

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on October 26, 2017, regarding Detailed Site Plan DSP-17008 for Iglesia de Dios Pentecostes, Mision el Buen Samaritano, the Planning Board finds:

1. **Request:** The subject recommendation of approval to the Prince George’s County District Council is for approval of a detailed site plan (DSP) for a change of the underlying zoning of the subject property from the Multifamily High Density Residential (R-10) Zone to the Mixed Use–Transportation Oriented (M-X-T) Zone. No new development is proposed as part of this recommendation of approval.

2. **Development Data Summary:**

	EXISTING	RECOMMENDED FOR APPROVAL
Zone(s)	R-10/T-D-O	M-X-T/T-D-O
Use	Office	Office
Acreage	0.8	0.8
Parcel	1	1
Total Existing GFA (sq. ft.)	34,904	34,904

3. **Location:** The subject project is located on the northeast side of Finns Lane, approximately 220 linear feet west of its intersection with MD 450 (Annapolis Road), in Planning Area 69, Council District 3.
4. **Surrounding Uses:** The site is bounded to the north by a single-family residential detached unit in the R-10 Zone and multifamily residential units in the M-X-T Zone; to the south by commercial retail land uses in the M-X-T Zone; to the east by multifamily land use in the Multifamily Medium Density Residential (R-18) Zone and commercial retail land uses in the M-X-T Zone; and to the west by Finns Lane, with a daycare center in the R-18 Zone beyond.
5. **Previous Approvals:** The project was rezoned from the Commercial Office (C-O) Zone to the R-10 Zone by the adoption of the *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (New Carrollton TDDP/TDOZMA) in May 2010 (Change No. 9, page 84). The property is the subject of a woodland conservation letter of exemption approved on June 12, 2017 and valid until June 12, 2019, and a natural resources

inventory (NRI) equivalency letter dated June 12, 2017 and valid until June 12, 2022. The applicant has applied for, but not yet received from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), a stormwater management concept approval exemption letter. Therefore, a condition of this recommendation of approval requires that, prior to certificate approval, the applicant provide a copy of such letter to the Planning Board.

6. **Design Features:** The subject site is trapezoidal in shape and fronts on the northeast side of Finns Lane, a 60-foot-wide right-of-way. The property is improved with an existing three-story 24.5-foot-tall commercial office building. The building sits to the rear of the site and parking is provided in front of the building. The Planning Board notes that the north arrow on the vicinity map is incorrect. Therefore, a condition of this recommendation of approval would require that it be corrected prior to certificate approval.

The parking area is paved with asphalt. Sixty parking spaces are provided in the parking lot, including two handicapped accessible parking spaces at the front entrance to the building. This is one fewer handicapped-accessible parking spaces than required by the Prince George's County Zoning Ordinance, as Section 27-566 requires that one handicapped-accessible parking space be provided for each 25 parking spaces included in a development.

Therefore, a condition of this recommendation of approval requires that, prior to certificate approval, the applicant revise the plans to provide an additional handicapped-accessible parking space in compliance with the Zoning Ordinance requirement. Additionally, as neither handicapped-accessible parking space is van-accessible, the space added shall be van-accessible.

Sparse landscaping is shown on the site, including a single 12-inch diameter at breast height spruce tree seemingly on the western property line. A single light pole is included in the parking lot.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The purpose of the New Carrollton TDDP/TDOZMA is to ensure that future development around the New Carrollton Metro Station maximizes transit ridership, revitalizes the area while maintaining its socio-economic diversity, and adopts a sustainable development pattern. The TDDP envisions the New Carrollton Metro Station, and its vicinity, developing into Prince George's County's premiere new urban center by the year 2030. The development concept for the TDDP envisions new development concentrated primarily in three focus areas: Metro Core, Annapolis Road, and Garden City. These areas are designated neighborhoods within the planning framework for transit-oriented development at the New Carrollton Metro Station. The subject property is located in the Annapolis Road Corridor character area. The character area is intended to create a revitalized and enhanced moderate-density, mixed-use, commercial district along MD 450 (Annapolis Road). The Transit District Overlay (T-D-O) Zone imposes urban design standards to implement the plan's vision and this character area.

The applicant requested a change to the underlying zone of a portion of the subject property, from the R-10 Zone to the M-X-T Zone, and provided the following justification:

“The Sector Plan was adopted in May 2010. Change Number 9 (Page 84) rezoned the subject property from the C-O Zone to the R-10 zone (in addition to other properties zoned Commercial Shopping Center(C-S-C) and General Commercial, Existing (C-2)), suggesting that the change:

“...will allow for redevelopment of these properties with high-density, multifamily residential uses. The new development will help implement the plan’s vision of an attractive multifamily residential community along Annapolis Road (MD 450) between Veterans Parkway (MD 410) and Riverdale Road.

“At the time of this rezoning, the property was developed with an existing, small two-story with basement office building that was built in the 1970’s. As the R-10 Zone does not permit office buildings, the building became nonconforming with the rezoning. The applicant purchased the subject property in December 2014 for one million dollars and was unaware of the nonconforming nature of the office building and its R-10 zoning at the time of purchase. Neither they nor the mortgage company requested a zoning opinion letter prior to closing.

“In February 2017, a tenant for Unit 104 in the building applied for a use and occupancy permit (Permit No. 4683-2017-U) for a retail business. The permit was denied by M-NCPPC due to the R-10 zoning of the property. This is when the property owners became aware of the nonconforming nature of the building and the R-10 zoning of the property.

“The applicant seeks to place the property in the M-X-T Zone so that the existing office building will no longer be nonconforming and office use will be permitted in the building. This will not preclude future redevelopment of the property with multifamily units as they are also permitted in the M-X-T Zone. The Sector Plan also zoned the adjacent property at the intersection of Finns Lane and Annapolis Road (MD 450) to M-X-T in Change Number 11 (Pages 90-91).”

The Planning Board recommends that the District Council approve the zoning change request, as it will conform to the commercial land use recommendations of the TDDP. If rezoned, the T-D-O will still be superimposed on this site and the T-D-O Zone standards will apply to all future development to implement the plan’s vision for this character area.

8. **Prince George’s County Zoning Ordinance:** The subject recommendation of approval has been reviewed for compliance with the requirements of the M-X-T and T-D-O Zones and the site plan design guidelines of the Zoning Ordinance as follows:

- a. The subject recommendation of approval is in conformance with the requirements of Section 27-547(b) of the Zoning Ordinance, which governs permitted uses in all mixed-use zones, such as the existing office building.
- b. The DSP is in conformance with the following provision of the T-D-O Zone, which addresses the property owner's right to request changes to the underlying zones as contained in Section 27-548.09.01(b) of the Zoning Ordinance. It provides:

(b) Property Owner.

- (1) A property owner may ask the District Council, but not the Planning Board, to change the boundaries of the T-D-O Zone, a property's underlying zone, the list of allowed uses, building height restrictions, or parking standards in the Transit District Development Plan. The Planning Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.**

The Planning Board's recommendation of approval of the subject DSP will be forwarded to the District Council for final review and approval, as required.

(2) The owner's application shall include:

- (A) A statement showing that the proposed development conforms with the purposes and recommendations for the Transit District, as stated in the Transit District Development Plan; and**

The applicant's justification of the rezoning is discussed in Finding 7 above, where a conclusion was made that the request is in conformance with the purposes and recommendations of the transit district.

- (B) A Detailed Site Plan or Conceptual Site Plan, in accordance with Part 3, Division 9.**

The subject DSP was submitted in conformance with this requirement.

- (3) Filing and review of the application shall follow the site plan review procedures in Part 3, Division 9, except as modified in this Section. The Technical Staff shall review and submit a report on the application. When an amendment application proposes to enlarge the boundaries of the Transit District Overlay Zone by five (5) or more acres, the Technical Staff shall also provide an Adequate Public Facilities report as defined in Subtitle 24 of the County Code as part of the development review process for proposed development**

of the subject property. The Planning Board shall hold a public hearing and submit a recommendation to the District Council. Before final action the Council may remand the application to the Planning Board for review of specific issues.

The subject DSP has been filed and reviewed in conformance with Part 3, Division 9, of the Prince George's County Code. No enlargement of the T-D-O Zone boundary is proposed

- (4) **An application may be amended at any time. A request to amend an application shall be filed and reviewed in accordance with Section 27-145.**

The application has not been amended.

- (5) **The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements.**

The Planning Board finds that the rezoning recommended herein conforms with the purposes and recommendations of the transit district, as stated in the TDDP, and meets the applicable site plan requirements, as discussed in Finding 7 above.

- (6) **If a Conceptual Site Plan is approved with an application, the owner may not obtain permits without an approved Detailed Site Plan.**

This recommendation of approval does not include a conceptual site plan.

- c. **Site Design Guidelines:** Since there are no new improvements recommended for approval herein, these guidelines are not applicable.
9. **2010 Prince George's County Landscape Manual:** The 2010 *Prince George's County Landscape Manual* (Landscape Manual) is superseded by the standards in the TDDP, per the following statement on page 128 of the plan:

“Unless stated otherwise, these design standards and guidelines replace the standards and regulations contained in the landscape manual and the zoning ordinance of Prince George's County.”

However, the subject recommendation of approval is exempt from the T-D-O Zone standards, as it does not involve any development. These requirements would be enforced at the time of any future development on the subject property.

10. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site has been issued a woodland conservation letter of exemption, approved on June 12, 2017 and valid until June 12, 2022, indicating that the project is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance.
11. **Prince George’s County Tree Canopy Coverage Ordinance:** The subject DSP is exempt from the Tree Canopy Coverage Ordinance because it does not involve ground disturbance greater than 5,000 square feet.
12. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. **Community Planning—**

Determinations

Pursuant to Section 27-548.08(c) of the Zoning Ordinance, this DSP recommendation of approval is consistent with, and reflects the guidelines and criteria for development contained in, the 2010 New Carrollton TDDP/TDOZMA.

General Plan, Transit District Development Plan, and Zoning

General Plan: This site is located within the Established Communities policy area. The plan recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries and schools), and infrastructure in these areas (such as sidewalks) to ensure that the needs of the current residents are met.

Master Plan: The property is located in the Annapolis Road Corridor neighborhood of the T-D-O Zone. “The Annapolis Road Corridor neighborhood is a primary commercial corridor with medium-density residential and revitalized commercial uses clustered at major intersections” (page xi). “The Annapolis Road Corridor will continue as a major commercial district. Auto-oriented services that remain will be primarily located at or near major intersections. To foster an urban streetscape, new infill mixed-use development, with ground-floor retail frontage and parking in the rear, will bring buildings up to widened sidewalks along the corridor” (page 17).

Transit District Development Plan: New Carrollton

Planning Area/Community: 69/New Carrollton

Aviation Policy/Military Installation Overlay (M-I-O) Zone: The property is not located in an aviation policy area or the M-I-O Zone.

TDOZMA/Zoning: The 2010 New Carrollton TDDP/TDOZMA reclassified the subject property to the R-10 Zone and applied a T-D-O Zone.

Reclassification of Underlying Zone

The property is in the Annapolis Road Corridor neighborhood within the T-D-O Zone. “The Annapolis Road Corridor neighborhood is primarily a commercial corridor with medium-density residential and revitalized commercial uses clustered at major intersections” (page xi). The T-D-O Zone imposes urban design standards to implement the plan’s vision for the neighborhood.

The subject property contains a commercial office building. In 2010, the TDOZMA rezoned the property from the C-O Zone to the R-10 Zone. The zone allows for redevelopment of the property with high-density, multifamily residential use. The new development would help implement the plan’s vision of an attractive multifamily residential community along MD 450, between MD 410 (East-West Highway) and Riverdale Road.

The Planning Board is recommending a rezoning of the property from the R-10 Zone to the M-X-T Zone in order to obtain use and occupancy permits for office and retail space, which would otherwise be vacant, while allowing for future redevelopment as a residential use.

The M-X-T Zone provides for a variety of residential, commercial, and employment uses and mandates at least two out of the following three use categories:

- Retail businesses
- Office/Research/Industrial
- Dwellings, hotel/motel

It also encourages a 24-hour functional environment that must be located near a major intersection or a major transit stop or station.

Section 27-548.08(b)(2)(A) requires that the proposed development conform “with the purposes and recommendations for the transit district, as stated in the Transit District Development Plan.”

Commercial office uses are only permitted in the R-10 Zone, pursuant to conditions that the subject property cannot meet. Accordingly, the uses permitted in the subject office building are very limited. A reclassification of the property from the R-10 Zone to the

M-X-T Zone would permit the current property owner(s) to attract tenants, while also providing for a variety of residential uses equivalent to the R-10 Zone, and maintain the plan's vision for high-density residential development in the Annapolis Road Corridor neighborhood.

- b. **Transportation Planning**—The Planning Board has reviewed the DSP. The site consists of 0.80 acre in the R-10 Zone, and is also within a T-D-O Zone. The site is located on the northeast side of Finns Lane, approximately 220 feet west of its intersection with MD 450. The applicant is not proposing development at this time, but has requested that the parcel be rezoned to the M-X-T Zone.

Background

Within a T-D-O Zone, a landowner may request a zoning change through the DSP process. There are no specified traffic-related findings or requirements associated with this type of request.

Review Comments

Given that no development is proposed under this site plan, the Planning Board offers no comments on the plans as submitted. The subject site was rezoned in 2010 from the C-O Zone to the R-10 Zone by the New Carrollton TDDP/TDOZMA. The site contains an existing office building of 13,800 square feet, and this office building became nonconforming once the property was rezoned. The applicant desires the zoning change for the purpose of continuing to maintain the office building and introduce new tenants, as needed over time.

The sole salient issue involves the rezoning from the R-10 Zone to the M-X-T Zone. At this point, the Planning Board would typically do a trip generation comparison between the existing and the requested zone. The M-X-T Zone allows a range of uses and no restriction on density, and the trip generation is determined by the proposal. Given that the applicant's intent is to maintain the office building, the rezoning will be evaluated with consideration of maintaining the existing office building. The information presented is based upon the entire site being usable. Density in the R-10 Zone is based upon 48 residences per acre:

Comparison of Estimated Trip Generation, DSP-17008, 0.80 acre								
Zoning or Use	Units or Square Feet	AM Peak-Hour Trips			PM Peak-Hour Trips			Weekday Trips (ADT)
		In	Out	Total	In	Out	Total	
Existing Zoning R-10 (residential)	38 multifamily residences	4	16	20	15	8	23	247
Proposed Zoning M-X-T (all office)	13,800 square feet	25	3	28	5	21	26	193
Net Trips per Rezoning (difference between bold numbers)		+21	-13	+8	-10	+13	+3	-54

The comparison of estimated site trip generation indicates that the proposed rezoning could have a minor impact of less than 10 trips during the peak hours. Weekday average daily travel would decrease by about 50 trips. This analysis is somewhat of a paper exercise, given that the office building exists. There is not an increase or decrease of area traffic to evaluate, since the use is constructed and is generating traffic every day.

There are several considerations in granting the M-X-T Zone. There are locational requirements for granting the M-X-T Zone, and a finding of adequate transportation facilities is also required. Nevertheless, Section 27-548.09.01(b)(5) states that the District Council, in approving any zone, “shall find that the proposed development conforms with the purposes and recommendations for the transit development district, as stated in the Transit District Development Plan, and meets applicable site plan requirements.” There is no apparent requirement to go back to Part 3, Division 2. This language seems to suggest that, if a particular zone works within the scheme of the transit district, it can be approved regardless of any other zone approval requirements.

A second concern about the use of the M-X-T Zone is the fact that it is mixed use, and that two major uses are required within the zone. However, there are two uses on the site, in conformance with this requirement.

Conclusion

From the standpoint of transportation, it is determined that this plan is generally acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance. The rezoning from the R-10 Zone to the M-X-T Zone is approvable from the standpoint of transportation.

- c. **Subdivision Review**—The subject property is located on Tax Map 43 in Grid F4; the site is known as Parcel A, consists of 0.80 acre, and is recorded in Plat Book WWW 72-7 approved on July 16, 1969. The property is zoned R-10 within the T-D-O Zone and is subject to the 2010 New Carrollton TDDP/TDOZMA.

Section 24-111(c) of the Subdivision Regulations requires the following:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
- (1) **The proposed use is for a single-family detached dwelling(s) and uses accessory thereto; or**
 - (2) **The total development proposed for the final plat on a property that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code and does not exceed five thousand (5,000) square feet of gross floor area; or**
 - (3) **The development proposed is in addition to a development in existence prior to January 1, 1990, and does not exceed five thousand (5,000) square feet of gross floor area; or**
 - (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

The resubdivision of Parcel A is not required at this time because no development is proposed.

Any development or redevelopment of the site will need to meet the exemption criteria of Section 24-111(c)(1-4) or resubdivision may be required. The bearings and distances that are shown on the submitted DSP are consistent with the recorded plat for the property.

With respect to needed plan corrections, conditions of this recommendation of approval require that property boundaries be clearly identified with bolded lines and bearings and distances be legible on the plan.

This recommendation of approval is in conformance with any underlying subdivision approvals on the subject property and Subtitle 24. Failure of the DSP and record plats to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected.

- d. **Permit Review**—Permit review comments have been either addressed by revisions to the plans or as conditions of this recommendation of approval.

- e. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board did not receive comment from DPIE regarding the subject project.
- f. **Prince George’s County Police Department**—The Planning Board did not receive comment from the Police Department regarding the subject project.
- g. **Prince George’s County Health Department**—In a memorandum dated September 15, 2017, the Health Department offered the following regarding the subject project:

The Environmental Engineering/Policy Program of the Prince George’s County Health Department has completed a desktop health impact assessment review of the above referenced detailed site plan submission for rezoning from R-10 to M-X-T in T-D-O, and has the following comments/recommendations:

The subject property is located on Finns Lane just north of Annapolis Road, Lanham (Hyattsville), Maryland and adjacent to the city of New Carrollton, Maryland. The existing property is being utilized as an office building and became non-conforming with a 2010 re-zoning to R-10. This DSP mentions that, under the Rationale #6, the proposed rezoning will allow for offices to be re-tenanted over time, as well as “still allow possible future redevelopment with multifamily apartments.” Current tenants include an after-school educational enrichment center, a beauty salon, a church (property owner), a hair salon, a doctor’s office and a dental office.

- 1. **Health Department permit records indicate there are at least six existing carry-out/convenience store food facilities, three full service restaurants and three markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.**
- 2. **Walkability and Connectedness – there are adequate sidewalks, pedestrian crossings and signs. Should the property be converted to an apartment building it would have to be ADA compliant.**
- 3. **Green Space/Open Space - Research suggests lower risks of mortality associated with factors such as improved mental health, social engagement and physical activity that come with living near greener places. If possible, include enhancements to the basic site landscaping in future development plans.**

4. **Lighting Levels - adequate street lighting is available, both on and off street**
5. **Contamination issues/Sites- There are no known environmental issues, such as soil, sediment, or groundwater contamination that has been reported at this location. Three facilities within close proximity to the subject property have known site contamination issues:**
 - **The Shell Service station, located at 8308 Annapolis Road, Hyattsville (New Carrollton) is approximately 1,830 feet north-east of subject property, and was receiving treatment of groundwater for oil-contaminated sources.**
 - **The McDonald Strosnider Transmissions facility, located at 7596 Annapolis Road, is approximately 1,334 feet west south-west of subject property, and was entered into the Maryland Department of the Environment (MDE) Voluntary Cleanup Program (VCP), The owner and property was granted a No Further Requirement Determination in April 2008.**

The applicant was provided a copy of the Health Department's comments regarding the subject project.

- h. **City of New Carrollton**—The City of New Carrollton did not provide comment on the subject project.
 - i. **Town of Landover Hills**—The Town of Landover Hills stated that they had no objection to the proposed zoning change.
13. Section 27-548.08(c)(2) of the Zoning Ordinance requires that the Planning Board must make the findings in order to approve a DSP in a T-D-O Zone, as follows:
- (A) **The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;**

The DSP is exempt from the TDDP standards, as it was lawful and operating at the time of the TDDP approval and no new development is proposed in this DSP.

- (B) **The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;**

The DSP is exempt from the TDDP guidelines and criteria for development, as no new improvement is proposed.

- (C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;**

The DSP meets all of the applicable requirements of the T-D-O Zone and the underlying zone, relative to the rezoning recommendation.

- (D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;**

This requirement is not applicable, as no development is recommended for approval.

- (E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and**

This requirement is not applicable, as no development is recommended for approval. The compatibility with the existing development will be reviewed in the future when the new development on the site is proposed.

- (F) Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 meet the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.**

This requirement is not applicable to the subject application since no development is recommended for approval.

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 Detailed Site Plan DSP-17008 for the above described land, subject to the following condition:

1. Prior to certification of the detailed site plan, technical corrections shall be made to the plans and information provided, as follows:
 - a. The property boundaries shall be clearly identified with bolded lines.
 - b. The bearings and distances shall be legibly labeled on the plans.
 - c. The parking area shall be redesigned to add a single van-accessible parking space for the physically-handicapped.

- d. The applicant shall provide the Planning Board or its designee with a stormwater management exemption letter from the Prince George's County Department of Permitting, Inspections and Enforcement.
- e. The north arrow on the vicinity map shall be corrected.

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

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, October 26, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of November 2017.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

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