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Preliminary Plan 4-04019

Application	General Data
Project Name: GALLENTINE PROPERTY Location: North side of Greenbelt Road, approximately 500 feet south of Hillmeade Road. Applicant/Address: C.B. Lanham-Severn, LLC. 7937A Penn Randall Place Upper Marlboro, MD. 20772	Date Accepted: 02/25/04
	Planning Board Action Limit: 07/13/04
	Plan Acreage: 18.44
	Zone: R-E
	Lots: 15
	Parcels: 2
	Planning Area: 70
	Tier: Developing
	Council District: 04
	Municipality: N/A
200-Scale Base Map: 210NE10	

Purpose of Application	Notice Dates
RESIDENTIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: 01/26/04 (CB-58-2003)
	Sign(s) Posted on Site: 06/09/04

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 Subdivision Plat 4-04019
Gallentine Property, Lots 1-15, Parcels A & B

OVERVIEW

The site contains approximately 18.44 acres of R-E-zoned land. The applicant is proposing to subdivide the site into 15 lots and two parcels to remain in open space. The front portion of the site was recorded as Gallentine's Subdivision, Lots 1-5, and Parcel A (Plat Book WWW 26, Plat 22) in 1954. That subdivision plat dedicated two public streets: Rose Avenue, which is shown as the alignment for the new 60-foot-wide access road, and Mapleton Avenue, which is proposed to be vacated. The rear of the site (Parcel 32) was the subject of Preliminary Plan 4-92033 (five lots and two parcels), which was approved by the Planning Board on June 18, 1992. That preliminary plan was allowed to lapse.

SETTING

The site is located on the northwest side of Lanham-Severn Road approximately 500 feet south of at its intersection with Springfield Road. The surrounding properties are zoned R-E and are either undeveloped or developed with residential uses in the Wingate subdivision.

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-80	R-80
Uses	Single-Family Residence (vacant)	Single-Family Residences
Acreage	18.44	18.44
Lots	5	15
Parcels	2	2

2. **Environmental**—The site contains 18.44 acres, is zoned R-E, and is located on the north side of MD 564, approximately 500 feet southwest of its intersection with Hillmeade Road. The site is bounded on two sides (northwest and southwest) by the existing Wingate residential neighborhood. A review of available information indicates that the site is fully wooded and contains nontidal wetlands in the center portion to the southern property line and areas identified as "Waters of the U.S." Six soil series are found to occur at the site according to the Prince George's County Soil Survey. These include: Collington fine sandy loam; Christiana-Urban land complex (CfB and CfC); Elkton silt loam; Keyport fine sandy loam, and Keyport silt loam. Four soil series (both Christiana and both Keyport) are characteristic of highly erodible soils. Four of these soils have K-factors of 0.43, including both Christiana-Urban land complex series, Elkton

silt loam, and Keyport silt loam. The Keyport fine sandy loam series has a K-factor of 0.37. Both the Christiana-Urban land complex series and Elkton silt loam soils are all characterized as having such constraints as high shrink/swell potential for house foundations. The Elkton silt loam soil is also characterized as having a high water table, poor drainage, and conditions representative of hydric soils. Marlboro clay is not found to occur on this property. MD 564 is a two-lane, state-maintained minor arterial roadway with paved shoulders, and as such is regulated for noise impacts. Information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication entitled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, indicates there are no rare, threatened or endangered species found to occur in the vicinity of this property. There are no scenic or historic roads in vicinity of the site. This property is located in the Folly Branch watershed of the Patuxent River basin and is in the Developing Tier in the 2002 adopted General Plan.

Environmental Review

Tree Conservation:

A revised detailed forest stand delineation (FSD) text and map has not been submitted for review as required in previous memoranda. Minor revisions are necessary in order for the FSD map to meet the requirements of the Prince George's County Woodland Conservation Ordinance.

A portion of the stream located on the site is labeled as being an "ephemeral" stream. The word "ephemeral" must be removed from the "Waters of the U.S." label. After these revisions have been made, have the qualified professional who prepared the map update the revision box and sign and date it.

The site is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there are more than 10,000 square feet of woodlands on site. A revised Type I tree conservation plan (TCPI) was submitted and reviewed. The site contains 18.44 gross acres, none of which is in the 100-year floodplain. The existing woodland totals 17.88 acres. The current TCPI shows the amount of woodland to be cleared at 10.11 acres. The woodland conservation threshold (WCT) on this site is 4.61 acres. The total woodland conservation requirement for this site is 7.13 acres. The amount provided on the TCPI totals 7.67 acres of on-site preservation and off-site mitigation on another property in the form of 3.40 acres. The total woodland conservation provided for this site is 11.07 acres. Additional woodland retained but not part of any requirements totals 0.13 acre.

The revised TCPI requires several revisions to meet the requirements of the Woodland Conservation Ordinance. Five specimen trees have been identified on the plan, several of which will be retained on the site. However, the specimen tree table on the plan does not indicate the disposition of each of the trees at post development, and what special preservation treatments are recommended to protect the trees during construction activity at the site. Revise the plan to indicate in the specimen tree table the disposition of each specimen tree at post development and what special preservation treatments are recommended to protect those trees to be retained.

All of the proposed lots have woodland conservation areas (WCA) on them. The WCA on proposed Lot 13 is located 35 feet from the back of the proposed house. WCAs must not be located less than 40 feet from the back of the house to accommodate future house type changes and to provide useable rear yard areas. The footprint of the house can be moved forward to provide for at least 40 feet of cleared rear yard areas between the WCA and the back of the house. Revise the TCPI accordingly.

The Type I tree conservation plan notes are not the appropriate notes for a TCPI. Some of the standard Type II TCP notes have been used along with several outdated notes. All of these must be replaced with the standard TCPI notes used by the Environmental Planning Section. An attachment with these notes was provided with the staff memo dated March 10, 2004. The standard notes must include optional Note 6 to refer to the current stormwater management concept plan number from the county's Department of Environmental Resources (DER).

The proposed tree line appears to also be the limits of disturbance. The proposed tree line is not an appropriate delineation for the edge of disturbance. Revise the plan to include a separate symbol in the legend and on the plan to distinguish the limits of disturbance.

Both proposed parcels have woodland conservation areas on them. Parcel A was initially labeled as being dedicated to the M-NCPPC Department of Parks and Recreation. However, the revised TCPI does not indicate to whom either parcel will be dedicated. The woodland conservation on both proposed parcels are intended to count toward the site's woodland conservation requirements. The proposed dedication must be clarified. After all the revisions have been made to the plan and the revision box is updated, the qualified professional who prepared the plan should sign and date it.

Development of this subdivision shall be in conformance with an approved Type I Tree Conservation Plan (TCPI/16/92-01). 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/16/92-01), 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.”

Impact on Primary Management Area:

The Subdivision Ordinance provides for the protection of streams, 50-foot stream buffers, wetlands, 25-foot wetland buffers, 100-year floodplain, adjacent slopes in excess of 25 percent, and adjacent areas of slopes between 15 and 25 percent on highly erodible soils. When a property is located within the Patuxent River watershed, these features constitute the Patuxent River Primary Management Area (PMA), which is to be protected to the “fullest extent possible.” Both the stream and the wetlands are connected features and, therefore, these constitute the extent of the PMA.

Two impacts are proposed to the approximately 2.00 acres of PMA that exist on site. A letter of justification dated March 29, 2004, prepared by Mr. Rafael Bassi, P.E., with Bowman Consulting, has been submitted.

The plan shows two proposed impacts to the PMA. One is the sanitary sewer line that impacts an area of approximately 2,600 square feet. A second impact is for the proposed primary residential public street (with a 60-foot right-of-way) planned for the development. At one point, the proposed public street will impact a stream with a road crossing. Both proposed impacts are associated with the installation of necessary public utilities and infrastructure (i.e., utility lines and public roads). These impacts are supported because they are essential to the proper

development of the site. The proposed impacts as shown on the TCPI have been minimized to the fullest extent possible, especially in relation to the planned sewer line extension.

Noise:

Existing and planned roads with a classification of arterial and higher are sources that generate noise above the state noise standard. Potential noise impacts on planned residential land uses are regulated at the time of review of a Preliminary Plan of Subdivision. The segment of MD 564 that provides frontage on the property is identified as a planned arterial road in the Glenn Dale, Seabrook, Lanham and Vicinity Master Plan, with a posted speed limit of 45 miles per hour. According to the State Highway Administration's 2001 traffic volume map for the northern segment of MD 564 east of the subject site in the Bowie vicinity, the annual average daily trips are projected at 9,150 in the next 10 years.

Based on the Environmental Planning Section's noise model, the approximate location of the 65 dBA Ldn noise contour is 106 feet from the centerline of MD 564. The proposed dwelling on Lot 15 is within 106 feet of what appears to be the existing centerline of MD 564 shown on the plan. Both the TCPI and preliminary plan have been revised to show the unmitigated 65 dBA Ldn noise contour line in relation to proposed Lot 15. A traffic noise analysis prepared by Polysonics Corp., has been submitted. Results and conclusions from the noise analysis are as follows:

“Future noise levels in proposed rear yard areas on Lot 15 will exceed required 65 dBA Ldn levels per Prince George's County noise code, with noise levels as high as 68 dBA Ldn impacting the lot line, adjacent to the roadway, of this lot. To mitigate noise levels to code requirements, a noise barrier will be required along impacted areas of the property.

“Upper floor noise levels exceeding 65 dBA Ldn will impact building façades located closest to the roadway on Lot 15, with noise levels as high as 67.4 dBA Ldn impacting the façade facing the roadway. Interior noise level requirements (45 dBA Ldn) for this impacted home can be achieved with modified windows, doors and wall constructions as necessary.”

Water and Sewer Categories

The property is in water category W-4 and sewer category S-4 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003.

3. **Community Planning**—The property is in Planning Area 70/Lanham-Severn Road Community. The 2002 General Plan places 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. This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier. The 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale–Seabrook–Lanham and Vicinity (Planning Area 70)* recommends suburban density for single-family detached dwellings. The master plan also shows a future stream valley park associated with Folly Branch extending through the property. This application conforms to the master plan recommendation.
4. **Parks and Recreation**—In accordance with Section 24-134 of the Subdivision Regulations, the Park Planning and Development Division recommends that the applicant pay a fee-in-lieu of

parkland dedication because the land available for dedication is unsuitable due to its size and location.

5. **Trails**—The 1993 Glenn Dale-Seabrook-Lanham and Vicinity Master Plan recommends a trail/bikeway along MD 564 (Lanham-Severn Road). Along this portion of MD 564, this facility is being implemented as a Class III bikeway utilizing the existing shoulders. Much of MD 564 includes wide asphalt shoulders. However, the submitted plat indicates that the shoulder in the vicinity of the subject site is gravel. Staff recommends the provision of one “share the road with a bike” sign and, if road improvements are required by SHA, paved shoulders along the subject site’s frontage of MD 564.
6. **Transportation**—The Transportation Planning Section has reviewed the subdivision application and offered the following comments:

The transportation staff determined that a traffic study was not warranted by the size of the proposed development. However, a recent traffic count was made available to staff by the applicant. A traffic count for the intersection of MD 564 and Springfield Road was taken on June 3, 2004. This was used to determine adequacy. Therefore, the findings and recommendations outlined below are based upon a review of relevant 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 site is 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.

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.

Staff Analysis of Traffic Impacts:

The application is a plan for a residential development of 15 single-family dwelling units. The proposed development would generate 12 AM (2 in, 10 out) and 14 PM (9 in, 5 out) peak-hour vehicle trips as determined using the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

The traffic generated by the proposed plan would primarily impact the intersection of MD 564 (Lanham-Severn Road) and Springfield Road, which is not signalized. The Prince George’s County Planning Board, in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals* has defined an upper limit of 50.0 seconds of delay in any movement as the lowest

acceptable operating condition on the transportation system. The following conditions exist at the critical intersection: AM peak hour, maximum average delay of 26.8 seconds; in the PM peak hour, a maximum average delay of 23.7 seconds.

An annual growth rate of three percent was assumed for through traffic along MD 564 and background traffic. The following background traffic conditions were determined: AM peak hour, maximum average delay of 28.4 seconds; in the PM peak hour, a maximum average delay of 25.4 seconds. With site traffic, the following operating conditions were determined: AM peak hour, maximum average delay of 29.1 seconds; in the PM peak hour, a maximum average delay of 26.2 seconds.

The Prince George's County Planning Board, in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals* has defined an average delay of 50.0 seconds in any movement as the lowest acceptable operating condition for unsignalized intersections on the transportation system. Under total traffic conditions as developed using the guidelines, and adding the impact of the proposed development, the critical intersection was found to be operating acceptably as an unsignalized intersection.

Site Plan Comments:

The proposed residential development would be accessed by a new subdivision street that intersects MD 564 (Lanham-Severn Road). This street is shown as ending in a cul-de-sac. An additional interior cul-de-sac would also provide access to four or five lots. The proposed residential subdivision street is shown with a 60-foot right of way. Proposed Lot 15 has frontage on MD 564, but should not have direct access to MD 564 (Lanham-Severn Road).

The applicant may be required to provide frontage improvements along MD 564 to improve safety and provide access, if required by the Maryland Department of Transportation's State Highway Administration. The applicant may be required to provide any necessary acceleration and deceleration lanes at the site entrance and make any necessary safety improvements.

Master Plan Comments:

Approved Master Plan and Sectional Map Amendment for Glenn Dale–Seabrook–Lanham and Vicinity (Planning Area 70) (1993) calls for a 100- to 120-foot ROW on A-19 (MD 564). The applicant will be required to dedicate 60 feet of ROW from the centerline of MD 564. This is shown correctly on the revised site plan. MD 564 is planned as a four- to six-lane arterial roadway.

Findings and Recommendations:

Based on the preceding findings, the Transportation Planning Section finds that adequate transportation facilities exist to service the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions limiting access to and requiring dedication for MD 564.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded the following:

Finding

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	16 sfd	16 sfd	16 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	3.84	0.96	1.92
Actual Enrollment	5623	5131	10098
Completion Enrollment	327.84	217.62	398.97
Cumulative Enrollment	147.84	89.52	179.04
Total Enrollment	6102.52	5439.1	10677.93
State Rated Capacity	5894	4688	8770
Percent Capacity	103.57	116.02	121.76

Source: Prince George's County Planning Department, M-NCPPC, December 2003

These figures were correct on the day the referral memorandum was written. Other projects that are approved prior to the public hearing on this project will cause some changes to these figures. The numbers that will be shown in the resolution will be the ones that will apply to this project.

County Council bill CB-31-2003 establishes a school facilities surcharge in the amount of: \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings.

The school surcharge may be used for the construction of additional school facilities, which are expected to accommodate the new students that will be generated by this development proposal. This project meets the adequate public facilities policies of Section 24-122.02, CB-30-2003, CB-31-2003 and CR-23-2003.

8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of fire and rescue facilities.
 - a. The existing fire engine service at Bowie Fire Station, Company 19, located at 13008 9th Street, has a service travel time of 3.46 minutes, which is within the 5.25-minute travel time guideline.
 - b. The existing ambulance service at Bowie Fire Station, Company 19, located at 13008 9th Street, has a service travel time of 3.46 minutes, which is within the 6.25-minute travel time guideline.

- c. The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 4.2 minutes, which is within the 7.25-minute travel time guideline.

The proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance and paramedic service.

These findings are in conformance with the standards and guidelines contained in the 1990 *Approved Public Safety Master Plan* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

9. **Police Facilities**—The proposed development is within the service area for Police District II-Bowie. The Planning Board’s current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of January 2, 2004, the county had 823 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for an additional 57 sworn personnel. 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 reviewed the application and offered the following comments:
 - a. Any abandoned well found within the confines of the subject property must be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to the issue of any grading permit.
 - b. Any abandoned septic tank within the confines of the property must be pumped out by a licensed scavenger and either removed or backfilled in place prior to the issue of any grading permit.
 - c. A raze permit is required prior to the removal of the existing abandoned house on site.
 - d. A significant amount of domestic trash and other debris was found scattered over a majority of the property located east of the stream that traverses the site and should be removed and properly stored or discarded.
 - e. Numerous tires (approximately six) were found near the block foundation located north of the existing abandoned house. The tires must be hauled away by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility and a receipt for tire disposal must be submitted to this office prior to preliminary plan approval.
11. **Stormwater Management**—The applicant received stormwater concept approval from the Prince George’s County Department Of Environmental Resources on March 23, 2004.
12. **Cemeteries**—There are no known cemeteries on the subject property.
13. **Public Utility Easement**—The preliminary plan shows a ten-foot-wide public utility easement parallel and adjacent to all public rights-of-way.
14. **Prior Approvals**—A portion of the subject property was included in 4-92033, which lapsed. It is also the subject of TCPI/16/92, which is being revised as part of this application. If this

application is approved, the recorded Gallantine's Subdivision, Lots 1-5, and Parcel A and associated rights-of-way (Plat Book WWW 26, Plat 22) will have to be vacated.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan the FSD map shall be revised as follows:
 - a. Remove the word "ephemeral" from the "Waters of the U.S." label.
 - b. Have the qualified professional who prepared the map update the revision box, and sign and date it.
2. Prior to signature approval of the preliminary plan, the TCPI shall be revised as follows:
 - a. Indicate in the specimen tree table the disposition of each specimen tree at post development and what special preservation treatments are recommended to protect those trees to be retained.
 - b. Relocate the foot print of the proposed house on proposed Lot 13 closer to the street to provide for a minimum of 40 feet of cleared area in the rear yard between the WCA and the back of the house.
 - c. Provide the standard TCPI notes used by the Environmental Planning Section and include optional Note 6 to refer to the current stormwater management concept plan number from the county's Department of Environmental Resources (DER).
 - d. Clarify the symbol in the legend to only show a proposed limit of disturbance.
 - e. Revise the plan to show to whom the parcels will be dedicated. If proposed Parcel A is to be dedicated to the M-NCPPC Department of Parks and Recreation, then provide written confirmation from the Department of Parks and Recreation as to their concurrence with the woodland conservation shown on the parcel to count toward woodland conservation requirements.
 - f. After all the revisions have been made to the plan, and the revision box updated, have the qualified professional who prepared it sign and date it.
3. Development of this subdivision shall be in conformance with an approved Type I Tree Conservation Plan (TCPI/16/92-01). 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/16/92-01), 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."
4. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the Patuxent River PMA preservation area, except for the

proposed impacts for the installation of the sanitary sewer line and road crossing, and shall be reviewed by the Environmental Planning Section prior to certification. 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.”

5. Prior to the issuance of any permits that impact jurisdictional wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal permits, evidence that approval conditions have been complied with, and associated mitigation plans.
6. Prior to signature approval of the preliminary plan, a copy of the stormwater management concept approval letter shall be submitted.
7. Prior to signature approval of the preliminary plan, the TCPI and preliminary plan shall be revised to show the location of, and grading for, the required noise barrier per the Polysonics, Inc., noise study dated March 26, 2004.
8. Prior to the approval of a building permit for proposed Lot 15, certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit stating that the building shell of the structure has been designed to reduce interior noise levels to 45 dBA (Ldn) or less. Interior noise level requirements (45 dBA Ldn) for the proposed dwelling on Lot 15 shall be achieved with modified windows, doors and wall constructions.
9. Lot 15 shall not have direct access to MD 564.
10. At the time of final plat approval, the applicant shall dedicate a right-of-way along MD 564 of 60 feet from the centerline of the existing pavement.
11. The applicant shall provide any necessary acceleration and deceleration lanes at the site entrance and make any necessary safety improvements if required to do so by the State Highway Administration.
12. Any abandoned well found within the confines of the subject property shall be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to the issue of any grading permit.
13. Any abandoned septic tank within the confines of the property shall be pumped out by a licensed scavenger and either removed or backfilled in place prior to the issue of any grading permit.
14. A raze permit is required prior to the removal of the existing abandoned house on site.
15. All tires on the subject property must be hauled away by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility and a receipt for tire disposal must be submitted to the Health Department prior to preliminary plan approval. All other trash and debris shall be removed and properly stored or discarded.

16. The applicant shall provide for the installation of one “Share the Road with a Bike” sign along MD 564 in accordance with state requirements. If road frontage improvements are required, a paved asphalt shoulder is recommended, per the concurrence of SHA.

STAFF RECOMMENDS APPROVAL OF THE TYPE I TREE CONSERVATION PLAN (TCPI/16/92-01).