

## SHADY GLEN/HILL ROAD CORRIDOR NODE AREA

(Excerpted from Morgan Boulevard and Largo Town Center Metro Area Sector Plan)

### Key Planning Issues & Findings

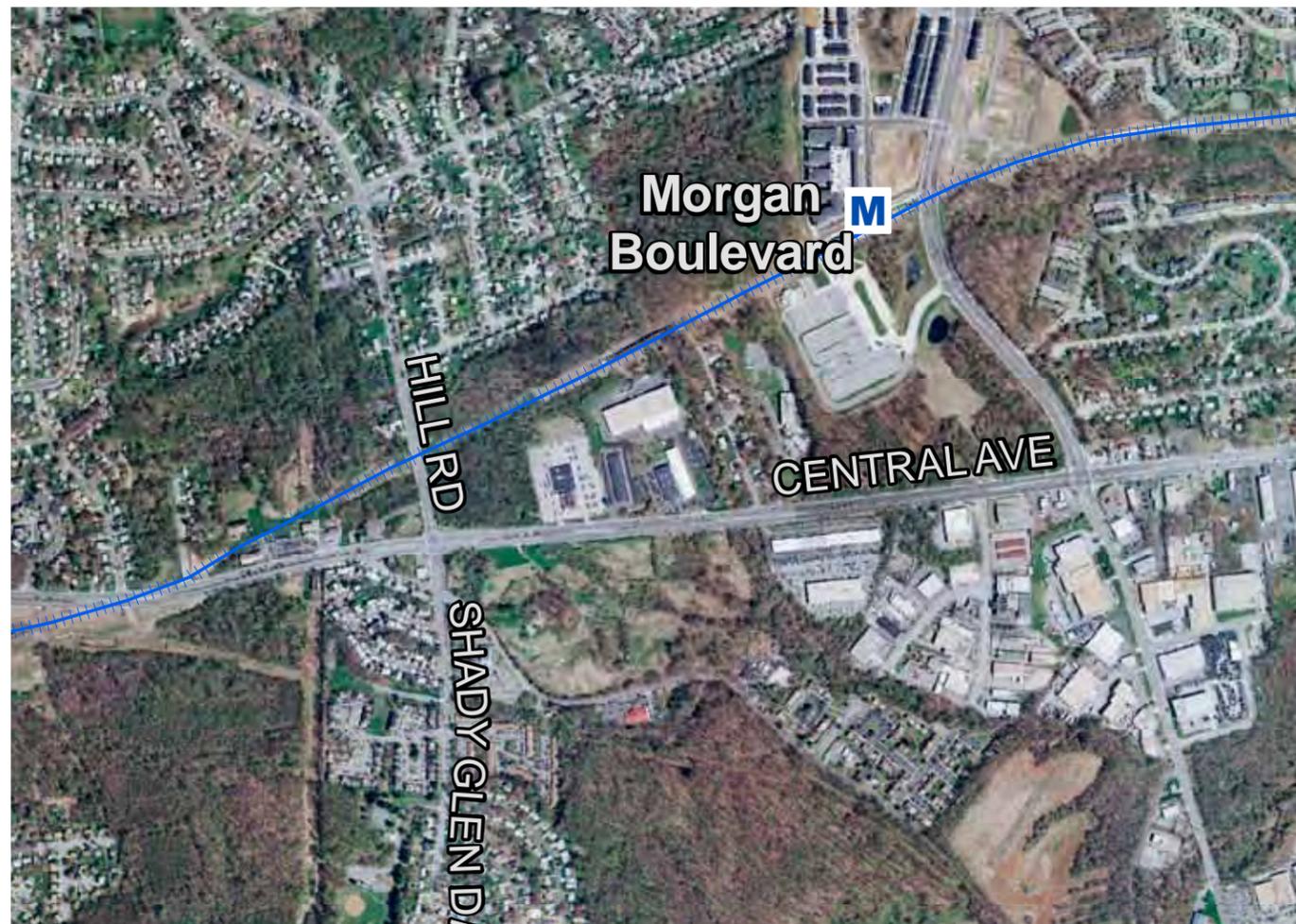
- Pedestrian connectivity and accessibility issues.
- Urban design conflicts.
- Opportunities needed to support TOD at Addison Road and Morgan Boulevard

### Other Planning Considerations

- Preserve the former school building south of Central Avenue as a civic building.
- Establish an interactive “teaching farm.”

### Vision

The concept for the corridor node at the Central Avenue intersection with Hill Road and Shady Glen Drive is the development and redevelopment of high-intensity residential and nonresidential uses. Linkages to Central Avenue promote pedestrian access to bus service on Central Avenue and the Morgan Boulevard Metro Station. Development will not have the same intensity as the Metro station core areas but should have greater intensity than surrounding suburban properties. The node will be primarily a shopping center. Public facilities could potentially be located in the southern node (south of Central Avenue) creating a focal point. The northern node (north of Central Avenue) will include a residential component. The shopping center, offices, and residential development will be architecturally compatible, and connectivity between the sites will enhance pedestrian movement to Central Avenue.



Aerial of Shady Glen Drive/Hill Road intersection with Central Avenue.

### Urban Design and Land Use Concept



Northeast and southeast quadrants of Shady Glen/Hill Road corridor node.

**Northeast Quadrant of the Central Avenue and Hill Road Intersection:** Recommended for commercial-office use and medium-density residential use. The development, for the southern parcel in the node, should be a low-to-mid-rise office building. A residential use of single-family, detached dwellings on the northern parcel will provide for a transition between the commercial site to the south and the residential Willow Hills subdivision to the north in the R-80 Zone.

**Southeast Quadrant of the Central Avenue and Shady Glen Drive Intersection:** Recommended for retail, office, and public uses (police substation). The Subregion 4 Master Plan recommends primarily employment uses (industrial-use zoning) for the area south of Central Avenue from Shady Glen Drive to the Capital Beltway. The plan recommends retail use and the underlying C-S-C Zone for the Santos/Zimmer properties, containing approximately 33 acres, except for two smaller properties, containing approximately 1.49 acres, at or near the intersection of Central Avenue and Shady Glen Drive that are recommended for office use. Retail use for the Santos/Zimmer properties will be more appropriate than employment use for this portion of Central Avenue, designated as a corridor in the 2002 General Plan.

The plan further recommends that the Santos/Zimmer properties be developed for a shopping center anchored by a national grocery chain store and that no store on the Santos/Zimmer properties exceeds 125,000 square feet gross floor area (see Development Standards section for details). The plan recommends a police substation and a fire station in this area. There is a development plan underway to fulfill this recommendation.

### Transportation

See Morgan Boulevard Metro Station section.

### Public Facilities

A new replacement fire station in the southeast quadrant of the Central Avenue and Shady Glen Drive intersection to serve existing and future neighborhoods in the general area is recommended.

#### Shady Glen/Hill Road Corridor Highlights:

- Opportunities for moderate-intensity residential and nonresidential uses, including office development and a shopping center.
- Potential location for new fire station.
- Enhanced pedestrian connections to Central Avenue and existing bus service.

## MORGAN BOULEVARD METRO STATION AREA



Morgan Boulevard Metro Station Area and Central Avenue between Norair Avenue and Brightseat Road Illustrative Concept Plan.

### Key Planning Issues & Findings

(Excerpted from Subregion 4 Master Plan)

- Determine appropriate uses and develop Metro property, M-NCPPC-owned land, and the Prince George's County Call Center, while preserving environmentally sensitive corridor east of the Metro.
- Shape the future use of the Summerfield military housing development and its impact on the center.
- Improve pedestrian access and safety across Morgan Boulevard and Central Avenue.
- Identify missing connections in the existing road network and improve east/west access that could be needed for future redevelopment efforts.
- Capitalize on the advantageous location for commercial use in the growth center.
- Find appropriate ways to connect the commercial development along Central Avenue to the residential neighborhoods along Morgan Boulevard.
- Preserve the Ridgley school building south of Central Avenue as a civic building.

### Vision

(Excerpted from Subregion 4 Master Plan)

The vision for development of the Morgan Boulevard Metro center is a metropolitan center comprised of TOD around the Metro station that creates an urban, mixed-use environment. Distinctive, high-quality development would frame Central Avenue and become denser as it approaches the Metro. A pedestrian-friendly environment would support ground-floor retail and neighborhood services and complement the townhouse and multifamily housing north and northeast of the Metro, as well as the surrounding new, residential development. New open space would complete areas of mixed-use development, while existing natural areas would envelop the growth center boundary.

### Buildout Projections

(Excerpted from Morgan Boulevard and Largo Town Center Metro Area Sector Plan)

The recommended land use scenario based on the proposed rezonings results in 60 townhouses, 400 multifamily units, and 300,000 square feet of commercial development. This projection would be markedly higher if the land use concepts from the Subregion 4 Master Plan were considered.

### Urban Design and Land Use Concept

(Excerpted from Subregion 4 Master Plan)

Overall, the urban design concept for Morgan Boulevard builds on and expands the community around the Metro station into a diverse, mixed-use center. The design concept maintains connectivity throughout the growth center, with an emphasis on north to south connections from the proposed development south of the Metro to the proposed development north of the Metro.

### Development North of the Metro and West of Morgan Boulevard:

The existing townhouse development and its open space west of Morgan Boulevard and north of the Metro will be incorporated into the urban design concept. The ground-floor retail along Morgan Boulevard will likely provide service retail uses, such as a grocery store. Development will increase in height as it continues south toward the Metro station and will accommodate offices, other commercial, and residential uses. In the long-term, the approximate four acres in the far west corner of this area could accommodate a proposed “teaching farm,” which would be surrounded by development that is similar to

nearby, mixed-use development. Development of dense, mixed-use urban buildings is encouraged on top of the below-grade portions of the Metro right-of-way, in addition to new north-to-south road connections—including the extension of Jonquil Avenue across the Metro right-of-way—and an employment reserve area.

### Development South of the Metro and North of Central Avenue:

Development south of the Metro and north of Central Avenue will encompass a four- to ten-story mixed-use development of office, residential, and retail uses. It is likely that a concentration of office uses would gravitate closer to the Metro, while buildings east of Jonquil Avenue would be predominantly residential, with some service retail. Public parks and open spaces will be interspersed throughout this area. Complementing the density and uses proposed in this area is the designation of ground-floor retail just outside the entrance to the Metro. This designation is expected to serve Metro patrons, as well as residential uses in the general vicinity of the growth center.

### Development West of Morgan Boulevard along the North and South Sides of Central Avenue:

Ground-floor retail will capitalize on pedestrian and vehicular traffic west of Morgan Boulevard along the north and south sides of Central Avenue. Central Avenue itself will transform into a major, tree-lined, urban boulevard with a prominent retail presence and sidewalks. Additionally, the wetland area that runs along the southern side of Central Avenue will be preserved as an open space/environmental feature for new development south of Central Avenue.

### Development East of Morgan Boulevard along the South Side of Central Avenue:

Crossing Morgan Boulevard to the east, dense and mixed-use development of four to ten stories will continue along Central Avenue. Two and a half acres comprising a historic school and its grounds will be preserved as civic open space and will connect to a proposed trail within the preserved riparian buffer south of Central Avenue.

### Development East of Morgan Boulevard along the North Side of Central Avenue:

The dense, mixed-use development carries through to the north side of Central Avenue, up Fieldstone Way, along a new rectangular street, and on to Tayside Way. This dense, mixed-use development will front onto the east side of Morgan Boulevard, transforming it into a major urban boulevard with sidewalks and street trees, similar in nature to the boulevard proposed for Central Avenue. North of Tayside Way,

the riparian open space area owned by the county is expanded and enhanced with a trail/walkway that connects the former Summerfield development to the Metro.

**Development at Summerfield:** A new, urban, mixed-use community occupies the former Summerfield housing development, north of the riparian zone, and lies within close proximity to the Metro. The development’s internal street grid is enhanced with additional north/south connections, which break up the block pattern and allow for more efficient pedestrian movement. Small pockets of open space are interspersed throughout this urban neighborhood, which comprises townhouses and small apartments no more than three stories high. The existing multifamily development is preserved and incorporated with the proposed Summerfield redevelopment through both a connected street pattern and shared green spaces.

### Transportation

(Excerpted from Subregion 4 Master Plan)

#### Roads, Interchanges, and Intersections

#### Ritchie Road/Garrett A Morgan Boulevard/Redskins Road/Brightseat Road, A-31:

If the FedEx Field property is ever redeveloped with a different use, this facility should be reconstructed within that property as a conventional arterial facility within a 120-foot right-of-way. This plan recommends a minimum eight-foot-wide sidewalk from the Morgan Boulevard Station along the west side of this facility to Redskins Road as a means of encouraging Metrorail and pedestrian access to events at the FedEx Field stadium.

#### Hill Oaks Road/Nalley Road/Belle Haven Drive, C-406:

This facility is composed of three distinct streets but provides a necessary connection between local communities and MD 704. Construction of the missing section between Sheriff Road and Village Green Drive should be a priority. The Nalley Road portion should be retained as a four-lane, undivided facility with parking on the east side within a 70-foot right-of-way. The roadway is currently barricaded at the FedEx Field property during stadium events, and this plan endorses any actions that are needed to eliminate the use of this facility by stadium traffic. However, if the FedEx Field property is ever redeveloped with a different use, this facility should be reconstructed within that property as a conventional collector facility within an 80-foot right-of-way.

**Hill Road, C-407:** Complete construction of a four-lane collector facility along its entire length is currently funded in the county's Capital Improvement Program.

**Brightseat Road, C-412:** Complete construction of a four-lane collector facility along its entire length is currently funded in the county's Capital Improvement Program with scheduled completion during the current year.

**Truck Way, I-401:** This facility would be an industrial roadway extension of Truck Way across the undeveloped Bryant property from its eastern end to Hampton Park Boulevard. This roadway and the surrounding property should be planned with the needed easements to provide access to properties that currently have driveway access onto MD 214. Once alternate access is available, access from these properties onto MD 214 should be reduced or eliminated.

**New Road, I-402:** This commercial roadway is intended to serve the planned mixed-use development on the south side of the Morgan Boulevard Metro Station and shall be planned with a 70-foot right-of-way with quality pedestrian facilities. This roadway should intersect MD 214 opposite Westhampton Avenue, where a potential for signalization could exist. Provisions should be made for a street connection to the west to serve the Ridgley Manor subdivision in the event that intervening properties are redeveloped and the community desires the connection.

**New Road, P-401:** This primary residential roadway shall be constructed westward from Garrett A Morgan Boulevard to serve the M-NCPPC parcel.

**Walker Mill Drive/Old Ritchie Road, P-402:** This roadway should be constructed to primary residential standards with safety improvements as needed. No further industrial/commercial access to this roadway is recommended.

**MD 214 intersections with Brightseat Road/Hampton Park Boulevard, Garrett A Morgan Boulevard/Ritchie Road, and Hill Road/Shady Glen Drive:** Staff endorses the results and recommendations of the Addison Road to Largo Town Center Metrorail Extension Access Study prepared by the State Highway Administration in 2001.

**Central Avenue at Maryland Park Drive, Central Avenue at New North/South Connection to Rollins Avenue and**

**Central Avenue at Norair Avenue:** Explore and promote plans to signalize intersections of neighborhood streets and streets with higher commuter traffic, when warranted, and facilitate the safe movement of pedestrians and traffic along each street, as well as turning traffic to and from the neighborhood streets.

**Sidewalks, Trails, and Bikeways**

*(Excerpted from Subregion 4 Master Plan and Morgan Boulevard and Largo Town Center Metro Area Sector Plan)*

- Provide a multiuse trail connection from the end of Mountain View Road to the Morgan Boulevard Metro Station to create a connection from the existing residential community to the Morgan Boulevard Metro Station.
- Provide a multiuse trail connection from the end of Willow Hill Road to the Morgan Boulevard Metro Station to create a connection from the existing residential community to the Morgan Boulevard Metro Station.
- Provide a sidewalk or trail connection from the end of East Nalley Road to Morgan Boulevard to link a residential community and the existing and planned pedestrian facilities along Morgan Boulevard.
- Provide continuous sidewalks along both sides of Central Avenue (MD 214) west of the Beltway. In-road accommodations for bicycles should be incorporated where feasible.
- Provide at least an eight-foot wide sidewalk or trail along the west side of Morgan Boulevard.
- Implement bike lanes from Southern Avenue to the Capital Beltway along Central Avenue.
- Implement bike lanes and sidewalks from FedEx Way to Central Avenue along Morgan Boulevard.
- Install pedestrian amenities including crosswalks, countdown signals, and ADA-compliant ramps at the intersection of Central Avenue and Garrett Morgan/Ritchie Road.
- Install continuous sidewalks from Central Avenue to MLK Highway along Hill Road.
- Implement bike lanes and make sidewalk improvements to improve connections between Central Avenue and Hill

Road Park on Jonquil Avenue between Central Avenue and Hill Road Park.

- Install sidewalks and bike lanes from Central Avenue to Walker Mill Road on Shady Glen Drive.

**Transit**

*(Excerpted from Subregion 4 Master Plan)*

- Expand TheBus coverage to provide service to central county from the Morgan Boulevard Metro Station via Ritchie-Marlboro Road.
- Evaluate the need for shuttle bus service for the Morgan Boulevard Activity Center including service linking the Morgan Boulevard Station with the Addison Road-Seat Pleasant Station.

**Public Facilities**

*(Excerpted from Morgan Boulevard and Largo Town Center Metro Area Sector Plan)*

Recommend a replacement fire station in the southeast quadrant of the Central Avenue and Shady Glen Drive intersection to serve existing and future neighborhoods in the general area.

**Historic Preservation**

*(Excerpted from Morgan Boulevard and Largo Town Center Metro Area Sector Plan)*

Recommends the designation of the former Ridgley School at 8507 Central Avenue as a Historic Site to protect and recognize an important structure in the community.

- Protect Ridgeley School's setting by securing the property fronting MD 214 and maintaining it as an open space buffer between the school and the highway. Rehabilitate it from a state of disrepair and, through adaptive reuse, transform it into a vibrant educational facility that will serve as a new heritage museum and meeting place for the community.
- Preserve and enhance the setting of the Waring's Grove (Historic Site 72-4) historic house, and ensure its stewardship and continued use.



Morgan Boulevard Metro station.

**Environmental Infrastructure**

*(Excerpted from Morgan Boulevard and Largo Town Center Metro Area Sector Plan)*

Please refer to the Green Infrastructure map.

- Preserve and enhance designated green infrastructure elements.
- Preserve priority woodlands.
- Restore degraded streams.
- Install low-impact development design features.
- Implement green-building techniques.
- Reduce the spillover of lighting.
- Plant street trees.

## LARGO TOWN CENTER METRO STATION AREA



Recommended land use from the Morgan Boulevard and Largo Town Center Metro Areas Sector Plan.

### Key Planning Issues & Findings

(Excerpted from Morgan Boulevard and Largo Town Center Metro Area Sector Plan)

- Provide for transit-oriented land uses and development intensities in a manner that is consistent with the 2002 General Plan's recommendations for a Metropolitan Center.
- Ensure development is compatible with the adjacent residential component of the Town Center.
- Maintain and enhance traffic operations on the one-way pair (Largo Drive West and a portion of Harry S Truman Drive) of streets to the southwest of the station, as well as the possible connections up to Arena Drive.
- Access the station from the east along MD 214 as there exists no direct means for vehicles to access Arena Drive without traversing nearby communities.
- Ensure quality pedestrian connections between the station and existing communities and employment areas.

### Vision

(Excerpted from Morgan Boulevard and Largo Town Center Metro Area Sector Plan)

The vision for the Largo Town Center is a Metropolitan Center with a horizontal mix of uses including residential and nonresidential uses at intensities appropriate for a center intended

### Morgan Boulevard Metro Station Plan Highlights:

- A metropolitan center with TOD opportunities surrounding Metro station.
- Distinctive, high-quality development frames Central Avenue and becomes denser as it approaches the Metro station.
- Investment in streetscape and pedestrian facilities envisioned to create an urban boulevard along Central Avenue.
- Trail and bicycle connections for easier access to Metro station envisioned.
- Redevelopment opportunities for large-scale mixed-use development at Summerfield military housing site.

to draw office workers and shoppers from the Washington Metropolitan area. Pedestrian linkages are provided in attractive and safe environments to enhance pedestrian movement. Plazas for recreation are provided at key locations to foster a sense of place and maximize use.

### Buildout Projections

(Excerpted from Morgan Boulevard and Largo Town Center Metro Area Sector Plan)

The recommended land use scenario results in 600 multifamily units and 457,000 square feet of commercial development.

### Urban Design and Land Use Concept

(Excerpted from Morgan Boulevard and Largo Town Center Metro Area Sector Plan)

**Former Capital Centre Site:** Mixed-use (retail, office, and residential) low- to mid-rise development is recommended in recognition of previously approved development plans. This property is now developed with a retail shopping center (The Boulevard at the Capital Centre). Future development at this site may include residential and other commercial uses such as office, hotel, and movie theater, developed over the retail component where feasible. The Boulevard at the Capital Centre development will become the main focus of the Largo Town Center. Linkages are important to maximize the pedestrian opportunities from the adjacent core area development and particularly to the Metro station.

**North of Arena Drive, Northeast of the Metro station:** Mixed-use (office and retail), mid-rise development is recommended. Retail use as an ancillary function to tenants of the building and other nearby offices should be considered in a development plan. (The community did not support mixed-use development that includes residential uses in the subarea.) The site should be designed to provide pedestrian connections to Arena Drive and Lottsford Road.

**Metro Station Site:** Commercial use (office and hotel with a conference center), high-rise development is recommended. Development on this site could include high-density, air-rights development over Metro. These uses will provide support for the related uses in the town center.

**North and East of the Metro station:** Mixed-use (predominantly office) development in recognition of a previously approved plan is recommended for the subarea. This TOD will provide for over one million square feet of office development at the town center.

**South of the Metro Station Extending to Central Avenue:** Mixed-use (office and residential mid-rise development and limited retail) is recommended. One parcel (Parcel F) is specifically designated as a residential component of the mixed-use area. Located on Harry S Truman Drive at Largo Drive West, Parcel F has views of Lake Largo that will enhance the appeal of a mid-rise, residential development. Two existing buildings with warehouse characteristics in the subarea are envisioned to be redeveloped as mixed-use development, as a long-range plan. The existing hotels in the subarea will be compatible with new residential development.

**East of Lottsford Road, across from the Metro Stations:** Mixed use (residential component) is recommended in recognition of the previously approved Comprehensive Design Plan and the existing residential development (townhouses, condominiums, and apartments). The development, The Metropolitan at Largo Station Apartments, currently comprises the residential component of the Largo Town Center.

### Transportation

(Excerpted from Morgan Boulevard and Largo Town Center Metro Area Sector Plan)

#### Roads, Interchanges, and Intersections

**Landover Road/Largo Road, E-6:** In accordance with recommendations made as part of the 1997 MD 202 Corridor Study, this facility should be planned for eight lanes north of Arena Drive/Lake Arbor Way.

**Lottsford Road, A-26:** The section between Harry S Truman Drive and Largo Drive West should be retained as a four-lane, undivided roadway within the existing 80-foot right-of-way.

**Arena Drive/Bishop Peebles Drive, A-30:** If the FedEx Field property is ever redeveloped with a different use, this facility shall be reconstructed within that property as a conventional arterial facility within a 120-foot right-of-way.

**Harry S Truman Drive, A-38:** The section between Largo Center Drive and Largo Drive West should be retained as a four-lane, undivided roadway within the existing 80-foot right-of-way. This plan recommends that this section be operated with two-way traffic, with two lanes in each direction, and no median.

**Largo Center Drive/Largo Drive West/Harry S Truman Drive, C-346:** The section between Largo Center Drive and Largo Drive West should be retained as a four-lane, undivided roadway within the existing 80-foot right-of-way. The plan recommends that this section be operated with two-way traffic, with two lanes in each direction, and no median. The eventual connection of this facility as a public street between the end of the existing right-of-way and Arena Drive will not occur with the current development of The Boulevard at the Capital Centre, but the connection will still exist through the parking lot. Nonetheless, if this site is ever redeveloped, a public street connection built to collector standards with sidewalks and street plantings is recommended (with a potential 100-foot right-of-way). This will allow a direct connection between the Largo Town Center core area and the I-95/I-495/ Arena Drive interchange. No changes to the balance of this facility are proposed.

**MD 202/MD 214 and MD 202/Arena Drive/Lake Arbor Way:** The ramp from westbound MD 214 to northbound MD 202 should be widened into an auxiliary ramp. This new auxiliary ramp would cross northbound MD 202 at grade to allow users to proceed into the northbound MD 202 left-turn lanes onto westbound Arena Drive. The improvements would include a traffic signal affecting users of northbound MD 202 only. The modification would allow Metrorail users from the east along MD 214 to more directly access the Largo Town Center Metro Station.

**Sidewalks, Trails, and Bikeways**

- Provide a multiuse trail connection from the end of Harry S Truman Drive north into the former Capital Centre site (The Boulevard at the Capital Centre). This trail will provide bicycle and pedestrian access from existing Harry S Truman Drive and the communities to the south to the planned retail center.
- Incorporate additional pedestrian and bicycle connections into the former Capital Centre site (The Boulevard at the Capital Centre), as appropriate.
- Provide a multiuse trail connection from the western end of Prince Place to the planned Southwest Branch Stream Valley Trail. This trail would provide access to the planned Southwest Branch Stream Valley Trail from the Largo community.
- Provide a multiuse trail connection from the end of Caraway Court to Arena Drive. This trail would provide a convenient pedestrian connection from the existing and future office development along McCormick Drive with Arena Drive and the former Capital Centre site to the south.
- Provide for in-road, AASHTO bike lanes and wide sidewalks along both sides of the planned boulevard into the Largo Town Center Metro Station.
- Provide continuous wide shoulders along both sides of Landover Road (MD 202) within the study area to safely accommodate in-road bicycle traffic.

**Transit**

- Provide bus service linking existing and planned employment uses to the Largo Town Center Metro Station.
- Provide shuttle bus services to connect the Largo Town Center Metro Station to the Prince George’s Community College.

**Environmental Infrastructure**

See Morgan Boulevard Metro Station section.



The 2004 Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas examines both Metro stations concurrently.

**Largo Town Center Metro Station Plan Highlights:**

- **A metropolitan center with a predominantly horizontal mix of uses.**
- **Enhanced pedestrian, bicycle, and transit linkages improve connectivity within and between the center and neighboring sites.**
- **High-rise commercial office development, a hotel, and conference center are envisioned at the Metro station.**
- **Future office, hotel, or residential uses at The Boulevard at the Capital Centre could be developed over existing retail.**
- **Land use concept influenced by existing approved plans.**

# ACKNOWLEDGMENTS

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