

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with approval of Specific Design Plans pursuant to Part 8, Division 4 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on October 19, 2006, regarding Specific Design Plan SDP-9903/02 for Ammendale South, Lot 6, the Planning Board finds:

1. **Request:** The subject application is for approval of a revision to the specific design plan for building expansion to an existing warehouse and distribution center, and addition of a maintenance garage and parking compound on Lot 6.

2. **Development Data Summary**

Zone	Existing	Proposed
Use(s)	E-I-A	E-I-A
	Warehouse and distribution facility	Warehouse and distribution facility
Gross Floor Area (total)	109,735	149,582
Warehouse and distribution	105,751	34,987
Office	3,984	-
Service Garage	-	4,860
Building Height (feet)	30	31

Other Development Data

	Required	Proposed
Parking Schedule		
Total Parking Spaces	79	292
Standard (9.5' x 19')	-	124
Compact (8' x 18')	-	164
Handicapped spaces (13'x19')	4	4
Loading Spaces	6	29
Parking Compound Area (total square feet)	-	26,825
20% Green Area (acre)	2.76	4.7
8% Interior Green (acre)	7,479	8,052
Lot Coverage (per CDP)	45%	35%

3. **Location:** The site is in Planning Area 61, Council District 1, in the Developing Tier. More specifically, it is located on the west side of Trolley Lane, approximately 800 feet south of its intersection with Ammendale Road.

4. **Surroundings and Use:** The subject site is bounded on the north by Martin Luther King, Jr., Middle School in the R-80 Zone, to the east by Prince George's County DER parcel in the O-S Zone, and to the west and south single-family dwellings in the R-55 Zone.
5. **Previous Approvals:** On May 14, 1990, the District Council approved Zoning Map Amendment A-9587-C (No. 19-1992) and rezoned the subject property, consisting of 186.2 acres, from the R-R (Rural Residential) to the E-I-A (Employment and Industrial Area).

On April 28, 1994, the Planning Board approved Comprehensive Design Plan CDP-9009 (PGCPB No.94-79 (A)) for Ammendale Business Campus South with 25 conditions. On May 17, 1994, CDP-9009 was reviewed and approved by the District Council for a total of 2,580,700 square feet of gross floor area.

On July 24, 1997, the Planning Board approved the Preliminary Plan for Ammendale Business Campus South, 4-97056 (PGCPB No. 97-229(A)). The Planning Board, pursuant to an action by the Circuit Court, reconsidered the case. The Circuit Court upheld the Planning Board's approval, but remanded the case to the Planning Board to "render findings of fact and conclusions of law with respect to Sections 24-113, 24-129, and 24-130 of the Subdivision Regulations. On March 26, 1998, the Planning Board reviewed and re-approved the application with 20 conditions.

On November 4, 1999, the Planning Board adopted Specific Design Plan SDP-9903 (PGCPB Resolution No. 99-199) for Ammendale South, Lot 6.

On August 4, 2000, the Planning Director approved a revision to Specific Design Plan SDP-9003/01 for reduction in the building footprint and the addition of a future loading and parking spaces.

A stormwater management concept plan, 11654-2006-00, was approved for the site on May 23, 2006. The approval will be good for three years, or until May 23, 2009.

6. **Design Features:** The existing warehouse and distribution center building on Lot 6 is 109,735 square feet and is approximately 412 feet by 218 feet. The office area is located at the front of the building and is the same height of the warehousing and distribution portion of the building. The proposed one-story building expansion of the distribution center is 31 feet high and 34,987 square feet in size. The applicant proposes a service garage of 4,860 square feet in size and an additional 93,476 square-foot parking compound. The proposed architecture of the building expansion has the same style and will be constructed of concrete tilt-up panels painted gray to match the existing building. The elevations include blue, insulated metal overhead doors with matching blue trim and a minimal amount of yellow trim.

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the E-I-A Zone (Employment Industrial Area) and the site plan design guidelines of the Zoning Ordinance. The subject application is in conformance with the requirements of Section 27-500, which governs permitted uses in employment industrial areas. The proposed expansion of the warehouse and distribution center building and the parking compound are a permitted use in the E-I-A Zone.
8. **Zoning Map Amendment (ZMA) A-9587-C:** The proposed specific design plan is in general conformance with Basic Plans A-9587-C (Zoning Ordinance No. 29-1990), which shows the subject site designated for the E-I-A Zone (Employment and Industrial Area). On May 14, 1990, the District Council approved the Basic Plan for Ammendale Business Campus South and rezoned 186 acres of land from the R-R and E-I-A Zones to the E-I-A Zone. The proposed revision of the specific design plan is in general compliance with the ZMA conditions of approval.
9. **Comprehensive Design Plan (CDP-9009):** On April 28, 1994, the Planning Board approved Comprehensive Design Plan CDP-9009 (PGPB Resolution No. 94-79(A)) with conditions. On May 17, 1994, CDP-9009 was reviewed and approved by the District Council. A total development program of 2,580,700 square feet of gross floor area was approved in the CDP. CDP-9009 was approved with 25 conditions, of which the following conditions are applicable to the subject SDP and warrants discussion as follows:

2. **The Specific Design Plans shall demonstrate a minimum of 20 percent of the net lot area to be open space to be improved by landscaping and design amenities in accordance with Section 27-501(a)(2).**

Comment: The proposed revision to the specific design plan demonstrates 35 percent of the net lot area is open space. The proposed SDP is in compliance with the above Section 27-501(a)(2) which states that 20 percent of net lot area is to be open space and improved by landscapes.

3. **Prior to submittal of a Specific Design Plan (except SDP-9308), a 100-year floodplain study shall be approved by the Department of Environmental Resources (DER). The Specific Design Plans shall include delineation of the 100-year floodplain.**

Comment: The Indian Creek 100-year floodplain study was approved by the Department of Environmental Resources on August 5, 1997, and again on December 1, 1997. This study confirmed the 1993 Anacostia River Watershed Study. The net tract area is 13.8 acres and the specific design plan shows 5.5 acres in the 100-year floodplain.

5. **At the time of Preliminary Plat of Subdivision of the subject property, the improvement of Ammendale and Virginia Manor Roads to an arterial roadway from I-95 to Us 1 (CIP No. FD666151, Ammendale and Virginia Manor programmed with 100 percent construction funding in the next five years in the current Prince George's County Capital Improvement Program.**

Comment: This condition requires that Ammendale/Virginia Manor Road project be fully funded prior to subdivision approval. In a memorandum dated August 10, 2006, the Transportation Planning section stated this condition was met, and the project continues to have 100 percent funding and is in various stages of construction and completion.

6. **Prior to development of Stage 1 (Parcels 1-6) and Parcels 16-20 in the submitted CDP) or Stage 2 (Parcels 7-15 in the submitted CDP), the following improvements shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program:**
 - a. **Completion of a six-lane section along US 1 between Ammendale Road and Quimby Avenue which includes two through lanes northbound and southbound a continuous northbound left-turn lane, and a continuous southbound right-turn land as required by the State Highway Administration.**
 - b. **Provision of a traffic signal at the intersection of US 1 and the Ammendale South Spine Road, subject to the satisfaction of signal warrants and approval by SHA.**

Comment: This condition requires improvements to US 1, including a signal warrant study at the site entrance, prior to any development on the site. The scope of improvements had been reviewed by the State Highway Administration, and the needed improvements have been installed.

7. **Prior to the development of Stage 1 (Parcels 1-6 and Parcels 16-20 in the submitted CDP) or Stage 3 (Parcels 21-32 in the submitted CDP), a traffic signal at the planes, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program, subject to the satisfaction of signal warrants and approval by SHA.**

Comment: This condition requires a signal warrant study at US 1/Ammendale Road prior to the development of Stages 1 and 3 of the site. The subject property is within Stage 1. In a memorandum dated August 10, 2006, the Transportation Planning Section stated the signal warrant study has been done, and the state has determined that a signal is not warranted at this time.

8. **Prior to the development of Stage 3 (Parcels 21-32 in the submitted CDP), a traffic signal at the intersection of Ammendale Road and Virginia Manor Road shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program, subject to the satisfaction of signal warrants and approval by DPW&T.**

Comment: This condition requires a signal warrant study at Ammendale Road/Virginia Manor Road prior to the development of Stage 3 of the site. The subject property is not within Stage 3.

9. **Prior to the development of Stage 2 (Parcels 7-15 in the submitted CDP), the construction of the full connection of the Ammendale South Spine Road between US 1 and Virginia Manor Road, as shown on the submitted CDP, within a 70-foot right-of-way shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Prince George's County Capital Improvement Program.**
10. **The applicant, his heirs, successors and/or assigns, shall have the opportunity, prior to Preliminary Plat approval, to provide a revised traffic study which may alter the timing and scope of Conditions 5-9 above.**

Comment: These conditions require construction of a spine road through the Ammendale South property prior to development within Stage 2, but allow for a study to revise the timing and scope of the provision of this roadway. The subject property is not within Stage 2. The Transportation Planning Section stated: "The analysis done in support of Preliminary Plan of Subdivision 4-97056 indicated that the elimination of Spine Road would not result in inadequate service levels on area roadways, as noted in Findings 19 and 20 of the subdivision resolution."

18. **As part of the approval of the Preliminary Plat, the Plan shall indicate a pedestrian system that connects the employment area along Ammendale Road northwest of the Historic Site to the employment area southwest of the Historic Site. An easement shall be recorded with the Final Plats that provides for maintenance for the path system and associated amenities.**

Comment: This condition prohibits access from specific lots to Ammendale Road unless certain design conditions are met. The subject property is not one of the specified lots and does not show access to Ammendale Road.

25. **All parking compounds shall be set back a minimum of 20 feet from the public right-of-way.**

Comment: The proposed parking compound along Trolley Lane is set back a minimum of 20 feet.

10. **Preliminary Plan of Subdivision 4-97056:** On July 24, 1997, the Planning Board approved the Preliminary Plan for Ammendale Business Campus South, 4-97056 (PGCPB Resolution No. 97-229(A)). The Planning Board, pursuant to an action by the Circuit Court, reconsidered the case. The Circuit Court upheld the Planning Board's approval, but remanded the case to the Planning Board to "render findings of fact and conclusions of law with respect to Sections 24-113, 24-129 and 24-130 of the Subdivision Regulations. On March 26, 1998, the Planning Board reviewed and re-approved the application with 20 conditions, of which condition 19 is applicable to the subject SDP and

warrants discussion as follows:

4. **The existing Maryland Historical Trust Inventory Form, prepared by Historic Preservation Section staff in 1985, shall be upgraded to National Register standard, following the methodology outlined in the National Register Bulletin #30, "Guidelines for Evaluating and Documenting Rural Historical Landscapes." Documentation shall be completed by the applicant for review and acceptance by the Historical Preservation Section prior to the issuance of a building permit for Lot 7 or December 21, 1991, whichever is earlier.**

Comment: The date of December 31, 1991, is obviously in error as the preliminary plan was approved in 1997. Review of the preliminary plan does not clarify the date. Please note that Lot 7 has been integrated into Lot 6. Therefore, prior to issuance of any new building permits for Lot 6, the applicant should provide evidence that this has been complied with in previous approvals.

5. **The applicant shall record and document the operations of the Christian Brother 400 acres holdings through an upgraded National Register of Historic Places nomination for the Ammendale Normal Institute property. The documentation shall be subject to the review and comments of the Historic Preservation Section (HPS) of the M-NCPPC. Fieldwork on any areas to be graded shall be submitted to HPS prior to release of grading permits for Lots 4-7, and full written draft documentation shall be completed prior to final plats for Lots 4-7, with final documentation completed prior to the issuance-building permit for Lot 7.**

Comment: Previous approvals for this site suggest that this information has been provided.

9. **Prior to approval of the Specific Design Plan, the applicant shall demonstrate that on-site quality measures have been provided to minimize impacts of this development on the wetlands and floodplains adjoining Indian Creek.**

Comment: A stormwater management concept plan for the entire campus development was approved (978006710) by DER on May 16, 1997. The subject property has an approved stormwater management concept approval (11645-2006-00) for Ammedale South, Lot 6, dated May 23, 2006, and expiring on May 23, 2009.

19. **Lots 4-7 shall be limited to permit uses, which generate no more than 153 AM peak hour trips and 178 PM peak hour trip. Prior to the Final Plat of Subdivision for Lots 4-7 as shown on the Preliminary Plat and as summarized in the traffic study submitted on the applicant's behalf for both 4-97056 and the SDP case, the stub street identified in the traffic study as the Ammendale West access road shall have the status of a public right-of way connecting the subject property to Virginia Manor Road.**

Comment: In a memorandum dated August 10, 2006, the Transportation Planning Section stated: "This condition sets a trip cap for current Lots 4, 6, 9, and 10 of 152 AM and 178 PM peak-hour

vehicle trips. The vehicle trip impacts of the subject application and all previously approved plans are summarized below:

SDP-9808	49,715 square feet warehouse	20 AM	20 PM	154 daily
SDP-9903	109,735 square feet warehouse	44 AM	44 PM	340 daily
SDP-9901	48,955 square feet warehouse	20 AM	20 PM	152 daily
SDP-9903/02	39,847 square feet warehouse	16 AM	16 PM	124 daily
Total requested or approved		100 AM	100 PM	770 daily

According to rated listed in the Guidelines for the Analysis of the Traffic Impact of Development Proposals, the application conforms to the trip cap. This condition also requires that the street linking these lots to Ammendale (or Virginia Manor) Road be a public street. Trolley Lane, the proposed street, is noted on the plan as a public street and it is dimensioned per DPW&T standards for an industrial street.

11. **Required Findings for approval of a specific design plan (Section 27-528 Planning Board action):**

(1) The plan conforms to the approved comprehensive design plan, the applicable standards of the Landscape Manual;

Comment: The subject revision proposes minor changes to Specific Design Plan SDP-9903. Therefore, the plan will continue to conform to the approved comprehensive design plan and the applicable standards of the *Landscape Manual*. As stated in Findings 8 and 12, the proposed specific design plan conforms to the approved comprehensive design plan and the applicable standards of the *Landscape Manual*.

(2) The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development;

Comment: Findings for adequate public facilities were made in conjunction with the preliminary plan and the original specific design plan for the development. The subject SDP will not alter the findings made for the specific design plan that the development will be adequately served within a reasonable period of time with existing or programmed facilities. The Transportation Planning Section, in a memorandum dated August 10, 2006, has confirmed “the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which would be provided as part of the development. From the standpoint of transportation, the subject application will conform to the Comprehensive Design Plan CDP-9009 and all other plans.” The proposed project is in conformance with the *Approved Public Safety Master Plan* (1990) and the Guidelines For The Analysis Of Development Impact On Fire and Rescue Facilities.

(3) Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties;

Comment: The subject SDP will not alter the findings made for the specific design plan (SDP) that adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties. The applicant submitted with the SDP a stormwater management concept approval (No. 11654-2006-00). Therefore, adequate provision has been made for draining surface water and ensuring that there are no adverse effects on the subject property or adjacent properties.

(4) The plan is in conformance with an approved tree conservation plan.

Comment: The subject SDP will not alter the findings that the original SDP is in conformance with an approved tree conservation plan. According to the review dated July 17, 2006, by the Environmental Planning Section, the proposed SDP-9903/02 revision has no impact on the previously approved TCPII/17/94 and is, therefore, in conformance with said plan.

12. **Specific Design Plan SDP-9903 and SDP-9903/01 and SDP-9903/02:** The resolution for SDP-9903 was adopted by the Prince George's County Planning Board (PGCPB Resolution No. 99-199) on November 4, 1999 with 5 conditions. The proposed application is in compliance with the approved SDP-9903. The SDP-9903/01 was for numerous minor revisions located throughout the site. The proposed application is in compliance with the approved SDP-9903 and SDP-9903/01.
13. ***Landscape Manual:*** The existing warehouse and distribution center is fronting on Trolley Lane and Ammendale Road. The proposed development of the Ammendale South, Lot 6, FedEx Distribution Center in the E-I-A Zone is subject to Section 4.2, Commercial and Industrial Landscape Strip, Section 4.3, Parking Lot Requirements, and Section 4.7, Buffering Incompatible Uses, of the *Landscape Manual*.
 - a. The applicant selected option one of Section 4.2, Commercial and Industrial Landscape Strip, which requires a minimum 10-foot-wide landscape strip to be planted with a minimum of one shade tree and ten shrubs per 35 linear feet of frontage, excluding driveway opening. The provided landscape plan option one is in compliance with the *Landscape Manual* requirements.
 - b. Section 4.3(a), Landscape Strip Requirements, requires a landscaped strip when a parking lot in any zone is located adjacent to a public right-of-way. The provided landscape plan option one is in compliance with the *Landscape Manual* requirements.
 - c. Section 4.3(b), Perimeter Landscape Requirements, requires a landscaped strip between the parking lot and any adjacent property line, to be a minimum of five feet wide for sites over 10,000 square feet and a minimum of two feet wide for sites of 10,000 square feet or less. The proposed landscape plan is in compliance with the *Landscape Manual* requirements.
 - d. Section 4.3(c), Interior Planting, requires a minimum of eight percent of the parking lot to be interior planting area with at least one shade tree for each 300 square feet of the interior

planting area. The parking lot for the proposed warehouse and distribution center is approximately 93,825 square feet. The proposed landscape plan is in compliance with the Section 4.3(c) of the *Landscape Manual*.

- e. Section 4.7, Buffering Incompatible Uses, is applicable to this SDP. A Type “B” bufferyard with a minimum of 20-foot-wide buffer strip is required for the proposed distribution warehouse adjacent to Martin Luther King, Jr., Middle School to the north. The landscape plan proposes a five-foot-high berm in addition to a nine-foot-high chain-link fence along the north property line within the bufferyard, which will reduce the plant unit requirements by up to 50 percent. The proposed landscape is in compliance to the requirements of Section 4.7 of the *Landscape Manual*.
14. **Woodland Conservation Ordinance:** This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there is more than 10,000 square feet of existing woodland on site. The Type II Tree Conservation Plan, TCPII/17/94, submitted with this application has been reviewed and found to have no impact on the previously approved Tree Conservation Plan (TCPII/17/94).
15. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

Historic Preservation: In a memorandum dated August 10, 2006, the Historic Preservation stated the subject application has no effect on historic resources.

Archeological Review: In a memorandum dated July 18, 2006, the Archeological Review Section provided no comments.

Community Planning: In a memorandum dated June 26, 2006, the Community Planning Division stated there are no master plan or General Plan issues related to this specific design plan. “The 2002 General Plan identifies this area as in the Developing Tier, which is envisioned as low to moderate density suburban residential communities with distinct commercial center and employment areas that are increasingly transit serviceable.” The 1990 *Approved Master Plan and Sectional Map Amendment for Subregion I. Planning Area 60, 61, and 62* placed the subject property in the E-I-A Zone from the R-R Zone.

Transportation: In a memorandum dated August 10, 2006, the Transportation Planning Section stated: “Access and on-site circulation is acceptable.” The Transportation Planning Section offered the following:

“The transportation staff’s primary interest in this site involves the adequacy finding for the site. Ammendale Road is currently being realigned and upgraded under Subtitle 23 requirements; that work is nearly complete. The adjacent portion of Ammendale and Virginia Manor Roads are proposed to be improved under a project in the Capital Improvement Program (CIP), Ammendale &

Virginia Manor Roads, FD666151. Construction is virtually complete for the initial two phases of this project. Construction is beginning on the final phase of this CIP project, which will relocate the intersection of interchange onto Ammendale Road. Preliminary Plan of Subdivision 4-97056 is the underlying subdivision for this site.

The subject property is required to make roadway improvements in the area pursuant to a finding of adequate public facilities made in 1997 for Preliminary Plat of Subdivision 4-97053 and supported by a traffic study submitted in 1997. Transportation staff noted the subject property would be adequately served within a reasonable period of time with transportation facilities that exist, are programmed, or could be provided as part of the development. The subject application will conform to the Comprehensive Design Plan CDP-9009 and all other plans.

Comment: CDP-9009 and the Preliminary Plan 4-97056 contain a number of transportation-related conditions. The status of these conditions is summarized in the sections 8 and 9 of this report.

Subdivision: In a memorandum dated July 25, 2006, the Subdivision Section stated that the Specific Design Plan was reviewed for conformance to the Preliminary Plat of Subdivision and found to be in conformance in regard to lay out.

Tails: At the time of this writing no comments was received from the trails coordinator.

Permits: In a memorandum dated August 8, 2006, the Permits Section offered nine comments, all of which have been addressed or are included in the recommendation section of this report.

Environmental Planning: In a memorandum dated July 17, 2006, the Environmental Planning Section stated the proposed SDP-9903/02 revision has no impact on the previously approved Type II Tree Conservation Plan (TCPII/17/94) and is therefore in conformance with said plan.

Department of Environmental Resources (DER): In a memorandum dated August 10, 2006, the DER stated the site plan for Ammendale South, Lot 6 is consistent with approved stormwater concept #11654-2006-00.

Fire Department: In a memorandum dated August 20, 2006, the Fire Department stated the application has been reviewed by their office according to the Departmental Procedure and Operational Guidelines of the Prince George's County Fire Department.

Department of Public Works and Transportation (DPW&T): As of writing of this report no comment was received from the DPW&T.

Washington Suburban Sanitary Commission (WSSC): In a memorandum dated August 10, 2006, the WSSC stated an on-site plan review package should be submitted.

Board of Education: As of the time of writing of this report, no comment was received from the

Board of Education.

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 Specific Design Plan for the above-described land, subject to the following conditions:

1. Prior to certificate approval of this specific design plan, the applicant shall:
 - a. Provide the height and number of stories for the existing structure and the proposed addition on the site plan.
 - b. Correct note 6 of parking tabulation to provide accurate number of total parking spaces provided.
 - c. Provide the landscape plan schedules for the applicable Sections 4.2, 4.3 and 4.7 of the Landscape Manual, on sheet 5 of the landscape plan.
 - d. Provide existing and proposed square footages for the parking compound as a note on the plans.
 - e. Provide the number of existing and proposed loading spaces with regard to the building expansion.
2. Prior to issuance of any new building permits for Lot 6, the applicant shall provide evidence that the following issue has been resolved:

The existing Maryland Historical Trust Inventory Form, prepared by Historic Preservation Section staff in 1985, shall be upgraded to National Register standard, following the methodology outlined in the National Register Bulletin #30, "Guidelines for Evaluating and Documenting Rural Historical Landscapes." Documentation shall be completed by the applicant for review and acceptance by the Historical Preservation Section prior to the issuance of a building permit for Lot 6. Provide evidence that Lot 7 has been integrated into Lot 6, and that this has been complied with in previous approvals.

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 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, October 19, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 19th day of October 2006.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

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