

RESOLUTION

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George’s County Code went into effect on April 1, 2022; and

WHEREAS, the subject property is within the Commercial, General and Office (CGO) Zone; and

WHEREAS, pursuant to Section 27-1703(a) of the Zoning Ordinance, development applications submitted and accepted as complete before April 1, 2022, but still pending final action as of that date, may be reviewed and decided in accordance with the Zoning Ordinance in existence at the time of submission and acceptance of the application; and

WHEREAS, therefore, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on May 26, 2022, regarding Detailed Site Plan DSP-21031 for Bell Station Center, Parcel B, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) requests the development of a 68,475-square-foot commercial shopping center.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	CGO (Prior C-S-C)	CGO (Prior C-S-C)
Use(s)	Vacant	Commercial Shopping Center
Total Gross Acreage	8.99	8.99
Total Gross Floor Area (GFA)	0 sq. ft.	68,475 sq. ft.
Building A	-	10,000 sq. ft.
Building B	-	8,500 sq. ft.
Building C	-	45,475 sq. ft.
Building D	-	4,500 sq. ft.

Parking Spaces

Use	NUMBER OF SPACES REQUIRED	NUMBER OF SPACES APPROVED
Shopping Center - 68,475 sq. ft. total	274	288
Handicap-accessible spaces	7	11 (2 van accessible)
Total	274	288 (277 Standard, 11 handicap-accessible)

Loading Spaces

	Required	Approved
3.0 per shopping center between 25,000–100,000 sq. ft.	3	5
Total	3	5

3. **Location:** The subject site is located in the southeast quadrant of the intersection of MD 193 (Glenn Dale Boulevard) and Bell Station Road in Planning Area 70 and Council District 4. The site is zoned Commercial, General and Office (CGO) and previously zoned Commercial Shopping Center (C-S-C).
4. **Surrounding Uses:** The subject property is located on the south side of Bell Station Road and to the north is a residential subdivision known as Gabriel’s Run in the Residential, Rural Zone. Abutting the property to the west is the right-of-way of MD 193; to the south is the Fairwood Office Park, zoned CGO; and to the east is Parcel 5, which is zoned Commercial, Service and improved with a gas station, car wash, food and beverage store, and eating and drinking establishment.
5. **Previous Approvals:** The subject property is located on Tax Map 45 in Grids E-1 and E-2 and consists of an 8.99-acre part of Parcel B, which is recorded among the Prince George’s County Land Records in Plat Book 193 on page 82, dated April 10, 2002. On February 16, 2010, the Prince George’s County District Council approved Zoning Map Amendment A-9995-C to rezone the subject property from the Commercial Miscellaneous (C-M) to the C-S-C Zone, subject to one condition. The property has a Preliminary Plan of Subdivision (PPS), 4-13019, which was approved by the Prince George’s County Planning Board on October 9, 2014 (PGCPB Resolution No. 14-113). The development has an approved Stormwater Management (SWM) Concept Plan 31763-2021.
6. **Design Features:** The proposed application is for construction of a 68,475-square-foot commercial shopping center. The site will contain three buildings, A, B and C, which will accommodate multiple tenants, and one pad site, Building D, which will be for a single tenant.

Building A is 10,000 square feet and is located on proposed Parcel 1 in the northwest corner of the property. Building B is 8,500 square feet and is located on proposed Parcel 3 in the northeast corner of the property. The large in-line building, C, is 45,475 square feet and is located on proposed Parcel 4, along the property's southern boundary. Building D is 4,500 square feet and located on proposed Parcel 4, north of the existing SWM pond, which is to remain. Proposed Parcel 2 contains only portions of the central parking lot and drive aisles that serve all of the buildings.

The site, as proposed, will have four different access points; two full turning movement access points from Bell Station Road, a third right-in/right-out access from MD 193, and a private driveway connecting to Parcel 5 (the gas station) to the east. The site is proposing a total of 288 parking spaces located mainly in one lot in the northern middle of the property. There is a loading space and dumpster proposed adjacent to each building, with two of each being provided for Building C.

During the May 26, 2022 meeting, the Planning Board discussed citizen concerns with the access driveways to the site along Bell Station Road and the safety of the loading areas, due to the inability of trucks to make adequate turning maneuvers. Revised conditions have been approved by the Planning Board to remove the access onto Bell Station Road directly across from Judicial Drive, if feasible, and restrict deliveries to Building D, by truck classification, during certain hours.

Signage

The site proposes one freestanding pylon sign at the access point from MD 193 and one at the access point from Bell Station Road in the middle of the site. The proposed signs will be 20.5 feet tall and will feature individual tenant panels below the shopping center name. The site is also proposing building-mounted signage for each future tenant that will be detailed at the time of permitting, within the zoning requirements.

Lighting

Pole-mounted lighting is proposed throughout the parking lot, and building-mounted lights are provided at all doors. A photometric plan was submitted with this application and reflects adequate lighting throughout the site with minimal spillover onto adjacent neighboring properties. The Planning Board approved the lighting, as proposed.

Architecture

The proposed buildings will consist of a combination of exterior insulation finishing system, concrete block, stone veneer, and brick that will be neutral colors of white, red, brown, and black. Each building will be approximately 33 feet high, except Building D which is 26.5 feet high, have aluminum storefront doors and windows with awnings, and a varied roofline, including some gabled roof features.

During the Planning Board meeting, concerns of nearby property owners were discussed. The Planning Board approved the inclusion of conditions, proffered by the applicant, which stated that red brick shall be used exclusively on all building surfaces where brick is proposed and the

architecture for Building A shall be revised to provide brick and a pitched roof on the rear of the elevation, as shown on the Applicant's Revised Building A elevations.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prior Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the C-S-C Zone of the prior Zoning Ordinance:
 - a. The subject application is in conformance with the requirements of Section 27-461 of the Zoning Ordinance, as a variety of commercial uses are permitted in the C-S-C Zone.
 - b. The DSP conforms with Sections 27-454 and 27-462, Regulations for Commercial Zones, of the Zoning Ordinance.
 - c. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance. The parking and loading spaces are located and designed to provide safe vehicular and pedestrian circulation, and the lighting provides adequate illumination. The site and architecture are unified with harmonious use of materials and features.

8. **Zoning Map Amendment A-9995-C:** On February 16, 2010, the District Council approved A-9995-C, to rezone the subject property from C-M to C-S-C with one condition, which is discussed as follows:
 1. **A detailed site plan shall be required to be approved by the District Council to ensure visual compatibility with the surrounding residential and commercial uses, safe access, and efficient internal circulation and pedestrian connectivity. This C-S-C site appears to be conducive to an upscale restaurant park, individual pad site for a bank facility, credit union, or similar type amenities that are compatible with the surrounding area.**

The subject DSP has been submitted in accordance with this condition and will be required to be approved by the District Council. The site and architecture are visually compatible with the surrounding uses because the proposed buildings are appropriately spaced around the perimeter of the property and include quality building materials. The site contains landscaping around the edges to buffer the development and internal landscaping within the parking compound. The vehicular and pedestrian access connections between Parcels 1-4 and 5 are sufficient, and the site is served by a network of facilities that provide adequate on-site vehicle and pedestrian circulation.

Given the multiple access driveway connections in close proximity to each other along Bell Station Road, as well as the interparcel access to the gas station facility on Parcel 5, concerns were raised regarding potential vehicular and pedestrian conflicts and possible impediments to the operations along Bell Station Road. It was initially recommended that

the western vehicle access along Bell Station Road be closed. The applicant declined this recommendation citing Maryland State Highway Administration (SHA) access management policy corner clearance standards for collector roadways. However, the SHA access management standards provide additional requirements for the number of access connections along a collector roadway that the DSP submission may not conform with. As a condition of approval, the Planning Board finds that the applicant shall demonstrate conformance to the SHA access management requirements for the number of driveways permitted on collector roadways, or modify the site to meet the requirements prior to certification of the DSP. Conformance to the access management standards will be in keeping with this condition to ensure safe access to the site.

9. **Preliminary Plan of Subdivision 4-13019:** On October 9, 2014, the Planning Board approved PPS 4-13019, with 15 conditions (PGCPB Resolution No. 14-113). The relevant conditions are discussed, as follows:

2. **Prior to certification of a Type 2 tree conservation plan (TCP2), demonstration shall be provided to the Environmental Planning Section that the entire required off-site woodland conservation requirement has been met.**

The Planning Board reviewed the Type 2 tree conservation plan (TCP2) and determined that this condition has not yet been met. Therefore, a condition is included herein requiring this to be addressed, prior to certification.

4. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-005-14). The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-005-14), or as modified by the Type 2 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 and Wildlife Habitat 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 (M-NCPPC), Prince George’s County Planning Department.”

The Planning Board finds that the submitted TCP2 is in conformance with the approved TCP1-005-14.

5. **Prior to submittal of the first DSP, the following shall be submitted:**
- a. **The conceptual Erosion and Sediment Control Plan shall be submitted. The limits of disturbance (LOD) shall be consistent between the plans and,**

The Planning Board agrees to allow this information to be submitted prior to certification, since the site has already been fully graded, per prior approvals.

b. A valid stormwater concept plan and approval letter.

A Stormwater Concept Plan and approval letter (31763-2021) have been provided with this application.

7. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a ten-foot public utility easement (PUE) along the public right-of-way, in conformance with the existing plat of subdivision for the property.

The DSP shows the required 10-foot-wide public utility easements (PUEs) along Bell Station Road and MD 193 in conformance with the approved PPS. However, the DSP does not show the required PUE along the northwest property line at the intersection of the Bell Station Road and MD 193 in conformance with the PPS. The site plan should be revised to show the correct PUE along this portion of property frontage. Conformance to this condition will be reviewed further at the time of final plat for Parcels 1 through 4.

8. Prior to the approval of the final plat the applicant, or the applicant's heirs, successors and/or assignees shall obtain approval of the detailed site plan required pursuant to Zoning Map Amendment A-9995-C which shall include all of Parcels 1-4. This first DSP shall establish the framework for a cohesive design of the future pad site development for Parcels 1-4. The DSP shall include:

- a. Vehicular Access by establishing the future location of the internal circulation between Parcels 1-4 and the public street system. The DSP shall label the extent of the access easement.**
- b. Pedestrian Access and circulation between Parcels 1-4 and the public street system. The conceptual locations shall be further refined as each future pad site is developed.**
- c. Guidelines for signage and architecture.**
- d. Review of perimeter landscaping and buffering.**
- e. Interparcel connection (vehicular and pedestrian) between Parcels 1-4 and Parcel 5.**

The applicant has submitted this DSP in conformance with this condition and pursuant to A-9995-C. Vehicular and pedestrian access connections between Parcels 1-4 and 5 are sufficiently provided on the DSP plan. The site is served by a network of facilities that provide adequate onsite vehicle and pedestrian

circulation between Parcels 1–4. Full details of the signage, architecture, and landscaping are provided on the DSP, are found to be in conformance with all applicable regulations and are of high-quality and appropriate for the development.

9. **Prior to approval of building permits for Parcels 1-4, the applicant, or the applicant's heirs, successors, and/or assigns shall obtain approval of the detailed site plan required pursuant to Zoning Map Amendment A-9995-C. The DSP shall include:**
- a. **Architecture and Signage**
 - b. **Landscaping and Lighting**
 - c. **Screening of trash enclosures and parking.**
 - d. **Review of loading area orientation and screening.**

The applicant has submitted this DSP, including architecture, signage, and landscape and lighting plans, in conformance with this condition and pursuant to A-9995-C. A common architectural theme will be used for all four buildings with visual interest and high-quality materials. Freestanding and building-mounted signage are being proposed, which are in conformance with applicable regulations. The landscaping includes extensive planting around the edges of the property to buffer the development and internal landscaping of the parking lots. However, the Planning Board has concerns regarding the loading screening for Building A. The DSP should be revised to provide a minimum 6-foot-high fence or masonry wall to screen the adjacent loading space from MD 193. There is adequate lighting on-site, with full cut-off fixtures that will not spillover onto adjacent properties.

Based on the truck turning plans, the Planning Board finds the loading operations and location of the loading area for Building D to be inadequate. The truck turning plans show that truck maneuvers at this location will result in trucks encroaching into the adjacent drive aisle, which will potentially cause conflicts with vehicles and pedestrians accessing the site. As a condition of approval, the Planning Board finds that the loading area for Building D should only be used by larger trucks during off hours, to ensure safe maneuvers and so as not to impede the general circulation of the site.

11. **Total development within Parcels 1 through 4 of the subject property shall be limited to development which generates no more than 91 AM and 358 PM peak-hour trips in consideration of the approved trip rates and the approved methodologies for computing pass-by rates. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The DSP is subject to the approved trip cap for Parcels 1 through 4 as provided in the approved PPS application, which considers the development of 95,000 sq. ft. of retail uses. The DSP submission included a trip generation study using the Institute of Transportation Engineers Trip Generation Manual, 11th Edition. The applicant analyzed the trips generated by Parcels 1 through 4, which includes 68,475 sq. ft. of retail uses, and results in the generation of 71 AM peak period trips and 213 PM peak period trips. The Planning Board finds that the proposal is consistent with the land use and development program approved in the PPS and, therefore, is within the peak-hour trip cap approved in PPS 4-13019.

13. **Pursuant to Section 24-113, a variation from the provisions of Section 24-121(a)(3) of the Subdivision Regulations to allow a stand-alone right-in/right-out access into the property from MD 193 is approved. The location of the access point shall be determined by the State Highway Administration, prior to submittal of the first DSP. Denial of access along MD 193, except for the one approved access point, shall be reflected on the final plat.**

The subject application accurately displays a right-in/right-out access driveway along MD 193, as stated in this condition. The applicant has provided approval documentation from the Maryland State Highway Administration (SHA), dated February 18, 2022, which approves the proposed right-in/right-out commercial access along MD 193. The Planning Board supports access at the proposed location, along MD 193, to allow safe vehicular entry and exit to the shopping center.

14. **Prior to approval of the final plat of subdivision, the following draft vehicular access easement shall be approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and be fully executed. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. Prior to recordation, the easement shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat and the limit of the easements reflected:**

- a. **A cross vehicular access easement serving Parcels 1, 2, 3, 4 and 5 onto Bell Station Road being authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations.**

This DSP shows a variable-width access easement serving Parcels 1 through 5 onto Bell Station Road. This condition will be further reviewed at time of final plat.

15. **Development of this site shall be in conformance with an approval of a storm water management concept plan and any subsequent revisions.**

The applicant submitted an approved SWM Concept Plan 31763-2021-00 with the subject DSP. The DSP shows the layout of the proposed buildings, in conformance with the approved SWM concept plan.

10. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The landscape plan provided with the subject DSP contains the required schedules demonstrating conformance to these requirements.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance and the Environmental Technical Manual because the application is for a new DSP. A revision (-05) to the previously approved TCP1I-094-97-04 was submitted with the subject application.

TCP1I-094-97-04 covered a larger area than this DSP application, consisting of both Parcel B and Parcel 5, which were in the C-S-C and C-M Zones, respectively. The revised TCP2-094-97-05, still covers the same area as the previously approved TCP1I and uses the same zoning in the TCP worksheet.

It was noted that the revised set of TCP2 plans added two separate TCP worksheets, which were not requested or required. The first worksheet on the coversheet must be removed, along with its associated worksheet notes. The second worksheet on Sheet 2 shall remain. It shows a woodland conservation threshold for this 11.38-acre property as 15 percent of the net tract area, or 1.71 acres. The worksheet shows the total woodland conservation requirement based on the amount of clearing proposed is 5.75 acres. The woodland conservation requirement is proposed to be satisfied with 5.75 acres of off-site mitigation.

There is a discrepancy in the woodland conservation requirement numbers between the previously approved TCP1 worksheet at 4.05 acres and with the worksheet on the TCP2 submitted at 5.75 acres. The Planning Board reviewed the numbers using the current TCP worksheet and agree with the changes in the woodland conservation requirement reflected on the plan.

Additional technical revisions to the TCP2 are required and are included in the conditions herein.

12. **Prince George's County Tree Canopy Coverage Ordinance:** The DSP is subject to the requirements of the Prince George's County Tree Canopy Coverage Ordinance. Section 25-128 of the Prince George's County Code requires a minimum percentage of tree canopy coverage on projects that propose more than 5,000 square feet of disturbance. The subject DSP provides the required schedule demonstrating conformance to these requirements through new plantings on the subject property.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
- a. **Subdivision**—The Planning Board has reviewed and adopts the memorandum dated April 25, 2022 (Vatandoost to Butler), which noted that the DSP has been found to be in substantial conformance with the approved PPS. Technical conditions have been included herein.
 - b. **Transportation**—The Planning Board has reviewed and adopts the memorandum dated May 2, 2022 (Ryan to Butler), which determined that this plan is acceptable with conditions that are included herein.
 - c. **Environmental Planning**—The Planning Board has reviewed and adopts the memorandum dated April 21, 2022 (Juba to Butler), which provided a discussion of various environmental issues and approved TCP2-094-97-05, with conditions included herein.
 - d. **Historic**—The Planning Board has reviewed and adopts the memorandum dated April 12, 2022 (Smith to Butler), which noted that the subject property is to the east of the Marietta Historic Site (National Register 70-020), at 5626 Bell Station Road. The development of the subject property will include buildings and features visible for at least part of the year from the Marietta Historic Site. The northwest portion of the subject property has the most potential to be visible from the Marietta Historic Site. The buildings are oriented away from Glenn Dale Boulevard, toward the interior of the subject property, and the rears of the building are screened by existing and proposed trees. The limit of disturbance at the northwest corner of the property is approximately 50 feet from the roadway. The existing trees will be supplemented by the planting of a row of deciduous trees and evergreen shrubs further screening the lower portion of the proposed structures.
 - e. **Permits**—The Planning Board has reviewed and adopts the memorandum dated April 25, 2022 (Shaffer to Butler), which noted that the plan was acceptable with the conditions for technical revisions included herein.
 - f. **Community Planning**—The Planning Board has reviewed and adopts the memorandum dated March 31, 2022 (Calomese to Butler), which noted that pursuant to Part 3, Division 9, Subdivision 3, of the prior Zoning Ordinance, master plan conformance is not required for this application.
 - g. **Prince George’s County Health Department**—The Planning Board has reviewed and adopts the memorandum dated March 31, 2022 (Adepoju to Butler), in which the Health Department offered three recommendations for the construction phase with respect to health-related issues on the property, which have been forwarded to the applicant and will have to be addressed in future steps.

- h. **Maryland State Highway Administration (SHA)**—The Planning Board has reviewed and adopts the email dated March 25, 2022 (Woodroffe to Butler), which noted that SHA had no comments on the subject application.
 - i. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board has reviewed and adopts the memorandum dated March 30, 2022 (Margolis/Hall to Butler), in which WSSC provided standard comments on the subject DSP. WSSC’s comments will be addressed through their own separate permitting process.
 - j. **Prince George’s County Fire/EMS Department**—The Planning Board has reviewed and adopts the email dated April 27, 2022 (Reilly to Butler), which noted that the Fire/EMS Department had no comments on the subject application.
14. As required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. Per Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.**

Based on the level of design information submitted with this application, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. No impacts to regulated environmental features are proposed with this DSP.

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 Type 2 Conservation Plan TCP2-094-97-05, and further APPROVED Detailed Site Plan DSP-21031 for the above-described land, subject to the following conditions:

- 1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
 - a. Revise the DSP to clearly show all the property line bearings and distances, including those for internal parcel lines.
 - b. Revise the DSP to show the 10-foot-wide public utility easement along the northwest property line, at the intersection of Bell Station Road and MD 193 (Glenn Dale Boulevard), in conformance with the approved Preliminary Plan of Subdivision 4-13019.

- c. Revise the parking schedule and site plan to demonstrate the total number, location, and dimensions of all proposed compact spaces. The total number of compact spaces cannot be more than one-third of the total required number of parking spaces per Section 27-559(a) of the prior Prince George's County Zoning Ordinance.
 - d. Clearly show the dimensions for all parking and loading spaces.
 - e. Provide the setback dimension for the pylon signs on the DSP.
 - f. Modify the site access connections along Bell Station Road to remove the easternmost proposed driveway access onto Bell Station Road (directly across from Judicial Drive) and provide a single driveway access to Bell Station Road at the westernmost driveway. The modification of the single driveway access shall include an operational analysis for an unsignalized intersection, per the Transportation Review Guidelines and any other analysis for access management determined by the Transportation Planning Section. The design modification and supplemental analysis shall be accepted by the Transportation Planning Section. If the single access driveway configuration is not feasible, then the current access driveway configuration shall remain. The site driveway access connection(s) on Bell Station Road shall be constructed in accordance with the certified DSP, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence.
 - g. Deliveries to Building D by trucks with a classification greater than SU30 shall be restricted to the period from 9:00 p.m. to 9:00 a.m.
 - h. Provide a minimum 6-foot-high fence or masonry wall to screen the loading space adjacent to Building A from MD 193 (Glenn Dale Boulevard).
 - i. Submit the conceptual erosion and sediment control plan and demonstrate that the limits of disturbance is consistent with the DSP and Type 2 tree conservation plan.
 - j. Red brick shall be used exclusively on all building surfaces where brick is proposed.
 - k. The architecture for Building A shall be revised to provide brick on the rear elevation and to provide a pitched roof on the rear of the elevation, as shown on the Applicant's Revised Building A elevation.
2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised, as follows:
- a. Remove the TCP2 worksheet from Sheet 1.
 - b. Remove the worksheet notes from Sheet 1.

- c. Add a footnote to the TCP2 worksheet on Sheet 2 indicating how the remainder of the off-site requirement has been met.
- d. Update the TCP2 approval block on each sheet of the TCP2 using the current standard TCP2 approval block.
- e. Remove all landscape schedules and details from the TCP2.
- f. Remove the root pruning and tree pruning details from the plan.
- g. Add, complete, and sign the Property Owners Awareness Certificate to the plan.
- h. Update General Note 6 with all zoning categories as reflected in the TCP2 worksheet.
- i. Update General Note 11 to state “prior to certification of the DSP and TCP2” and remove “Prior to the issuance of the first permit for the development shown on this TCP2.”
- j. Remove General Note 13.


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

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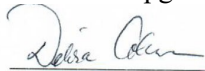
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Shapiro voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, May 26, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of June 2022.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:TB:rpg



Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 6/8/22