

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on December 20, 2007, regarding Specific Design Plan SDP-0703 for Maryland 50 Industrial Park (Skywater at Landover), the Planning Board finds:

1. **Request:** The subject application requests the construction of a 38,060-square-foot warehouse for use by RE Michel Company, a supplier of air conditioning, heating, and refrigeration equipment, parts and supplies to contractors and builders.
2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	E-I-A	E-I-A
Use(s)	Vacant	Warehouse
Acreage	3.4	3.4
Lots	One	One
Parcels	None	None
Building Square Footage/GFA	0	38,060

OTHER DEVELOPMENT DATA

	<b>REQUIRED</b>	<b>PROPOSED</b>
Total parking spaces	28	29
Of which handicapped spaces	2	2
Loading spaces	2	3

3. **Location:** The site is located in Planning Area 72, Council District 5, in the E-I-A Zone. More specifically, it is located at 1900 South Club Drive in Landover, located on the western side of South Club Drive approximately 1,400 feet south of its intersection with Columbia Park Road.
4. **Surrounding and Uses:** The subject property is bounded in all directions by industrial use as part of the Landover Industrial Subdivision.
5. **Previous Approvals:** The property is the subject of approved Basic Plan A-9347 and approved Comprehensive Design Plan CDP-9001. The site is also the subject of Preliminary Plans of Subdivision 4-91059 and 4-06147, Special Exception 797, Specific Design Plan 9107, Type I

Tree Conservation Plan TCPI/012/07, Type II Tree Conservation Plan TCPII/049/92, and a Stormwater Management Concept Plan approval #38444-2006.

6. **Design Features:** The property (Lot 19) is served by a shared access easement extending in a southern direction from the cul-de-sac of South Club Drive past the adjacent Lot 20 to the main portion of the site where the proposed warehouse will be located. Parking for the warehouse is located at its front, or northern, side. Though meeting the technical requirements of the *Landscape Manual*, the expanse of pavement in front of the building would benefit from the addition of more greenery on landscape islands.

The building proposed for the development is roughly a U-shape. Its architecture is functional and utilitarian, though fitting for its location in the rear of an industrial park where it will not be visible from any public street. The pre-engineered metal building has minimal fenestration. The roofing is pre-engineered “Galvalume” standing seam and the wall panels are an unspecified neutral/tan color. The metal gutters are brown in color and the downspouts are a neutral/tan color so as to blend in with the wall panels. The building measures 18 feet from the finished floor to the eave height. The front elevation indicates potential office space on its left end where bronze aluminum window frames encase three by four-foot windows that are not used elsewhere on the building. The only other fenestration offered on the front façade is a bronze aluminum door providing entry into the office area, two additional bronze painted metal doors and four 8-foot by 9-foot overhead doors with seals, though some light is provided into the interior of the building via a five-foot-wide translucent panel provided just below the roofline.

The proposed right side elevation utilizes the same materials though fenestration consists of only two standard-sized, bronze-painted metal doors. The proposed rear elevation, except for a five-foot-wide translucent panel under the eaves, is completely unadorned. The proposed left elevation includes three standard-sized, bronze-painted metal doors and wall signage indicating the presence/ownership of the building by a 4-foot by 20-foot company sign.

In response to concerns regarding the project’s architecture at the initial Planning Board hearing held for the project, the applicant has included brick as the sole sheathing material on the office appendage for the project, a brick water table on all four facades, and brick pilasters extending up to a clerestory under the building eaves on all four facades. Due to several drafting errors, however, staff finds it necessary to include several recommended conditions to ensure that the submitted elevation drawings accurately represent with the applicant’s intended design improvements. Please note that staff is retaining the labeling of the facades as in the original submission, with “front” referring to the façade including the entrance to the building’s office area.

Additional signage is specified as a 12-foot-tall pylon sign with materials specified as painted aluminum skin with 3-inch by 3-inch aluminum angle framing. A condition below would require that the material choice for the base of the sign be changed to brick. The location of the sign on the detailed site plan at that point is adjacent to the northeastern corner of the parking area.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Basic Plan A-9347:** The proposed specific design plan is in general conformance with Basic Plan A-9347.
8. **Special Exception SE-797:** Special Exception SE-797 was approved on the subject property for a golf and country club. The use, however, was never implemented.
9. **Comprehensive Design Plan CDP-9001:** The proposed specific design plan is in general conformance with Comprehensive Design Plan CDP-9001.
10. **Preliminary Plan of Subdivision 4-06147:** The property is the subject of and is in conformance with Preliminary Plan 4-06147 (PGCPB Resolution 07-131), approved by the Planning Board on June 21, 2007, and formalized by the adoption of PGCPB Resolution No. 07-131 on July 19, 2007.
11. **The Zoning Ordinance:** The proposed project is a permitted use pursuant to Section 27-515 that permits warehousing in the EIA Zone and Section 27-501 that establishes regulations for the EIA Zone.
12. **Landscape Manual:** The Urban Design staff reviewed the proposed landscape plan and found that the submittals are in general compliance with the applicable sections of the *Landscape Manual*.
13. **Woodland Conservation Ordinance:** In a memorandum dated September 17, 2007, the Environmental Planning Section stated that the property is subject to the requirements of the Prince George's County Woodland Conservation Ordinance because the site has previously approved tree conservation plans (TCPI/012/07 and TCPII/049/92). Further, they stated that a revised Type II tree conservation plan was submitted and reviewed and was found to be in conformance with the requirements of the Woodland Conservation Ordinance.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

**Historic Preservation**—In comments dated August 1, 2007, the Historic Preservation and Public Facilities Planning Section stated the proposed specific design plan has no effect on historic resources in the vicinity of the project site.

**Archeology**—In a memorandum dated August 9, 2007, the staff archeologist stated that a Phase I archeological survey is not recommended on the subject property as a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicated the probability of archeological sites within the subject property is low. Additionally, since aerial photographs of the site indicate that the industrial building and

associated parking lots currently on the property were placed there in the late 1980s and early 1990s, the entire property has been extensively impacted by this recent construction and it is unlikely that any undisturbed archeological sites would be identified.

**Community Planning**—In a memorandum dated August 13, 2007, the Community Planning Division stated that the application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developed Tier and the application conforms to the land use recommendations of the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity* for industrial parks.

**Transportation**—In a memorandum dated October 18, 2007, the Transportation Planning Section, noting that access to the site will be from the existing South Club Drive, stated that the following transportation-related conditions of previous approvals apply to the subject project. Each condition is listed below in bold face type and followed by the Transportation Planning Section's comment:

**CDP-9001**

- 4. Truck storage shall not be allowed along the Columbia Park Road frontage of the property, for a minimum depth of 100 feet from the right-of-way.**

Comment: The subject proposed building is located approximately 700 feet south of the intersection of Columbia Park and South Club Drive and therefore does not transgress this requirement that no truck storage be allowed along the site's Columbia Park Road frontage.

- 18. Prior to the issuance of the use and occupancy permit for the truck station and parking lot, the applicant, his heirs or assigns, shall post a bond for the construction of a traffic signal or construct a traffic signal at the intersection of South Club Drive and Columbia Park Road.**

Comment: The traffic signal required by this condition at the intersection of South Club Drive and Columbia Park Road has been installed.

**4-06147**

- 7. Prior to the issuance of any building permits within the subject property, and if approved by SHA and DPW&T, the applicant shall (a) have full financial assurances, (b) have been permitted by DPW&T and SHA, and (c) have an agreed-upon timetable for implementation with DPW&T and SHA to interconnect the three traffic signals along Columbia Park between Cheverly Metro Access Road and Westbound US 50 Ramp to ensure optimal traffic operation along Columbia Park Road, and elimination of any potential queuing that might occur at these locations.**

Comment: This condition requires interconnecting three existing traffic signals along Columbia Park Road between Cheverly Metro Access Road and Westbound US 50 Ramp, and per SHA and DPW&T standards is enforceable at the time of building permit and will be enforced at that time.

- 8. The total development within the subject property shall be limited to 10,000 square feet of office space and 325,000 square feet of light industrial space or different uses generating no more than 280 AM peak hour trips (225 in, 55 out) and 280 PM peak hour trips (55 in, 225 out), respectively. Any development on the subject property resulting in a trip generation that exceeds this level shall be subject to the submission of a new preliminary plan of subdivision and a new test for transportation adequacy.**

Comment: The trips generated by the existing and proposed warehouse uses are well below the maximum allowed under the preliminary plan caps.

Further, the Transportation Planning Section noted that the road accessing the site has been designed to industrial standards, that on-site circulation and vehicular access as shown is acceptable, that dedication along adjacent road facilities was provided at the time of preliminary plan approval, that the right-of-way shown is consistent with master plan recommendations along adjacent roadways, and that no further dedication would be required. In closing they stated that the subject property is part of a larger project that was approved pursuant to a finding of adequate public facilities made in 2007 for Preliminary Plan of Subdivision 4-06147 and that, insofar as the basis for those findings is still valid and in consideration of the discussion contained in their comments, the transportation planning staff finds that the subject property will be adequately served within a reasonable period of time with transportation facilities, existing or programmed.

**Subdivision**—In a memorandum dated October 18, 2007, the Subdivision Section stated that the subject property has an approved Preliminary Plan of Subdivision, 4-06147, which was approved by the Planning Board on June 21, 2007. The resolution of approval (PGCPB Resolution No. 07-131) was adopted by the Planning Board on July 19, 2007, and remains valid until July 19, 2009, or until a record plat is approved. Additionally, they stated that the nine conditions attached to the approval were not directly relevant to the subject SDP. In closing, they stated that Lot 19 is served by a shared access easement pursuant to Section 24-128, which is recorded at L. 24268, F. 242, and that easement should be referenced on the specific design plan and that the lot, as shown, conforms to the approved preliminary plan. Urban Design staff has included a recommended condition below that requires the recorded easement to be accurately indicated on the specific design plan prior to signature approval.

**Trails**—In a memorandum dated October 17, 2007, the senior trails planner stated that there are no master plan issues identified on the adopted and approved Landover and vicinity master plan that impact the subject application. Further, they stated that the master plan trail along Columbia Park Road has already been constructed across the frontage of the MD 50 Industrial Center; there would be no master plan trail recommendations made with respect to the subject application.

**Permits**—In a memorandum dated August 23, 2007, the Permit Review Section has offered numerous comments that either have been addressed by revisions to the plans or in the recommended conditions below.

**Public Facilities**—In a memorandum dated October 2, 2007, the Historic Preservation and Public Facilities Planning Section stated that while fire engine, paramedic and police service were within required parameters for the proposed subject project, ladder truck service was beyond the requisite travel time guideline. Therefore, they suggested that in order to alleviate the negative impact of the project on fire and rescue services due to the inadequate service discussed, that an automatic fire suppression system be provided in all buildings that are part of the project unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate. Plans for the proposed project indicate the provision of such sprinkler systems in the buildings proposed for the project in conformance with this recommendation.

**Environmental Planning**—In a memorandum dated September 17, 2007, the Environmental Planning Section offered the following:

#### **Background**

This site was previously reviewed by the Environmental Planning Section in conjunction with the approval of SDP-9107 and TCPII/49/92. A preliminary plan, 4-06147, and Tree Type I Conservation Plan, TCPI/012/07, were recently approved by the Planning Board (PGCPB No. 07-131).

#### **Site Description**

This 29.93-acre property in the E-I-A Zone is located on the south side of Columbia Park Road approximately 4,000 feet west of Martin Luther King, Jr. Highway (MD 704). A review of the GIS information available indicates that there is a stream, stream buffer and floodplain found to occur on the extreme southern portion of the site. Columbia Park Road is a collector roadway generally not regulated for noise. The soils found to occur according to the Prince George's County Soil Survey include Bibb, Christiana and Keyport. These soils have limitations with respect to perched water table, impeded drainage, flood hazard, and seasonally high water table. According to available information, Marlboro clay is not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened or endangered species found to occur in the vicinity of this property. No designated historic or scenic roads abut this property. The site is predominantly developed and is located in the Cabin Branch watershed in the Anacostia River basin. The site is in the Developed Tier according to the 2002 General Plan. The site contains gap areas, evaluation areas, and regulated areas within the network of the Countywide Green Infrastructure Plan.

## **Summary of Previously Approved Conditions**

The following text addresses previously approved environmental conditions related to the subject applications. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

### **PGCPB No. 07-131, File No. 4-06147**

**2. Development of this site shall be in conformance with Stormwater Management Concept Plan 382444-2006 and any subsequent revisions.**

The application did not include a copy of the approved stormwater management concept plan. The proposed storm drain system, associated outfalls, and easements are not shown on the plan.

**Recommended Condition:** Prior to certification of the specific design plan, a copy of the approved stormwater management concept plan and letter shall be submitted. The approved concept shall be reflected on the SDP and TCPII.

**Urban Design Comment:** Since the applicant has submitted the requested stormwater management plan and letter, it became unnecessary to include this as a recommended condition below. However, since we have not yet received comment from the Department of Public Works and Transportation, the approving authority, that the requirements of the approved stormwater concept are appropriately reflected on the plans, we have included a recommended condition below that would require such statement prior to signature approval of the plans.

**3. Prior to signature approval of the preliminary plan, the preliminary plan and the TCP shall be revised to show the expanded stream buffer in conformance with the staff signed NRI.**

This condition has been addressed and the expanded buffer is correctly shown on the TCPII.

**5. Prior to signature approval of the preliminary plan, the Type I Tree Conservation Plan, TCPI/012/07, shall be revised as follows:**

**a. Clearly identify and label each area not counted toward woodland requirements;**

This condition has been addressed.

**a. Clearly identify and label all woodland cleared areas;**

This condition has been addressed to the extent possible. The site contains a previously approved 1.0-acre woodland conservation area for an adjacent site. The exact boundaries

of the site were never delineated but the current plan accounts for the previous dedication of the area by eliminating it as part of the gross tract and existing woodland.

**b. Remove soils information from the plan;**

This condition has been addressed.

**d. Show conceptual grading in reference to building footprints and revise the building footprints or limits of disturbance to show a realistic development proposal (at least 20 feet of clearing between the building footprints and the limits of disturbance);**

This condition has been addressed. The conceptual grading is shown for the building footprint for the subject parcel within this application. The plans show a minimum of 20 feet of clearing between the building footprint and the limits of disturbance.

**e. Revise the legend to include graphic symbols for expanded buffer and water and sewer lines;**

This condition has been addressed.

**f. Show all existing and proposed easements (easements for sewer lines and stormwater management are not shown);**

This condition has been addressed.

**g. Revise the plan to provide a TCPI approval block and not a TCPII approval block;**

This condition has been addressed.

**h. Revise the plan to account for the woodland conservation shortage and specify the method of compliance;**

The current worksheet and proposed woodland conservation on the subject site accounts for the shortage that was previously shown. Woodland conservation is discussed in detail in the Environmental Review.

**i. The label for 2.09-acre “woodland clearing area” on northeast corner of site must be revised to point to the clearing area and not the preservation area;**

This condition has been addressed on the current plan, and a symbol has been added to identify the area to be cleared.

### **Environmental Review**

As revisions are made to the plans submitted the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

- a. An approved revised Natural Resources Inventory, NRI/145/06, was submitted with the application dated March 21, 2007. There is a stream, stream buffer, and floodplain found to occur on the southern portion of the subject property. The SDP and TCPII show the expanded stream buffer in conformance with the signed NRI.

**Comment:** No further information is required at this time with regard to the natural resources inventory.

- b. The property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site has a previously approved tree conservation plans (TCPI/012/07 and TCPII/049/92). A revised Type II tree conservation plan was submitted and reviewed and was found to be in conformance with the requirements of the Woodland Conservation Ordinance.

The woodland conservation threshold for the site is 4.26 acres. An additional 0.79 acre is required due to the removal of woodlands, for a total woodland conservation requirement of 5.05 acres. The plan proposes to meet the required by providing 1.06 acres of on-site preservation and 3.99 acres of off-site mitigation. Woodland within the existing 50-foot landscape buffer along the eastern boundary of the property will be preserved. The TCPII is in conformance with the Woodland Conservation Ordinance.

**Comment:** No further information is required at this time with regard to woodland conservation.

**Fire/EMS Department**—In a memorandum dated September 10, 2007, the Prince George's County Fire/EMS Department offered comment on required access for fire apparatuses, private road design, fire lanes and the required location and performance of fire hydrants.

**Department of Public Works and Transportation (DPW&T)**—In a memorandum dated August 13, 2007, DPW&T offered the following:

- The necessary roadway improvements and paving exists along the frontage of the property. Repair and upgrade/replacement of any deteriorated or damaged sidewalk, driveway, curb and gutter, paving and landscaping, which includes street lighting upgrades along the frontage of South Club Drive, will be required of the applicant.
- All improvements within the public rights-of-way, as dedicated for public use to the county, are to be in accordance with the county's Road Ordinance, DPW&T's Specifications and Standards, and the Americans with Disabilities Act.

- Full-width, two-inch mill and overlay for all county roadway frontages is required.
- Compliance with DPW&T's Utility Policy is required. Proper temporary and final patching and the related mill and overlay in accordance with the established "DPW&T's Policy and Specification for Utility Installation and Maintenance Permits" are required.
- All storm drainage systems and facilities are to be designed in accordance with DPW&T's specifications and standards.
- Conformance with DPW&T's street tree and lighting standards is required.
- Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the county Road Ordinance.
- The proposed site development has an approved Concept Plan 38444-2006, dated November 20, 2006.
- A soils investigation report, which includes subsurface exploration and geotechnical engineering evaluation for public streets, is required.

**Urban Design Comment:** A recommended condition below would require that the applicant provide, prior to signature approval, comment from DPW&T confirming that the proposed specific design plan conforms to the requirements of the approved stormwater concept plan for the project.

**Washington Suburban Sanitary Commission (WSSC)**—At the time of this writing, WSSC has not offered comment on the subject project.

**Maryland State Highway Association (SHA)**—In a memorandum dated August 3, 2007, SHA deferred to DPW&T's jurisdiction as the road that the project accesses, South Club Drive, is county-owned and -maintained.

**PEPCO**—In an undated fax, PEPCO stated that they had no comments on the subject project.

**Verizon**—In an undated fax, Verizon stated that they had no comment on the subject project.

**Town of Seat Pleasant**—At the time of this writing, the Town of Seat Pleasant has not commented on the subject project.

**Town of Cheverly**—In an e-mail sent October 17, 2007, the Town of Cheverly stated that they did not intend to take a position regarding the subject project.

**Town of Fairmont Heights**—At the time of this writing, the Town of Fairmont Heights has not commented on the subject project.

15. The project meets the guidelines for approving a specific design plan outlined in Section 27-528 of the Zoning Ordinance. Each required finding regarding Planning Board approval of a specific design plan is provided in bold face type followed by staff comment as to how the finding may be made. Specifically:

**a. The plan conforms to the approved CDP and the applicable standards of the Landscape Manual.**

**Comment:** As indicated in Findings 9 and 12 above, the plan is in conformance with the requirements of CDP-9001 and the applicable provisions of the *Landscape Manual*.

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

**Comment:** In a memorandum dated October 18, 2007, the Transportation Planning Section stated the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing or programmed. In addition, in a memorandum dated October 2, 2007, the Historic Preservation and Public Facilities Planning Section stated that provided the project include an automatic fire suppression system, it can be said to be served by adequate fire engine, paramedic, ladder truck and police public facilities. A recommended condition below would require such fire suppression system be provided.

**c. Adequate provision has been made for draining surface water so that there are no adverse effects either on the subject property or adjacent properties.**

**Comment:** The Department of Public Works and Transportation, while acknowledging the project has an approved stormwater concept plan (#38444-2006, dated November 20, 2006) and noting that all storm drainage systems and facilities are to be designed in accordance with the Department of Public Works and Transportation Specifications and Standards, has not yet stated that the proposed specific design plan accurately reflects the requirements of the approved stormwater concept plan. A condition below requiring the applicant to submit proof of same to staff prior to signature approval of the project will ensure that adequate provision has been made for draining surface water.

**d. The plan is in conformance with an approved Tree Conservation Plan.**

**Comment:** In comments dated October 12, 2007, the Environmental Planning Section recommended approval of TCPII/049/92-01 subject to a single condition, the relevant portion of which has been carried forward as a condition of approval. Therefore, it may be said that the plan is in conformance with an 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 APPROVED the Type II Tree Conservation Plan (TCPII/049/92-01), and further APPROVED Specific Design Plan SDP-0703 for the above-described land, subject to the following condition:

1. Prior to signature approval, the plans shall be revised or the required documentation submitted as follows:
  - a. A material sample of the proposed vinyl fencing material shall be submitted to Urban Design staff. Final design of said fencing and gates shall be approved by the Urban Design Section as designee of the Planning Board.
  - b. The two parking islands indicated on the northern side of the parking lot shall be increased to a minimum of 15 feet wide and two additional planting islands, also designed a minimum of 15 feet wide, shall be added adjacent to the warehouse, one between the parking and loading spaces and one at the southern end of the 40-foot bump-out at the eastern end of the building. Landscaping on the two proposed islands shall be augmented and the two islands to be added adjacent to the building shall be planted similarly. Should the redesign result in the loss of a parking space, the parking schedule shall be adjusted accordingly, but in no event shall the number of parking spaces be less than the 28 required by Part 11 of the Zoning Ordinance. Final redesign shall be approved by the Urban Design Section as designee of the Planning Board.
  - c. Ramping or depressed curbing shall be demonstrated for the parking designated for the physically handicapped.
  - d. Parking for the physically handicapped shall be dimensioned on the detailed site plan.
  - e. The applicant shall submit a written statement from the Department of Public Works and Transportation indicating that the requirements of the approved stormwater concept plan are accurately reflected on the subject specific design plan.
  - f. The applicant shall submit a revised sign detail indicating red masonry to be utilized for the base of the sign. Location of the sign shall not impede clear visibility from the travelways adjacent to the sign. Final location and design of the sign to be reviewed and approved by the Urban Design Section as designee of the Planning Board.
  - g.
    - (1) The light-colored masonry shall be replaced with red masonry extending from the uppermost limit of the red masonry watertable to the roofline on all three sides of the projection that houses the office for the building.
    - (2) The clerestory lightly indicated on the right side elevation of the building shall be clearly indicated and extended around the entire periphery of the building, extending from the roof line to the top of the red masonry pilasters.

- (3) The sheathing material utilized on the loading dock under the three roll-up doors shall be red masonry.
- (4) Final design of the architectural elevations for the project shall be approved by the Urban Design Section as designee of the Planning Board consistent with the presentation made to the Planning Board.

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.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Cavitt, with Commissioners Squire, Cavitt, Vaughns, Clark and Parker voting in favor of the motion at its regular meeting held on Thursday, December 20, 2007, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 24th day of January 2008.

Oscar S. Rodriguez  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

OSR:FJG:RG:bjs