



Certificate of Adequacy

ADQ- 2022-042

General Information

Project Name: Penn Place 2

Case Number: ADQ-2022-042

Associated Preliminary Plan of Subdivision or Final Plat: 4-22049

Use Type: Residential

Dwelling Unit Type and Number: 58 multifamily dwelling units Gross Floor Area (nonresidential): 0 SF

Project Location

Project Location: Located in the southeast quadrant of intersection of Marlboro Pike and Penn Crossing Drive

Lot/Parcel: Parcel 117 Tax Account: 0480541

Property Zone: RMF-20 Council District: 7

Planning Area: 75A Municipality: N/A

Election District: 06 Transportation Service Area: 1

Police District: VIII School Cluster Area: 3

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/N/A)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 1 and designated boundaries of 1	LOS "E" (Critical Lane Volume of 1451-1600)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
Parks and Recreation (<i>Transit-Oriented/ Activity Center Zones and Employment Areas</i>)	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation (<i>All Other Zones</i>)	15 acres per 1,000	Yes	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	No
Fire and Rescue—Non-Residential Use	5 minutes response time	N/A	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	No

This Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

- *Transportation Planning Section (Ryan to Gupta, June 27, 2024)*
- *Special Projects Section (Ray to Gupta, May 20, 2024)*
- *Department of Parks and Recreation (Bartell to Gupta, May 21, 2024)*

Based on the forgoing analysis, this Certificate of Adequacy is:

☐ Approved ☒ Approved with the conditions (indicated here):

☐ Denied

1. Total development within the subject property shall be limited to uses which generate no more than 31 AM and 35 PM peak-hour vehicle trips.
2. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan submission.
3. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Remove existing pedestrian ramps and replace with Americans with Disabilities Act (ADA) compliant pedestrian ramps at the intersection of Penn Crossing Drive and Pemberell Place, as detailed in Appendix B2 of the applicant's Bicycle, Pedestrian Impact Statement (BPIS) dated March 2024.

SIGNATURE


Lakisha Hull (Jul 17, 2024 14:18 EDT)

Planning Director

07/17/2024

Date of Approval

This certificate of adequacy is valid for 12 years from the date of approval of the associated preliminary plan of subdivision, subject to the additional expiration provisions of Section 24-4503(c).



The Maryland-National Capital Park and Planning Commission



**PRINCE GEORGE'S COUNTY
Planning Department**

1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

Countywide Planning Division
Special Projects Section

May 20, 2024

MEMORANDUM

TO: Mridula Gupta, Planner IV, Subdivision Section, DRD

FROM: Bobby Ray, AICP, Supervisor, Special Projects Section, CWPB

SUBJECT: PPS-4-22049 + ADQ-2022-042 Penn Place 2

Project Summary:

The project proposes to subdivide a 4.90-acre parcel located north of the intersection of Pennsylvania Road and Silver Hill Road on the South Side of Penn Crossing to allow development of 58 multi-family dwelling units. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on March 25, 2024.

PPS-4-22049

The following preliminary plan is being reviewed for public facility standards per the findings of Section 24-122.01. as follows:

- (a) The Planning Board may not approve a preliminary plan of subdivision if it finds that adequate public facilities do not exist or are not programmed for the area within which the proposed subdivision is located, as defined in the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure" and "Guidelines for the Analysis of the Traffic Impact of Development Proposals." The Planning Board shall require adequate public facilities, as provided in this Section and in Division 4 of this Subtitle.

Water and Sewer:

24-4404.

In accordance with the Sustainable Growth and Agricultural Preservation Act (Map 3 of Plan 2035 Prince George's County Sustainable Growth and Agricultural Preservation Act of 2012 (SB236) Map, Adopted November 20th, 2012, as may be amended from time to time), the water and sewer standard for residential subdivisions is:

- (a) A subdivision in the Sustainable Growth Tier I in the General Plan or applicable Functional Master Plan shall be served by public sewer.

The property is within Tier 1 of the Sustainable Growth Act. Tier 1 includes those properties served by public sewerage systems.

24-4405.

For purposes of determining whether water and sewerage complies with the standards of this Section, the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage and compliance with the standards for the provision of public sewer and water.

The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 3, "Community System". Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 75A - Suitland-District Heights & Vicinity. The *2024-2029 Fiscal Year Approved CIP Budget* does identify two new construction projects proposed for this area.

- Homeless Shelter at 603 Addison Road South (13.31.0003)
- Regional Health and Human Services Center at 8800 Hampton Mall Drive (23.70.0001)

Conformance to the Master Plan:

24-4101. General

(b) Conform to Comprehensive Master Plan

- (1)** Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.

The 2009 Approved Marlboro Pike Sector Plan and Adopted Sectional Map Amendment contains a Public Facilities Chapter (VI) that establishes the following public facility goals for the planning area:

- Improve and maintain public facilities throughout the Marlboro Pike sector plan area, and ensure that they are modern, attractive and well located to serve existing communities and future development.
- Ensure that public schools are well-maintained in order to adequately service surrounding communities and future development.
- Marlboro Pike is a safe and inviting atmosphere for community residents.
- Ensure that the Marlboro Pike sector plan area is adequately equipped with the appropriate infrastructure.

The proposed development will not impede achievement of the above-referenced goals. The analysis provided in this memo illustrates that, pursuant to adopted tests and standards, public safety facilities and Water & Sewer service are adequate to serve the proposed development. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries proposed on the subject property.

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities, however, none of its recommendations affect the subject site.

ADQ-2022-042

Police Facility Adequacy:

Per Section 24-4508 of the current Subdivision Regulations, the Planning Board's test for police adequacy involves the following:

24-4508. Police Facility Adequacy

(b) Adopted LOS Standard-Police

(2) To demonstrate compliance with this LOS standard, the Chief of Police shall submit the following information, on an annual basis, to the Planning Director:

(A) A statement reflecting adequate equipment pursuant to studies and regulations used by the County, or the *Public Safety Master Plan* for police stations in the vicinity of the area of the proposed subdivision; and

(B) A statement by the Police Chief that the rolling 12-month average, adjusted monthly, for response times in the vicinity of the proposed subdivision is a maximum of 25 minutes total for non-emergency calls and a maximum of 10 minutes total for emergency calls for service. For the purposes of this Subsection, response time means the length of time from the call for service until the arrival of Police personnel on-scene or other police response, as appropriate.

The subject property is served by Police District VIII, Westphalia, located at 8903 Police Plaza, Upper Marlboro, MD 20772. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated March 14, 2024, that stated the Department "has an adequate amount of equipment for our current sworn officers".

Pursuant to Section 24-4508.B the subject police response times for the site meet the standard of 25 minutes for non-emergency calls and 10 minutes for emergency calls. The test is applied on the date the application is accepted or within the following three (3) monthly cycles. The times are based on a rolling average for the preceding 12 months. The application was accepted by the Planning Department on March 25, 2024.

Police Response Times (Section 24-4508.B) District VIII

Reporting Cycle	Reporting Month	Priority	Non-Priority
Acceptance Date	March 2024	8:00 minutes	10:00 minutes

Fire and Rescue Adequacy:

Per Section 24-4509 of the current Subdivision Regulations, the Planning Board's test for fire and rescue adequacy involves the following:

24-4509. Fire and Rescue Adequacy

(b) Adopted LOS Standard for Fire and Rescue

- (1)** The population and/or employees generated by the proposed subdivision, at each stage of the proposed subdivision, will be within the adequate coverage area of the nearest fire and rescue station(s) in accordance with the *Public Safety Guidelines*.
- (2)** The Fire Chief shall submit to the County Office of Audits and Investigations, County Office of Management and Budget, and the Planning Director:
 - (A)** A statement reflecting adequate equipment in accordance with studies and regulations used by the County, or the *Public Safety Master Plan* for fire stations in the vicinity of the area where the subdivision is proposed to be located; and
 - (B)** A statement by the Fire Chief that the response time for the first due fires and rescue station in the vicinity of the proposed subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for calls for service during the preceding month.
- (3)** Subsection (b)(2), above, does not apply to commercial or industrial applications

Table 24-4502 ("Summary of Public Facility Adequacy Standards") of the current Subdivision Regulations requires a fire and rescue standard of seven (7) minutes travel time for any residential uses. The subject property is served by the District Heights Fire Station #826 located at 5900 Marlboro Pike, District Heights, MD 20747, as the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of March 27, 2024, the project site passes the 7-minute travel time test.

Schools Adequacy:

Per Section 24-4510 of the current Subdivision Regulations, the Planning Board's test for school adequacy involves the following:

24-4510. Schools Adequacy

(b) Adopted LOS Standard for Schools

- (2)** The adopted LOS standard is that the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters.

The subject property is located within Cluster 3, as identified in the *Pupil Yield Factors & Public-School Clusters 2023-2024 Update*. The project proposes to add 58 new multi-family dwelling units.

The adopted “level of service” standard is the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity of the affected elementary, middle, and high school clusters. Schools at all levels will continue to operate at a capacity below 105% and pass the LOS standard for schools’ adequacy.

Impact on Affected Public School Clusters

	Affected School Cluster 3		
	Elementary School Cluster 3	Middle School Cluster 3	High School Cluster 3
Multi-family Dwelling Units	58	58	58
Pupil Yield Factor (PYF) – MF	0.156	0.069	0.088
MF x PYF=Future Enrollment	9	4	5
Adjusted Student Enrollment 9/30/23	6,788	2,873	3,576
Total Future Student Enrollment	6,797	2,877	3,581
State Rated Capacity	10,500	3,270	4,266
Percent Capacity	65%	88%	84%

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is **\$11,560** per dwelling if a building is located between Interstate 495 and the District of Columbia; **\$11,560** 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 **\$19,826** per dwelling for all other buildings. This project is inside of the I-495 Capital Beltway; thus, the surcharge fee is **\$11,560**. This fee is to be paid to Prince George’s County Department of Permitting, Inspections and Enforcement (DPPE) at the time of issuance of each building permit.

CONCLUSION

At the writing of this referral the Special Projects Section finds that the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Regulations.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: May 21, 2024

TO: Mridula Gupta, Planner IV
Subdivision Section
Development Review Division
Planning Department

VIA: Sonja Ewing, Division Chief **SME**
Dominic Quattrocchi, Planning Supervisor **DAQ**
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

FROM: Brad Bartell, Landscape Architect **BDB**
Land Acquisition/Management & Development Review Section
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

SUBJECT: **4-22049 Penn Place 2**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this conceptual site plan amendment for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL

This application is for the development of 58 Multifamily Units on 4.907 acres.

BACKGROUND:

The subject property is approximately 4.907 acres located on the south side of Penn Crossing, approximately 1,250 feet west of Silver Hill Road. This proposal is subject to the 2009 Approved *Marlboro Pike Sector Plan*, the 2022 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. This property, within Park Service Area 5, is currently unimproved. Parks nearby include Oakland Park located approximately 0.05 miles from the subject property and is undeveloped; Dupont Heights Park is located approximately 2.16 miles northwest from the subject property, which includes half basketball courts (2), a picnic area, playfield, playground, and outdoor tennis courts (2).

Master Plan Conformance

The property is subject to the 2009 Approved *Marlboro Pike Sector Plan*; *Plan Prince George's 2035 Approved General Plan*; the 2022 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. Parks staff reviewed this preliminary plan of subdivision for conformance to the master plan per Subdivision Regulations Section 24-121(a)(5) of the prior Subdivision Regulations. The proposed development is in alignment with the master plan's intention to provide quality, safe, and convenient parks and

recreational facilities within developments providing respite and contributing to the desirability and livability of the community for current and future residents.

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the proposed project, as shown, will generate an additional 134 people in the local community.

Per 24-4507(b)(1)(B) 15 acres of improved public parks per 1,000 residents is the adopted Level of Service standard for Parks and Recreation in Prince George's County. The 2022 *Land Preservation, Parks, and Recreation Plan* (LPPRP) shows that there are 35 acres of improved public parkland per 1,000 persons in the county.

Parks staff finds the LOS adequate.

Separate from the evaluation of Parks & Recreation Adequacy, the Mandatory Dedication requirements must be met, as discussed below.

FINDINGS:

Per the provisions of the prior Prince George's County Subdivision Regulations Section 24-134 and 24-135, which relate to the Mandatory Dedication of Parkland, stipulate the applicant to dedicate land, pay a fee-in-lieu, and/or provide onsite recreational facilities. Based on the proposed density of development, 7.5 percent of the net residential lot area, 0.37 acres, would be required to be dedicated to M-NCPPC for public parks. However, given the proposed density, Parks Department staff recommend the provision of onsite recreational facilities for future residents to meet the Mandatory Dedication of Parkland requirement.

The Preliminary Plan of Subdivision identifies a combined open space containing woodlands and a recreation amenity area. DPR staff concurs that the identified areas for the residents are appropriate for outdoor recreation for future residents. The applicant provided equipment details and cost estimates on the site plan. The details and the cost estimates for the on-site facilities will be evaluated by Urban Design Development Review staff with the review of the Detailed Site Plan.

RECOMMENDATION:

The Park Planning and Environmental Stewardship Division of the Department of Parks and Recreation recommends approval of 4-22049 Penn Place 2, subject to the following conditions:

1. In accordance with Section 24-135 of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for and provide adequate on-site recreational facilities. The applicant shall provide details of the recreational facilities prior to signature approval of the preliminary plan.
2. Prior to the submission of the final plat of subdivision for any residential lot/parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded

among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation.


3. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the *Parks and Recreation Facilities Design Guidelines*, with the review of the site plan. Timing for construction shall also be determined at the time of the site plan.
4. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities.
5. Add a note on the Preliminary Plan stating that the mandatory dedication of parkland requirement for Park Service Area 5 is being addressed by providing on-site recreation facilities.

cc: Alvin McNeal



MEMORANDUM

TO: Mridula Gupta, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division


VIA: N& Noelle Smith, Transportation Planning Section, Countywide Planning Division

SUBJECT: **ADQ-2022-042 – Penn Place 2**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) 4-22049. The subject application seeks to construct 58 multifamily dwelling units in the Residential, Multifamily – 20 (RMF-20) zone. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Prior Conditions of Approval

There are no prior approvals applicable to the subject site.

Criteria for Establishing Transportation Adequacy

The subject property is located within Transportation Service Area (TSA) 1, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level-of-Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized Intersections:

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if the delay exceeds 50 seconds, the CLV is computed.

Analysis of Traffic Impacts

The applicant submitted a traffic counts for staff's review to be analyzed for the determination of adequacy.

Trip Generation

The subject application is projected to generate fewer than 50 trips during the peak hour periods, therefore a full traffic impact statement (TIS) was not required. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2022-042								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	58	Units	6	25	31	23	12	35
Total Trip Cap Recommendation			31			35		

The ADQ submission includes turning movement counts for the below listed intersections which staff determined will be impacted by traffic generated by the proposed development.

- MD 4 / Penn Crossing Drive (unsignalized)
- Penn Crossing Drive / Seton Way (unsignalized)
- Penn Crossing Drive / Site Access (unsignalized)
- Marlboro Pike / Penn Crossing Drive (unsignalized)

Existing Traffic

The following critical intersections, interchanges, and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
MD 4 / Penn Crossing Drive (Unsignalized) Step 1 – HCM Delay Test (Seconds) Westbound Approach	16.7 Sec.	12.1 Sec.	Pass	Pass
Penn Crossing Drive / Seton Way (Roundabout) Volume-to-Capacity (v/c) Ratio				
Northbound Approach	0.010 v/c	0.052 v/c	Pass	Pass
Westbound Approach	0.028 v/c	0.052 v/c	Pass	Pass
Southbound Approach	0.021 v/c	0.011 v/c	Pass	Pass
Eastbound Approach	0.009 v/c	0.009 v/c	Pass	Pass
Penn Crossing Drive / Site Access (Unsignalized) Step 1 – HCM Delay Test (Seconds) Westbound Approach Northbound Approach	- - -	- - -	- - -	- - -

Marlboro Pike / Penn Crossing Drive (Unsignalized) Step 1 – HCM Delay Test (Seconds)				
Eastbound Approach	11.1 Sec.	19.6 Sec.	Pass	Pass
Northbound Left	7.8 Sec.	9.0 Sec.	Pass	Pass
<p>*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.</p> <p>*In analyzing roundabouts, intersections must operate with volume-to-capacity (v/c) ratios less than or equal to 0.850.</p>				

The applicant’s submission indicates that all studied intersections currently operate at acceptable levels.

Background Traffic

Utilizing the Maryland Department of Transportation, State Highway Administration (MDOT, SHA) Annual Average Daily Traffic (AADT) segments, the applicant applied a 1.0% growth rate to the studied intersections. The traffic study identified 7 background developments whose impact would affect study intersections. A second analysis was done to evaluate the impact of the background developments.

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
MD 4 / Penn Crossing Drive (Unsignalized) Step 1 – HCM Delay Test (Seconds)				
Westbound Approach	19.6 Sec.	12.8 Sec.	Pass	Pass
Penn Crossing Drive / Seton Way (Roundabout) Volume-to-Capacity (v/c) Ratio				
Northbound Approach	0.010 v/c	0.053 v/c	Pass	Pass
Westbound Approach	0.029 v/c	0.053 v/c	Pass	Pass
Southbound Approach	0.021 v/c	0.011 v/c	Pass	Pass
Eastbound Approach	0.009 v/c	0.009 v/c	Pass	Pass
Penn Crossing Drive / Site Access (Unsignalized) Step 1 – HCM Delay Test (Seconds)				
Westbound Approach	-	-	-	-
Northbound Approach	-	-	-	-
Marlboro Pike / Penn Crossing Drive (Unsignalized) Step 1 – HCM Delay Test (Seconds)				
Eastbound Approach	12.5 Sec.	24.0 Sec.	Pass	Pass
Northbound Left	7.8 Sec.	9.3 Sec.	Pass	Pass

*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.

*In analyzing roundabouts, intersections must operate with volume-to-capacity (v/c) ratios less than or equal to 0.850.

The above-listed table shows that when factoring in background developments and growth rate, all studied intersections will continue to operate at acceptable levels.

Total Traffic

The study intersections, when analyzed with total developed future traffic, operate as shown below.

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
MD 4 / Penn Crossing Drive (Unsignalized) Step 1 – HCM Delay Test (Seconds)				
Westbound Approach	20.6 Sec.	13.0 Sec.	Pass	Pass
Penn Crossing Drive / Seton Way (Roundabout) Volume-to-Capacity (v/c) Ratio				
Northbound Approach	0.013 v/c	0.063 v/c	Pass	Pass
Westbound Approach	0.040 v/c	0.059 v/c	Pass	Pass
Southbound Approach	0.022 v/c	0.011 v/c	Pass	Pass
Eastbound Approach	0.009 v/c	0.009 v/c	Pass	Pass
Penn Crossing Drive / Site Access (Unsignalized) Step 1 – HCM Delay Test (Seconds)				
Westbound Approach	0.4 Sec.	0.9 Sec.	Pass	Pass
Northbound Approach	8.9 Sec.	9.2 Sec.	Pass	Pass
Marlboro Pike / Penn Crossing Drive (Unsignalized) Step 1 – HCM Delay Test (Seconds)				
Eastbound Approach	12.5 Sec.	24.0 Sec.	Pass	Pass
Northbound Left	7.8 Sec.	9.3 Sec.	Pass	Pass
<p>*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.</p> <p>*In analyzing roundabouts, intersections must operate with volume-to-capacity (v/c) ratios less than or equal to 0.850.</p>				

All studied intersections will continue to operate at an acceptable level of service and the existing road network will not be adversely impacted by traffic generated by the subject site. Staff find the adequacy requirements have been met.

Transportation Planning Review

Based on the methods provided in the “Transportation Review Guidelines – 2022 Supplement”, the proposed residential development will generate 31 AM and 35 PM vehicle trips. Staff finds that all critical intersections will operate at acceptable levels to serve the proposed development based on the findings and conclusions provided in the traffic analysis. The Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-4505 and Section 24-4506 of the Prince George's County Code.

Bicycle & Pedestrian Adequacy

The subject property is in the Residential, Multifamily – 20 (RMF-20) zoning district and is, therefore, subject to Section 24-4506 for pedestrian and bicycle adequacy. Per Section 24-4506(c)(1)(B) (i), the cost cap for the proposed development’s off-site facilities is \$17,400.00, adjusted for inflation to \$23,125.00.

Sections 24-4506(c)(1)(C) and (D) discusses minimum criteria for finding adequate public pedestrian and bikeway facilities and is copied below:

(C) The finding of adequate public pedestrian facilities shall, at minimum, include the following criteria:

- (i) The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and the applicable Area Master Plan or Sector Plan have been constructed or implemented in the area; and**
- (ii) The presence of elements that make it safer, easier, and more inviting for people to traverse the area.**

(D) The finding of adequate public bikeway facilities shall, at minimum, include the following criteria:

- (i) The degree to which the bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and the applicable Area Master Plan or Sector Plan have been constructed or implemented in the area;**
- (ii) The presence of specially marked and striped bike lanes or buffered bike lanes in which people can safely travel by bicycle without unnecessarily conflicting with pedestrians or motorized vehicles;**
- (iii) The degree to which protected bicycle lanes, on-street vehicle parking, medians, or other physical buffers exist to make it safer or more inviting for people to traverse the area by bicycle; and**
- (iv) The availability of safe, accessible, and adequate bicycle parking at transit stops, commercial areas, employment centers, multifamily residential buildings, mixed-use activity centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

Off-Site Adequacy

The applicant has provided a bicycle and pedestrian impact statement (BPIS) which details off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy, which addresses the bicycle and pedestrian adequacy criteria in Sections 24-4506(c)(1)(C) and (D).

Transportation Staff are in agreement with the analysis provided in the applicant's BPIS. Given the cost cap of \$23,125.00, the applicant proposes the following option to address the inadequacies identified in the BPIS:

1. Remove and replace pedestrian ramps to be ADA-compliant at the intersection of Penn Crossing Drive and Pemberell Place, as detailed in Appendix B2 of the applicant's BPIS.

Estimated total: \$16,100.00

Demonstrated Nexus

Comment: The proposed off-site improvement is located directly west of the proposed development, along Penn Crossing Drive. An upgraded ADA-compliant pedestrian ramp will further encourage pedestrian movement in the area surrounding the subject property, particularly along Penn Crossing Drive. The subject site is adjacent to residential properties, a day care and shopping center. The proposed curb ramp upgrade is along the pathway that future residents may traverse to reach these destinations. Pursuant to Sec. 24-4506(c)(1)(B), staff find that there is a demonstrated nexus between the proposed off-site facility and improvement for the proposed development and nearby destinations.

On-Site Adequacy

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. 24-4506(a). In the companion PPS referral for the subject application, staff includes a condition that shared-lane markings (sharrows) and a "Bicycles May Use Full Lane" signage assembly be shown along the site's frontage of Penn Crossing Drive, unless modified by the operating agency with written correspondence. Staff also include a condition that five-foot-wide sidewalks be shown along both sides of all internal roadways, that crosswalks and ADA-compliant curb ramps be shown crossing all vehicular access points, and that short and long-term bicycle parking be provided throughout the site. These facilities shall be shown on a bicycle and pedestrian facilities plan as well as on the detailed site plan.

Recommendations

Based on the findings presented above, staff conclude that transportation facilities will exist to serve the proposed subdivision as required under the prior and current Subtitle 24, if the following conditions are met:

1. Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 31 AM peak-hour trips and 35 PM peak-hour trips.
2. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits,

specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detail site plan submission.

- 3 Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Remove and replace pedestrian ramps to be ADA-compliant at the intersection of Penn Crossing Drive and Pemberell Place, as detailed in Appendix B2 of the applicant's BPIS..