

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed Special Exception Application No. 4396 and Variance for 4396A requesting a transfer station and variance from setbacks for the proposed facility in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on September 27, 2001, the Prince George's County Planning Board finds:

- A. The Planning Board does not agree with the recommendation of the technical staff that the subject application should be denied.
2. Location and Field Inspection: The subject property is an irregularly-shaped parcel on the northeast side of S Street, approximately 310 feet southeast of Olive Street. The property is partially paved with concrete and the remainder of the site has a dirt and gravel surface. A two-story brick warehouse/office structure is situated near the northwest corner of the property at the Olive Street entrance. This vacant structure is on the subject property, but outside the special exception boundary. The entire property is enclosed by a 10-foot-high chain-link fence. Beaverdam Creek runs along the northern boundary of the property. Currently, the property is unused and in a deteriorating condition.
3. The subject property is currently vacant and unused. This property housed the offices, shop and staging area for the trucking company known as Morauer and Hartzell. This property was also used as a transfer facility by the previous owner.
4. Request: The applicant wishes to develop a transfer station on the subject property. The transferring of materials will occur in a proposed 21,600-square-foot structure. This application also includes two variances:
 1. For the 500-foot setback from the property line required for a building associated with a transfer station.
 2. For a 10-foot-high fence that does not meet the 20-foot setback requirement.
5. Neighborhood and Surrounding Uses: The property is surrounded by the following uses:

North: Across Beaverdam Creek is Joseph Smith and Sons junk yard and railroad tracks in the I-2 Zone. Farther north is US 50.

South: To the south and southeast are warehouses for storage and sale of industrial drums and railroad tracks in the I-2 Zone.
East: Undeveloped land and railroad tracks in the I-2 Zone.
West: Automotive uses in the I-2 Zone.

The neighborhood is defined by the following boundaries:

North: US 50 (John Hanson Highway)
South: Penn-Central Railroad/Metro transit line and Eastern Ave
East: Penn-Central Railroad tracks
West: MD 201 (Kenilworth Ave.)

A large portion of the neighborhood is zoned for industrial use. A small portion at the southwest corner of the neighborhood (perhaps 10 to 15 percent) is medium-density residential, and there is a small strip of retail-commercial along the access road to MD 201 and paralleling MD 201.

6. Specific Special Exception Requirements: Section 27-107.01(a)(242.1) of the Zoning Ordinance provides the following definition of a transfer station:

A place or facility where solid wastes are taken from a transportation unit or collection vehicle and placed in another transportation unit or collection vehicle for transport to a solid waste acceptance facility. The movement or consolidation of solid waste at the point of generation is not a Transfer Station. A ■Materials Recovery or Processing Facility,• as defined in Section 21-143 of the Prince George's County Code, and a ■Waste Material Separation and Processing Facility• and ■Recycling Plant,• as defined in this Section, are not Transfer Stations.

Section 27-416.02 provides the following specific requirements for a transfer station:

- (1) Hours of operation shall occur only between 7:00 A.M. and 6:00 P.M.;**

The applicant provides that the hours of operation will be from 7:00 a.m. to 6:00 p.m.

- hundred**
- (2) **The building associated with the use shall be set back at least five (500) feet from all property lines;**

The proposed transfer station will be located in a proposed 21,600-square-foot building. The site plan indicates that the northeast corner of this building is as close as 65 feet to the property line. The applicant has filed a variance from this setback requirement. The variance is discussed in Section J of the Technical Staff Report.

- (3) **The applicant shall identify measures that will be taken to control any noxious and offensive odors;**

The applicant submits that housekeeping procedures will be implemented to maintain an appropriate working environment. A comprehensive cleaning and maintenance program is proposed to control odors, debris and litter. This program includes regularly scheduled preventive maintenance and housekeeping inspections and the performance of any necessary corrective actions.

The applicant further provides that odor will be controlled by having all transfer operations take place within a wholly enclosed building. There will be nozzles located in the ceiling to spray odor-neutralizing chemicals and/or masking agents when necessary. To minimize an odor-producing environment, no waste will be held on the tipping floor overnight. Clean-up operations such as dry sweeping and/or washing the floor will be conducted on a daily basis.

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- (4) **All activities pertinent to the transferring of solid waste shall be in a wholly enclosed building which has an impervious surface and unloading solid waste, and is capable of accommodating all solid waste hauling vehicles; and**

The applicant provides that the transferring of materials from trucks to tractor-trailers will occur in a wholly enclosed building. All trucks will unload in an area with an impervious concrete floor. The floor will be sloped to drain liquids from the surface to an oil and grit separator for treatment. Two trailers will be loading simultaneously within the building.

The Environmental Planning Section, in a memo dated February 12, 2001 (attached), raises the following concern:

■The requirement that the building have an impervious surface for loading and unloading solid waste is intended to prevent contamination of the soil and underlying ground water with leachate. The protection this would provide on the site is limited because surface flood waters can flow through the building, over the impervious surface, and carry the contaminants into the adjacent surface waters.

■Further information is needed on the design and construction of the building to make a determination that the building meets the definition of wholly enclosed and is capable of accommodating all types of solid waste hauling vehicles.●

The applicant, in response to these comments, submits that the transfer station building will consist of a preengineered metal building with a storage area for recyclable materials. All solid waste transfer operations will take place inside the building. This 21,600-square-foot building will include an unloading area, a tipping floor and a loading area. An impermeable concrete tipping floor, inside the building, will be sloped to ensure proper drainage to the wastewater collection and pretreatment system.

The applicant's proposal to drain wastewater into a sanitary sewer raised concerns from the Prince George's County Health Department, Division of Environmental Health (memo dated February 7, 2001, comment No. 8). This application was referred to the Industrial Discharge Section of the Washington Suburban Sanitary Commission (WSSC) as recommended in the subject memo by the Health Department. Additional information regarding the characteristics of wastewater generated by the proposed facility is needed.

If this application is approved, the applicant should be required to submit information for review by WSSC regarding the pollutant characteristics of wastewater commonly associated with the subject use.

(5) The use shall not commence until the State of Maryland has issued all applicable permits including, but not limited to, a transfer station permit.

The applicant agrees not to commence operation of this use until the State of Maryland has issued all applicable permits including, but not limited to, a transfer station permit.

7. The correct parking standard for this use (industrial plant) is 2 parking spaces per 1,000 square feet. A total of 46 parking spaces are therefore required. The site plan indicates that a total of 30 parking spaces are provided for the transfer station

and accessory scales. The site plan must be revised by adding 16 additional parking spaces or a departure from parking and loading standards is required.

8. Landscape Manual Requirements: The proposed use is surrounded by warehouses (to the southeast) and vehicle repair and salvage uses (west) generally classified as ■high impact• under Section 4.7 of the *Landscape Manual*. The proposed use is also a ■high impact use.• No bufferyards are therefore required. The Urban Design Review Section further submits that the site is exempt from the Commercial and Industrial Landscaped Strip requirements in Section 4.2 of the *Landscape Manual* because the only frontage is a driveway entrance on Olive Street. Staff also notes that a driveway entrance on S Street is exempt from Section 4.2 as well. The proposal does not necessitate an increase in the number of parking and loading spaces beyond the number currently existing. The site is therefore exempt from the requirements of Section 4.3, Parking Requirements.
9. Zone Standards: This application also includes two variances:
 1. For the 500-foot setback from the property line required in Section 27-416.02(a)(2) for a building associated with a transfer station.
 2. For a waiver of the 20-foot building setback for an existing 10-foot-high fence in accordance with Sections 27-465(a) and 27-474(b).

With respect to the 500-foot setback, staff notes that the proposed building is as close as 65 feet to the southeastern property line. A variance of 435 feet is required.

10. Variance Requirements: Section 27-230 provides that:
 - (1) **A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;**

Finding: The subject property has exceptional narrowness, shallowness, or shape and other extraordinary situations or conditions. The applicant submits the following explanation for this finding:

■A variance from Section 27-416.02(a)(2) is requested for the subject property because of unusual shape, size and narrowness. The property is exceptionally narrow and long. Its width varies from 300 feet to 570 feet at its widest point. It is impossible for the proposed transfer station to be located 500 foot radius setback [sic] given the size and shape of the property. This is a special circumstance in that the property is located exactly in the middle of the I-2 Zone, therefore, it meets the 500-foot setback within the radius of the I-2 Zone, but not the site.•

The Planning Boards agrees with the applicant regarding the narrowness and shape of the property. The applicant has shown that there are few, if any properties in the County that could be developed to meet the 500 foot setback requirement.

- (2) **The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and**

Finding: The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property. The applicant has shown that over 33 acres of land would be required to meet the 500-foot setback requirement. There are only two properties in the County that are large enough to accommodate the proposed facility without a variance from the setback. Both of these properties are relatively isolated and do not meet the applicant's locational needs.

With respect to the variance for the fence setback, the applicant notes that there is an existing 10-foot-high fence around the subject property. This fence is needed for security purposes. Fences over six feet tall must meet the setback requirements for structures which in this case is 20 feet. Strict compliance with the setback requirements would eliminate additional land area needed for the proposed facility. This would result in an undue hardship on the applicant in that it would encroach further onto this property which is exceptionally narrow and shallow.

- (3) **The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.**

Finding: The requested variance would not substantially impair the 1993 Landover and Vicinity Master Plan, which recommends general industrial use for the subject property.

11. Sign Regulations: No signs are proposed on the site plan.

12. Environmental Impact:

One of the major concerns during the review of this application has been environmental impact. We have reviewed comments from the following agencies and organizations:

1. Anacostia Watershed Society; fax dated February 7, 2001.
2. Prince George's County Health Department, Division of Environmental Health; memo dated February 7, 2001.

3. Prince George's County Department of Environmental Resources (DER); memo dated January 3, 2001.
4. Prince George's County Planning Department, Countywide Planning Division, Environmental Planning Section; memo dated February 12, 2001.
5. Washington Suburban Sanitary Commission (WSSC); memo dated March 7, 2001.

The subject property is entirely within the 100-year floodplain for Beaverdam Creek. This creek, which runs along the northern edge of the property, is a tributary of the Anacostia River. The Environmental Planning Section notes (memo dated February 12, 2001) that in new development and redevelopment, the protection of the natural reserve area, including the 100-year floodplain and stream buffers, is required unless variations are approved. Redevelopment of sites in the floodplain is allowed, but only in compliance with the Floodplain Ordinance, which limits the value of improvements that can be made within the floodplain to 50 percent of the value of existing structures. The Department of Environmental Resources has approved a Stormwater Management Concept Plan (#008005170) for the site, with various conditions, but has not exempted the transfer station from compliance with the county Floodplain Ordinance prior to the issuance of building permits.

The applicant proposes to dig a compensatory floodplain storage area and use the material removed to raise the level of the proposed transfer station by six feet to achieve a finished floor level of 26.0 feet, which is approximately one foot higher than the 100-year floodplain elevation for this site. The floor of the facility will be constructed so no liquid can leave the building. The applicant has reduced the volume of waste to be transferred from 3,000 tons per day to 2,000 tons per day.

The Environmental Planning Section also points out that the truck circulation route is proposed to be raised only three feet, so that elevation of the loading lane will be two feet below the 100-year floodplain for this site, which creates the possibility of floodwaters reaching the lower levels of trucks being loaded on this site, or caught on this site during flooding situations. Also, trucks that are in queue for loading operations, or to use the scale, are located five feet below the 100-year floodplain elevation for this site. The Environmental Planning Section wishes to review additional information concerning the flood elevation levels under more frequent classifications of storm events, such as the 10- or 50-year storm, to evaluate potential impacts on site operations.

The Environmental Planning Section expressed serious concern with the appropriateness of handling and transferring commingled solid wastes in the 100-year floodplain, where the potential for contamination of the adjacent stream and the Anacostia River is much higher than if the transfer station was placed on an upland site. The applicant points out, however, that all handling of waste will be done inside of the proposed building. This enclosed building will serve to prevent dust, trash and other material from entering the waters of

Beaverdam Creek. The tipping floor and truck lane will be cleaned every night. The wastewater will drain off the floors toward trenches around the perimeters of the floors and will then be directed to a grit chamber and oil/grit separator to remove solids and oil. The water will then be discharged to the sanitary sewer, if permission is granted by WSSC. If permission is not granted, the water will be collected in a storage chamber and collected by a licensed scavenger for removal to a disposal facility.

The applicant further submits that there will be no long-term storage of refuse at the facility. Incoming waste will be loaded in transfer trailers and hauled off-site. Any waste remaining at the end of the day will be loaded into a transfer trailer. If the trailer needs to be moved outside, it will be covered with a tarp. Waste that is stored overnight will be removed the next day and taken to a landfill.

Conditions of approval have been prepared to address these environmental impacts.

M. Traffic Impact:

The proposed use may impact intersections in Prince George's County and the District of Columbia. The Transportation Planning Section, in a memo dated January 31, 2001, submits the following analysis:

■ Access to the site is provided by Olive Street which dead-ends into the property at its eastern end and intersects with Eastern Avenue to the west of the site. The proposed development will have the greatest impact on the intersection of Eastern Avenue and Olive Street. This intersection is defined by the confluence of two streets that are maintained by different jurisdictions. Eastern Avenue is a four-lane, 35-mph roadway that is located in, and maintained by, the District of Columbia. Its eastern right-of-way line represents the border between the District of Columbia and Prince George's County. Olive Street is a two-lane roadway that connects both jurisdictions. The segment between Eastern Avenue and the subject property has 36 feet of pavement and is maintained by the Prince George's County Department of Public Works and Transportation (DPW&T). Although the intersection lies entirely within the District of Columbia, its operation affects traffic to and from both jurisdictions. In light of the bijurisdictional functionality of the intersection, the traffic study that was prepared by the applicant and submitted to staff was referred to both jurisdictions for their review and comments.

■ Citing information provided by the applicant, the traffic study based the analysis on 820 trips being generated on a daily basis. Using a conservative estimate, the study assumed that 20 percent of the daily total will occur during both peak hours. Consequently, 164 trips (82 inbound and 82 outbound) will pass through each of the three intersections during each peak period. Regarding distribution of traffic to and from the site, the traffic study assumes 90 percent of the traffic will be oriented to and from the west of Eastern Avenue, while ten

percent will be oriented to and from the east. Based on those assumptions, the intersections were reanalyzed with the additional traffic that the proposed facility would generate.

■The results of the second analysis showed the Eastern Avenue/Olive Street intersection would still be operating inadequately. In an effort to correct this inadequacy, the traffic study recommends that the intersection be signalized. Should the signalization occur, the intersection would operate with a level-of-service/critical lane volume (LOS/CLV) of ■B• 1088 during the AM peak hour and ■C• 1280 during the PM peak hour.

■In a January 26, 2001, response letter to staff's referral (*DerMinassian to Burton*), the Bureau of Traffic Signal within the Government of the District of Columbia expressed its willingness to support the installation of a traffic signal, provided that the appropriate technical justification is demonstrated by the applicant, and the cost of such installation will be borne by the applicant.

■In a November 29, 2000, memorandum to staff (*Issayans to Burton*), the DPW&T expressed concerns regarding the continuation of on-street parking on Olive Street at its approach to Eastern Avenue. The memorandum stated that additional truck traffic could cause safety and operational problems on that segment of Olive Street. Specifically, the DPW&T further stated that there should be a parking prohibition on the northwest side of Olive Street for its entirety. As mentioned previously, Olive Street, within Prince George's County, is only 36 feet wide. If on-street parking continues on both sides of the street, the remaining effective travel width is approximately 20-22 feet. Given the size of the trucks that are likely to be utilizing the proposed facility, staff and the DPW&T are concerned that the remaining 20-22 feet of travel way may not be adequate to allow for the safe passing of trucks from opposite directions. The DPW&T therefore encourages the applicant to interact with the local residents and business owners so that an agreement can be reached regarding the implementation of on-street parking prohibition for one side of Olive Street. The DPW&T further states that the development should not proceed if such an agreement could not be effected.

■While the Olive Street/Eastern Avenue intersection provides the most direct point of ingress and egress, there are other points of access, albeit more circuitous, that could be pursued by the applicant. Kenilworth Avenue, which is located about 500 feet north and west of the subject intersection is straddled by service roads which run for about a mile from the Kenilworth Avenue/US 50 interchange. The portion of the service road within the county that runs on the east side is a county-maintained facility, while the western service road is maintained by the State Highway Administration. S Street is a county-maintained facility that is perpendicular to both the eastern service road and Olive Street. It is conceivable that a truck could enter, leave, or both enter and leave the proposed facility by using one or both of the service roads. •

The applicant has also pursued the alternative of using the service roads for access to the property. This alternative uses gated service roads adjacent to Kenilworth Avenue that are maintained by WSSC and the State Highway Administration (SHA). Subsequent to the review of the traffic study, the applicant also decreased the maximum tonnage of waste to be hauled from 3,000 to 2,000 tons per day. The Planning Board believes the combination of

the reduction in tonnage with the use of the service road as a haul route will result in fewer trucks using neighborhood streets to gain access to the subject property.

The Planning Board notes that this application was referred to the Government of the District of Columbia, Department of Public Works. In a memo dated January 26, 2001, the Government of the District of Columbia, Department of Public Works, indicated its willingness to support the installation of a traffic signal at Eastern Avenue and Olive St, provided that the appropriate technical justification is demonstrated by the applicant and the cost of such installation is borne by the applicant.

14. Required Findings:

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

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

Finding: The proposed use and site plan are in harmony with the purposes of this Subtitle. The applicant has gone to great lengths to respond to environmental impact issues raised by staff. The proposed building will be raised to an elevation where it will no longer be in the floodplain. A comprehensive cleaning and maintenance program is proposed to control odors, debris and litter.

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

Finding: The proposed use, with the recommended conditions of approval will be in conformance with all the applicable requirements and regulations of this Subtitle. Approval of variances from Section 27-416.02(a)(2) for a 500-foot setback from the property line for a building associated with a transfer station and Sections 27-465(a) and 27-474(b) for a 20 foot setback required for an existing security fence are also recommended.

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

Finding: The proposed use will not substantially impair the integrity of the 1993 Landover and Vicinity Master Plan. The plan recommends general industrial development. The proposed use is in accordance with this recommendation.

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

Finding: With the recommended conditions of approval, the proposed use will not adversely affect the health, safety or welfare of residents or workers in the area. While the subject property lies entirely within the 100-year floodplain, the applicant has taken the appropriate measures to address the environmental issues raised by several review agencies.

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

Finding: The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood. The property is surrounded by industrial uses. No detrimental impacts on these uses are anticipated.

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

Finding: The Environmental Planning Section issued a letter dated February 10, 2001, providing that the site is exempt from the Woodland Conservation and Tree Preservation Ordinance because the site contains less than 10,000 square feet of woodland and does not have a previously approved Tree Conservation Plan.

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 Recommended APPROVAL to the District Council for Prince George's County, Maryland of Variance Application Number VSE-4396 and further Recommended APPROVAL of Special Exemption Number SE-4396 subject to the following conditions:

1. In accordance with the Stormwater Management Concept Approval 008005170 issued by the Department of Environmental Resources, the compensatory floodplain storage pond shall provide water quality improvement measures and methods for the site. Surface drainage on the site shall be directed to this pond by grading or structures to the extent possible.
2. A study to determine the elevation of groundwater shall be completed prior to technical design approval by the Department of Environmental Resources for the compensatory storage area.
3. Prior to the issuance of grading permit a letter or documentation shall be submitted to the Environmental Planning Section documenting whether relocation of the existing sanitary sewer easement is required to achieve the necessary amount of compensatory floodplain storage area.
4. During relocation, the storm drain, currently under the transfer station, shall be retrofitted to incorporate water quality enhancement methods. A water quality monitoring program shall be established within the water quality pond. The monitoring program will include semi-annual samples of surface water, analyzed by a certified laboratory for the presence of oil

and grease. The operator will maintain a log of the results of the chemical analyses at the site and will be available for review by appropriate agencies.

5. The use of this site shall be limited to those uses specified as the ■Transfer Station■ within the Zoning Code. This application is not approved for the sorting of materials on-site for recycling purposes.
6. An initial limit for tonnage for solid waste material to be processed at the trash transfer station shall be set at 1,500 tons per day. This limit shall remain in place for six months from the commencement of operations. At that time, the Director of the Department of Environmental Resources shall approve an additional increment of 500 tons per day be added to the daily tonnage for a maximum total of 2,000 tons per day, as long as the conditions of the Special Exception continue to be met.
7. The owner of the trash transfer facility, his successors and/or assigns shall be required to maintain records at the facility in a format acceptable to the Department of Environmental or State Department of Natural Resources supporting the amount of tonnage received and the number of vehicle trips entering and leaving the site per day.
8. All aspects of the operation shall be conducted inside a fully enclosed building. This included storage of operational equipment. There will be no on-site storage of materials.
9. No solid waste shall be stored overnight. Trucks transporting solid waste to the site that cannot be handled during the approved operating hours shall be refused at the facility and rerouted to an approved solid waste acceptance facility. Alternative locations will be identified in accordance with Maryland Department of the Environment requirements.
10. All existing storage tanks found on the site shall be inspected by the Health Department and shall be removed by a certified handler.
11. All fluids from operations within this building shall be discharged to the sanitary sewer and all appropriate permits from the Industrial Discharge Section of the Washington Suburban Sanitary Commission (WSSC) shall be obtained. This shall include drainage from the washing of loading and tipping areas. If the waste water is not accepted by WSSC, or the quantity generated by the site will exceed WSSC capacity, or WSSC requires pre-treatment prior to discharge in the sanitary sewer system, the Special Exception Site Plan and application shall be revised to delineate and describe the disposal procedure for this material.
12. An operations manual shall be submitted to the Health Department, The program shall address the control of odors, debris, litter, and leachate and the prevention of facility degradation due to mechanical and structural failures. The program shall also include regularly scheduled preventative maintenance and housekeeping inspections, and the performance of any necessary corrective action. It shall also

include the on-going monitoring of all aspects of the operation by personnel responsible for the daily operation of the facility.

13. The Special Exception use shall not commence until the State has issued all application permits including, but not limited to a transfer station permit.
14. Prior to Use and Occupancy permit, the applicant shall obtain a three-party memo or understanding (between the applicant, WSSC, and MD DOT/State Highway Administration) regarding the reopening of the gate under Kenilworth Avenue.
15. The circulation pattern for this site shall be as follows and enforced by the operator for all trucks entering and exiting the site: Entering: travel from Route 295 to the service lane, turn right onto S Street, then either turn left onto Olive Street to the northern entrance or left at off S Street to the southern entrance. Leaving: exit from Olive Street, turn right onto S Street, follow the service lane to Route 295. Truck circulation will occur on Olive Street between S Street and the site entrance.
16. Prior to commencement of operations, the applicant shall submit a Traffic Signal Warrant study, for the intersection of Olive Street and Eastern Avenue, to the Prince George's county DPW&T as well as the bureau of Traffic Signals within the Government of the District of Columbia. Should the signal be warranted, the applicant shall provide the District of Columbia funds for the design and installation of a traffic signal.
17. The Site Plan shall be revised to provide 46 parking spaces as required for industrial uses.

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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 Lowe, seconded by Commissioner Eley, with Commissioners Lowe, Eley, Scott and Hewlett voting in favor of the motion, and Commissioner Brown opposing the motion at its regular meeting held on Thursday, September 27, 2001, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 25th day of October 2001.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

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