



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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PGCPB No. 11-64

File No. SE-4657

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed SE-4657, 301 Commercial Center-Tires Plus requesting a special exception for a vehicle parts and tire store (including installation) and a vehicle lubrication and tune-up facility 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 June 16, 2011, the Prince George's County Planning Board finds:

- A. **Location and Field Inspection:** The subject property is located at the southwest corner of the intersection of Robert S. Crain Highway (US 301) and Clymer Drive, and is situated across US 301 from the Brandywine Crossing Shopping Center. The site is located within the 301 Commercial Center, which consists of approximately 7.15 acres in the Commercial Shopping Center (C-S-C) Zone. The 301 Commercial Center is an integrated shopping center that consists of seven recorded parcels that are being developed under a uniform development scheme.

The special exception boundaries consist of a portion of Parcel H totaling 0.84 acre. On March 24, 2011, the Prince George's County Planning Board approved Detailed Site Plan DSP-10032 for a fast-food restaurant with drive-through service (Checkers) on the remaining portion of Parcel H. At this time, a majority of 301 Commercial Center has already been developed with various commercial uses, including a medical office building, a grocery store (Aldi), a liquor store (301 Liquors), a fast-food restaurant (Chick-fil-A), and a retail auto parts store (Auto Zone). The subject property has been cleared and graded, and the common driveway entrance that will serve both the Checkers restaurant and the proposed special exception uses has been installed. Vehicular access to both the north and southbound directions of US 301 is provided from the four-way Clymer Drive/Matapeake Business Drive signalized intersection, which is located along the north side of the shopping center. Access to and from the southbound lanes of US 301 is also provided from Albert Road, which is situated along the south side of the shopping center.

B. Development Data Summary:

	EXISTING	APPROVED
Zone(s)	C-S-C	C-S-C
Use(s)	None	Vehicle Parts and Tire Store w/Installation & Vehicle Lubrication and Tune-up Facility
Acreage	0.84	0.84
Lots	None	None
Parcels	Part of 1	Part of 1
Square Footage/GFA	None	8,500
Variance	None	None
Variation	N/A	N/A

C. History:

December 8, 2006—	Natural Resources Inventory NRI/159/06 was approved for the property.
January 17, 2007—	Stormwater Management Concept Plan 50400-2006-00 was approved for the property.
May 10, 2007—	Preliminary Plan of Subdivision 4-06142 and Type I Tree Conservation Plan TCPI/001/07 was approved by the Planning Board for seven parcels covering 9.15 acres in the C-M and C-S-C Zones. The Planning Board's decision for Preliminary Plan 4-06142 and TCPI/001/07 are contained in PGCPB Resolution No. 07-105.
April 10, 2008—	Type II Tree Conservation Plan TCPII/17/08 was approved by the Environmental Planning Section.
December 17, 2008—	Final Plat of Subdivision PM 228 @ 99 was recorded in the Prince George's County Land Records.
April 23, 2009—	Detailed Site Plan DSP-08045 was approved for the construction of a Chick-fil-A restaurant on Parcel J of 301 Commercial Center.
June 25, 2009—	The former C-M-zoned portions of the property were rezoned to the C-S-C Zone under PGCPB Resolution No. 09-109 and County Council Resolution CR-61-2009.
March 24, 2011—	Detailed Site Plan DSP-10032 was approved by the Planning Board for a Checkers fast-food restaurant in the C-S-C Zone on the remaining portion of Parcel H of 301 Commercial Center.

- D. **Master Plan Recommendation:** The 2002 *Prince George's County Approved General Plan* recommends that retail and service land uses comprise 5 to 50 percent of the land use mix in a designated corridor and community center. The General Plan Development Pattern policies recommend compact, mixed-use, transit-supportive, and transit-oriented development in the center.

The vision for centers and corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with strong emphasis on transit-oriented development. The goals of the centers and corridors are to:

- Capitalize on public investment in an existing transportation system
- Promote compact, mixed-use development at moderate to high densities
- Ensure transit-supportive and transit-serviceable development
- Require pedestrian-oriented and transit-oriented design
- Ensure compatibility with surrounding neighborhoods

The 2009 *Approved Subregion 5 Master Plan and Sectional Map Amendment* recommends new commercial land uses that are more compact, transit-supportive, and transit-oriented in the edge area of the community center in Brandywine.

- E. **Request:** The applicant seeks approval of a special exception to authorize the new uses of a vehicle parts or tire store with installation facilities, and a vehicle lubrication or tune-up facility on approximately 0.84 acre in the C-S-C Zone. The new development of an 8,500-square-foot building with ten service bays is proposed to contain both special exception uses.
- F. **Neighborhood and Surrounding Uses:** The applicant submits that the appropriate neighborhood to be considered in this case is bounded on the north by Chaddsford Drive. Where Chaddsford Drive terminates, the northern property boundary of the neighborhood is proposed to be comprised of an imaginary line running west from the terminus of Chaddsford Drive to intersect with McKendree Road. The property is further bounded to the west and south by McKendree Road and on the east by Crain Highway (US 301).

The eastern portion of the neighborhood is characterized by intense retail commercial development. The western portion of the neighborhood is characterized by scattered detached single-family dwellings that front on McKendree Road. To the south and southwest of the subject property are detached single-family dwellings. To the north and northwest of the property is the Chaddsford residential subdivision which is currently being developed with detached single-family dwellings and townhomes.

The property is surrounded by the following uses:

- North— A vacant pad site in the C-S-C Zone which is the future site of a proposed Checkers fast-food restaurant that was approved by the Planning Board on March 24, 2011 via PGCPB Resolution No. 11-26.
- West— The private driveway which serves as the main internal access roadway for 301 Commercial Center, and beyond a telecommunications tower and a liquor store in the C-S-C Zone.
- South— An auto parts store in the C-S-C Zone (Auto Zone).
- East— Crain Highway (US 301) and commercial uses farther east across US 301 in the C-S-C Zone.

G. **Specific Special Exception Requirements:** Section 27-417.01 of the Zoning Ordinance provides the following specific requirements for a vehicle parts and tire store with installation facilities:

- (a) **A vehicle parts and tire store, including installation facilities, may be permitted, subject to the following:**

- (1) **All sales and installation operations shall be conducted within a wholly enclosed building, with no outdoor storage;**

The proposed building for the Tires Plus store is designed to accommodate ten enclosed motor vehicle service bays. The business will conduct all operations within a wholly enclosed building and will have no outdoor storage.

- (2) **Installation activity on any motor vehicle shall be completed within forty-eight (48) hours or less. No vehicle may be stored on the property for longer than this period; and**

All installation shall be completed within 48 hours or less and no vehicles will be stored on the subject property longer than this period.

- (3) **The demolition or junking of motor vehicles is prohibited.**

The operation will not involve any junking of motor vehicles.

Section 27-416.03 of the Zoning Ordinance provides the following specific requirements for vehicle lubrication and tune-up facilities:

- (a) **A vehicle lubrication or tune-up facility may be permitted, subject to the following:**

- (1) **Service activity on any motor vehicle shall be completed within twenty-four (24) hours or less, and no vehicle may be stored on the property for longer than this period;**

All service activity will be completed within 24 hours or less and no vehicles will be stored on the property for longer than 24 hours.

- (2) **The demolition or junking of motor vehicles is prohibited; and**

The operation will not involve any demolition or junking of motor vehicles.

- (3) **The District Council shall find that the proposed use will not unduly restrict the availability of land, or upset the balance of land use, in the area for other trades and commercial uses.**

Other uses presently existing within 301 Commercial Center include a medical office building, a grocery store, a fast-food restaurant, an auto parts store, and a liquor store. Detailed Site Plan DSP-10032 was approved by the Planning Board on March 24, 2011 for a Checkers fast-food restaurant, which is proposed to share a parcel and common driveway entrances with the subject special exception uses. Therefore, a wide array of different uses currently exists within 301 Commercial Center. The Brandywine Crossing Shopping Center, located across Crain Highway (US 301) from the subject property, is proposed to contain approximately 600,000 square feet of retail uses when completed. Thus, the proposed uses will offer compatible use and service in an area already containing a high concentration of commercial uses.

- H. **Parking Regulations:** The property is part of 301 Commercial Center, which is being developed as an integrated shopping center. Based on the gross floor area (GFA) of the retail and medical uses that make up the shopping center, a total of 284 parking spaces and 3 loading spaces are required to serve the property. The revised special exception site plan submitted by the applicant demonstrates that a total of 315 parking spaces and 3 loading spaces will be provided within the limits of the shopping center.
- I. **Prince George's County Landscape Manual:** The application to build a vehicle parts and tire store with installation services and a vehicle lubrication and tune-up facility involves new construction and is subject to the requirements of the 2010 *Prince George's County Landscape Manual*. Because the area of special exception is located on a portion of Parcel H, which was reviewed under DSP-10032, the Urban Design Section recommended that the tree canopy coverage (TCC) requirement be calculated and reviewed for the parcel as a whole and be reflected as such on both the special exception and the detailed site plan.

Section 4.2 Requirements for Landscaped Strips along Streets

The proposal is subject to Section 4.2, Commercial and Industrial Landscaped Strip Requirements. The proposed landscaped strip against the public streets on the eastern and northern property

boundaries appears to be the required ten feet wide, but dimensions should be added to the plan to demonstrate the exact width provided. Additionally, the landscape schedule provided includes the length of road frontage on parcels to the south of Parcel H. The schedule should be revised per the requirements of the new Landscape Manual and made to only apply to the road frontage of Parcel H.

Section 4.3 Parking Lot Requirements

The special exception plan proposes to construct a new parking lot; therefore, the requirements of Section 4.3, Parking Lot Requirements, of the Landscape Manual apply. However, the site is exempt from the requirements of Section 4.3.c.(1), Parking Lot Perimeter Landscape Strip, along the southern property line, as it is part of an integrated shopping center.

The plan provides a Section 4.3.c.(2), Parking Lot Interior Planting Requirements, landscape schedule, which again includes areas of parking on the adjacent parcels to the south and does not show the correct percentage of interior planting area relative to the overall parking lot area. This schedule should be revised per the requirements of the Landscape Manual and made to only apply to the parking lot compound within Parcel H.

Section 4.4 Screening Requirements

A dumpster enclosure made from concrete masonry units (CMU) in a color matching the building has been provided. Details of all mechanical equipment, such as meters, freestanding air conditioners, heat pumps, and similar equipment should be shown on the plans, if any, and screening provided in accordance with Section 4.4.

The revised plans submitted demonstrate that the electric and gas meters and the air conditioning unit will be grouped fairly close to one another along the south side of the proposed building and will be screened accordingly.

Section 4.7 Buffering Incompatible Uses

The site is subject to the requirements of Section 4.7; however, none of the adjacent uses are incompatible per the Landscape Manual. Therefore, no revisions are required for this section.

Section 4.9 Sustainable Landscaping Requirements

The site is subject to the requirements of Section 4.9 and, therefore, the appropriate schedule and notes should be added to the plan as required.

Tree Canopy Coverage (TCC)

The application to build a vehicle parts and tire store and a vehicle lubrication and tune-up facility will require permits and, therefore, is subject to the requirements of the Tree Canopy Coverage Ordinance. Because the area of special exception is located on a portion of Parcel H, which was reviewed under Detailed Site Plan DSP-10032, it is recommended that the TCC requirement be calculated and reviewed for the parcel as a whole and be reflected as such on both the special exception and the detailed site plan. The site, Parcel H, is zoned C-S-C and is required to provide ten percent in TCC, or 6,161 square feet. A TCC worksheet specifying how this is being met

should be provided on the landscape plan, or a variance should be applied for if the applicant is not able to meet the requirement.

Conditions have been established by the Planning Board, that require the remaining Landscape Manual conformance issues to be addressed prior to signature approval of the special exception site plan.

- J. **Zone Standards:** The applicant's proposal is in compliance with the standard zoning requirements of the C-S-C Zone. No variances have been requested as part of the special exception application.
- K. **Sign Regulations:** The signage on the building is of a standard commercial type prototypical for the Tires Plus franchise. Yellow and red signs that read "Tires Plus" are located on all four sides of the building, just below the roofline. Additionally, small yellow signs describing services are located above each service bay. The maximum amount of total building signage that is permitted for the special exception uses is 340 square feet. The applicant proposes a total of 268 square feet of building signage.

The two freestanding signs for 301 Commercial Center are located outside the limits of the special exception boundaries, and are therefore, not part of the subject special exception application. The freestanding signs for the shopping center were reviewed and approved on November 9, 2009 under Sign Permits 23750-2009-SG and 23751-2009-SG. The applicant is proposing to add a sign panel to both of the existing freestanding signs that serve the shopping center.

- L. **Required Findings:** Section 27-317(a) of the Zoning Ordinance provides that a special exception may be approved if:

(1) The proposed use and site plan are in harmony with the purposes of this Subtitle;

The primary purposes of the Zoning Ordinance are to protect public health, safety, and welfare; to promote the most beneficial relationship between the uses of land and buildings; and to protect landowners from adverse impacts of adjoining development. The proposed uses of a vehicle parts and tire store and vehicle lubrication and tune-up facility are uses that are permitted through the special exception process in the C-S-C Zone. Therefore, there is a legislative presumption that that the uses can be carried out in harmony with the purposes of this Subtitle with no adverse impacts on health, safety, and welfare. With the conditions established by the Planning Board, the site plan will meet all applicable design requirements of the Zoning Ordinance.

(2) The proposed use is in conformance with all the applicable requirements and regulations of this Subtitle;

All required parking and loading spaces are being fully provided within the limits of the shopping center, and the proposed building is in compliance with the height and building setback requirements of the C-S-C Zone. The 301 Commercial Center has already obtained approval of a

preliminary plan of subdivision, a final plat of subdivision, a stormwater management plan, Type I and Type II tree conservations plans, and a natural resources inventory. All required landscape and tree canopy coverage (TCC) will be provided in accordance with the Landscape Manual, and no variances have been requested as part of the special exception application. With the conditions established by the Planning Board, the proposed uses will be in substantial conformance with all of the applicable requirements and regulations of this Subtitle.

- (3) **The proposed use will not substantially impair the integrity of any validly approved Master Plan or Functional Master Plan, or, in the absence of a Master Plan or Functional Master Plan, the General Plan;**

The Community Planning South Division, in a memorandum dated March 3, 2011, opines that the proposed uses are in general conformance with the commercial land use recommendations within the 2009 *Approved Subregion 5 Master Plan and Sectional Map Amendment (SMA)*. The application does not conform to the recommendations of the master plan for new commercial land uses that are more compact, transit supportive, and transit oriented in the edge area of the community center in Brandywine. Technical staff notes that the special exception findings do not mandate conformance with the master plan. On May 10, 2007, Preliminary Plan of Subdivision 4-06142 and Type I Tree Conservation Plan TCPI/001/07 were approved by the Planning Board for 301 Commercial Center. At that time, the preliminary plan application was found to be consistent with the 1993 *Approved Master Plan and Section Map Amendment for Subregion 5, Planning Areas 81A, 81B, 83, 84, 85A and 85B*, which recommended commercial land uses along the northern part of the property and employment-office/light manufacturing/business park land uses along the southern side of the property.

Grading permits were approved for 301 Commercial Center followed by building and sign permits, and construction commenced on the property. On April 23, 2009, prior to the approval of the 2009 Subregion 5 Master Plan and SMA, the Planning Board approved DSP-08045 for a Chick-fil-A restaurant on Parcel J within 301 Commercial Center. At this time, most of 301 Commercial Center has been developed. The existing uses in the shopping center include a medical office building (Parcel L), a grocery store (Parcel K), a retail auto parts store (Parcel I), a fast-food restaurant (Parcel J), and a liquor store (Parcel M).

On March 24, 2011, the Planning Board approved Detailed Site Plan DSP-10032 for a fast-food restaurant with drive-through service (Checkers) on the remaining portion of Parcel H.

The vehicle parts or tire store with installation facilities and the vehicle lubrication and tune-up facility that is proposed through the subject special exception application is proposed to be located on the same parcel as the Checkers restaurant (Parcel H). The two uses are proposed to share a common driveway entrance from the 30-foot-wide private access road which will serve the shopping center. Although the automotive-related uses that are being proposed through the subject special exception do not conform to the compact, transit-supportive, and transit-oriented land uses that are envisioned by the current master plan, the proposed uses are permitted in the C-S-C Zone through the special exception process. In this case, the approved preliminary plan and the

construction of a majority of 301 Commercial Center predated the current master plan land use recommendations.

At the time of the adoption of the 2009 Subregion 5 Master Plan, the District Council also enacted a sectional map amendment (SMA) which comprehensively rezoned the area. Previously, 301 Commercial Center had been split-zoned with some portions of the property being located in the C-S-C Zone and other areas being situated in the Miscellaneous Commercial (C-M) Zone. The applicant filed a request to rezone 301 Commercial Center in its entirety to the C-S-C Zone. The applicant's request was approved by the District Council as a part of their adoption of the 2009 Subregion 5 Master Plan and Sectional Map Amendment.

The goal of the master plan is to develop a core area in the Brandywine community center to the north of the subject property, which is accessible from the surrounding areas by foot, bicycle, and transit. The subject application is within the surrounding edge areas of the center. New development within the edge areas should respond to this master plan goal by increasing walking and biking facilities that lead to the core area. Enhanced sidewalks and trails throughout the larger edge community are encouraged in order for the Brandywine community center to become a community for pedestrians, bicyclists, and transit riders, in addition to car drivers and passengers.

The preliminary plan of subdivision for the property, however, was approved for a traditional, automobile-oriented, retail commercial center. This occurred prior to approval of the 2009 Subregion 5 Master Plan or the site's designation in the General Plan as a community center. In line with prior planning policies, individual buildings are distributed across this site and are surrounded by customer parking lots. The new master plan text acknowledges this situation and sets forth the vision for this area as follows:

Community center edges to the west of MD 5/US 301 would contain a mix of residential and commercial land uses, although these areas are not expected to develop the high-density mix envisioned for the community center core. Commercial uses may be clustered in pods, rather than mixed among residential uses...(Text, p. 50)

The proposed development represents a "pod" of commercial uses that are separated from adjacent residential areas. This alone conforms to the master plan recommendations. This proposal does not conform to master plan and General Plan recommendations for pedestrian-oriented and transit-oriented design elements that are key to implementing planning policy for centers and corridors. To adapt the proposed use to the 2009 master plan recommendations, the pedestrian network within this shopping center should be enhanced.

On-road bicycle lanes or sidepaths are envisioned for major roads in the vicinity (see Chapter VI). Additional trails and small parks should be built as part of new development. Trails and parks should be linked together, and designed to protect sensitive natural resources. South of the community center, a 50 acre community

park on McKendree Road, adjacent to the Mattawoman Watershed Park, is recommended (see Chapter VII). (Text, p. 50):

Although this proposal identifies a standard sidewalk along the frontage of Albert Road and the approved Preliminary Plan of Subdivision (4-06142) requires the construction of a standard sidewalk along Clymer Drive to provide access from surrounding residential properties, there appears to be a deficiency of walkways or paths between the commercial uses within this integrated shopping center. Additional sidewalks should link the various commercial components of this integrated shopping center and link this shopping center to the surrounding land uses and to existing and future development in the Brandywine community center.

The special exception boundaries are limited to a 36,455-square-foot portion of the shopping center. Therefore, the only pedestrian improvements that can be recommended as part of this application would have to be situated within the limits of the special exception boundaries. When approving the detailed site plan application for the abutting Checkers restaurant, the Planning Board required a pedestrian connection to be implemented from the existing sidewalk on Clymer Drive to the proposed sidewalks within the Checkers restaurant site. In order to further implement the master plan recommendations to the degree possible, a curb cut will be provided along the northern boundary line to help continue the interior pedestrian link between the various commercial components within the shopping center.

As a result, the uses being proposed through this special exception application will not substantially impair the integrity of any validly approved master plan or functional master plan.

(4) The proposed use will not adversely affect the health, safety or welfare of residents or workers in the area.

The proposed use would be located in an area characterized by intense commercial development and would be surrounded by other commercial uses in the C-S-C Zone. The Brandywine Crossing Shopping Center, containing thousands of square feet of retail uses, is located across Crain Highway (US 301) from the subject property. Thus, the proposed uses will offer a compatible use and service in an area already containing a high concentration of commercial uses.

The property is adjacent to US 301, a heavily-traveled master plan freeway facility carrying thousands of vehicles on a daily basis. The applicant argues that Tires Plus will provide a needed service to both residents and travelers from a highly-visible and easily-accessible site. At the time of preliminary plan, a traffic study for 301 Commercial Center was reviewed by the Transportation Planning Section, the State Highway Administration (SHA), and the Department of Public Works and Transportation (DPW&T). The applicant was required to participate in the Brandywine Road Club and pay a calculated fee based on the square footage of the shopping center. Prior to the issuance of any building permits, the applicant was required to demonstrate that the appropriate fees were paid to the road club escrow agent for the necessary off-site transportation improvements. In addition, to ensure the health, safety, and welfare of residents, workers, and the traveling public in general, several transportation improvements to the nearby critical intersections

were required to be fully funded and have an agreed-upon timetable for construction with SHA before building permits could be issued for the shopping center.

The proposed use would be located within a comprehensively-designed commercial center that includes a total of seven recorded parcels, shared parking and loading areas, and a private interior access road. The proposed use is proposed to be located within the interior of 301 Commercial Center, and will abut other commercial uses to the north, south, and west. All operations associated with the proposed uses will occur inside a wholly-enclosed building. As a result, the proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area.

(5) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood; and

The applicant proposes a commercial use in an area that already contains a high concentration of commercial uses. The architecture for the proposed 8,500-square-foot building is similar in style to that of other buildings within 301 Commercial Center. The Urban Design Section reviewed the proposed architecture and recommended minor changes to ensure that the proposed building would be compatible with the adjacent properties and the general neighborhood. In response to the Urban Design's Section's concerns, additional architectural features and landscaping were added along the eastern side of the proposed building where the structure will be highly visible from Crain Highway (US 301).

The shopping center is primarily developed at this time with uses that include an office building, grocery store, liquor store, auto parts store, and a fast-food restaurant. In addition, the Planning Board approved the detailed site plan application for Checkers fast-food restaurant on March 24, 2011, which will share Parcel H with the proposed special exception uses. With the site abutting streets along the eastern and western sides of the property and other commercial uses in the C-S-C Zone along the northern and southern sides of the property, the proposed uses will not be detrimental to the use or development of adjacent properties or the general neighborhood.

(6) The proposed site plan is in conformance with an approved Tree Conservation Plan.

Type I Tree Conservation Plan TCP1/001/07 was approved by the Planning Board on May 10, 2007 and Type II Tree Conservation Plan TCP11/17/08 was approved by the Environmental Planning Section on April 10, 2008. Therefore, the proposed site plan is in conformance with an approved tree conservation plan.

(7) The proposed site plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible.

There are no regulated environmental features within the limits of the special exception boundaries. A majority of 301 Commercial Center has already been developed. As part of that

development, 301 Commercial Center has obtained approval of a preliminary plan, stormwater management plans, tree conservation plans, and a natural resources inventory.

The recorded Final Plat (PM 228 @ 99) for 301 Commercial Center established conservation easements along the western portion of the site that consist of approximately 1.38 acres. The purpose of the conservation easements was to permanently protect the sensitive environmental features that are located on the 301 Commercial Center property, which include a stream and areas of 100-year floodplain. Parcel N was established on the final plat in order to contain the conservation easements and to prevent any development from occurring within the 100-year floodplain. Parcel N was dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC) at the time of final plat to ensure that the regulated features on the site remain in their natural state to the fullest extent possible.

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 recommends to the District Council for Prince George's County, Maryland that the above-noted application be APPROVED, subject to the following conditions:

1. Prior to certification, the landscape plan shall be revised to show the following:
 - a. The landscape schedule for Section 4.2 shall be revised per the requirements of the 2010 *Prince George's County Landscape Manual* and made to only apply to the road frontage of Parcel H.
 - b. The landscape schedule for Section 4.3.c.(2) shall be revised per the requirements of the 2010 *Prince George's County Landscape Manual* and made to only apply to the parking lot compound within Parcel H.
2. Prior to certification of the special exception site plan, the signage exhibit shall be revised to provide the permitted and proposed amount of building signage for the 8500-square-foot building.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Clark, seconded by Commissioner Vaughns, with Commissioners Clark, Vaughns, Cavitt, Squire and Parker voting in favor of the motion at its regular meeting held on Thursday, June 16, 2011, in Upper Marlboro, Maryland.


Adopted by the Prince George's County Planning Board this 7th day of July 2011.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:JF:arj

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department

Date 6/21/11