



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Preliminary Plan

4-05041

Application	General Data
Project Name: UNION BETHEL A.M.E. CHURCH Parcel A Location: Northwest quadrant of Floral Park Road and Brandywine Road. Applicant/Address: Union Bethel A.M.E. Church 6810 Floral Park Road Brandywine, MD. 20613	Date Accepted: 06/30/05
	Planning Board Action Limit: 10/8/05
	Plan Acreage: 36.84
	Zone: R-R
	Lot: 1
	Parcels: 0
	Planning Area: 85A
	Tier: Developing
	Council District: 09
	Municipality: N/A
	200-Scale Base Map: 217SE06

Purpose of Application	Notice Dates
INSTITUTIONAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed:

Staff Recommendation		Staff Reviewer: Tom Lockard	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE’S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-05041
Union Bethel AME Church, Parcel A

OVERVIEW

The subject property is located on Tax Map 144, in Grid D-1, and is known as Parcels 15, 155, 190, 205, 224 and 76. The property is approximately 36.84 acres and is zoned R-R. The property is currently improved with a 500-seat church with accessory parking and an existing cemetery. The cemetery is permitted as an accessory to the church if both uses existed as of January 1, 1991. The engineer for the applicant has indicated that the church and cemetery have existed on this property since the 1930s.

The applicant is proposing to add to the existing uses a 70,323-square-foot recreational building and a day care center building for 120 children. There are several existing accessory structures that are to be removed. The Planning Board approved a previous Preliminary Plan, 4-03031, in 2003 for similar uses but a much smaller recreational building (14,800 square feet). Two previous Preliminary Plans (4-01073 and 4-02065) were both withdrawn.

The subject property has frontage on Brandywine Road to the east and Floral Park Road to the south. The existing church has direct vehicular access onto Floral Park Road. With the additional uses, the applicant has proposed to provide a secondary point of access via Brandywine Road, crossing Parcel 190. Parcel 190 previously was the subject of Special Exception 727, approved in 1962 for “grading, removal of excess gravel and soil.”

SETTING

The subject property is located on the north side of Floral Park Road, approximately 150 feet west of its intersection with Brandywine Road. A minor portion of this property’s street frontage is located on the west side of Brandywine Road. The surrounding properties are zoned R-R and are generally undeveloped. The development that does exist is generally residential in nature and rural in character.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	R-R	R-R
Use(s)	Church/Cemetery	Addition of Daycare (120 students) and Recreation Center (70,323 sq.ft)
Acreage	36.84	36.84

2. **Environmental**—About two-thirds of the site is wooded. Streams, wetlands and floodplain occur on the property. The property is located within the Piscataway Creek drainage of the Potomac River watershed. No Marlboro clay has been identified on this site. No historic sites are affected by this proposal. Floral Park Road from MD 223 to Brandywine Road is a designated scenic road as indicated in the Subregion V Approved Master Plan and Sectional Map Amendment (September 1993) and a historic road as designated in the 1992 Historic Sites and Districts Plan. The “Prince George’s County Soils Survey” indicates that the principal soils on the site are in the Beltsville, Chillum, Galestown, Iuka and Leonardtown soils series. The site is in the Developing Tier according to the General Plan.

Streams, Wetlands and Floodplain

The site contains significant natural features that are required to be protected under Section 24-130 of the Subdivision Regulations. The approved natural resources inventory (NRI) shows all streams, wetlands, 100-year floodplain, all 50-foot stream buffers, all 25-foot wetland buffers, all areas with steep slopes containing highly erodible soils, and the expanded stream buffer. A field visit by staff revealed that the delineations of the wetlands and the streams shown on the NRI for the current application are correct.

The plan proposes one impact to the expanded stream buffer for the installation of an outfall for a stormwater management pond. Section 24-130 of the Subdivision Regulations prohibits impacts to these buffers unless the Planning Board grants a variation to the Subdivision Regulations in accordance with Section 24-113. Staff notes that the topography of the site dictates stormwater drainage patterns. One variation request, dated July 25, 2005, in conformance with Section 24-113 of the Subdivision Regulations, has been reviewed.

The proposed impact to the expanded stream buffer is required for the stormwater management pond outfall to serve the proposed development. This will disturb a total of 509 square feet of the expanded stream buffer. The details of construction will be reevaluated by the Department of Environmental Resources during the review of the construction permits to further reduce impacts. No federal or state wetland permits will be needed.

Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests. Section 24-113(a) reads:

Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:

- (1) **The granting of the variation request would not be detrimental to public safety, health or welfare and does not injure other property;**

The installation of the stormwater outfall is required by the Prince George's County Department of Environmental Resources to provide for public safety, health and welfare. All designs of these types of facilities are reviewed by the appropriate agency to ensure compliance with the regulations. These regulations require that the designs are not injurious to other property.

- (2) The conditions on which the variations are based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The specific topography of the site requires the use of a stormwater management pond and outfall to adequately serve the proposed development.

- (3) The variation does not constitute a violation of any other applicable law, ordinance or regulation; and**

The installation of stormwater management facilities are required by other regulations. The proposed impact is not a violation of any other applicable law, ordinance or regulation.

- (4) Because of the peculiar 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 regulation is carried out.**

The topography provides no alternative for the location of the stormwater outfall that is required to serve the development. Without the required stormwater management facilities, the property could not be properly developed in accordance with the R-R Zone.

Staff supports the variation request for the reasons stated above.

Woodland Conservation

The simplified forest stand delineation (FSD) that is part of the NRI shows 21.19 acres of existing woodland and a single specimen tree. All streams, wetlands, 100-year floodplain and soils boundaries are depicted. There are no severe slopes and only a small area of steep slopes with highly erodible soils on the property. The FSD information meets the requirements of the Woodland Conservation Ordinance.

This site is subject to the provisions of the Woodland Conservation Ordinance because the entire site is more than 40,000 square feet in size, has more than 10,000 square feet of woodland, and a portion of the site has a previously approved Type II tree conservation plan. A Type I tree conservation plan is required for the entire area of this application.

The revised Type I Tree Conservation Plan, TCPI/28/01-01, for Union Bethel A.M.E. Church has been reviewed. The plan shows all streams, wetlands, 100-year floodplain, all 50-foot stream buffers, all 25-foot wetland buffers, all areas with steep slopes containing highly erodible soils, and the expanded stream buffer.

The plan proposes clearing 13.38 acres of the existing upland woodland and no clearing of any of the 1.29 acres of floodplain woodland. The woodland conservation requirement has been correctly

calculated as 10.39 acres. The plan proposes to meet the requirements by providing 3.23 acres of on-site preservation and 6.63 acres of off-site conservation and proposes to retain an additional 4.58 acres of woodland that is not part of any requirement.

The designated woodland conservation area is a contiguous area that will serve to protect the major stream on the site. According to the 1938 air photographs, this same area is the oldest woodland on the property. The location and area of the proposed woodland conservation area is in conformance with the Woodland Conservation Ordinance. Although the Green Infrastructure Plan does not show any areas being within the designated network on this property, the preservation of the stream corridor conforms to the goals of the plan.

The property is the site of a past violation of the Woodland Conservation Ordinance. A Type II Tree Conservation Plan, TCPII/144/98, was approved to assist in removing the violation. TCPII/144/98 covers a smaller area than TCPI/28/01. When TCPI/28/01 is approved, TCPII/144/98 will need to be revised prior to issuance of any permit to include all of the property included in TCPI/28/01.

Scenic and Historic Roads

Floral Park Road from MD 223 to Brandywine Road is a designated scenic road as indicated in the Subregion V Approved Master Plan and Sectional Map Amendment (September 1993) and a historic road as designated in the 1992 Historic Sites and Districts Plan. Proposed applications on or adjacent to scenic and historic roads are reviewed for conformance with “Design Guidelines and Standards for Scenic and Historic Roads” prepared by the Prince George’s County Department of Public Works and Transportation.

A viewshed inventory report for Union Bethel A.M.E. Church was submitted with this application. The inventory contains 23 color photographs of the existing conditions along Floral Park Road and a plan showing their locations. Additionally, the report contains a rendered drawing for the proposed development of the site, woodland areas proposed for preservation and proposed landscaping.

The proposed recreation center will be located 600 feet from Floral Park Road and be mostly shielded from view by the existing church and a strip of trees to be retained. The proposed day care center will be located about 125 feet from the edge of Floral Park Road with the intervening parking area creating the most significant new intrusion into the viewshed from Floral Park Road. Landscaping is proposed between the parking area and Floral Park Road.

Soils

The “Prince George’s County Soils Survey” indicates that the principal soils on the site are in the Beltsville, Chillum, Galestown, Iuka and Leonardtown soils series. The Beltsville and Iuka soils are in hydrologic soil class C and have limitations with respect to perched water table, slow permeability, and impeded drainage. Leonardtown soils are in hydrologic soil class D and may have limitations due to perched water tables and poor drainage. Chillum soils are in hydrologic group C, and may have seepage and hard strata, but pose few other issues for development. The wet soils of this site most probably indicate that it would be unsuitable for a private septic system for the level of development proposed.

3. **Community Planning**—The subject property is located within the limits of the 1993 Subregion V Master Plan, Planning Area 85A, in the Brandywine Community. The recommended land use for the

property is low suburban residential at a density of up to 2.6 dwelling units per acre. The 2002 General Plan locates the property in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The proposed subdivision is consistent with the land use recommendations of the master plan and the General Plan.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the subject site is exempt from the requirements of the mandatory dedication of parkland because the parcel being created is over one acre and the proposed use is nonresidential.
5. **Trails**—The adopted and approved Subregion V Master Plan recommends that Brandywine Road be designated as a Class III bikeway. Subdivisions to the north of the subject property have included a condition of approval requiring the construction of an eight-foot-wide trail (or wide sidewalk) along their frontage. The subject property has limited frontage on Brandywine Road (approximately 200 feet), and a large portion of that accommodates the access road into the site. Brandywine Road is open section with no sidewalks in the vicinity of the subject site, including the properties immediately to the north and south of the subject site's frontage along Brandywine Road.
6. **Transportation**—The transportation staff determined that a traffic study detailing weekday analyses was needed. In response, the applicant submitted a traffic study dated August 19, 2005, that was deemed acceptable by staff on September 12, 2005, and subsequently referred to SHA and DPW&T for comment. As of the writing of this memo, staff has not received any comments from the reviewing agencies. In 2003, the PGCPB approved Preliminary Plan 4-03031 for the subject site, where the applicant's submitted traffic study was also referred to SHA and DPW&T. The currently submitted traffic study is slightly different from the 2003 traffic study by proposing an increase in square footage for the recreational center from 14,800 square feet to 70,323 square feet. This is the basis for preparing this memo without the full benefit of review comments from SHA and DPW&T. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

Growth Policy—Service Level Standards

The subject property is located within the developing tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

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

Analysis of Traffic Impacts

The traffic study for this site examined the site impact at four intersections:

Brandywine Road /Floral Park Road (Unsignalized)
Brandywine Road /Moores Road (existing unsignalized)
Floral Park Road/east site entrance (unsignalized)
Floral Park Road/west site entrance (unsignalized)

The existing conditions at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
Brandywine Road/Floral Park Road	13.9*	17.1*	--	--
Brandywine Road/ Moores Road	9.8*	16.6*	--	--
Floral Park Road/east site entrance	7.4*	11.0*		
Floral Park Road/west site entrance	10.6*	11.3*		
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

The area of background development includes seven properties in the vicinity of the subject property. There are no programmed improvements in the county's Capital Improvement Program (CIP) or the state's Consolidation Transportation Program (CTP). Background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
Brandywine Road/Floral Park Road	35.7*	70.1*	--	--
Brandywine Road/ Moores Road	12.4*	32.8*	--	--
Floral Park Road/east site entrance	7.5*	13.3*		
Floral Park Road/west site entrance	12.7*	14.2*		
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

The applicant proposes an expansion of the existing facilities. The existing site includes the church's main sanctuary and related administrative space. The proposed expansion includes a separate day care center for up to 120 students and a 70,323-square-foot recreational center. Since the guidelines do not provide a rate for the two uses, the trip rates used in traffic study are based on the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 6th Edition*. The proposed expansion would result in 142 AM peak-hour trips (79 in, 63 out), and 144 PM peak-hour trips (60 in, 84 out), as tabulated in a revised memorandum from the applicant's traffic consultant.

With the site generated traffic and trip distribution and assignment as assumed, the following results are obtained under total traffic:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
Brandywine Road/Floral Park Road	99.8*	201.6*	--	--
Brandywine Road/ Moores Road	13.3*	39.7*	--	--
Floral Park Road/east site entrance	18.1*	19.0*		
Floral Park Road/west site entrance	13.4*	22.7*		
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

Given these analyses, one intersection within the study area would operate unacceptably during both peak hours. To eliminate this inadequacy, the traffic study identifies improvements that have been recommended by the Planning Board as part of approval of other development plans within the general area. The identified improvements include installation of a traffic signal, if warranted, and provision of separate right-turn and left-turn lanes along the eastbound approach to this intersection.

Although the traffic study suggests that since other applicants are responsible for these improvements as part of their plan approvals, staff recommends that the approval of this application be conditioned on provision of the same improvements that are needed to achieve adequacy.

Plan Comments

Access to the existing church property is from two driveways along Floral Park Road. The proposed day care center, a stand-alone facility on the east side of the property, will also have direct access to Floral Park Road. A new internal driveway will serve the proposed recreational center and create two new access points, one along Floral Park Road and the other along Brandywine Road. These access points shall be constructed if deemed acceptable by DPW&T and in accordance with the DPW&T standards. Both Floral Park Road and Brandywine Road are master plan collectors, and correct dedication of 40 feet from centerline needs to be reflected for each roadway on the subject plan.

Transportation Staff Conclusions

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

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002) and concluded that the subdivision is exempt from the school APF test because it is a commercial use.
8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of fire and rescue facilities and concluded the following:
 - a. The existing fire engine service at Brandywine Fire Station, Company 40, located at 14201 Brandywine Road has a service travel time of 3.93 minutes, which is beyond the 3.25-minute travel time guideline.
 - b. The existing ambulance service at Brandywine Fire Station, Company 40, located at 14201 Brandywine Road has a service travel time of 3.93 minutes, which is within the 4.25-minute travel time guideline.
 - c. The existing paramedic service at Brandywine Fire Station, Company 40, located at 14201 Brandywine Road has a service travel time of 3.93 minutes, which is within the 7.25-minute travel time guideline.
 - d. The existing ladder truck service at Clinton Fire Station, Company 25, located at 9025 Woodyard Road has a service travel time of 7.37 minutes, which is beyond the 4.25-minute travel time guideline.

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

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

9. **Police Facilities**—The proposed development is within the service area for Police District V—Clinton. The Police Chief has reported that the current staff complement of the Police Department is 1,302 sworn officers and 43 student officers in the academy, for a total of 1,345 personnel, which is within the standard of 1,278 officers. Therefore, in accordance with Section 24-122.01(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed development.
10. **Health Department**—The Health Department notes that an abandoned well that served a dilapidated house just inside the woodline must be sealed and backfilled in accordance with COMAR regulations. Once the church and existing dwelling are connected to public sewer, the septic tanks should be properly abandoned. In addition, three abandoned vehicles without tags must be removed

and properly stored or discarded.

11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required to ensure that development of this site does not result in on-site or downstream flooding. A stormwater management concept plan has been submitted but has not yet been approved. Development must be in accordance with an approved plan or any approved revision thereto.
12. **Historic/Cemeteries**—There are no known cemeteries on the subject property. A Phase I archeological survey was not recommended for this site.
13. **Public Utility Easement**—The preliminary plan shows a ten-foot-wide public utility easement adjacent to all public rights-of-way. It is accurately reflected on the proposed preliminary plan and will be included on the final plat.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
 - a. General notes to include reference to Parcel 76.
 - b. To provide a note that the church and dwelling shall be connected to public sewer service upon availability.
 - c. To provide a note as to when the cemetery and church use were constructed.
2. Prior to the issuance of permits, a Type II tree conservation plan shall be approved.
3. Development of this property shall be in conformance with an approved stormwater management concept plan or any approved revision thereto. The plan number and approval date shall be noted on the preliminary plan prior to signature approval.
4. The applicant, his heirs, successors and or assignees shall construct an eight-foot-wide asphalt Class II trail along the subject property's entire frontage of Brandywine Road unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.
5. If road frontage improvements to Floral Park Road are required by DPW&T, the applicant shall provide wide asphalt shoulders to safely accommodate bicycle traffic unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.
7. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the expanded stream buffer, excluding those areas where variation requests have been approved, and be reviewed by the Environmental Planning Section prior to approval. The following note shall be placed on the plat:

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

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

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/28/01), or as modified by the Type II tree Conservation plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”

9. The following note shall be placed on the final plat:

“Development of the site shall adhere to ‘Viewshed Inventory Report for Floral Park Road for Union Bethel AME Church’ or any revisions approved by the Prince George’s County Department of Public Works and M-NCPPC, Environmental Planning Section.”

10. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George’s County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.
11. Any abandoned well or septic system shall be pumped, backfilled and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat approval.
12. The existing church and dwelling shall be connected to public sewer service upon availability.
13. At the time of final plat approval, the applicant shall dedicate 40 feet from the centerline of the right-of-way of Floral Park Road and Brandywine Road as shown on the preliminary plan of subdivision. At the time of final plat, staff will ensure that the centerline shown is consistent with applicable county right-of-way plats.
14. The applicant shall provide frontage and safety improvements based on county standards along Floral Park Road and Brandywine Road, if deemed appropriate by DPW&T.
15. Total development within the subject property shall be limited to 70,323 of additional gross floor area of church facilities and a 120-student day care center, over that which currently exists on site or equivalent development that is permitted within the R-R Zone, which generates no more than 142 AM and 144 PM additional peak-hour vehicle trips over that which currently exists. Development of up to 5,000 additional square feet of church space shall not constitute a significant change in trip generation. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
16. Brandywine Road at Floral Park Road: Prior to the issuance of any building permits, provision of a separate left-turn and right-turn lane along the eastbound approach of the intersection of Brandywine Road at Floral Park Road, in accordance with DPW&T standards, shall:

- (a) Have full financial assurances through either private money or full funding in the county's capital program
 - (b) Have been permitted for construction through the operating agency's access permit process.
 - (c) Have an agreed-upon timetable for construction with the appropriate operating agency.
17. Prior to the issuance of any building permits, the applicant shall submit an acceptable traffic signal warrant study to DPW&T and, if necessary to SHA, for a possible traffic signal at this intersection. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If the signal is deemed warranted by DPW&T at that time, the applicant shall bond the entire cost of signal and agree to install it at a time when directed by DPW&T.

STAFF RECOMMENDS APPROVAL OF TREE CONSERVATION PLAN TCPI/28/01.

STAFF RECOMMENDS APPROVAL OF THE REQUESTED VARIATION FROM SECTION 24-130.