

R E S O L U T I O N

WHEREAS, Fort Washington Hospital is the owner of a 4.82-acre parcel of land known as Tax Map 132 in Grid B-2, said property being in the 5th Election District of Prince George's County, Maryland, and being zoned C-O; and

WHEREAS, on November 6, 2006, Nexis Health, Inc. filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 1 parcel and 1 outparcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-06101 for Fort Washington Hospital was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on February 8, 2007, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on February 8, 2007, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/15/98-01), and further APPROVED Preliminary Plan of Subdivision 4-06101, Fort Washington Hospital, for Parcel B and Outparcel B with the following conditions:

1. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the expanded stream buffers, excluding sanitary and sewer easements, and be reviewed by the Environmental Planning Section prior to approval. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

2. The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/15/98-01), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

3. Prior to signature of the Preliminary Plan, copies of the approved Stormwater Management Concept Plan and approval letter shall be submitted and the approval number and approval date shall be noted on the plan.
4. Total development of Parcel B of the subject property shall be limited to the existing 4,615-square-foot medical office building plus uses which would generate no more than 22 AM and 29 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require an additional preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
5. At the time of final plat approval, the applicant shall dedicate right-of-way along Livingston Road of 40 feet from centerline. The submitted plan shall be modified to show this dedication from Parcel B.
6. Prior to signature approval, the preliminary plan shall be modified to show the area of land associated with the ramp for the MD 210/Livingston Road/East Swan Creek Road interchange.
7. The Approved Henson Creek-South Potomac Master Plan recommends that Livingston Road be designated as a Class III bikeway with appropriate signage. Because Livingston Road is a county right-of-way, the applicant, and the applicant’s heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Department of Public Works and Transportation (DPW&T) for the placement of this signage. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit.
8. The applicant shall provide a standard sidewalk along the subject site’s frontage of Livingston Road (Parcel B), unless modified by DPW&T.
9. Development shall be in conformance with the approved Stormwater Concept Plan and any subsequent revisions.

10. An automatic fire suppression system shall be provided in all proposed buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.
11. Prior to signature approval of the preliminary plan, Outparcel B shall be redesignated as Outlot B.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located on the west side of Livingston Road, just north of the Old Fort Village Shopping Center at the intersection of Livingston Road, Swan Creek Road and Indian Head Highway.
3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	C-M	C-M
Use(s)	Commercial (Hospital Facility)	Commercial (Hospital Facility) 7,725 square feet
Acreage	4.32	4.32
Lots		
Outparcel	0	1
Parcels	1	1
Public Safety Mitigation Fee		No

4. **Environmental**—The Environmental Planning Section previously reviewed Preliminary Plan 4-98019 and TCPI/15/98 for the subject property. These applications were approved by PGCPB. No. 98-149. Staff of the Environmental Planning Section approved a Type II Tree Conservation Plan, TCPII/122/98, on October 10, 1998 and a revision to that plan was approved on September 16, 2004. The Year 2005 aerial photos indicate that the site has been graded in conformance with TCPI/15/98, TCPII/122/98-01 and Permit 28198-2004-01. No final plat was submitted and that preliminary plan has expired. This preliminary plan is required prior to submission of a final plat. The current application is identical to Preliminary Plan 4-98019 in that it proposes one lot and one outlot in the C-M Zone.

SITE DESCRIPTION

This 4.82-acre property in the C-M Zone is located on the east side of Livingston Road at its northwest intersection with Indian Head Highway. The site is partially wooded and has several existing structures. There are a stream, wetlands and 100-floodplain on the property. The site eventually drains into the Potomac River watershed. According to the "Prince George's County Soils Survey" the principal soils on this site are in the Beltsville, Bibb and Sassafras series. Marlboro clay does not occur in this area. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened, or endangered species do not occur in the vicinity of this property. Livingston Road between Swan Creek Road and Fort Washington Road is identified as a historic road. There are no nearby sources of traffic-generated noise. The proposal is not expected to be a noise generator. According to the Countywide Green Infrastructure Plan, the far eastern portions of this site contain designated regulated areas and network gaps. This property is located in the Developing Tier as reflected in the approved General Plan.

ENVIRONMENTAL REVIEW

A conditionally approved natural resources inventory (NRI), NRI/146/06, was submitted with the application. The plan shows that there are wetlands and 100-year floodplain on-site. The forest stand delineation notes a single forest stand of mixed hardwoods and pine covering the eastern 0.68 acres of the property. Three specimen trees are shown to be preserved. The NRI indicates that the site has been graded in conformance with TCPI/15/98 and TCPII/122/98-01. No new impacts are proposed.

The NRI shows the stream, wetlands and 100-year floodplain. The 50-foot stream buffer required by Section 24-130 of the Subdivision Regulations is shown. The expanded stream buffers are correctly shown on the NRI. The conditional approval required a revision to the NRI to show the 25-foot wetland buffers. The revised preliminary plan and revised Type I TCP show the same wetlands or expanded stream buffers as depicted on the revised NRI.

At the time of final plat, a conservation easement should be described by bearings and distances and a note should be placed on the final plat. The conservation easement should contain the expanded stream buffers, excluding sanitary and sewer easements, and be reviewed by the Environmental Planning Section prior to approval.

The property is subject to the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the site has previously approved tree conservation plans. A Type I Tree Conservation Plan, TCPI/15/98 was approved in conjunction with Preliminary Plan 4-98019. Staff of the Environmental Planning Section approved a Type II Tree Conservation Plan, TCPII/122/98, on October 10, 1998, and a revision to that plan was approved on September 16, 2004.

The approved TCP has a threshold of 0.68 acres. Based upon the proposed clearing, the woodland conservation requirement has been correctly calculated as 1.68 acres. The plan proposed to meet the requirement by providing 0.68 acres of on-site preservation and 1.00 acre of off-site conservation. An easement for the required off-site conservation was recorded in the Land Records at Liber 20260 folio 026 in 1994.

The approved plan provides woodland conservation in the eastern portion of the site and contains most of the regulated areas and a large portion of the designated network gap as identified in the Countywide Green Infrastructure Plan. A note citing the restrictions of the approved TCPI should be placed on the final plat of subdivision.

According to the approved NRI and the "Prince George's County Soils Survey" the principal soils on this site are in the Beltsville, Bibb and Sassafras series. Beltsville soils often exhibit high water tables and impeded drainage. Bibb soils are associated with floodplains. Sassafras soils pose no special problems for development. This information is provided for the applicant's benefit. The Prince George's County Department of Environmental Resources may require a soils report during the permit process review.

Livingston Road between Swan Creek Road and Fort Washington Road is identified as a historic road in the "Design Guidelines and Standards for Scenic and Historic Roads," June 1994, Prince George's County Department of Public Works and Transportation. As such the applicant should incorporate these standards and guidelines into the development of this property. The frontage along Livingston Road although very limited, should be developed in such a way as to maintain and/or enhance the rural character that is prevalent for much of the length of this road. This may be done with plantings along Livingston Road and along the entrance driveway to this site. The Landscape Plan approved with Permit #28198-2004-01 shows the placement of additional landscaping along Livingston Road and the main entrance to the site.

Copies of the Stormwater Management Concept approval letter and/or plan were not submitted with this application. The plan shows underground storage. The site has been fully developed under Permit #28198-2004-01 and the stormwater management facilities have been installed. Prior to signature of the Preliminary Plan, copies of the approved Stormwater Management Concept Plan and approval letter should be submitted and the approval number and approval date should be noted on the plan.

Water and Sewer Categories

The water and sewer categories are W-3 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated December 2003.

5. **Community Planning**—The 2006 Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment changed the zoning of the subject property from the C-O Zone to the C-M Zone and was approved as "Change Number 4" by CR-30-2006 in April 25, 2006. The C-M Zone allows existing medical/office uses on the property (approved as part of SE-3890) to be

permitted by right and is consistent with the zoning of properties located across Livingston Road. This application erroneously shows the existing zoning as Commercial Office (C-O) Zone.

This application is located in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers and employment areas that are increasingly transit serviceable. This preliminary subdivision is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier. This preliminary subdivision conforms to the Broad Creek Transit Village and Medical Park mixed-use area land use recommendation in the 2006 Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment.

Part of the Broad Creek Transit Village and Medical Park mixed-use area envisioned to allow a low-scale mix of uses that capitalize on proximity to, and potential expansion of, the Fort Washington Hospital, such as medical offices, outpatient and health care uses and possibly a senior living/elderly housing complex.

6. **Parks and Recreation**—The proposal is exempt from the parkland mandatory dedication requirements because it is a commercial use.
7. **Trails**—The Approved Henson Creek-South Potomac Master Plan recommends continuous sidewalks along Livingston Road. Policy 3 recommends:
 - Provide adequate pedestrian and bicycle linkages to schools, parks and recreation areas, commercial areas, and employment centers.

The site immediately to the south of the subject site includes a standard sidewalk along its frontage of Livingston Road. At the time of the original preliminary plan, road frontage improvements in conformance with an industrial/commercial roadway were required. This road cross section includes a standard sidewalk.

The current road frontage does not include a sidewalk as evidenced by the Year 2005 aerial photo. Staff recommends that a standard sidewalk be provided along the frontage of the subject site at this time. This will connect to the existing sidewalk south of the site, and provide for safe pedestrian access along Livingston Road.

The master plan also designates Livingston Road as a shared-use bikeway (Master Plan, Map 31). Staff recommends the provision of one bikeway sign along the site's frontage. Appropriate bicycle compatible pavement markings can be considered at the time of road resurfacing or improvement.

8. **Transportation**—The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 4.82 acres of land in the C-M Zone. The property is located on the west side of Livingston Road, approximately 1,000 feet north of its intersection with East Swan Creek Road. The applicant proposes a commercial subdivision for the expansion of an institutional use. With the limits of the site, there is an

existing medical building associated with the hospital and medical office facilities on adjacent Parcel A of Fort Washington Health Care Center.

Due to the size of the subdivision, staff has not required that a traffic study be done. The staff did request traffic counts in the area for the purpose of making an adequacy finding. Therefore, the findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the “Guidelines for the Analysis of the Traffic Impact of Development Proposals.”

Growth Policy—Service Level Standards

The subject property is in the Developing Tier, as defined in the General Plan for Prince George’s County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better is required in the Developing Tier.

Unsignalized intersections: The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

Given the nature of the use and distribution of traffic from all directions around the site, the intersections of Livingston Road with the two site entrances are determined to be the critical intersections for the subject property. The intersections would serve all of the site-generated traffic, and are both unsignalized. The applicant provided traffic counts dated December 2006. These counts indicate that the critical intersections operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
Livingston Road and north site access	15.1*	17.5*	--	
Livingston Road and south site access	12.0*	15.2*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

There are no funded capital projects at these intersections in either the county’s Capital Improvement Program or the state’s Consolidated Transportation Program that would affect the traffic operations. Three approved but unbuilt developments were identified that could have a significant impact on the critical intersections. Given that there is considerable development in the area, a healthy growth rate of two percent per year in through traffic was assumed. Under a background scenario, the critical intersections would operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
Livingston Road and north site access	26.5*	30.1*	--	
Livingston Road and south site access	24.9*	31.0*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The applicant proposes a commercial subdivision for the expansion of an institutional use. The current application states that this expansion would be approximately 7,700 square feet; a correspondence with the applicant’s traffic consultant used a total of 7,725 square feet. For the basis of making a finding, the higher number will be utilized. Using the rates in the Guidelines for Office (Medical/Professional), with the development of 7,725 square feet of new space, the site would generate an additional 22 AM (18 in and 4 out) and 29 PM (9 in and 20 out) peak-hour vehicle trips. The site was analyzed with the following trip distribution: 50 percent—north along Livingston Road and 50 percent—south along Livingston Road. It is noted that rates for

“Hospital” in the Institute of Transportation Engineers’ Trip Generation Manual are considerably lower than the rate used in this analysis. Given this trip generation and distribution, staff has analyzed the impact of the proposal. With the site added, the critical intersections would operate as follows:

TOTAL TRAFFIC CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)
Livingston Road and north site access	26.9*	32.1*	--
Livingston Road and south site access	25.5*	32.7*	-- --
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.			

It is noted that vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections, and the above analysis indicated that the intersection operates acceptably as an unsignalized intersection under existing, background, and total traffic.

It is noted that this analysis has been limited to proposed medical office facilities totaling 7,725 square feet. Other types of uses can be constructed in the C-M Zone that may be more trip-intensive. Although adequacy has been determined for this hospital expansion, the plan should be approved with a trip cap consistent with the development quantity and type that has been assumed in the adequacy finding.

The site is adjacent to Livingston Road, which is shown as a master plan collector facility on the Henson Creek-South Potomac Master Plan. The plan must show dedication of 40 feet from centerline along Livingston Road. This affects a small amount (approximately 100 feet) of frontage along this road.

More notably, the site is adjacent to an element of a planned interchange of MD 210 with Livingston and East Swan Creek Roads. Section 24-121(a)(5) indicates that the plat (and presumably all plans that preceded it) shall conform to the area master plan. Similarly, Section 24-123(a)(1) requires that the Planning Board, in approving any plat, shall require that all master plan rights-of-way be shown on any preliminary plan. In the Henson Creek-South Potomac Master Plan, the interchanges consistent with the Maryland State Highway Administration (SHA) selected alternative (Alternative 5A) for MD 210 were made a part of the overall infrastructure recommendations. A connector roadway linking Livingston Road to East Swan Creek Road, linking to the ramp from southbound MD 210, has a significant impact on the southern portion of this site. The right-of-way reflected

on the master plan must be shown on the plan. As a means of limiting the development within the area of the proposed connector roadway, Transportation Planning staff have recommended that a building restriction line be established. Exhibits are available that show SHA's selected alternative (Attachment A) and the proposed building restriction line on the subject property (Attachment B), as determined from that selected alternative.

At this time, SHA has a selected alternative, meaning that the interchange configuration has had extensive environmental and public review, along with state and federal approval. It is not yet funded for design or construction at this time. Given that there remains a degree of uncertainty regarding the ultimate right-of-way that is needed, their recommendation for a building restriction line would be allowed to be modified prior to recordation provided that any written agreement from SHA regarding such modification is provided. Furthermore, they recommend that the recorded building restriction line could be allowed to be modified or extinguished contingent upon the ultimate determination of right-of-way needs at the time of design or upon official decisions that render the need for a planned right-of-way along the southern portion of this site to be obsolete.

It should be noted the Transportation Planning Section at this time is not recommending that a portion of this property be placed in reservation, nor has there been a determination that the interchange is necessary for a positive finding of adequate public facilities. Additionally, as previously noted, there is no current funding for design and construction of this interchange. The consequences of placing a building restriction line on the plans can be viewed as more severe than a reservation since the building restriction line will not expire in three years, as would a reservation plat. The recommendation of a building restriction line instead, in effect, could be interpreted as a taking.

With a condition limiting total development on Parcel B to no more than 22 AM and 29 PM peak-hour vehicle trips, a new preliminary plan will be required to be filed and approved before any future development can be proposed on Parcel B, and, more particularly, within the area currently shown as required for the MD 210/Livingston Road/East Swan Creek Road interchange. Therefore, the expansion of the hospital's facilities as proposed in this preliminary plan will not impact that portion of Parcel B that may be required for the interchange. An exhibit provided by the applicant that reflects the proposed layout of the current expansion substantiates this evidence of non-impact. This exhibit is a part of the record for the subject preliminary plan.

Mindful of this information, it is important to balance the public interests of the expansion of the hospital and the preservation of the right-of-way needed for the interchange. It is appropriate at this time to not require the building restriction line. It should be clearly understood, however, that it is incumbent upon the applicant, the Fort Washington Hospital, the State Highway Administration, and other interested parties to meet and to jointly reach a mutually satisfactory resolution to the issue of the location of the proposed ramp.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions.

9. **Fire and Rescue**—The Historic Preservation & Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

The existing fire engine at Allentown Road Fire Station, Company 47, located at 10900 Fort Washington Road has a service travel time of 3.00 minutes, which is within the 3.25-minute travel time guideline.

The existing paramedic service at Allentown Road Fire Station, Company 47, located at 10900 Fort Washington Road has a service travel time of 3.00 minutes, which is within the 7.25-minute travel time guideline.

The existing ladder truck service at Oxon Hill Fire Station, Company 21, located at 7600 Livingston Road has a service travel time of 8.12 minutes, which is beyond the 4.25-minute travel time guideline.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system should be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/ EMS Department determines that an alternative method of fire suppression is appropriate.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan* 1990 and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

10. **Police Facilities**—The approved 2002 General Plan addresses the provision of public facilities that will be needed to serve existing and future developments. The Plan includes planning guidelines for police and they are:

Station space per capita: 141 square feet per 1,000 county residents.

The police facilities test is done on a countywide basis in accordance with the policies of the Planning Board. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police and the latest population estimate is 825,520. Using the 141 square feet per 1000 residents, it calculates to 116,398 square feet of space for police. The current amount of space, 267,660 square feet is above the guideline.

9. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this preliminary plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded the following. The above subdivision is exempt from review for schools because it is an institutional use.
10. **Health Department**—The Health Department reviewed the application and had no comments to offer.
11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that stormwater management can be accommodated in the floodplain that runs along the western portion of the property. A floodplain easement will need to be recorded. Stormwater Management Concept Plan 988002380 has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development of the site must be in accordance with this approved plan.
12. **Archeology**—Phase I archeological survey is not recommended on the above-referenced 4.82-acre property in Fort Washington, Maryland. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. Aerial photographs indicate that most of the property has previously been impacted by construction and grading, indicating that any archeological sites that may have been present on the property have already been adversely impacted. However, the applicant should be aware that due to its proximity to the Potomac River and several of its major tributaries, 18 prehistoric and historic archeological sites have been identified within a two-mile radius of the subject property.

Moreover, Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

13. **Historic Preservation**—The subject application for preliminary plan of subdivision has no effect on historic resources.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the adoption of this Resolution.

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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 Clark, seconded by Commissioner Eley, with Commissioners Clark, Eley, Vaughns, Squire and Parker voting in favor of the motion at its regular meeting held on Thursday, February 8, 2007, in Upper Marlboro, Maryland.

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

R. Bruce Crawford
Executive Director

By Frances J. Guertin
Planning Board Administrator

RBC:FJG:IT:bjs