

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Subdivision Plat 4-00074
FedEx Field Parking, Lots 1, Outlots A and B

OVERVIEW

The subject property consists of approximately 56.6 acres of land in the I-1 Zone. It is currently wooded. The property is found on Tax Map 60, Grid C-4, and is known as p/o Parcel 29 and Parcel 86 and p/o Parcel A, recorded in WWW 48 @ 12. The applicant proposes to combine the parcels into one lot for the construction of a 5,000-space commercial parking lot to serve adjacent FedEx Field. Access is proposed from both Redskins and Brightseat Roads.

The property was rezoned to the I-1 Zone by District Council approval of Zoning Map Amendment A-9640 in 1988. The 1993 Sectional Map Amendment carried that zoning forward, leaving in place the conditions of approval. In accordance with those conditions, the applicant has filed concurrent CSP, DSP and SDP applications. These are scheduled before the Planning Board on April 5, 2001.

SETTING

The property is located in the southeast quadrant of the Redskins Road/Brightseat Road intersection. To the north are commercial uses in the C-S-C Zone. To the east are apartments in the R-18 Zone. To the south are commercial uses in the I-1 Zone. FedEx Field is to the south and southwest.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Environmental Issues and Variation Requests The Environmental Planning Section previously reviewed applications on this property numbered A-9640, 4-90002, CSP-90007 and 4-94134. A Tree Conservation Plan, TCPI/42/90, was approved with CSP-90007; another Tree Conservation Plan, TCPI/32/94, was approved with 4-94134. Preliminary Plan 4-94134 has expired and the conditions of approval, including TCPI/32/94, no longer apply. A Conceptual Site Plan, CSP-90007/011, is under concurrent review with the subject application.

Nontidal wetlands occur in the western portion of the property. A stream approximately follows the western boundary, has a tributary which intrudes into a northeasterly direction in the northern part of the site and has a second tributary which divides the property in the southern part of the site. Current air photos indicate that the majority of the site is wooded. No historic or scenic roads are affected by this proposal. Because of the zoning of the property, no significant noise impact is expected. No rare/threatened/endangered species are known to occur in the project vicinity. According to the Sewer Service and Water Service maps produced by DER, the property is in categories W-3 and S-3. A Stormwater Concept Plan, CSD-8327605, is indicated on the plan. The soils map included in the review package indicates that no problematic soils occur in the proposed development area.

This site is subject to the provisions of the Woodland Conservation Ordinance because it is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A Tree Conservation Plan is required to satisfy the requirements of the Woodland Conservation Ordinance. The Forest Stand Delineation and Tree Conservation Plan are being reviewed as part of the Conceptual Site Plan, CSP-90007/01. The TCP approved with CSP/90007/01 shall apply to 4-00074.

The site contains significant natural features, which are required to be protected under Section 24-130 of the Subdivision Regulations. These should be protected by a conservation easement described by bearings and distances on the final plat.

The wetlands delineation was previously examined in the field and determined to be correct. The 25-foot wetland buffers are correctly shown. The 100-year floodplain as shown on the plan meets the requirements. The streams and stream buffers are shown correctly on the plans.

The review package includes a variation request dated November 22, 2000 prepared by Alan K. Arnold, P.E. and revised requests dated February 20, 2001.

All impacts to floodplain, wetlands and wetlands buffers are regulated not only by the Subdivision Regulations but also by federal and state permit processes. These additional reviews consider the magnitude of impacts, analyze alternative designs to avoid and minimize impacts, and provide for mitigation of impacts. The justification statements detail the required findings of Section 24-113 for each individual impact. The Environmental Planning Section supports the nine variation requests.

Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of variation requests. Staff supports all the proposed impacts in that they are deemed to be necessary and finds:

- a. **That the granting of the variation will not be detrimental to the public safety, health or welfare, or injurious to other property.** The impacts, though numerous, are minor in nature. All of the variation requests involve activities designed to not be detrimental to the public safety, health or welfare, or injurious to other property.
- b. **The conditions of which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties.** The property is unique in that the floodplain traverses the entire length of the property's frontage. Without variation approval, the property would be rendered unbuildable.
- c. **The variation does not constitute a violation of any other applicable law, ordinance, or regulation.** This will not result in a violation of other applicable laws, ordinances or regulations subject to the applicant receiving authorization for the disturbances from the Corps of Engineers and/or Maryland Department of Environment prior to the issuance of any grading permits impacting these areas.
- d. **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner**

would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out. As stated in b. above, without the variation approval, the property would be unbuildable. This would result in a taking which burdens the applicant with a particular hardship as distinguished from a mere inconvenience.

2. Community Planning•The 1993 *Approved Landover and Vicinity Master Plan and Sectional Map Amendment* recommends the property for Industrial Park land use. The plan contains a specific recommendation regarding the northern portion of the property as follows:

- 7. The Washington Homes, Inc. property, containing 7.6 acres located on the south side of Brightseat Road, approximately 400 feet east of Sheriff Road, occupies a strategic position at the northern entrance to the Brightseat Strip Industrial Park Area. As the eastern portion of the property has been developed with a large office building, development of the remainder of the property with I-1 non-office uses will achieve the typical limit of 50 percent warehouse space as required for nearby I-3 properties. The plan recommends the I-1 Zone for the western portion of the property, subject to site plan review, and recordation of covenants as submitted by the applicant which generally restrict the property to the uses of the I-3 Zone, except for the limitation on warehouse space. The plan intent is to obtain an industrial park character, while allowing compatibility with the nearby Cohen property (I-1).•

This refers to property immediately adjoining the preliminary plat.

The 1993 SMA retained the majority of the property in the I-1 Zone. Two small portions of the property were rezoned from R-R and C-O to I-1. The District Council imposed a requirement that the northern portion of the property be subject to the recordation of covenants as submitted by the owner to the SMA hearing record. A condition was retained in the SMA for the southern portion of the property, previously imposed during the 1988 rezoning of the property, requiring site plan review and green space minimums. This affected only existing Parcel A, not the northwest parcel and northeast parcel. However, staff now views the entire 56 acres as one building site. All future Detailed Site Plans should include the entire site.

The master plan includes proposed road I-402 to provide adequate access points for two properties which are now proposed to be consolidated as Lot 1. Now that the two properties are proposed to be consolidated into one lot, the issue of having limited frontage onto only one of the roads is somewhat removed for this lot. In fact, the subdivision proposes access onto both roads. It would seem that if an owner desired to resubdivide the property into several lots at some point in the future, a public road could then be required; however, at that point the land for the connection may be blocked by development of the lot. Given transportation-related conditions to be discussed later in this report, any development that could preclude the provision of this road would likely need new preliminary plat approval.

The Community Planning Division raised several other concerns regarding access, buffering and landscaping. These issues will be addressed through the review of the CSP, DSP and SDP.

3. Parks and Recreation Because the property is in a nonresidential zone and no dwellings are proposed, the proposal is exempt from the requirements of Section 24-134 of the Subdivision Regulations for mandatory park dedication.
4. Trails The Adopted and Approved Landover and Vicinity Master Plan recommends three master plan trails on or along the subject property. These are:
 - a. A master plan trail is recommended along Redskins Road. This separate, off-road trail has already been completed as part of the previous stadium construction and road improvements.
 - b. A master plan trail is also recommended along Brightseat Road. Along the subject property's frontage, this recommendation is already satisfied by the existing wide sidewalk (see attached picture). Within the existing roadway, there appears to be room for the inclusion of a striped shoulder or bike lane. This option should be explored at the time the road is resurfaced. However, bikeway signage is appropriate at this time. The *Adopted and Approved Landover and Vicinity Master Plan* recommends that Brightseat Road be designated as a Class III bikeway with appropriate signage. Because Brightseat Road is a county right-of-way, the applicant should provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of this signage. This is consistent with recommendations made for other subdivisions along Brightseat Road.
 - c. A master plan trail is also recommended along proposed I-402. However, as this road is no longer planned to be built, there are no recommendations in this regard.

In addition, there are existing master planned trails and/or wide sidewalks linking to FedEx Field along Brightseat Road, Redskins Road, Summerfield Boulevard, Hill Oaks Road, and Sheriff Road. These were included in the master plan to ensure opportunities for multi-modal transportation to the stadium and surround commercial and residential areas. However, there is existing signage on the stadium site prohibiting pedestrian access. Any safety issues prompting this signage should be addressed so that safe pedestrian access can be provided and the master plan trail system can be used as it was intended.

5. Transportation The applicant prepared a traffic impact study dated February 2001, that was prepared generally in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals (Guidelines)*. The traffic study is based upon data collected before and after a Redskins home game on October 15, 2000. The traffic study has been referred to the Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) for their comments, and the agencies' comments are included in the file.

Summary of Traffic Impacts

The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

- MD 202/Brightseat Road

- Brightseat Road/Sheriff Road
- Brightseat Road/Arena Drive
- MD 214/Ritchie Road/Summerfield Boulevard
- MD 214/Brightseat Road
- I-95/Arena Drive (intersections within interchange)

In general, the transportation planning staff has indicated that parking does not generate traffic; the uses adjacent to the parking are what generates the traffic. However, in the analysis done for Specific Design Plan SDP-9515 for the Redskins Stadium, the size of the on-site parking lot was intended to limit the traffic impact of the stadium. In that context, therefore, the transportation staff has undertaken a new review of the stadium in order to determine the adequacy of the subject application.

Because the use is proposed to be a National Football League (NFL) stadium, games will generally occur on Sunday afternoons. Consequently, Sunday traffic between 12 noon and 1 p.m. (inbound) and 4 p.m. and 5 p.m. (outbound) is analyzed as the peak hours for the proposed use. Existing traffic conditions at all at-grade intersections in the study area, as reported in the traffic study, are presented in Table 1, which is attached. The results indicate that four of the seven intersections immediately adjacent to the existing stadium have operational problems either before or after events at FedEx Field.

TABLE 1 - EXISTING CONDITIONS ON A GAME DAY (inbound peak hour between 10 AM and 2 PM, outbound peak hour between 3 PM and 6:30 PM Sundays)			
Intersection	Critical Lane Volume (CLV) (inbound/outbound)		Level of Service (LOS) (inbound/outbound)
MD 202/Brightseat Road	2,484	1,789	F F
Brightseat Road/Sheriff Road	1,112	1,288	B C
Brightseat Road/Arena Drive	1,160	1,676	C F
MD 214/Ritchie Road/Summerfield Blvd.	1,954	1,992	F F
MD 214/Brightseat Road	1,061	1,489	B E
Arena Drive/SB I-95 ramps	1,303	891	D A
Arena Drive/NB I-95 Ramps	1,055	1,341	B D

The traffic study includes an analysis of departure periods for fans leaving the stadium (the traffic study uses the vaguely derisory term "dwell time"). The Redskins organization has been monitoring departure periods during the 2000 season. The departure periods observed and their associated locations are as follows:

<u>Location</u>	<u>10/15/2000</u>	<u>Average for 2000 Season</u>
MD 202/Brightseat Road	76 minutes	65 minutes
Arena Drive/NB I-95 On-Ramp	79 minutes	59 minutes

MD 214/Summerfield Boulevard

71 minutes

55 minutes

Due to the Sunday analysis periods, the traffic study does not fully develop background traffic as prescribed in the *Guidelines*. Therefore, there is not really a background traffic condition, as the parking will be constructed once all approvals are obtained. Also, there are no funded improvements in the vicinity of the site to take under consideration. For these reasons, the transportation staff has agreed that background traffic should not be analyzed specifically for this application. This is consistent with the methodology employed in analyzing the original SDP-9515 application.

The applicant proposes the construction of 5,000 parking spaces on the subject site. These parking spaces are proposed to replace other off-site parking which is used by stadium patrons in the area, and for that reason the applicant claims that the parking expansion would not generate new trips to the stadium, but would redistribute the trips which are already made. The Redskins organization surveyed the area extensively and determined the following:

- a. A total demand for 27,270 parking spaces was generated on October 15, 2000, with 19,494 of those parking spaces on-site. The stadium site, per SDP-9515/02 plans, contains approximately 21,559 parking spaces for automobiles (approximately 442 spaces of the 22,001 total are for the parking of buses).
- b. Approximately 1,560 patrons parked at Landover Mall on October 15, 2000. Since that time, the Redskins organization has worked to discourage and eliminate parking at Landover Mall, and the addition of the subject lot is intended to support that effort.
- c. Approximately 4,687 patrons parked at USAirways Arena or on an adjacent parcel on October 15, 2000. With the upcoming construction of Metrorail to the Largo Town Center and the redevelopment of the arena, it is likely that these areas will not be available for parking in the near future, and the addition of the subject lot is intended to accommodate this need.
- d. Approximately 1,529 patrons parked at the Jericho City of Praise Baptist Church on October 15, 2000. The subject lot is not intended to replace this parking.

Given the above information, the transportation staff agrees with the applicant that the 5,000 spaces on the subject site would not be generating new trips to the stadium on a game day, but would rather be redistributing them and reassigning them. The applicant has provided several figures in the traffic study showing how traffic would be reassigned to the new lot from the USAirways Arena and Landover Mall. Based on that reassignment, the following service levels would be calculated:

TABLE 2 - PROPOSED GAME DAY CONDITIONS W/RELOCATION OF PARKING (inbound peak hour between 10 a.m. and 2 p.m., outbound peak hour between 3 p.m. and 6:30 p.m. Sundays)		
Intersection	Critical Lane Volume (CLV) (inbound/outbound)	Level of Service (LOS) (inbound/outbound)

MD 202/Brightseat Road	3,323	2,284	F F
Brightseat Road/Sheriff Road	1,449	2,718	D F
Brightseat Road/Arena Drive	1,642	2,158	F F
MD 214/Ritchie Road/Summerfield Blvd.	2,493	2,255	F F
MD 214/Brightseat Road	1,205	1,764	C F
Arena Drive/SB I-95 ramps	1,974	1,282	F C
Arena Drive/NB I-95 Ramps	2,303	1,446	F D

The traffic study includes an analysis of departure periods for fans leaving the stadium, with the 2002 season based upon the conditions observed on October 15, 2000, plus the reassignment of traffic based on the new 5,000-space parking lot. The departure periods and their associated locations are as follow:

<u>Location</u>	<u>10/15/2000 Actual</u>	<u>Proposed for 2002 Season</u>
MD 202/Brightseat Road	76 minutes	86 minutes
Arena Drive/NB I-95 On-Ramp	79 minutes	85 minutes
MD 214/Summerfield Boulevard	71 minutes	84 minutes

The traffic study concludes by indicating that operating conditions would significantly deteriorate at the following intersections, and recommends the following strategies to alleviate the operational problems:

- a. MD 202/Brightseat Road: Operate dual eastbound-to-southbound right-turn lanes during the inbound peak hour. Also operate triple northbound-to-eastbound right-turn lanes during the outbound peak hour.
- b. Brightseat Road/Redskins Road/Sheriff Road: Operate dual westbound-to-northbound right-turn lanes during the outbound peak hour.
- c. Arena Drive/NB I-95 On-Ramp: Operate dual northbound-to-westbound left-turn lanes during the inbound peak hour.

With these improvements in place, the following operational conditions are projected:

TABLE 3 - PROPOSED GAME DAY CONDITIONS W/RELOCATION OF PARKING WITH PROPOSED IMPROVEMENTS (inbound peak hour between 10 a.m. and 2 a.m., outbound peak hour between 3 p.m. and 6:30 p.m. Sundays)			
Intersection	Critical Lane Volume (CLV) (inbound/outbound)		Level of Service (LOS) (inbound/outbound)
MD 202/Brightseat Road	2,359	1,741	F F

Brightseat Road/Sheriff Road	1,449	2,118	D F
Brightseat Road/Arena Drive	1,642	2,158	F F
MD 214/Ritchie Road/Summerfield Blvd.	2,493	2,255	F F
MD 214/Brightseat Road	1,205	1,764	C F
Arena Drive/SB I-95 ramps	1,974	1,282	F C
Arena Drive/NB I-95 Ramps	1,490	1,446	E D

Although it is somewhat irregular for staff to consider approval with a number of outstanding operational issues, the parking is intended to serve the FedEx Field stadium. The use generates traffic on a fixed number of dates (usually Sundays). The traffic problems that result continue for a period of time, and eventually dissipate onto the adjacent Capital Beltway. SDP-9515 was approved even though the traffic analysis showed that two intersections during the inbound peak hour and eight intersections during the outbound peak hour would operate unacceptably (at LOS E or F). SDP-9515 also was approved with the knowledge that the theoretical departure period could be 86 minutes. The transportation staff has the following findings:

1. The proposed parking would replace other parking which is currently in use in the vicinity of FedEx Field.
2. The applicant has proposed or agreed to highway improvements which would improve traffic operations at critical intersections to levels which are not significantly worse than exist on game days today or were anticipated when SDP-9515 was approved.
3. Departure periods would increase by ten minutes at the three major access points to the stadium. While this is a deterioration from existing conditions, it is similar to the worst conditions which were reported when SDP-9515 was approved.

SHA and DPW&T have reviewed the traffic study, and have the following comments:

- a. SHA is in general agreement with the traffic study findings. SHA has recommended that the southbound approach of Summerfield Boulevard to MD 214 be operated as one right-turn lane, one through lane, one through/left-turn lane, and two left-turn lanes. The applicant has agreed to this operational modification, and the staff believes that this modification is useful.
- b. DPW&T indicates that the use of Brightseat Road between Redskins Road and Arena Drive is prohibited.

The staff understands that stadium traffic is prohibited from using Sheriff Road west of Brightseat Road, and believes that access plans have not considered the use of this roadway by stadium traffic, but is aware of no prohibition.

- c. DPW&T suggests that the study did not address 1,400 trips from westbound Arena Drive to northbound Brightseat Road. The staff has thoroughly checked the figures showing the reassignment of trips to the new lot, and believes all computations are done correctly.
- d. DPW&T recommends the following improvements:
 - (1) Dedication of Brightseat Road along the property frontage, and provision of a 52-foot section between Redskins Road and the end of the current project in the Capital Improvement Program. Staff believes that frontage improvements, plus requested sidewalks, can be accomplished through the process of right-of-way dedication, which will be a condition of approval.
 - (2) Provision of westbound four approach lanes along Brightseat Road from the eastern entrance to Redskins Road. Marking and signage along this section will be determined when the applicant obtains permits to reconstruct this portion of Brightseat Road.
 - (3) Signal, signage and pavement marking modifications are understood to be a part of the conditions of approval, but staff will explicitly incorporate them.
 - (4) Provision of additional improvements at Brightseat Road and Arena Drive. These improvements are not specifically identified, however, and for that reason, staff will not incorporate this comment into its recommendation.

Plan Comments

The transportation recommendations in the *Landover and Vicinity Master Plan* include a recommendation for I-402.

This industrial roadway was originally planned to connect Redskins Road and Brightseat Road through the

Brightseat Business Park property. The Master Plan indicates that this roadway is planned to provide access to landlocked industrial properties. Given that the approval of this subdivision will leave no landlocked property, there is little need for the I-402 facility to be incorporated into this plan.

There are also several related conditions on past approvals that require attention. These include:

- a. Zoning Ordinance 36-1988 concerning A-9640 requires that the site have no ingress or egress to Brightseat Road. The site, which was rezoned by the subject petition, had a short frontage about 80 feet on Brightseat Road. Access within that frontage would have had to be very near the Brightseat Road/Sheriff Road intersection, and would have been very undesirable. The subject application includes an adjacent property for which no such prohibition exists. Therefore, staff believes that the plan is not at odds with this condition.
- b. Zoning Ordinance 36-1988 concerning A-9640 requires that the site have all improvements to Ritchie Road along its frontage constructed prior to Use and Occupancy Permit. What was termed Ritchie Road at that time is now Redskins Road, and all improvements consistent with the Master Plan are constructed.
- c. The resolution approving SP-90007 requires that development of the Brightseat Business Park site be limited to 50 percent office and 50 percent warehouse/industrial uses. The pending modification to the Conceptual Site Plan will supercede the previous approved plan.

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 several transportation-related conditions included in this report.

6. Schools The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.01 and 24-122.02 of the Subdivision Regulations and the

Regulations to Analyze the Development Impact on Public School Facilities (revised January 2001) (CR-4-1998). The proposed subdivision is exempt from the Adequate Public Facilities test for schools because it proposes a nonresidential use.

7. Fire and Rescue●The project is exempt from the adequacy of public facilities test because it does not contain any commercial or residential structures. Staff confirmed with the Fire Department that no guidelines exist when no structures are proposed. Since the site is proposed for parking only, no test is performed. Should a medical or fire emergency occur on the property, adequate access will be assured through the design guidelines and construction standards imposed on parking lots by the Zoning Ordinance. However, construction of any building will require a new adequacy test and therefore a new preliminary plat.
8. Police Facilities●The proposed development is within the service area for District III- Landover. In accordance with Section 24-122.1(c)(1)(A) and (B) of the Subdivision Regulations of Prince George's County, staff concludes that the existing county police facilities will be adequate to serve the proposed development.
9. Health Department●The Health Department reviewed the application and offered no comments.
10. Stormwater Management●The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, # 8327605-2000-00, was approved with conditions on November 15, 2000, to ensure that development of this site does not result in on-site or downstream flooding. The approval is valid through November 15, 2003. Development must be in accordance with this approved plan. The preliminary plat must be revised to include the correct approval number and date.
11. Public Utility Easement●The preliminary plat does not include the required 10-foot-wide Public Utility Easement, and must be revised to do so prior to signature approval.
12. Outlots - The preliminary plat contains two outlots along the eastern portion of the property. These outlots contain play equipment belonging to the adjoining apartment complex, but appear

on the applicant's property. The applicant has created these outlots to be conveyed to the adjoining apartment complex.

13. Private Sewer Line•A private sewer line traverses the southern portion of the property. This line serves the adjoining apartments. An easement should be shown on the final plat unless WSSC determines that one is unnecessary.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. At time of final plat, a Conservation Easement shall be described by bearings and distances. The Conservation Easement shall contain all 100-year floodplain, stream buffers, wetlands and wetland buffers except for approved variation requests, and be reviewed by the Environmental Planning Section prior to approval of the final plat. 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 is prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches or trunks is permitted.●
2. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assigns shall provide a financial contribution of \$210.00 to the Department of Public Works and Transportation for the placement of bikeway signs along Brightseat Road, designated a Class III Bikeway. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit.
3. The applicant, his heirs, successors, and/or assigns shall dedicate a right-of-way as shown on the submitted plan along Brightseat Road. This dedication shall occur at the time of final plat. All improvements within the right-of-way shall be determined by DPW&T, and shall include the widening of Brightseat Road along the frontage of the subject property to no less than four lanes.
4. Total development within the subject property shall be limited to a 5,000-space parking lot which is intended to serve the adjacent FedEx Field parking facility. No uses other than uses which are determined within a modification of the underlying Conceptual Site Plan to have an insignificant impact on peak hour travel are permitted. Any development other than that identified herein above shall require a new preliminary plat of subdivision with a new determination of the adequacy of transportation facilities.
5. The following improvements shall be in place prior to the use of the proposed parking lot. The applicant shall be responsible for any signage, signal modifications, or pavement marking changes required for the implementation of these improvements:
 - a. MD 202/Brightseat Road intersection:

- (1) Add one right-turn lane on east bound MD 202 approach to provide for two free-flow right-turn lanes onto Brightseat Road during ingress.
 - (2) Add one right-turn lane on north bound Brightseat Road approach to provide for three right-turn lanes onto eastbound MD 202 during egress.
- b. Sheriff Road/Brightseat Road intersection:
 - (1) Provide dual right-turn lanes on west bound Brightseat Road approach to northbound Brightseat Road during egress.
- c. MD 214/Summerfield Boulevard/Ritchie Road
 - (1) Restripe southbound Summerfield Boulevard approach to provide one right-turn lane, one through lane, one shared through/left-turn lane, and two left-turn lanes during egress.
- d. Arena Drive/NB I-95 On-Ramp
 - (1) Provide dual left-turn lanes from east bound Arena Drive onto the I-95 ramp during egress.
6. The Detailed Site Plan shall address the pedestrian connection between the proposed parking lot and the FedEx Field Stadium on the adjacent Redskins Stadium subdivision.
7. Prior to the issuance of construction permits for parking areas on the property, the applicant, his heirs, successors and/or assigns shall address operational issues on a conceptual basis, such as ratio and location of cash versus permit parking lots, inter-parcel access between parking lots, and issues of signage and pavement markings along Brightseat Road. It is recognized that these issues and others will be subject to continuing refinement and modification, working with the Traffic Coordinating Group (which includes representatives from the Police and Fire Departments, SHA, DPW&T, and other member groups) both prior to and after the construction of the contemplated improvements.
8. Prior to signature approval, the preliminary plat shall be revised to:
 - a. Graphically depict the ten-foot Public Utility Easement or to include a note referencing this easement.
 - b. Include the correct Stormwater Concept Plan approval number and date.
9. The final plat shall reflect a sewer easement for the private sewer lines serving the adjoining apartments unless WSSC determines it is unnecessary.

STAFF RECOMMENDS APPROVAL OF THE VARIATION REQUESTS TO SECTION 24-130 OF THE SUBDIVISION REGULATIONS.

