

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, in consideration of evidence presented at a public hearing on December 18, 2014, regarding Detailed Site Plan DSP-14009 for Steeplechase Business Park, Parcels 58 and 59 (Advance Auto/Sonic), the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) application is for approval of a 6,831-square-foot auto parts store and a 2,344-square-foot eating and drinking establishment with drive-through service.
2. **Development Data Summary:**

| | EXISTING | APPROVED |
|---------------------------------|----------------------------|---------------------|
| Zone | I-1 | I-1 |
| Use(s) | Vacant | Retail, Restaurant |
| Acreage | 2.0 | 2.0 |
| Parcels | 2 | 2 |
| | (Parcel 43; p/o Parcel 25) | (Parcels 58 and 59) |
| Total building GFA | N/A | 9,175 sq. ft. |
| Auto part sales | N/A | 6,831 sq. ft. |
| Eating & Drinking Establishment | N/A | 2,344 sq. ft. |

OTHER DEVELOPMENT DATA:

Parking Required 86 spaces

| | |
|---|-----------|
| Retail–6,831 sq. ft. @ 1 space /150 sq. ft. (first 3,000 sq. ft.) | 20 spaces |
| 3,831 sq. ft. @ 1 space /200 sq. ft. (above 3,000 sq. ft.) | 20 |

| | |
|---|-----------|
| Restaurant–56 seats @ 1 space / 3 seats | 20 spaces |
| 1,264 sq. ft. @ 1 space /50 sq. ft. | 26 spaces |

Total Parking Provided 89 spaces

| | |
|---------------------------|----------|
| Standard Spaces | 84 |
| Standard ADA Spaces | 1 space |
| Van-Accessible ADA Spaces | 4 spaces |

Loading Spaces Required **2 spaces**

Retail – 2,000-10,000 sq. ft. 1 space

Restaurant – 2,000-10,000 sq. ft. 1 space

Loading Spaces Provided **2 spaces**

3. **Location:** The subject property is located on the northeast side of Walker Mill Road, approximately 400 feet west of its intersection with Hampton Park Boulevard, in Planning Area 75A, in Council District 6.

4. **Surrounding Uses:** The subject property is bounded to the north by vacant land, which contains a stormwater management facility; to the east and west by commercial uses all in the Light Industrial (I-1) Zone and all of which are part of the Steeplechase Business Park development; and to the south by the public right-of-way of Walker Mill Road. Across Walker Mill Road are multi-tenant industrial uses in the I-1 Zone.

5. **Previous Approvals:** A Preliminary Plan of Subdivision, 4-03113, was approved for 28 lots (PGCPB Resolution No. 04-49), including the subject property on March 11, 2004. The preliminary plan expired on March 11, 2006 and there are currently 24 parcels platted. A final plat for Parcel 23 of the subject property was recorded in Plat Book REP 205-95 on April 5, 2005. A final plat for Parcel 43 (previously Parcel 25) was originally approved and recorded in Plat Book REP 205-93 on April 5, 2005, and subsequently revised to adjust the common boundary lines and recorded in Plat Book MMB 233-86 on March 13, 2011.

6. **Design Features:** The applicant proposes to develop a one-story 6,831-square-foot Advance Auto automotive parts retail building on proposed Parcel 59, and a 2,344-square-foot Sonic fast-food restaurant with drive-through service on proposed Parcel 58. The pad sites are located in the Steeplechase Business Park between the existing Tires Plus automotive service use to the west and a shared access driveway to the east. Across the driveway is a WAWA gas station and convenience store. Both of the proposed buildings are oriented toward, and set back from, Walker Mill Road. Access will be via the shared access driveway between Parcels 24 and 43 on Walker Mill Road, which extends to Hampton Park Boulevard. An inter-parcel connection through Parcel F provides additional access to Walker Mill Drive. There is no direct access to proposed Parcels 58 and 59 from Walker Mill Drive. Parking is provided on all sides and between the proposed uses, including existing parking for the Tires Plus on the west side of the auto parts store. In addition to the drive-through service for the Sonic fast-food restaurant, 12 car stalls covered by a ten-foot-high canopy are provided with menu boards as an ordering option. An outdoor dining area with seating for a party of 16 people is proposed for the Sonic fast-food restaurant on the south side of the building. The seating area is separated from the parking area by proposed landscaping. The seating area should be labeled on the plan and details provided.

Architecture

The Advance Auto Parts building is generally square-shaped, with an extension in the rear. The building has a flat roof and is faced in red brick with a contrasting split-face watertable along all elevations. The glass entrance is framed by a slightly projecting entrance element with the same brick and split-face materials. A band of narrow windows approximately six feet high is framed by a brick soldier course and header on the two side elevations, and pilasters continuing the same design provide vertical accents. The brick soldier course wraps around the entire building. The roofline is accented with a contrasting cornice.

The Sonic fast-food restaurant is a rectangular-shaped building proposed to be faced in a combination of red brick and complementary cementitious siding, with vertical areas of stone veneer providing additional texture to the façade. The front (south, facing Walker Mill Road) and drive-through (west) elevations include a yellow metal arched canopy over the entrances and drive-through window, respectively. Additional details including bullnose fascia and large windows on the two side elevations provide roofline variation and visual interest with a contemporary feel. The bullnose fascia over portions of the side elevations appears to be identical to that proposed along the car stall canopy, but it should be labeled. All of the materials and features on the elevations should be identified in a legend. Two poster board displays are also provided on the side elevations and those details are shown on the plan.

Signage

A total of approximately 263.46 square feet of building-mounted signage over the entrance and a monument sign approximately 70 square feet, including a lettered area and a brick base, are proposed for the Advance Auto Parts retail building. A total of approximately 68 square feet of building-mounted signage and a monument sign approximately 98.7 square feet, including a lettered area and a brick veneer base with a pre-cast concrete cap, are proposed for the Sonic. In addition, site signage is proposed for the Sonic fast-food restaurant, including directional signs and menu boards with ordering systems for the drive-through and parking stalls. Non-advertising window signage is also proposed. Signage is discussed in greater detail in Finding 7 below.

Lighting

The lighting fixtures proposed for the site are pole lights, and details have been provided. A note should be included on the DSP stating that the proposed fixtures are full cut-off luminaires. No building-mounted lighting is shown on the DSP; if building-mounted lighting is proposed, the details should be included on the plan.

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the I-1 Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in industrial zones. The proposed eating and drinking establishment, including drive-through, is permitted when located within an

industrial park per Footnote 10, with an approved DSP. Retail sales of auto parts are permitted by-right in the I-1 Zone.

- b. The DSP shows a site layout that is generally consistent with the applicable site design guidelines; however, the site plan should demonstrate conformance with Section 27-474, regulations regarding required green space (ten percent in the I-1 Zone).
- c. The signage within the DSP has been reviewed for conformance with Section 27-613, which governs signs attached to a building or canopy. The submitted plans provide dimensions for the proposed building-mounted signage which indicate that the square footage for Advance Auto Parts exceeds the allowed standards. The entire sign area should be calculated for the total square footage provided. The sign area must either be reduced or a departure must be obtained.

The total square footage of building-mounted signage for the Sonic fast-food restaurant falls within the allowed standards.

The signage within the DSP has also been reviewed for conformance with Section 27-614, which governs freestanding commercial signs. The submitted plans propose two freestanding monument signs located along Walker Mill Road outside of the public utility easement, one each for Advance Auto Parts and the Sonic fast-food restaurant. It appears that the freestanding monument sign for Advance Auto Parts exceeds the allowable standards. As it is currently proposed, the entire sign face and brick base must be calculated into the total square footage. The base must be differentiated from the sign face if it is not to be included in the sign calculation. Either the signage must be reduced to fall within the allowable standards or be modified so the base is differentiated from the sign face, or a departure must be obtained.

For the Sonic fast-food restaurant, the smaller directional signs provided to guide customers through the site present a coherent unified sign package. Dimensions and basic material labels were provided for these signs; however, no chart was provided showing conformance with the regulations of Section 27-614. Staff estimates that these requirements are being met; however, the plan should be revised to include a chart demonstrating this for all of the provided signage. In addition, the DSP should demonstrate that the window signage proposed meets the requirements of Section 27-639(a)(1).

8. **Conformance with Preliminary Plan of Subdivision 4-03113:** Preliminary Plan of Subdivision 4-03113 was approved and adopted on March 11, 2004 (PGCPB Resolution No. 04-49). The Planning Board approved the preliminary plan with 11 conditions, of which the following is applicable to the review of this DSP and warrants discussion as follows:

1. **Prior to signature approval of the preliminary plan:**

a. **The plan shall be revised as follows:**

- (5) **To indicate denied access to Walker Mill Road for Lot 26 and demonstrate access to Hampton Park Boulevard via an easement pursuant to Section 24-128(b)(9), or delete the lot, unless the Department of Public Works and Transportation verifies that allowing this access would provide a better transportation design.**

This portion of the site was ultimately approved and developed with a shared access between Parcels 24 and 43, fronting on Walker Mill Road, which extends from Walker Mill Road (right-in/right-out access only) to Hampton Park Boulevard. The DSP proposes an additional parcel in this location and an inter-parcel connection for Parcels 58 and 59, which is an intensification of use to the existing shared access.

The inter-parcel connection should be established pursuant to Section 24-128(b)(9) of the Subdivision Regulations through the final plat process and an access easement recorded to set forth the rights, restrictions, and responsibilities of the properties who share the access, along with the rights of The Maryland-National Capital Park and Planning Commission (M-NCPPC), and the liber/folio reference of the recorded document should be reflected on the final plat.

Comment: The DSP was referred to the Department of Permitting, Inspection and Enforcement (DPIE) and the Transportation Planning Section for evaluation of access and potential impacts from the additional parcel on the access easement. No concerns were expressed with regard to the intensification of use on the shared access driveway.

9. **2010 Prince George's County Landscape Manual:** The proposed development is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.5, Stormwater Management Facilities; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).
- a. **Section 4.2, Requirements for Landscape Strips Along Streets**—Applies to all public and private road frontages, which includes only the southern edge of the subject site adjacent to Walker Mill Road. The site plan is in conformance with these requirements.
- b. **Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements**—Applies when proposed parking lots are within 30 feet of an adjacent property line. The site plan is generally in conformance with these requirements; however, wheel stops should be provided for the parking spaces adjacent to Parcel 23.
- c. **Section 4.3(c)(2), Parking Lot Interior Planting Requirements**—Requires that a certain percentage of the interior parking area, in accordance with the size of the parking

lot, be planted with one shade tree for each 300 square feet of planting area. The landscape plan identifies a parking area totaling 50,715 square feet, which is subject to a ten percent requirement. The landscape plan provides 10.1 percent of the total parking lot area in interior planting area and proposes a total of 18 shade trees, which satisfies the requirements of Section 4.3(c)(2). The five River Birch proposed should be replaced with another shade tree better suited to this location.

- d. **Section 4.4, Screening Requirements**—Requires that all dumpsters and loading spaces be screened from all public roads and adjacent properties. The proposed trash facilities are enclosed by an eight-foot-high solid wall. This sight-tight wall enclosure is consistent with the Landscape Manual requirements in this section. The loading spaces are sufficiently screened by either the building (Advance Auto Parts) and/or landscaping (Sonic fast-food restaurant).
 - f. **Section 4.7, Buffering Incompatible Uses**—Requires a buffer be provided between adjacent incompatible land uses. The Sonic fast-food restaurant and Advance Auto Parts were evaluated as one site and do not require a Section 4.7 buffer between them. Furthermore, the adjacent use to the west, Tires Plus, is considered a compatible use with the auto parts store; therefore, conformance with this section is not applicable.
 - h. **Section 4.9, Sustainable Landscaping Requirements**—Requires that certain percentages of native plants be provided on-site, along with no invasive plants and no plants being planted on slopes steeper than three-to-one. The submitted landscape plan provides the required schedule and shows the requirements of this section being met. The plant schedule should be revised to reflect the correct number of shrubs provided; the Section 4.9 schedule should be adjusted accordingly.
10. **Prince George’s County Tree Canopy Coverage Ordinance:** The project is subject to the requirements of Subtitle 25, Division 3: The Tree Canopy Coverage Ordinance. The requirement for the subject property (Parcels 58 and 59) is ten percent of the gross tract area or 2.0 acres (87,120 square feet) based on the I-1 zoning. The landscape plan received November 23, 2014 shows the requirement of 8,712 square feet of canopy being met by 8,725 square feet of proposed shade trees.
11. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The comments are summarized as follows:
- a. **Community Planning**—Findings of conformance to the 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment* or the *Plan Prince George’s 2035 Approved General Plan* are not required with this application, and that there are no master plan issues associated with this application. The subject property is within the Joint Base Andrews Interim Land Use Control Area (ILUC), Imaginary Runway Surfaces B and G, but is not impacted by the height restrictions.

- b. **Transportation Planning**—Access and on-site circulation, including queuing space and inter-parcel connectivity, are adequate. It is concluded that, from a transportation standpoint, the DSP is acceptable.
- c. **Trails**—The DSP was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment* (Subregion 4 Master Plan and SMA) in order to implement planned trails, bikeways, and pedestrian improvements.

Master Plan Conformance

The MPOT and the Subregion 4 Master Plan and SMA recommend a master plan trail and bike lanes along Walker Mill Road, including the frontage of the subject site. The Bicycle and Trails map included in the MPOT recommends both a sidepath along Walker Mill Road and on-road bicycle lanes. The MPOT (page 29) includes the following wording regarding the sidepath:

Walker Mill Road Side path/Wide Sidewalk: This project should be implemented as a shared-use side path or wide sidewalk. This facility will connect to the existing wide sidewalk along Ritchie Marlboro Road at the Capital Beltway interchange. This facility will provide access to Walker Mill Regional Park, John H. Bayne Elementary School, and Walker Mill Business Park.

The master plan (page 118) includes the following additional text regarding the needed improvements:

Walker Mill Road: Implement bike lanes and a sidepath from Silver Hill Road to the Capital Beltway.

In the vicinity of the subject site, this master plan trail has been constructed as an eight-foot-wide sidewalk along the south side of the road. The wide sidewalk currently ends just east of the subject property at the intersection with Ritchie Road. Due to the fact that this master plan facility extends along the south side of Walker Mill Road from Ritchie Road to Ritchie-Marlboro Road (a distance of approximately 5,058 linear feet), in all likelihood the facility will be continued along the south side of the road as additional frontage improvements are made or road improvements funded. The subject site's frontage has an existing standard sidewalk. Designated bike lanes (or other appropriate on-road bicycle treatment) can be considered by the operating agency at the time the road is resurfaced and restriped.

The Complete Streets section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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.

Sidewalks exist along all of the road frontages of the subject site, including Walker Mill Road and the access road around the adjacent WAWA. Furthermore, the submitted DSP includes internal sidewalks and designated walkways that link both of the proposed uses to the public rights-of-way. These walkways also provide connectivity between the proposed Advance Auto Parts store and the Sonic fast-food restaurant. The existing and proposed sidewalks and walkways will adequately accommodate pedestrian movement through and along the subject site. Although bicycle traffic will likely remain low in the largely auto-oriented business park, a small amount of bike parking is recommended at the Sonic fast-food restaurant, as additional bicycle trips will be generated as new residential development occurs in the vicinity and designated bike lanes are added to area roads.

Conclusion

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance if the approved site plan is subject to the following proposed condition:

- (1) Prior to signature approval of the DSP, a bicycle rack(s) accommodating a minimum of five bicycles shall be shown on the plan and details shall be provided.

- d. **Subdivision Review**—A review of the applicable condition attached to approval of the relevant Preliminary Plan of Subdivision, 4-03113, has been incorporated into Finding 8 above. The Planning Board also finds that the DSP does not accurately reflect the metes and bounds of the currently recorded parcel configurations for Parcels 23 and 43. Subsequent to the approval of the DSP, a final plat will need to be recorded for the newly configured parcels. Moreover, the DSP appears to propose a resubdivision of Parcels 23 and 43 into three parcels (Parcels 58, 59, and 60). Since the preliminary plan has expired, further subdivision of the property will require a new preliminary plan or the applicant must consolidate lots elsewhere in the subdivision so that no additional buildable parcels are created above the existing 24 buildable parcels. The proposed additional parcel on an arterial roadway will need to establish a shared-access easement, which requires authorization from the Planning Board pursuant to Section 24-128(b)(9) of the Subdivision Regulations.

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.

At the Subdivision and Development Review Committee (SDRC) meeting held on November 7, 2014, the applicant indicated that they would be consolidating parcels in another location of the subdivision in order to create the additional parcel proposed in this DSP application. Conditions are included in the approval addressing the subdivision issues.

- e. **Permit Review**—Previously identified issues are either not applicable at this time, have been addressed through revisions to the plans, or are addressed through proposed conditions of approval of this DSP.
- f. **Environmental Planning**—The current proposal is in conformance with previously approved Type II Tree Conservation Plan TCP11-128-90-08 and the conditions of approval. No other additional information is needed.
- g. **Historic Preservation**—The subject application will have no impact on historic sites or historic resources.
- h. **Prince George’s County Fire/EMS Department**—In a memorandum dated November 2, 2014, the Fire/EMS Department issued standard comments for the subject application with regard to fire apparatus, hydrants, and lane requirements. Those issues will be enforced by the Fire/EMS Department.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated November 25, 2014, DPIE provided the following summarized comments:
 - (1) All improvements within county public rights-of-way are to be in accordance with the County Road Ordinance, Prince George’s County Department of Public Works and Transportation (DPW&T) specifications and standards, and the Americans with Disabilities Act (ADA).
 - (2) General comments pertaining to required compliance with DPW&T’s Utility Policy and specifications and standards for storm drainage systems and street trees and lighting are provided.
 - (3) The site has an approved Stormwater Management Concept Plan (8004290-2000-08) dated October 8, 2014, which proposes to convert existing Pond No. 1 to underground storage. Water quality and quantity for proposed Parcels 58 and 59 were to be provided in the existing Pond No. 1. A site concept plan is required for Parcels 58 and 59 to show and clarify how water quality is being met for the parcels.

- (4) General comments pertaining to stormwater management are provided.

A condition is included in the approval requiring the applicant to demonstrate that the DSP is in conformance with an approved stormwater management concept plan.

- j. **Prince George's County Police Department**—In a memorandum dated October 31, 2014, the Police Department provided comments regarding adequate spacing between trees and light fixtures to avoid interference with light distribution.
- The applicant has made some adjustments to the placement of trees and light poles shown on the landscape plan to address this concern. A condition is also included in the Recommendation section to ensure that the tree canopy does not interfere with light distribution.
- k. **Prince George's County Health Department**—Their standard conditions regarding dust and noise are included in the Planning Board's approval.
- l. **Maryland State Highway Administration (SHA)**—In an e-mail dated November 7, 2014, SHA commented that they are deferring review of the subject application to DPIE and M-NCPPC. The two proposed parcels are subject to an approved preliminary plan and fall under the approved trip cap; no further coordination with SHA is required.
- m. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated October 21, 2014, WSSC offered comments on needed coordination with buried utilities and WSSC easements and the requirements for connection to the existing water and sewer lines.
- n. **Verizon**—Comments were not received from Verizon.
- o. **Potomac Electric Power Company (PEPCO)**—Comments were not received from PEPCO.
12. Based upon the foregoing analysis and as required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
13. Section 27-285(b)(4) of the Zoning Ordinance requires that a detailed site plan demonstrate that the regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the site does not contain any regulated environmental features, this required finding does not apply.

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 the Detailed Site Plan DSP-14009, subject to the following conditions:

1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. Revise the detailed site plan (DSP) as follows:
 - (1) Indicate the monument sign setbacks from the right-of-way.
 - (2) Provide a chart for the freestanding and building-mounted signage showing the regulations in Sections 27-613 and 27-614 of the Zoning Ordinance being met. Calculations for what is permitted and what is being provided shall be included.
 - (3) Demonstrate that all of the proposed window signage meets the requirements of Section 27-639(a)(1) of the Zoning Ordinance.
 - (4) A bicycle rack(s) accommodating a minimum of five bicycles shall be shown on the plan and details shall be provided.
 - (5) Provide a plan note that indicates conformance to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
 - (6) Provide a plan note that indicates the applicant's intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
 - (7) Submit documentation from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) that the DSP is in conformance with an approved stormwater management concept plan.
 - (8) Show the outdoor seating area on the plans and provide details of the proposed furniture.
 - (9) Provide wheel stops for the parking spaces adjacent to Parcel 23 in compliance with Section 4.3-1(c)(i) of the 2010 *Prince George's County Landscape Manual*.
 - (10) Revise the landscape plan to replace the five proposed River Birch with another shade tree in conformance with Section 4.3(c)(2) of the 2010 *Prince George's County Landscape Manual*.

- (11) Revise the plant schedule to accurately reflect the shrubs provided on the landscape plan and adjust the landscape plan Section 4.9-1 schedule accordingly.
 - (12) If building-mounted lighting is proposed, details of the proposed lighting fixtures shall be provided.
 - (13) A photometric plan shall be provided. Landscaping shall be adjusted as necessary to avoid interference with light distribution.
 - (14) All light fixtures shall be full cut-off luminaires.
 - (15) Demonstrate conformance with Section 27-474 of the Zoning Ordinance, regulations requiring ten percent green space in the Light Industrial (I-1) Zone.
 - (16) The building-mounted signage for Advance Auto Parts shall be reduced in compliance with Section 27-613 of the Zoning Ordinance, or the applicant shall obtain a departure from sign design standards.
 - (17) The monument sign for Advance Auto Parts shall either be reduced in compliance with Section 27-614 of the Zoning Ordinance, or the sign base shall be modified so it is differentiated from the sign face and thereby excluded from the total sign area calculation, or the applicant shall obtain a departure from sign design standards.
2. Prior to the approval of permits, the applicant, his heirs, successors, and/or assigns, shall obtain approval of two separate minor final plats in accordance with Section 24-108 of the Subdivision Regulations, to allow a total of no more than 24 buildable parcels within the geographic limit of PPS 4-03113, in the following order of approvals:
- a. Consolidate buildable parcels so that 23 or fewer buildable parcels are yielded, and then,
 - b. Plat the parcel configuration as shown in this detailed site plan, resulting in a total of no more than 24 buildable parcels, or,
 - c. Alternatively, the engineer/applicant shall consolidate and reconfigure the plat as shown on this Detailed Site Plan on one plat resulting in a total of no more than 24 buildable parcels. If consolidation is accomplished in one step, the two-step process outlined above is not necessary.
3. Prior to approval of the final plat for the parcels included in this detailed site plan, the applicant shall submit an executed vehicular shared-access easement agreement to be reviewed and approved by The Maryland-National Capital Park and Planning Commission (M-NCPPC) and

recorded in the Prince George's County Land Records with the liber and folio reflected on the final plat prior to recordation.

4. A note on the final plat shall indicate that no direct access is provided to Parcels 58 and 59 from Walker Mill Road, other than from the shared driveway.

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 Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey and Hewlett voting in favor of the motion, and with Commissioner Shoaff absent at its regular meeting held on Thursday, December 18, 2014, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8th day of January 2015.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:CF:aj