to review and modification by the operating agencies, MD SHA and DPW&T, respectively. Conditions addressing these improvements are included in the approval of this application.
- f. **Historic Preservation**—An analysis of the subject DSP is summarized in the following comments.
- (1) A Phase I archeological survey is not recommended on the above-referenced property. The subject property has been extensively graded. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low.
- (2) This proposal will not impact any historic sites or resources, documented properties, or any known archeological resources.
- g. **Permit Review Section**—Comments regarding the site plan have either been addressed by the applicant's revisions to the plans during the review process, or have been included as conditions in the approval of this application.
- h. **Prince George's County Health Department**—No response had been received from the Health Department.
- i. **Prince George's County Police Department**—In a memorandum dated December 4, 2013, the Prince George's County Police Department stated that after visiting the site, there are no crime prevention through environmental design (CPTED) issues.
- j. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated October 29, 2015 WSSC provided an evaluation of the subject proposal. Among a number of comments WSSC stated that the public utility easement (PUE) cannot overlap the Washington Suburban Sanitary Commission (WSSC) easement. WSSC facilities/

structures cannot be located with a public utility easement (PUE), however, WSSC pipelines may cross over a PUE.

All technical review comments provided by WSSC have been acknowledged by the applicant and will be addressed prior to the issuance of building permits.

- k. **The Department of Permitting, Inspections and Enforcement (DPIE)**—In comments dated November 30, 2015, DPIE provided an evaluation of the subject proposal, summarized as follows:

- (1) The property is located on the west side of Branch Avenue (MD 5) in the southwest quadrant of its intersection with Moores Road. Moores Road is County-maintained; full road improvement is required to include a left-turn lane on westbound Moores Road at the entrance.
- (2) The proposed gas station is considered a site of potential concern. Oil and grit separators are required prior to discharging into the primary water quality devices. A lined micro bio-retention pond or filtration system can be used for water quality.
- (3) Sidewalks and Americans with Disabilities Act (ADA) Ramps are required along County and State roads, with concrete curb and gutter, in accordance with current DPW&T and SHA standards and specifications.
- (4) The site development has a DPIE Stormwater Management Concept Plan No. 40535-2015, dated October 8, 2015. The SWM Concept Plan is consistent with the Detailed Site Plan.
- (5) Departure from Design Standards DDS-632 is for a nonconforming setback of a drive aisle leading to a loading space; DPIE has no objection provided public safety is not compromised.

Approval of the departure request will not result in a compromise to public safety. See Finding 7 above for further discussion of the departure.

Additional standard comments were provided regarding coordination of impacted agencies and utilities, conformance to specifications and standards, sight-distance, and the provision of additional information.

- l. **State Highway Administration (SHA)**—No response had been received from SHA.
- m. **Prince George's County Fire/EMS Department**—No response had been received from the Fire/EMS Department.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Departure from Design Standards DDS-632 for Royal Farms, Brandywine, to allow a loading space access driveway to be located less than the required 50 feet from the residentially-zoned property.

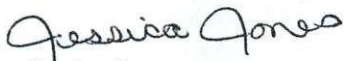
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council for Prince George's County, Maryland within thirty (30) days of the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo and Hewlett voting in favor of the motion, and with Commissioner Shoaff absent at its regular meeting held on Thursday, January 14, 2016 in Upper Marlboro, Maryland.

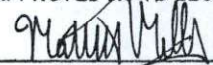
Adopted by the Prince George's County Planning Board this 4th day of February, 2016.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:CF:ydw

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department

Date 1/27/16