

R E S O L U T I O N

WHEREAS, the Prince George=s County Planning Board has reviewed A-9981 requesting approval of a rezoning to the M-X-T zone to establish a mixed use development 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 December 14, 2006, the Prince George's County Planning Board finds:

- A. Location and Field Inspection: The subject property, measuring approximately 34.38 acres, is located in the northeastern quadrant of Addison Road and Minnesota Avenue. More specifically, it is on the north side of Addison Road, approximately 100 feet west of North Englewood Drive, known separately as 4800 and 4700 Addison Road, Capitol Heights, Maryland. The subject property is within the Beaver Heights subdivision and is adjacent to Beaver Dam Creek. For clarification, contrary to the case title, the site is not located at the Cheverly Metro Station, but rather within a one-mile radius. It is also within one mile of the Deanwood Metro Station. Accordingly, the site is near both stations. The site is developed with an old warehouse building and parking lot.
- B. History and Background: The site has operated as a crushed stone equipment yard. It previously functioned as a food distribution facility. There are no previous applications on the property. The 1993 SMA for Landover and vicinity retains the property in the I-1, I-2 and C-O Zones.
- C. Plan Recommendations: The subject property is located in Planning Area 72. The site is located in the Developed Tier according to the approved 2002 *Prince George's County General Plan*. It is also within the 1993 Landover and Vicinity Approved Master Plan and 1993 Sectional Map Amendment. The site is near, but not within, the 2005 Tuxedo Road/Arbor Street Sector Plan.

Landover and Vicinity Approved Master Plan and Sectional Map Amendment (1993): The master plan retained this property as a part of the Beaver Heights industrial area, where small manufacturing and distribution operations, large junkyard facilities, and residential development exist side by side. The property is immediately adjacent to residential property to the east and south. The Beaver Heights industrial area is one of the five existing major employment areas retained by the master plan. The master plan emphasized the importance of the preservation, enhancement, and protection of established residential areas from encroachment by incompatible uses. It recommended an upgrading of those living, commercial and employment areas, which had begun to decline. Transportation objectives were established to reduce vehicle miles, fuel consumption, traffic overload, excessive noise, air pollution, and other environmental deficiencies resulting from an inefficient circulation and transportation system and to develop and recommend nonmotorized vehicular facilities, including pedestrian/hiker trails, bicycle ways and equestrian paths which may link residential areas to each other and to commercial retail facilities, employment centers, recreational areas, and other transportation facilities.

Throughout the master plan the goals of creating more job opportunities and enhancing the economic base of the planning area and the county are repeated. A balance in job opportunities has been a constant need. An important issue regarding both employment areas and better living

areas is the detrimental effect of trucking-related industrial firms in the area and the negative physical image of the employment areas themselves. Because the property is located in one of the five major employment areas, Beaver Heights, some of the pertinent master plan objectives for employment areas are listed below:

- To increase employment opportunities for local and County residents by encouraging new and high quality retail, office, and industrial development
- To maintain and expand existing employment areas where appropriate, while preventing their intrusion into areas not appropriate for employment uses
- To enhance industrial assets and minimize industrial liabilities
- To encourage and achieve special potential for promoting industrial park development, and office uses related to the Planning Area's excellent location, Metro transit, and the regional commercial center...
- To develop employment areas...with emphasis on the industrial park approach at suitable locations
- To provide development guidelines that will establish a physical separation between employment uses and residential areas

The following guidelines are offered:

- Employment areas are to be protected from encroachment by other permanent land uses. New, expanded or redeveloped employment areas should be park-like in nature, with landscaping and well-sited structures, and served by well-designed internal circulation systems.
- Screening should be provided for outdoor storage areas on existing and future industrial properties adjacent to residential properties and for employment areas bordering roads...
- Industrial land developers should be encouraged to preserve natural amenities and to incorporate natural features into their development proposals.
- Employment activities that will generate substantial vehicular traffic should be so located and designed as to minimize disruptive effects on traffic circulation and adjacent land uses.
- Where possible, access roads to employment areas should border or pass around, not through, residential neighborhoods; and appropriate techniques should be used to separate these access roads from residential areas.

More specifically, the plan calls for the existing I-1 and I-2 zoning pattern to be retained. This includes the subject property. The master plan recognizes the employment areas as five distinct subdistricts with patterns of their own with issues and opportunities for positively improving the image of these areas.

2002 Prince George's County General Plan: The purpose of the General Plan is to provide broad strategies to guide the future growth and development of the county. It represents the culmination of an evolving definition of growth policies for the county. To a great extent, it represents a departure from earlier county plans. Its implementation strategies are guided by countywide goals, guiding principles, and priorities, as a whole.

The property is located in the General Plan's Developed Tier. The Developed Tier is an 86-square mile area containing significant amounts of households and employment in various communities. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use pedestrian-oriented, medium- to high- density neighborhoods. The Plan emphasizes walkability for developments in the Developed Tier. The goals are to:

- Strengthen existing neighborhoods
- Encourage appropriate infill
- Encourage more intense, high quality housing and economic development in Centers and Corridors
- Preserve, restore and enhance sensitive features and provide open space
- Expand tree cover through the increased planting of trees and landscaping
- Capitalize on investments in transportation and other infrastructure
- Maintain/renovate existing public infrastructure
- Promote transit-supporting, mixed-use, pedestrian-oriented neighborhoods
- Renew/redevelop commercial strips
- Enhance industrial employment areas
- Design and site public facilities in accordance with appropriate development patterns

2005 Tuxedo Road/Arbor Street Sector Plan: The applicant, in presenting a justification for the proposed rezoning, discusses the proposal within the context of the Tuxedo Road/Arbor Street plan for Cheverly. The subject property, however, is located outside the boundaries of the sector plan. The sector plan does not include the site, because it is separated by environmental features. A portion of the property is within a half-mile radius. However, the Beaverdam Creek (the 2005 Green Infrastructure Plan regulated area) and steep slopes heavily impact that portion of the property. More specifically, it is south of Subarea D and immediately west of Subarea C. The site was not recommended for a new use as a part of the Tuxedo Road/Arbor Street Sector Plan.

2005 Approved Countywide Green Infrastructure Plan: The Green Infrastructure Plan is a comprehensive vision for conserving significant environmental ecosystems in Prince George's County. It includes a map of interconnected sensitive habitats of countywide significance, along with implementation recommendations to help make the vision a reality. The Green Infrastructure Plan is a critical implementation piece of the Environmental Infrastructure Chapter of the 2002 General Plan. Sensitive and important environmental features throughout the county have been identified and evaluated to provide a comprehensive interconnected system.

- D. Request: Zoning Map Application A9981 is a request for a change of zone for the 34.4-acre site, from the I-1 (Light Industrial), I-2 (Heavy Industrial) and C-O (Commercial Office) to the M-X-T (Mixed-Use Transportation-oriented) Zone. Should the requested Zoning Map Amendment be granted, the applicant proposes to develop the property as a mixed-use residential/commercial development in two phases. The proposed development will be known as "Addison Row at

Cheverly Metro.” The plan proposes a large residential component (2,500 units), recreational community space, retail space, and a possible shuttle to the Addison Road and Cheverly Metro Stations. Access to the site is proposed via four points along Addison Road.

- E. Neighborhood and Surrounding Uses: The applicant defines the neighborhood as Cabin Branch Creek to the east; Columbia Park Road to the north; Metro-CSX rail tracks to the west; and Addison Road to the south. Staff defines the neighborhood as:

North: US 50 (John Hanson Highway)
West: Eastern Avenue
South: Addison Road
East: Beaverdam Creek

It is surrounded to the north and west by industrially zoned uses and to the east and south by residentially zoned uses. The site is surrounded by the following uses:

North: Industrial uses in the I-2 Zone
West: Railroad tracks and industrial uses in the I-2 Zone
East: Fairmount and North Englewood subdivisions in the R-55 Zone
South: Across Addison Road, a mix of commercial and residential uses, a church and an elementary school in the C-M, R-55, R-18 and R-T Zones.

- F. Zoning Requirements:

Sec. 27-213. Map Amendment approval amendments.

(a) Criteria for approval of the M-X-T Zone.

- (1) The District Council shall only place land in the M-X-T Zone if at least one of the following two criteria is met:**

(A) Criterion 1. The entire tract is located within the vicinity of either:

- (i) A major intersection or major interchange (being an intersection or interchange in which at least two (2) of the streets forming the intersection or interchange are classified in the Master Plan as an arterial or higher classified street reasonably expected to be in place within the foreseeable future); or**
- (ii) A major transit stop or station (reasonably expected to be in place within the foreseeable future).**

(B) Criterion 2. The applicable master plan recommends mixed land uses similar to those permitted in the M-X-T Zone.

- (2) Prior to approval, the Council shall find that the proposed location will not substantially impair the integrity of an approved General Plan, Area Master Plan, or Functional Master Plan and is in keeping with the purposes of the M-X-T Zone. In approving the M-X-T Zone, the District Council may include guidelines to the Planning Board for its review of the Conceptual Site Plan.**
- (3) Adequate transportation facilities.**
 - (A) Prior to approval, the Council shall find that transportation facilities that are existing, are under construction, or for which one hundred percent of construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.**
 - (B) The finding by the Council of adequate transportation facilities at this time shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

G. Applicant's Position: The applicant submitted the following discussion regarding the requirements for map amendment approval of the M-X-T Zone. Pursuant to Section 27-213(a)(1)(A), the applicant asserts that the subject property is eligible for a rezoning to the M-X-T Zone based on its proximity to the Cheverly Metro Station. The applicant plans to offer transportation service to the Cheverly Metro and Addison Road Metro Stations. The property is located within a mile of the Cheverly Metro Station. Should the requested Zoning Map Amendment be granted, the applicant proposes to develop the property as a mixed-use residential/commercial development.

Pursuant to Section 27-213(a)(2), the proposed location will not substantially impair the integrity of the General Plan or the master plan and is in keeping with the purposes of the M-X-T Zone. In the discussion of the 1993 Approved Landover & Vicinity Master Plan, the applicant professes the desire to take advantage of the transportation background and existing infrastructure of the planning area. The proposed development is purported to build on goals and objectives provided within the master plan. Some of these are:

- To provide a residential structure and housing pattern, which strengthens the sense of the community identity, provides for a broad range of housing opportunities, fosters residential stability and community character, and enhances the overall quality of life in the Planning Area;
- To provide for an effective transition between residential uses and adjoining nonresidential uses through the imaginative use of urban design and the development of techniques and standards;
- The need to upgrade the quality of existing and developing neighborhoods with assets and amenities that will ensure stability and provide a sound basis for the protection of

homeowners equity; and

- The continued upgrading, rehabilitation, and conservation of existing living areas through both public and private actions and by strategically utilizing public programs and capital improvements toward this end.

The applicant relies heavily on issues and opportunities facing living areas in the master plan, and even suggests that Addison Row's close proximity to public transit makes it well suited for the development envisioned in the master plan. The applicant does not discuss any of the goals or objectives for employment areas, as provided in the plan recommendation section, yet the proposed location is one of the five major employment areas in the planning area. Commercial uses are addressed by the singular citation to "insure that all residents of the Planning Area are adequately served by trips." The applicant states that the property would serve the residents of the development as well as the surrounding community.

In the discussion of the 2002 *Prince George's County General Plan*, the applicant proclaims the application to be an ideal implementation of the General Plan concepts for the county. The applicant points out the following goals:

- Encouraging quality economic development;
- Providing high quality and a wide variety of housing types;
- Revitalizing blighted and deteriorated areas by encouraging private and public investments; and
- Making efficient use of existing and proposed local, state and federal infrastructure investment.

The applicant suggests that the property is located in the Cheverly Metro Community Center. This information is incorrect. The applicant later suggests that because the site is located within one mile of the Cheverly Metro Station, it is in the core area or on the outer edge of the Community Center. The General Plan states that the distinction between the core area and the edge is most significant in the Centers with rail transit stations. In these Centers, the core, in most cases should generally include the area that is between one-quarter and one-third of a mile walking distance from a transit station or stop. The edge of a Center, in most cases, should generally include the area that is between one-quarter to one-third mile walking distance beyond the primary core. The property would be located within these confines if the environmentally sensitive areas of the property, like the Beaverdam Creek, did not impose a separation. Center boundaries should be adjusted to follow physical features or barriers, and parcel boundaries, wherever possible. Boundaries also should generally reflect distances based on the shortest walking routes but may be adjusted to account for local transit shuttles or people-mover facilities. At more land-extensive Centers, the edges may extend farther and may require implementation of local transit shuttles or people movers to link the area together. Because the applicant plans to offer a shuttle to the transit stations, the proposed location may be considered a part of the edge area. The uses with lesser intensities should be located at the edges. The applicant states that the proposed development is in keeping with the recommended range for land use mixes in Centers and within the development intensity targets in Centers. The applicant proposes to revitalize a vacant industrial use with a vibrant mixed-use community, featuring easy public transit. They suggest that the requested rezoning will not impair the General Plan, but rather will serve to implement its goals.

The property is not located within the boundaries of the 2005 Tuxedo Road/Arbor Street Sector Plan. The Cheverly Plan amends portions of the master plan and SMA for Landover and vicinity and promotes transit-oriented development in the vicinity of the Cheverly Metro Station. The applicant feels that the plan is also mistaken in suggesting the property remain in the light-industrial land uses.

Pursuant to Section 27-213(a)(3)(A), the adequacy of public facilities is provided not only through existing public facilities, but also through improvements planned to serve the property. The applicant also submitted a Traffic Impact Analysis as a part of the application materials. According to this Impact Analysis, the proposed development will have reasonable impact on the area, and adequate transportation facilities will be provided, with improvements by the applicant. By the completion of the project in 2012, several studied intersections are projected to exceed capacity. Mitigation measures have been identified, which if implemented, would provide adequate transportation facilities.

The proposed development will include large facilities designed as a community-gathering place including a community center and grocery store. The housing opportunities will be available to a mix of incomes and will consist of a mix of unit types amounting to approximately 2,500 units. The campus will no longer be designed to be pedestrian friendly and incorporate a connection to the Cheverly Metro Station. The applicant may, however, offer transportation service to the Cheverly Metro and the Addison Road Metro Stations by private trolley or shuttle or use of county public transportation.

H. Conformance with the Purposes of the Zone Requested:

Subdivision 1. M-X-T Zone (Mixed Use - Transportation Oriented).

Sec. 27-542. Purposes.

(a) The purposes of the M-X-T Zone are:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the county and provide an expanding source of desirable employment and living opportunities for its citizens;**
- (2) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the county, to its detriment;**
- (3) To promote the effective and optimum use of transit and other major transportation systems;**
- (4) To facilitate and encourage a twenty-four hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses**

and those who live, work in, or visit the area;

- (5) To encourage diverse land uses which blend together harmoniously;**
- (6) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**
- (7) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**
- (8) To permit a flexible response to the market; and**
- (9) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

(CB-84-1990; CB-47-1996)

I. Applicant's Position:

The applicant submits the following discussion regarding the location of the site and its conformance with the purposes of the M-X-T Zone.

- 1. The variety and quality in housing combined with the proposed commercial uses will generate increased tax revenues for the County while promoting the use of the Metro.
- 2. The General Plan designation of the Cheverly Metro Community Center directs this property to be developed in the manner herein described. Focusing such a mixed-use community near the Metro, inside the Beltway maximizes the development potential of the property.
- 3. The proposed community will promote optimum use of transit by providing retail, office and residential uses in close proximity to an existing Metro station. The proposed light vehicular bus, tram or trolley system will help to alleviate the use of vehicles from Addison Row to the Addison Road and Cheverly Metro Stations.
- 4. The mixed-use nature of the proposed development will encourage a 24-hour environment with the combination of the community center, grocery, retail and mix of residential uses as well as the easy Metro access to D.C. and the surrounding metropolitan area. The combination of uses will ensure both daytime and evening activity, because they are all located in the same community. Residential development will be intensified to promote transit ridership and further generate a 24-hour environment.
- 5. The concentration of development and mix of uses will reduce sprawl. Trails and walkways will be designed to facilitate access around and through the property. Linkages to other sites are contemplated.

6. The visual character and identity of the project will be an element of the architecture of the buildings, entrance features and landscape plantings. The orientation of the buildings and relationship with the open spaces and pedestrian system will be important aspects of the final design. Building will be designed with high quality detailing and design variation, and will be appropriate in scale with their location. Buildings will be articulated with plazas and open spaces. The architecture, street furniture, landscape treatment, signage, and other elements will be coordinated to give the development a distinctive visual character.
7. A number of factors help to make this design a multipurpose energy-efficient plan. The number of proposed residential units and their concentration in multifamily complexes allow for economies of scale in the construction process and for the municipal services required to serve the residents. The mixtures of uses proposed will provide employment opportunities and help reduce travel to work. This goal will also be accomplished through the use and location of multi-level parking structures.
8. The project is responsive to the existing market and needs of county residents and to the goals of the county.
9. The development is intended to be compatible with and an integral part of existing neighborhoods. Transportation services will be improved and integrated to increase the use of transit, minimize dependence on the automobile, and increase pedestrian and bicycle mobility. Linkages to adjacent neighborhoods and activity centers will be provided so that pedestrians have safe and efficient access into and out of the site. High-quality architecture and resource- and energy-efficient building design, materials and practices will be employed. This development will seek to achieve excellence in planning and design so that the health, safety and welfare of workers and residents in the region are improved.

J. CONCLUSION:

The Planning Board acknowledges that there were community efforts in exploring residential uses for the site. Given the impact of the use of the property on the surrounding community a holistic view of the application is warranted. The development should acknowledge that the area needs stimulation that is more beneficial to the entire community. Additionally, substantial improvements are needed to handle the increase in traffic in the area. The specific improvements will be addressed in later stages of the review process.

The Town of Cheverly and Town of Fairmount Heights support the application. The towns have concerns about the development that are documented in letters submitted and in conditions of approval. The main areas of concern were protecting the environment; reducing the planned density of the development; ensuring sufficient modifications to the transportation infrastructure; and securing green space and outdoor amenities. The Board adopts the information submitted by the members of the public who presented and the statements of the administrators from the towns.

The Planning Board finds that the application meets the requirements of Section 27-213. It is in the vicinity of the Cheverly and Deanwood Metro Stations in that it is one mile or less in physical

distance from each. There is an existing street network between the subject property and the Deanwood Metro Station. The application will not substantially impair the integrity of the General Plan. It is in keeping with the purposes of General Plan that encourages growth and mixed use in the community near metro stations and suggests how the *Landover and Vicinity Approved 1993 Master Plan and 1994 Sectional Map Amendment* can be updated. The proposed development also conforms with the purposes of the M-X-T zone pursuant to Section 27-542.

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. Because of extensive environmental constraints, the final location of dwelling types should be decided at the time of conceptual site plan (CSP) review.
2. If residential development is approved as a part of this application the following recommendations should be observed:
 - a. The site plan shall provide adequate open space at the perimeter as determined by the Urban Design Section during CSP to serve as a buffer between the project and adjacent lower density residential development.
 - b. Multifamily development shall have direct access to arterial or collector roads and shall not have primary access through single-family residential streets.
 - c. Wherever possible, living areas shall be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space network.
 - d. Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect residential areas from commercial, industrial and other incompatible uses.
3. The CSP shall show right-of-way along Addison Road consistent with master plan recommendations. This right-of-way, as may be revised during CSP, shall be shown for dedication at the time of preliminary plan of subdivision.
4. Addison Road at Eastern Avenue: Prior to issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Restriping the eastbound Eastern Avenue approach to provide an exclusive left-turn lane and a shared through/right-turn lane.
 - b. Provision of a dual right-turn lane along the southbound Addison Road approach.

These improvements shall be reviewed within a revised traffic study to be done at the time of preliminary plan of subdivision and revised if deemed appropriate. The review shall include an analysis of queuing within the left-turn lane proposed along eastbound Eastern Avenue, along with the constructability of recommended improvements.

5. Sheriff Road at Addison Road: Prior to issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Provision of two through and exclusive right-turn and left-turn lanes along the westbound Sheriff Road approach.
 - b. Provision of an exclusive left-turn lane along the eastbound Sheriff Road approach.

These improvements shall be reviewed within a revised traffic study to be done at the time of preliminary plan of subdivision and revised if deemed appropriate. The review shall include an analysis of queuing within the left-turn lane along eastbound Eastern Avenue, along with the constructability of recommended improvements

6. At the time of preliminary plan of subdivision a revised traffic study shall be submitted. This study shall review each proposed access point along Addison Road in accordance with the conceptual site plan to determine the appropriate land configuration at each location and to determine if signalization merits further study. Such further study of traffic signal warrants shall be conducted at the time of detailed site plan. This revised study shall also consider traffic calming measures along Doewood Lane, if an access point is aligned opposite to it, and Elkwood/Nast Street, if an access point is aligned opposite to Elkwood Lane.
7. At the time of CSP, the applicant shall review access to Addison Road for this site in detail. Consideration shall be given to consolidation of access points to the extent feasible as well as the alignment of access point opposite existing streets.
8. The applicant shall submit a noise study and shall use the appropriate noise and vibration mitigation measures in developing the property
9. A Type I tree conservation plan will be required with the conceptual site plan. The TCP1 should propose the preservation of as much of the existing vegetation as possible (as deemed appropriate by the Environmental Planning Section) and should provide some areas of afforestation adjacent to the expanded buffer.
10. At time of CSP, a geotechnical report shall be submitted that evaluates the existing soil conditions on the site and their suitability for the redevelopment proposed.
11. At time of conceptual site plan review, the applicant and staff of the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreational facilities, fees or donations to meet the future needs of the residents of the planned community.
12. The Adopted and Approved Landover and Vicinity Master Plan recommends that Addison Road

be designated as a sidewalk/bikeway with appropriate signage. Because Addison Road is a County right-of-way, the applicant and the applicant's heir, successors, and/or assigns shall provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of this signage. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit.

13. A determination regarding stream valley dedication and/or trail construction along Beaverdam Creek will be made at the time of CSP.
14. All future submission packages shall contain a signed Natural Resources Inventory (NRI). The NRI shall be used by the designers to prepare a site layout that results in non-essential impact to the regulated features of the site.
15. Any proposed route for the shuttle service through the town of Cheverly shall be reviewed by the Town.
16. The word "Cheverly" shall be excluded from the project name for the proposed development.
17. The residential development of the project shall be limited to a maximum of 2,000 dwelling units, and the total development on the property shall be limited to uses which generate no more than 1,683 AM and 2,323 PM peak vehicle hour trips.

* * * * *

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 Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns, Eley and Parker voting in favor of the motion at its regular meeting held on Thursday, December 14, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 1st day of February 2007.

R. Bruce Crawford
Executive Director

By Frances J. Guertin
Planning Board Administrator