

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board has reviewed Departure from Parking and Loading Standards DPLS-451, Palmer Park, requesting a departure from Section 27-568 of the Zoning Ordinance for a reduction of 4 parking spaces from the 19-space parking requirement, and a Variance requests to Section 27-120.01(a) for parking in the front yard and Section 27-442(c) for lot coverage, (d) for the lot width at the front building line and lot width at the front street line, and (e) for rear yard depth in accordance with Subtitle 27 of the Prince George’s County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on June 7, 2018, the Prince George’s County Planning Board finds:

1. **Location and Field Inspection:** The property is located on Tax Map 65 in Grid F–3. The subject site, identified as 2002 through 2018 Palmer Park Road, is a rectangular-shaped corner property, which consists of Lots 1–9, located at the intersection of Barlowe Road and Palmer Park Road. The property has street frontage along Palmer Park Road and Barlowe Road to the east and north, respectively. The property is zoned One-Family Triple-Attached Residential (R-20) and is approximately 0.85 acre. The unimproved and vacant property is proposed to be developed with nine single-family dwellings, arranged in three groups of triple-attached dwellings.
2. **History:** The subject property is known as Lots 1 through 9, Block 1, of the Palmer Park Subdivision recorded in the Prince George’s County Land Records on February 24, 1955, in Plat Book WWW 25–47, Tax Map 65 in Grid F–3. There is a platted (WWW 26–84) 25-foot-wide strip of land along the western boundary of the site, which was dedicated for screen planting from the property west of the subject site.
3. **Neighborhood and Surrounding Uses:** The neighborhood surrounding the subject property is mostly residential in character and is predominately developed with one-family triple-attached dwellings. The uses immediately surrounding the proposed one-family triple-attached residential use are as follows:

- | | |
|------------------------|---|
| North— | Barlowe Road |
| South and East— | One-family triple-attached dwellings zoned R-20 |
| West— | Palmer Park Senior Village Condominium and V & T Auto Repair and Gas Station zoned Commercial Shopping Center (C-S-C) |

4. **Request:** The applicant is requesting a departure from parking and loading standards for a reduction of 4 parking spaces from the required 19 off-street parking spaces. This application includes requested variances from Section 27-120.01(a), which restricts parking in the front yard of dwellings, and Section 27-442(c) for lot coverage, (d) for the lot width at the front building line and the front street line, and (e) for rear yard depth of the Prince George’s County Zoning Ordinance.

5. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	R-20	R-20
Use(s)	Vacant	Residential
Acreage	0.8526	0.8526
Lots	9	9

6. **Master Plan Recommendation:** Pursuant to Section 27-588(b)(7) of the Zoning Ordinance, the Prince George’s County Planning Board shall give consideration to the recommendations of the area master plan. The subject property is within the area of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA), which recommends residential-medium land uses on the subject property. The master plan recommends the preservation and conservation of existing older neighborhoods. There are no master plan recommendations regarding parking.

7. **Parking and Loading Regulations:** Section 27-568(a)(1) of the Zoning Ordinance requires 2.04 off-street parking spaces for a townhouse or other one-family attached dwelling. Therefore, 19 parking spaces are required for the 9 one-family triple-attached dwellings. Fifteen parking spaces are provided. The applicant has requested a departure (DPLS-451) of 4 of the 19 required off-street parking spaces.

Required findings for Departures from Parking and Loading Standards

The applicant has requested a departure from Section 27-568, which requires 19 off-street parking spaces for the subject development. Due to site constraints, the applicant is limited to providing 15 off-street parking spaces; therefore, a departure of 4 parking spaces is sought.

Section 27-588. Departures from the number of parking and loading spaces required.

(b)(7) Required Findings:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Part (Section 27-550) will be served by the applicant’s request;

Section 27-550. Purposes

(a) The purposes of this Part are:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

The proposal is to construct one-family triple-attached dwellings with parking to serve the needs of the property owners, while simultaneously not placing the burden of parking for the nine new dwellings on Palmer Park Road. Six of the proposed dwellings (Lots 1, 3, 4, 6, 7, and 9) will have two off-street parking spaces and three of the proposed dwellings (Lots 2, 5, and 8) will have one off-street parking space. This proposal will aid in reducing the use of public streets for parking in the immediate vicinity of the property where adjacent dwellings primarily utilize on-street parking only. Therefore, the purposes of the parking and loading regulations will be served by the applicant's request.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

Additional off-street parking spaces cannot easily be provided within the proposed development on the subject property and it is not "context-sensitive" to construct a parking facility to accommodate 19 parking spaces for 9 one-family triple-attached dwellings in a neighborhood developed in the mid-1950s with on-street parking. This proposed development models other recent development projects implemented in the Palmer Park neighborhood by including off-street parking, so as to alleviate the demand for on-street parking along Palmer Park Road. The maximum number of off-street parking spaces has been provided, given the existing lot sizes and variance requested to provide parking in the front yard, and the departure is the minimum necessary.

- (iii) **The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

The departure is necessary in order to alleviate circumstances, which are special to the subject use, given its nature at this location. The development is for one-family triple-attached dwellings in the Palmer Park neighborhood, which is an established community. This neighborhood was developed in 1955 with on-street parking along Palmer Park Road; therefore, many of the existing one-family triple-attached dwellings do not provide off-street parking. The platted lots are narrow and shallow and there is no opportunity for rear parking due to both a six-foot easement and a platted landscape strip, both of which limit the ability to provide off-street parking for this proposed development.

- (iv) **All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

All methods of calculation have been fully applied to the subject site. The applicant has applied the correct method for calculating the number of parking spaces required. The applicant is providing space to park two cars, except on platted interior Lots 2, 5, and 8, which are too narrow and/or shallow to accommodate a longer driveway.

- (v) **Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.**

The applicant contends that the parking and loading needs of the residential areas will not be infringed upon if this request is granted. On-street parking is permitted on the surrounding residential streets. While there is sufficient on-street parking to accommodate the four spaces requested for this departure, the provision of driveways for off-street parking will place less of a burden on Palmer Park Road and the surrounding neighborhood.

- (B) **In making its findings, the Planning Board shall give consideration to the following:**

- (i) **The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;**

The area within 500 feet of the subject property is characterized primarily by residential and local commercial development. Parking in the surrounding community is provided via a combination of off-street and on-street parking. Four

of the six existing one-family triple-attached dwellings, adjacent to the subject site on Palmer Park Road, have a two-car driveway and two have no off-street parking. Only three of the nine existing one-family triple-attached dwellings across Palmer Park Road have a driveway, the remaining six dwellings have no off-street parking. On-street parking is permitted on both sides of Palmer Park Road. The Palmer Park Community Center, the Palmer Park Senior Housing Development, and the gas station adjacent to the subject site provide off-street parking for patrons.

(ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;

Redevelopment of the Palmer Park Community is a goal of the master plan. The subject property is in a Revitalization Tax Credit District. The proposed triple-attached single-family development is consistent with the Subregion 4 Master Plan and SMA recommendations for “context-sensitive infill and low-medium density development” and will not impair the integrity of the master plan.

(iii) The recommendations of a municipality (within which the property lies) regarding the departure; and

The subject property is not located within a municipality.

(iv) Public parking facilities which are proposed in the County’s Capital Improvement Program within the general vicinity of the property.

Per the Fiscal Year 2018 Prince George’s County Revenue Authority Capital Improvement Program, there are no public parking facilities proposed for this area.

(C) In making its findings, the Planning Board may give consideration to the following:

(i) Public transportation available in the area;

Public transportation is available along Barlowe Road. The nearest bus stop is located at the intersection of Barlowe Road and Palmer Park Road, adjacent to the subject site. The area is served by Prince George’s County’s The Bus and Washington Metropolitan Area Transportation Authority’s (WMATA) Metrobus, which provides connections to nearby Metro rail stations.

(ii) Any alternative design solutions to off-street facilities which might yield additional spaces;

The applicant's request for a variance to permit parking in front yards is the most feasible design solution, as there no viable access to the rear of the lots. The proposed development is occurring in an established neighborhood where on-street and off-street parking is the norm. No other design alternative solutions beyond providing parking on the platted lots, as proposed, is feasible to alleviate the burden of parking on Palmer Park Road.

(iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;

The subject request is for the development of nine one-family triple-attached dwellings and will be used as such. The Palmer Park Community Center, a recreation use; the Palmer Park Senior Housing Development, containing residential and commercial uses; and the gas station, a commercial use, operate between 7:00 a.m. and 10:00 p.m.

(iv) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The subject property is located in the R-20 Zone, therefore, is not subject to this provision.

8. **Zone Standards:** The subject application has been reviewed for compliance with the regulations of the R-20 Zone for one-family triple-attached dwellings pursuant to Section 27-432 of the Zoning Ordinance. Section 27-442 of the Zoning Ordinance provides the minimum standards for development of one-family triple-attached dwellings. The minimum net lot area required, pursuant to Section 27-442(b), for outer lots (3,000 square feet) and middle lots (2,000 square feet) is satisfied by all of the subject lots. However, a minimum lot width of 80 feet at the front building line and 65 feet at the front street line is required for outer lots pursuant to Section 27-442(d). Middle lots are required to have an 18-foot-width at the front building line and front street line, which is met for all middle lots (Lots 2, 5, and 8). A maximum lot coverage of 40 percent and 45 percent minimum rear yard requirements are set forth in Section 24-442(c) and (e), respectively. The proposed standards for the project are noted in the table below:

Lot No.	Lot Size in Square Feet	Lot Coverage and Green Area (Maximum of 30 % Outer Lots/40 % Inner Lots)	Lot Width at Front Building Line (80-feet Required)	Lot Width at Front Street Line (65-feet Required)	Yards - Rear minimum depth/width (45-feet Required)
1	7,244	16.7	56.7*	43.96*	36*
2 (middle lot)	2,715	44.1*	22	23.96	38*
3	4,620	28	46.3*	53*	45
4	4,320	28	36*	36*	50
5 (middle lot)	2,640	43.8*	22	22	48
6	4,320	28	36*	36*	50
7	4,320	28	36*	36*	50
8 (middle lot)	2,640	44.9*	22	22	32*
9	4,320	28.1	36*	36*	34*

Note: *Denotes variance requested.

As demonstrated in the table above, the outer lots do not meet the required minimum lot width at the front building and front street lines. In addition, three of the lots are proposed to exceed the maximum lot coverage and four of the lots do not meet the required rear-yard depth, given the proposed development.

The applicant is seeking approval of variances to facilitate the development of the subject property on the existing lots. The site plan illustrates the existing lotting pattern and siting of the structures, consistent with the existing surrounding properties. The requested variances are:

- a. Variance to Section 27-120.01(a), which states “After September 1, 2002, in Revitalization Tax Credit Districts only, no parking space, parking area, or parking structure other than a driveway no wider than its associated garage, carport, or other parking structure may be built in the front yard of a dwelling, except a townhouse or multifamily dwelling, in the area between the front street line and the sides of the dwelling.” The applicant is seeking a variance to this requirement to provide the necessary off-street parking in the front yard for the platted lots.
- b. Variance to Section 27-442(c), Lot Coverage and Green Area, requires a lot coverage maximum of 30 percent for outer lots and 40 percent for inner lots (based on net lot area) for one-family triple-attached lots. The applicant is seeking a variance to this requirement for the three middle platted Lots 2, 5, and 8.
- c. Variance to Section 27-442(d), Lot/Width Frontage at the Front Building Line, requires a minimum of 80 feet for one-family triple-attached dwellings at the front building line. The applicant is seeking variances for platted Lots 1, 3, 4, 6, 7, and 9. Platted Lots 2, 5, and 8 are middle lots, and Footnote 8 grants a reduction to 18 feet for lot/width frontage for middle lots, which is provided.

- d. Variance to Section 27-442(d), Lot/Width Frontage at the Front Street Line, requires a minimum of 65 feet for one-family triple-attached dwellings at the front street line. The applicant is seeking variances for platted Lots 1, 3, 4, 6, 7, and 9. Platted Lots 2, 5, and 8 are middle lots, and Footnote 8 grants a reduction to 18 feet for lot/width frontage for middle lots, which is provided.
- e. Variance to Section 27-442(e), Yards (minimum depth/width in feet), which requires a minimum of 45 feet for one-family triple-attached dwellings at the rear yard. The applicant is seeking variances for platted Lots 1, 2, 8, and 9.

The variances are evaluated jointly under the required findings below, due to the similarities of the requested variances, given the restricted development area from the existing platted lots.

Section 27-230(a)(1) of the Zoning Ordinance provides the following findings for approval of a variance:

- (a) **A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals, or the Planning Board as applicable, finds that:**
 - (1) **A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;**

The lots are narrow and the developable area is limited when current zoning regulations are applied. The nine lots being developed were platted in 1955 for one-family triple-attached dwellings and never constructed. There are three platted lots (2, 5, and 8) that are less than 3,000 square feet and five platted lots (3, 4, 6, 7, and 9) that are less than 5,000 square feet. Platted Lot 1, a corner lot, is the largest of the nine lots. The other eight platted lots are slightly larger than the minimum net lot area required for one-family triple-attached dwellings in the R-20 Zone. There is a six-foot-wide easement at the rear of the property, which impacts the ability to use the rear of the property for parking.

The presence of the six-foot-wide easement on the subject property, combined with the narrow and shallow lot depths, hinders parking at the rear of the subject properties, forcing parking to be placed in the front yards of the lots. Also, there is no ability to access the rear yard of the three middle lots. Eight of the platted lots front on and are solely accessed via Palmer Park Road. Platted Lot 1, as a corner lot, has street frontage on Barlowe Road; however, the depths of the lots are too shallow to provide rear access to the platted lots. There is no other option available to provide access to the platted lots, leaving only the front yards as the sole opportunity to provide off-street parking for future homeowners.

When this section of the Palmer Park neighborhood was laid out more than 60 years ago, the middle platted lots that were created were uniformly 22 feet in width and 120 feet in depth. The Zoning Ordinance makes allowances for middle lots for most requirements, except lot coverage. The building envelopes for the middle platted lots along Palmer Park Road are almost always deeper than they are wide. Middle platted Lots 2, 5, and 8 require a variance from the 40 percent maximum lot coverage requirements. Lot 2 requires a 4.1 percent increase, Lot 5 requires a 3.8 percent increase, and Lot 8 requires a 4.9 percent increase over the 40 percent maximum.

Given the width of the existing platted lots and the narrow frontages, all of the outer lots require variances along the front building and front street lines. Along Palmer Park Road, platted Lot 1 requires a 23.3-foot reduction from the 80-foot minimum requirement at the front building line and a 21.04-foot reduction from the 65-foot minimum requirement at the front street line. The proposed orientation of the dwelling on platted Lot 1 is consistent with the orientation of other dwellings along Palmer Park Road and the neighborhood. Platted Lot 3 requires a 33.7-foot reduction from the 80-foot minimum requirement at the front building line and a 12-foot reduction from the 65-foot minimum requirement at the front street line. Platted Lots 4, 6, 7, and 9 each require a 44-foot reduction from the 80-foot minimum requirement at the front building line and a 29-foot reduction from the 65-foot minimum requirement at the front street line. Platted Lots 2, 5, and 8 meet the minimum requirement per Footnote 8, which allows an 18-foot minimum width at the front building and street lines for middle lots.

Platted Lots 1, 2, 8, and 9 require a variance from the 45-foot required rear yard setback. Lot 1 requires a 9-foot reduction, Lot 2 requires a 2-foot reduction, Lot 8 requires a 13-foot reduction, and Lot 9 requires an 11-foot reduction. Lots 8 and 9 are proposed with standard rear decks, which necessitates the requested variance. The combined requirements of the 45-foot setback required for the rear yard and 25-foot setback for the front yard leaves a depth within which a dwelling could be constructed on the lots. The proposed dwellings are limited in size at 788-square-foot and 885-square-foot building footprints. The dwellings are proposed to be located on the lots, consistent with the dwellings on abutting lots, and the request is the minimum necessary, given the existing conditions.

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

The strict application of this Subtitle will result in peculiar and unusual practical difficulties upon the Housing Initiative Partnership (HIP), the owner of the property. The result, if the variances are not approved, is that the proposed development of nine single-family residences targeted for income-restricted

first-time homebuyers would not be built. It should be noted, that the lots are currently platted, consistent with the proposed development and existing surrounding development. Fewer dwellings could be developed, however, when Section 27-230(a)(1) and Section 27-442 of the Zoning Ordinance are strictly applied, the dwellings would be out of character with the existing housing in the neighborhood. The property was purchased from the Prince George's County Housing Authority specifically for development of "context-sensitive infill" development, such as the affordable one-family triple-attached dwellings being proposed. The potential loss of these units is a practical difficulty for the Housing Authority because it is a lost redevelopment opportunity.

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

The variances will not substantially impair the intent, purpose, or integrity of the Subregion 4 Master Plan and SMA, which designates this area for infill development that complements the existing neighborhood scale and character to reinforce the area's cohesiveness. The development meets the goal of revitalization, reinvestment, home ownership, and increasing the variety of housing stock in the County. The one-family triple-attached residential use is permitted in the R-20 Zone and is, therefore, compatible with the surrounding area and the master plan.

The approval of these variances will facilitate both the development of nine new one-family triple-attached dwellings and the reinvestment of the Palmer Park community. The purpose of the request for the variances is to develop all nine platted lots with off-street parking. Obtaining approval of the requested variances is a benefit to developer, as it allows HIP to provide a better housing product, and the community because it reduces the burden of on-street parking in the neighborhood. The applicant has met the criteria for variance approval and, as such, approval of these variances is recommended.

9. **2010 Prince George's County Landscape Manual Requirements:** The application for one-family triple-attached residential development is subject to certain requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Specifically, the plans demonstrate conformance with Section 4.1, Residential Requirements and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

Section 4.1, Residential Requirements—Section 4.1 of the Landscape Manual requires that 1.5 shade trees and 1 ornamental or evergreen tree be provided for each residential unit. Therefore, for the 9 units proposed, 13.5 (14) shade trees and 9 ornamental or evergreen trees must be provided. The applicant is providing 14 shade trees and 9 ornamental trees, meeting the requirement.

Section 4.9, Sustainable Landscaping Requirements—Section 4.9 of the Landscape Manual requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of each plant type required to be native species and/or native species cultivars is specified below:

Type	Required	Provided
Shade trees	50 percent	100 percent
Ornamental trees	50 percent	100 percent
Evergreen trees	30 percent	N/A
Shrubs	30 percent	N/A

The plans demonstrate conformance with the requirements of the Landscape Manual.

Tree Canopy Coverage—In the R-20 Zone, 15 percent of the property is required to be covered in tree canopy. As the project measures 37,139 square feet in total area, 5,571 square feet of tree canopy coverage is required. The applicant has provided 5,625 square feet in tree canopy coverage, thereby, exceeding the requirement. However, there appears to be a mathematical error in the provided Tree Canopy Coverage schedule, which states 5,554 square feet is required in tree canopy, and should be corrected.

10. **Further Planning Board Finding or Comments from Other Entities:** The following comments were received by referral for the departure from parking and loading application.
- a. **Subdivision and Zoning**—The property is the subject of a final plat of subdivision recorded in the Prince George’s County Land Records on October 3, 1930 as BB 5–85. The bearings and distances shown on the submitted plan are consistent with the final plat of subdivision. A new preliminary plan of subdivision is not required at this time for the subject application. There are no other subdivision issues.
 - b. **Urban Design**—The addition of shrubbery planted to counter the negative visual impact including parking in the front yard, specifically where two driveways are adjacent is recommended.
 - c. **Transportation**—The DPLS application was reviewed for transportation impacts. TPS has no issues with the departures requested. On-street parking is currently allowed and can be utilized by residents. The on-street spaces could make up the difference of the four spaces requested for departure. Based on this understanding, TPS does not object to the parking space departure.

- d. **Community Planning**—The master plan recommends conserving existing older neighborhoods (Policy 6, page 66), and preserving and conserving existing older neighborhoods (page 83). This application is in an established community. The *Plan Prince George's 2035 Approved General Plan* designates the subject property in the Established Communities growth policy area. The vision for the Established Communities area is a context-sensitive infill and low- to medium-density development plan (page 20). There are no master plan issues regarding parking.

- e. **Environmental**—The site qualifies for a standard exemption from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site is less than 40,000 square feet in area and has no previously approved tree conservation plan. An application for an exemption letter should be made to EPS. The exemption letter will be required at the time of permit.

No natural resources inventory (NRI) has been approved for the site. The site qualifies for an NRI equivalency letter, which will be required for the approval of stormwater management and erosion and sediment control. An NRI application should be made to EPS.

No stormwater management information was received by EPS with this application. Stormwater management and erosion and sediment control approval must be obtained from the respective agencies prior to issuance of a permit. The site does not front on any designated scenic or historic roadway. No other environmental requirements have been identified for this application.

- f. **Permit Review**—Any sunrooms or screened porches will need variances for lot coverage, as all lots, except Lot 1, are near maximum lot coverage. This will include any sheds the homeowners may elect to construct.

- g. **Public Facilities**—The request for a waiver of four parking spaces will have no impact on existing public facilities.

CONCLUSION

The purpose of this departure is to maximize the affordable housing development opportunities within the Palmer Park neighborhood. If approved, the requested departure and variances will have minimal impact on the surrounding uses.

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 above-noted application, subject to the following conditions:

1. Prior to certification, the departure site plan shall be revised to:
 - a. Correct the mathematical error in the Tree Canopy Coverage schedule.
 - b. Include shrubbery in the front yards of the units where driveways are adjacent.
 - c. Dimension and label the lot widths at the front building line.
 - d. Label the abandonment of the six-foot-wide easement or relocate all improvements on the site plan outside of the easement.
 - e. Include the density calculation.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council for Prince George's County, Maryland within thirty (30) days of 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, June 7, 2018, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of June 2018.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator