

# Certificate of Adequacy

ADQ- 2022-061

## General Information

Project Name: Brandywine Crossing Apartments Phase II  
Case Number: ADQ-2022-061  
Associated Preliminary Plan of Subdivision or Final Plat: PPS-2022-003  
Use Type: Residential  
Dwelling Unit Type and Number: 221 Gross Floor Area (nonresidential): N/A

## Project Location

Project Location: On the east side of Matapeake Business Drive, approximately 1,280 feet north of its intersection with Timothy Branch Drive  
Lot/Parcel: Existing Parcel 12 Tax Account: 3652104  
Property Zone: TAC-C Council District: 9  
Planning Area: 85A Municipality: N/A  
Election District: 11 Transportation Service Area: 2  
Police District: 5 School Cluster Area: 6

## APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 1 and designated boundaries of 1 Applicable in TAC base zones regardless of TSA location	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	Yes	No
Parks and Recreation ( <i>All Other Zones</i> )	15 acres per 1,000	N/A	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:

- *Special Projects Section (Ray to Diaz-Campbell, December 28, 2022)*
- *Department of Parks and Recreation (Thompson to Diaz-Campbell, January 5, 2022)*
- *Transportation Planning Section (Ryan to Diaz-Campbell, December 22, 2022; Capers to Diaz-Campbell, December 27, 2022)*

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

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

☐ Denied

1. Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses that generate no more than 115 AM peak-hour trips and 133 PM peak-hour vehicle trips.
2. Prior to approval of a building permit for each multifamily dwelling unit, the applicant and the applicant's heirs, successors, and/or assigns shall provide a fee calculated of \$999 per dwelling unit multiplied by (Engineering News Record Highway Construction Cost index at the time of payment)/(Engineering News Record Highway Construction Cost Index for first quarter, 1993). All fees shall be paid to Prince George's County (or its designee) and shall be indexed by any appropriate cost indices determined by the Prince George's County Department of Permitting, Inspections, and Enforcement (DPiE) or Department of Public Works and Transportation (DPW&T).
3. Prior to the acceptance of the detailed site plan, the applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-061 consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations.
4. The applicant shall provide a network of on-site pedestrian and bicycle facilities consistent with Section 24-4506(c)(1)(A) of the Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the Detailed Site Plan submission.
5. 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. Along the east side of Timothy Branch Drive, as detailed in Appendix B-2 of the applicant's BPIS submission:
    - i. Install a thermoplastic continental crosswalk
    - ii. Construct two ADA-compliant pedestrian ramps
    - iii. Mill and overlay area surrounding the proposed pedestrian refuge
    - iv. Construct a median with a pedestrian refuge
    - v. Remove the existing pedestrian ramp in the southwest corner
  - b. Along the west side of Timothy Branch Drive, as detailed in Appendix B-2 of the applicant's BPIS submission:
    - i. Mill and overlay to remove existing pedestrian crossing along the west leg of the intersection
    - ii. Remove the existing pedestrian ramp in the northwest corner
    - iii. Reconstruct the existing pedestrian ramp in the southeast corner
  - c. Along Matapeake Business Drive, as detailed in Appendix B-3 of the applicant's BPIS submission:
    - i. Install a thermoplastic continental crosswalk
    - ii. Construct an ADA-compliant pedestrian ramp
6. Prior to the certification of the companion PPS, the applicant shall evaluate if a "yield to pedestrian in crosswalk" signage assembly along the perimeter of the crosswalk on the east leg of the Timothy Branch Drive intersection (as described in Condition 5a) can be provided in addition to the improvements listed in Condition 5 within the cost cap. If the improvement is within the cost cap, the applicant shall provide the signage assembly in addition to all of the improvements listed in condition per section 24-4506 of the Subdivision Regulations.

**SIGNATURE**

Checkley, Andree

Planning Director

Digitally signed by Checkley, Andree  
Date: 2023.01.09 12:36:43 -05'00'

01/09/2023

Date of Approval

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



Countywide Planning Division  
Special Projects Section

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
[www.mncppc.org/pgco](http://www.mncppc.org/pgco)

December 28, 2022

**MEMORANDUM**

**TO:** Eddie Diaz-Campbell, Planner III, Subdivision Section, DRD

**FROM:** **BR** Bobby Ray, AICP, Supervisor, Special Projects Section, CWPD

**SUBJECT:** PPS-2022-003; ADQ-2022-061 for Allora Brandywine

**Project Summary:**

The project is a preliminary plan of subdivision for the development of 221 multi-family residential units to be located within 5 buildings. The 8.31-acre site is located on the east side of Matapeake Business Drive, approximately 1,280 feet north of its intersection with Timothy Branch Drive. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on November 14, 2022.

This preliminary plan of subdivision is being reviewed consistent with Section Sec. 24-4500 "Public Facility Adequacy" of the current Subdivision Regulations and pursuant to the standards set forth in Section 24.4502.b. "Applicability of Public Facility Adequacy Standards". Consistent with the Residential area of applicability, outlined in Table 24-4502, the facilities being reviewed per this memorandum are: Police; Fire and Rescue; and Schools.

**Sustainable Growth Tier (Section 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.*
- (b) A subdivision in the Sustainable Growth Tier II in the General Plan or applicable Functional Master Plan shall be served by public sewer, except for a minor subdivision which may be served by on-site sewerage disposal systems.*
- (c) A subdivision in the Sustainable Growth Tier III in the General Plan or applicable Functional Master Plan shall be served by on-site sewerage disposal systems.*
- (d) A subdivision in the Sustainable Growth Tier IV in the General Plan or applicable Functional Master Plan shall be served by on-site sewerage disposal systems. A residential major subdivision served by on-site sewer disposal systems is not permitted.*

The subject property is located in Sustainable Growth Tier I and is served by public water and sewer, pursuant to Water and Sewer Category 3, discussed below.

**Water and Sewer (Section 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.

**Master Plan Conformance (Section 24-4101(b)(1))**

*24-4101 (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 active community plan for the property is the “2013 Approved Subregion 5 Master Plan and Sectional Map Amendment”. Chapter VII of the Master Plan “Public Facilities” establishes the following goals for public facilities within the Subregion:

- Needed public facilities are provided at locations that effectively and efficiently serve the existing and future population.
- Schools operate at 100 percent of capacity or less to provide an effective, quality learning environment.
- Priority is given to funding public facilities to support development in the Developing Tier policy area.
- All new public facilities are constructed to LEED (Leadership in Energy Efficiency and Design) standards, or the equivalent and existing buildings will be retrofitted to make them energy efficient.

The proposed development will not impede achievement of any of the above-referenced goals. The analysis provided in this memo illustrates that, pursuant to adopted tests and standards, public safety facilities are adequate to serve the proposed development. Additionally, in direct response to the above referenced goal for schools, cluster capacity for Elementary, Middle and High Schools remains below 100% with the projected enrollment from the project included. The master plan does not propose any police, fire and emergency medical service facilities, schools, parks, or libraries on the subject property. As discussed in the findings below, the public facility analysis has determined that the studied facilities are adequate to serve the proposed development.

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.

**Police Facilities (Section 24-4508):**

*24.4508 (b) - Adopted LOS Standard-Police*

- (1) *The population generated by the proposed subdivision, at each stage, shall not exceed the service capacity of existing police stations, in accordance with the Public Safety Guidelines, approved by Resolution of the Council.*
- (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.*

Pursuant to the above-referenced standard, the Police Department stated in correspondence dated December 12, 2022, that the current staffing is 1,407 sworn officers and that an adequate amount of equipment exists for the current staffing level.

The subject property is in **Police District V, Clinton, located at 6707 Groveton Drive, Clinton, MD 20735**. The response time standard, stated above, is 10-minutes for emergency calls and 25-minutes for non-emergency calls. The response times are based on a rolling average for the preceding 12 months. This application was accepted by the Planning Department on October 5, 2022. Based on the most recent information provided by the Police Department in correspondence dated December 12, 2022, the police response time standards of 10-minutes for emergency calls and 25-minutes for non-emergency calls were met.

<b>Reporting Cycle</b>	<b>Date</b>	<b>Priority</b>	<b>Non-Priority</b>
Acceptance Date	November 14, 2022	7:27 minutes	11:31 minutes

**Fire and Rescue (Section 24-4509):**

*24-4509 (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.*

Pursuant to the above-referenced standard, Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of December 22, 2022, the proposed residential project passes the 7-minute travel time test from the first due station. The subject property is served by the **Brandywine VFD / EMS Station Co. 840, located at 13809 Brandywine Road in Brandywine, MD. 20613**. The department reported that there is adequate equipment available.

**Schools Adequacy (Section 24-4510):**

*24-4510 (b) - Adopted LOS Standard for Schools*

- (1) The adopted LOS standard for schools is based on school clusters, which are groupings of elementary, middle, and high schools that are impacted by the preliminary plan for subdivision (minor or major).*
- (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.*
- (3) The number of elementary, middle, and high school students generated by the proposed subdivision shall be determined in accordance with the pupil yield factors for each dwelling unit type as determined by the Planning Director from historical information provided by the Superintendent of the Prince George's County Public Schools.*

Pursuant to, and consistent with, the above-referenced standard, this preliminary plan of subdivision was reviewed for impact on school facilities. The subject property is located within **Cluster 6**, as identified in the *Pupil Yield Factors & Public-School Clusters 2020 Update*.

As indicated above, 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, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters. Per the table below, the existing state rated capacity **is not exceeded** by the level of service standard.



**Impact on Affected Public School Cluster by Dwelling Units**

	Affected School Cluster		
	Elementary School Cluster 6	Middle School Cluster 6	High School Cluster 6
Multi-family Dwelling Units	221 DU	221 DU	221 DU
Pupil Yield Factor (PYF) – Multi-family (MF)	0.119	0.070	0.081
MF x PYF = Future Subdivision Enrollment	26	15	18
Adjusted Student Enrollment 9/30/21	6,325	3,873	3,738
Total Future Student Enrollment	6,351	3,888	3,756
State Rated Capacity	6,852	4,297	5,206
<b>Percent Capacity</b>	<b>93%</b>	<b>90%</b>	<b>72%</b>

**Section 10-192.01 School Facilities Surcharge**

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$11,020 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$11,020 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 \$18,900 per dwelling for all other buildings. ***This project is located inside Interstate 495; thus, the surcharge fee is \$11,020 per dwelling.*** This fee is to be paid to Prince George's County Department of Permitting, Inspections and Enforcement (DPiE) at the time of issuance of each building permit.

**RECOMMENDATIONS**

At the writing of this referral the Special Projects Section recommend approval of PPS-2022-003 / ADQ-2022-061 for Allora Brandywine with no mitigation.



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

## MEMORANDUM

DATE: January 5, 2022

TO: Eddie Diaz-Campbell, Planner II  
Subdivision Section  
Development Review Division  
Planning Department

VIA: Sonja Ewing, Assistant Division Chief **SME**  
Department of Parks and Recreation

FROM: Dominic Quattrocchi, Planning Supervisor **DQ**  
Ivy R. Thompson, AICP, Planner III **IRT**  
Land Acquisition/Management & Development Review Section  
Park Planning and Development Division  
Department of Parks and Recreation

SUBJECT: **Preliminary Plan of Subdivision PPS-2022-003**  
**Brandywine Crossing Apartments Phase II**

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The Department of Parks and Recreation (DPR) has reviewed and evaluated this Preliminary Plan of Subdivision (PPS) application as it pertains to public parks and recreational facilities.

## **PROPOSAL**

This application is for the development of five multifamily buildings with 221 residential units.

## **BACKGROUND**

This 8.27-acre parcel, zoned Town Activity Center-Core (TAC-C), is located on the east side of Matapeake Drive, approximately 1,280 feet north of Timothy Branch.

## **Master Plan Conformance**

Parks staff reviewed this preliminary plan of subdivision for conformance to the master plan per Section 24-4101(b) of the Prince George's County Subdivision Regulations. The property is subject to the *2013 Approved Subregion 5 Master Plan*; *Plan Prince George's 2035 Approved General Plan*; the *2017 Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. The Subregion 5 Master Plan and Sectional Map Amendment indicate that Brandywine contains approximately 261 acres of local parkland, which is sufficient to meet projected needs through 2030. Additional acquisitions are recommended to meet long-term needs including the proposed acquisition of land along the Mattawoman Watershed Stream Valley Park and the Timothy Branch. The proposed development aligns with the master plan's intention to conserve the area's stream valleys, preserve other natural resources, and provide passive recreation opportunities for residents.



**DISCUSSION:**

Park and recreation amenities serving the subject property include the Southern Area Aquatics and Recreation Complex (SAARC) located approximately 3 miles north of the development site, the Pleasant Spring Park approximately 3 miles northwest of the development site, and the Brandywine-North Keys Park approximately 4.5 miles to the northeast. The Timothy Branch Trail, a linear park, is adjacent to the subject property.

***Parks & Recreation Adequacy [Section 24-4507]***

Staff analysis has determined that the project, as shown, will generate an additional 660 people in the local community. The Subregion 5 Master Plan and Sectional Map Amendment indicates that Brandywine contains approximately 261 acres of local parkland, which is sufficient to meet projected needs through 2030. Additional acquisitions are recommended to meet long term needs including the proposed acquisition of land along the Mattawoman Watershed Stream Valley Park and the Timothy Branch.

Per 24-4507(b)(1)(A) of the Prince George's County Subdivision Regulations 2.5 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 draft 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:**

Section 24-4601 of the Prince George's County Subdivision Regulations, which relate to the Mandatory Dedication of Parkland, provides for the dedication of land, the payment of a fee-in-lieu, and/or the provision of private onsite recreational facilities, based on the proposed density of development, 15-percent of the net residential lot area should be required to be dedicated to M-NCPPC for public parks, which equates to 1.24 acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. Thus, the 1.24 acres of dedicated land would not be sufficient to provide for the types of active recreational activities that are needed. Section 24-4601 also states that the Planning Board may approve the provision of private on-site recreational facilities, in place of Parkland dedication.

The Developer has proffered to meet the requirement with private onsite recreational facilities as well as continue the development of the master planned Timothy Branch Trail, which aligns Matapeake Business Drive, along the frontage of the subject property. The proposal includes the provision of various amenities such as a fitness center, a resident lounge with gaming amenities, bike storage (not assessed as a recreation amenity), and a swimming pool with courtyard as recreational facilities. The applicant also provided an open space exhibit that includes all sidewalks within the residential development. The residential development should include striped crossings at the entrance, between the residential buildings and the clubhouse and pool courtyard. Essentially, the development should include a landscaped internal walking [loop] connection to the Timothy Branch Trail as an outdoor recreation amenity as a complement to the indoor amenities provided.

The Timothy Branch Trail will connect to the Villages of Timothy Branch and Stephen's Crossing with an ultimate connection to the SAARC facility. The trail also has a southern connection to Brandywine Crossing Shopping Center. The inclusion of a pedestrian/bike link within the development to the master planned trail intentionally highlights the trail as an amenity for future residents.

The proposed private recreational facilities are acceptable to DPR staff. The provision of the amenities – a fitness center, resident lounge, and outdoor swimming pool, with the inclusion of the internal pedestrian/bike loop will provide adequate recreation for residents. DPR's recommends the provision of onsite recreation to meet mandatory dedication of parkland with a review of at the time of Detailed Site Plan by Urban Design (Development Review) staff.

### **RECOMMENDATION**

The Park Planning & Development Division of DPR recommends approval of Alta New Carrollton Preliminary Plan of Subdivision, PPS-2022-003 with the following conditions:

1. In accordance with Section 24-4601 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 onsite recreational facilities. The recreational facilities shall be constructed in accordance with the applicable standards in the Parks and Recreation Facilities Guidelines.
2. Prior to 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 onsite 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 onsite 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, per the Parks and Recreation Facilities Guidelines, with the review of the site plan. Timing for construction shall also be determined at the time of the site plan review.
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 guarantees to the Development Review Division, for the construction of the onsite recreational facilities.
5. Add a note on the Preliminary Plan to state that the mandatory dedication of parkland requirement is being addressed by providing onsite recreation facilities for Service Area 9 to meet the recreational needs of the projected population.
6. Prior to 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 public recreational facilities agreements (RFAs) to the Prince George's County

Department of Parks and Recreation (DPR) – Park Planning & Development Division (PP&D) for construction of offsite recreational facilities, for approval. Upon approval by PP&D staff, 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. The public RFA shall establish the timing for the construction of the offsite recreational facilities.

7. 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 guarantees to the Prince George's County Department of Parks and Recreation (DPR) – Park Planning & Development Division (PP&D), for the construction of offsite recreational facilities.

cc: Alvin McNeal  
Bridget Stesney

Countywide Planning Division  
Transportation Planning Section


14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
[www.mncppc.org/pgco](http://www.mncppc.org/pgco)


301-952-3680

December 22, 2022

**MEMORANDUM**

TO: Eddie Diaz-Campbell, Subdivision Section, Development Review Division

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


VIA:  William Capers III, PTP, Transportation Planning Section, Countywide Planning Division

SUBJECT: **ADQ-2022-061 – Allora Brandywine 2.0**

**Proposal:**

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with the Preliminary Plan of Subdivision (PPP) application, PPS-2022-003, which proposes the subdivision of land for the development of 221 multifamily dwelling units. The transportation planning section's review of the referenced Certificate of Adequacy (ADQ) application was evaluated under Section 24-4500 of the current Subdivision Regulations, specifically Section 24-4505 for motor vehicle adequacy and Section 24-4506 for pedestrian and bicycle adequacy.

**Criteria for Establishing Transportation Adequacy**

The applicant has submitted a full Traffic Impact Analysis (TIA) which is used as the basis for a determination of transportation adequacy.

Additionally, the property is located within the Transportation Oriented Activity Center (TAC-C) zoning district and is therefore subject to the bicycle and pedestrian adequacy requirements, described in Section 24-4502 and the "2022 Transportation Review Guidelines Supplement.

**Analysis of Traffic Impacts**

The subject property is located within Transportation Service Area (TSA) 2, 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) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 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 the 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.

Trip Generation

As mentioned, the PPS application proposes the subdivision of land for the development of 221 multifamily dwelling units. The table below summarizes trip generation for the site and will be used in reviewing traffic impacts and developing a trip cap for the site:

<b>TRIP GENERATION SUMMARY: ADQ-2022-061</b>								
			<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
<b>Land Use</b>	<b>Quantity</b>	<b>Metric</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Multifamily Dwelling Units	221	Units	23	92	115	86	47	133
Total Trips			23	92	115	86	47	133
<b>Total Trip Cap Recommendation</b>			<b>115</b>			<b>133</b>		

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

- US 301 / Timothy Branch Drive (signalized)
- Matapeake Business Drive / Timothy Branch Drive (unsignalized)
- Matapeake Business Drive / Site Access (unsignalized)

The following analysis evaluates LOS for all the critical intersections. As previously mentioned, adequacy for the peak hour periods at all signalized intersections is acceptable within TSA 2, when LOS D or better is met per Section 24 of the subdivision regulations and the Transportation Review Guidelines Supplement.

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM &amp; PM)</u>		<u>Level of Service (LOS, AM &amp; PM)</u>	
<u>US 301 / Timothy Branch Drive (signalized)</u>	<u>1,259</u>	<u>1,428</u>	<u>C</u>	<u>D</u>
<u>Matapeake Business Drive / Timothy Branch Drive (unsignalized)</u>				
<u>Step 1 HCM Delay Test</u>				
<u>Eastbound Thru / Left-Turn</u>	<u>10.2 Sec.</u>	<u>12.5 Sec.</u>	<u>A</u>	<u>A</u>
<u>Westbound Left / Thru / Right-Turn</u>	<u>9.8 Sec.</u>	<u>12.1 Sec.</u>	<u>A</u>	<u>A</u>
<u>Northbound Thru / Left-Turn</u>	<u>1.4 Sec.</u>	<u>2.1 Sec.</u>	<u>A</u>	<u>A</u>
<u>Southbound Thru / Left-Turn</u>	<u>0.2 Sec.</u>	<u>0.3 Sec.</u>	<u>A</u>	<u>A</u>
<u>Matapeake Business Drive / Site Access (unsignalized)</u>	<u>N/A</u>	<u>N/A</u>	<u>-</u>	<u>-</u>
<u>Step 1 HCM Delay Test</u>				
<u>Westbound Left / Thru / Right-Turn</u>				
<u>Southbound Thru / Left-Turn</u>				

Background Traffic

The site has more than 60 dwelling units and therefore a six-year study period has been applied as directed by the Transportation Review Guidelines. The regional traffic growth has been evaluated and estimated at 1% per year for six years as required in the Scoping Agreement.

<u>BACKGROUND TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM &amp; PM)</u>		<u>Level of Service (LOS, AM &amp; PM)</u>	
<u>US 301 / Timothy Branch Drive (signalized)</u>	<u>1,515</u>	<u>1,748</u>	<u>E</u>	<u>F</u>
<u>Matapeake Business Drive / Timothy Branch Drive (unsignalized)</u>				
<u>Step 1 HCM Delay Test</u>				
<u>Eastbound Thru / Left-Turn</u>	<u>14.5 Sec.</u>	<u>26.5 Sec.</u>	<u>A</u>	<u>A</u>
<u>Westbound Left / Thru / Right-Turn</u>	<u>13.2 Sec.</u>	<u>21.5 Sec.</u>	<u>A</u>	<u>A</u>
<u>Northbound Thru / Left-Turn</u>	<u>0.5 Sec.</u>	<u>1.1 Sec.</u>	<u>A</u>	<u>A</u>
<u>Southbound Thru / Left-Turn</u>	<u>0.1 Sec.</u>	<u>0.1 Sec.</u>	<u>A</u>	<u>A</u>
<u>Matapeake Business Drive / Site Access (unsignalized)</u>	<u>N/A</u>	<u>N/A</u>	<u>-</u>	<u>-</u>
<u>Step 1 HCM Delay Test</u>				
<u>Westbound Left / Thru / Right-Turn</u>				
<u>Southbound Thru / Left-Turn</u>				



<u>TOTAL TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM &amp; PM)</u>		<u>Level of Service (LOS, AM &amp; PM)</u>	
<u>US 301 / Timothy Branch Drive (signalized)</u>	<u>1,525</u>	<u>1,748</u>	<u>E</u>	<u>F</u>
<u>Matapeake Business Drive / Timothy Branch Drive (unsignalized)</u>				
<u>Step 1 HCM Delay Test</u>				
<u>Eastbound Thru / Left-Turn</u>	<u>16.0 Sec.</u>	<u>43.5 Sec.</u>	<u>A</u>	<u>A</u>
<u>Westbound Left / Thru / Right-Turn</u>	<u>13.7 Sec.</u>	<u>22.8 Sec.</u>	<u>A</u>	<u>A</u>
<u>Northbound Thru / Left-Turn</u>	<u>0.5 Sec.</u>	<u>1.1 Sec.</u>	<u>A</u>	<u>A</u>
<u>Southbound Thru / Left-Turn</u>	<u>0.1 Sec.</u>	<u>0.1 Sec.</u>	<u>A</u>	<u>A</u>
<u>Matapeake Business Drive / Site Access (unsignalized)</u>				
<u>Step 1 HCM Delay Test</u>				
<u>Westbound Left / Thru / Right-Turn</u>	<u>14.2 Sec.</u>	<u>16.4 Sec.</u>	<u>A</u>	<u>A</u>
<u>Southbound Thru / Left-Turn</u>	<u>0.3 Sec.</u>	<u>0.5 Sec.</u>	<u>A</u>	<u>A</u>
<u>*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, a 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 severe inadequacy.</u>				

The total traffic conditions demonstrate that the intersection of US 301 and Timothy Branch Drive will operate at an inadequate level of service. The TIS indicates that traffic impacts to the intersection of US 301 and Timothy Branch Drive can be offset through a pro-rata contribution for

planned roadway improvements as provided in the Brandywine Road Club which is further detailed below.

The subject property is located within Planning Area 85A and is affected by the Brandywine Road Club. Specifically, CR-9-2017 indicates the following:

1. Establishes the use of the Brandywine Road Club for properties within Planning Areas 85A and 85B as a means of addressing significant and persistent transportation deficiencies within these planning areas.
2. Establishes a list of projects for which funding from the Brandywine Road Club can be applied.
3. Establishes standard fees by development type associated with the Brandywine Road Club to be assessed on approved development.

This resolution works in concert with CB-22-2015, which permits participation in roadway improvements as a means of demonstrating adequacy for transportation, as required in Section 24-124. Specifically, CB-22-2015 allows the following:

1. Roadway improvements participated in by the applicant can be used to alleviate any inadequacy, as defined by the Guidelines. This indicates that sufficient information must be provided to demonstrate that there is an inadequacy.
2. To be subject to CB-22-2015, the subject property must be in an area for which a road club was established prior to November 16, 1993. In fact, the Brandywine Road Club was included in CR-60-1993, adopted on September 14, 1993, and was developed and in use before that date.

**Comment:** Pursuant to CR-9-2017, the Brandywine Road Club fee for the PPS will be \$999 per multifamily dwelling unit, or \$220,779 for all 221 units, to be indexed by the appropriate cost indices to be determined by DPIE. Pursuant to CB-22-2015, an applicant's pro-rata contribution to the Brandywine Road club fulfills transportation adequacy requirements of Section 24-4505 of the Subdivision Regulations and is therefore recommended as a condition of approval as part of the ADQ application.

### **Bicycle & Pedestrian Adequacy**

The subject property is in the TAC-C zoning district and is, therefore subject to Section 24-4506 for pedestrian and bicycle adequacy. The cost cap for the proposed development's off-site facilities is \$66,000. This is determined by Section 24-4506(c)(1)(B)(i) which requires a \$300 per dwelling unit to address bicycle and pedestrian adequacy., adjusted for inflation, is \$79,467 as of October 2022.

### **Off-Site Adequacy**

The applicant has provided off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy.

The applicant proposes the following options:

1. Along the east side of Timothy Branch Drive, as detailed in Exhibit B-2 of the applicant's BPIS submission:
  - a. Install a thermoplastic continental crosswalk
  - b. Construct two ADA-compliant pedestrian ramps
  - c. Mill and overlay area surrounding the proposed pedestrian refuge
  - d. Construct a median with a pedestrian refuge
  - e. Remove the existing pedestrian ramp in the southwest corner
2. Along the west side of Timothy Branch Drive, as detailed in Exhibit B-2 of the applicant's BPIS submission:
  - a. Mill and overlay to remove existing pedestrian crossing along the west leg of the intersection
  - b. Remove the existing pedestrian ramp in the northwest corner
  - c. Reconstruct the existing pedestrian ramp in the southeast corner
3. Along Matapeake Business Drive, as detailed in Exhibit B-3 of the applicant's BPIS submission:
  - a. Install a thermoplastic continental crosswalk
  - b. Construct an ADA-compliant pedestrian ramp

Estimated total: \$76,875.00

#### Demonstrated Nexus

The staff has reviewed the latest submission of the BPIS as well as the recommended improvements to offset the site's pedestrian and bicycle impacts and concludes that BPIS identifies off-site facilities that will provide residents with additional pedestrian improvements to the south and southwest of the subject property. These improvements will help establish greater walkability in the immediate vicinity of the subject site as well as within the Brandywine Crossing Shopping Center. Additionally, prior to certification of the PPS, staff requests the applicant examine the feasibility of including a "yield to pedestrian in crosswalk" signage assembly along the perimeter of the crosswalk on the east leg of the Timothy Branch Drive intersection (as described in Condition 5a), which would be added into the applicant's BPIS submission. Additional signage at this location will further advance pedestrian safety in the vicinity of the subject site and help contribute to pedestrian safety and adequacy as envisioned in Section 24-4506.

The applicant has also included a series of alternative improvements which staff does not find a nexus and does not believe sufficiently offset the site-generated impact. While the alternative improvements may have been included in case the improvements contained within Exhibit B-2 and B-3 could not be completed, staff further recommends the applicant's original preferred improvements be conditioned for approval for the ADQ portion of this application.

Pursuant to Sec. 24-4506(c)(1)(B), staff find that there is a demonstrated nexus between the proposed off-site facilities and improvements 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). The applicant's BPIS submission depicts a continuous sidewalk along the frontage of Matapeake Drive. The site development concept plan depicts a series of internal sidewalks and crosswalks

providing safe pedestrian access throughout the proposed development. At the time of the detailed site plan review, the applicant shall demonstrate a continuous network of onsite pedestrian and bicycle facilities in accordance with Prince George's County standards or other nationally recognized design standards as provided in Section 24-4506 (c) (1) (F) of the subdivision requirements.

### **Transportation Planning Review:**

Based on the "Transportation Review Guidelines – 2022 Supplement", the proposed multifamily dwellings on-site will generate 115 AM and 133 PM vehicle trips. Based on the traffic analysis above, staff finds that the intersection of US 301 and Timothy Branch Drive operates at an inadequate level of service and recommends that a per dwelling fee of \$999, or \$220,779 for a total of 221 units, (to be indexed with appropriate inflation) be made to the Brandywine Road Club. The remaining intersections will operate at acceptable levels to serve the proposed development.

The applicant has provided a detailed list of off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. Staff evaluated the BPIS and accepts the applicant's preferred off-site improvements to offset the pedestrian and bicycle impact generated by the site.

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.

### **Recommendations**

Based on the findings presented above, staff concludes that the multimodal 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 proposed the Preliminary Plan of Subdivision shall be limited to uses that generate no more than 115 AM peak-hour trips and 133 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new Preliminary Plan of Subdivision.
2. Prior to approval of a building permit for each multifamily dwelling unit, the applicant and the applicant's heirs, successors, and/or assigns shall provide a fee calculated of \$999 per dwelling unit multiplied by (Engineering News Record Highway Construction Cost index at the time of payment) / (Engineering News Record Highway Construction Cost Index for first quarter, 1993). All fees shall be paid to Prince George's County (or its designee) and can be indexed by any appropriate cost indices determined by the Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE) or Department of Public Works and Transportation (DPW&T).
3. Prior to the acceptance of the detailed site plan, the applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-061 consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations.
4. The applicant shall provide a network of on-site pedestrian and bicycle facilities consistent with Section 24-4506 (c) (1) (A) of the Prince George's County Subdivision Regulations. The

details of the on-site facilities shall be provided as part of the Detailed Site Plan submission

5. 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. Along the east side of Timothy Branch Drive, as detailed in Exhibit B-2 of the applicant's BPIS submission:
    - i. Install a thermoplastic continental crosswalk
    - ii. Construct two ADA-compliant pedestrian ramps
    - iii. Mill and overlay area surrounding the proposed pedestrian refuge
    - iv. Construct a median with a pedestrian refuge
    - v. Remove the existing pedestrian ramp in the southwest corner
  - b. Along the west side of Timothy Branch Drive, as detailed in Exhibit B-2 of the applicant's BPIS submission:
    - i. Mill and overlay to remove existing pedestrian crossing along the west leg of the intersection
    - ii. Remove the existing pedestrian ramp in the northwest corner
    - iii. Reconstruct the existing pedestrian ramp in the southeast corner
  - c. Along Matapeake Business Drive, as detailed in Exhibit B-3 of the applicant's BPIS submission:
    - i. Install a thermoplastic continental crosswalk
    - ii. Construct an ADA-compliant pedestrian ramp
6. Prior to the certification of the companion PPS, the applicant shall evaluate if a "yield to pedestrian in crosswalk" signage assembly along the perimeter of the crosswalk on the east leg of the Timothy Branch Drive intersection (as described in Condition 5a) can be provided in addition to the improvements listed in Condition 5 within the cost cap. If the improvement is within the cost cap, the applicant shall provide the signage assembly in addition to all of the improvements listed in condition per section 24-4506 of the Subdivision Regulations.

## Diaz-Campbell, Eddie

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**From:** Capers, William  
**Sent:** Tuesday, December 27, 2022 4:47 PM  
**To:** Diaz-Campbell, Eddie  
**Cc:** Ryan, Benjamin  
**Subject:** RE: ADQ referral for PPS-2022-003 Brandywine Crossing Apartments Phase 2

Eddie:

Please see my responses to your comments below in **RED**. I do not have time to update the referral, but I do not believe your concerns warrant a revised TPS referral. Please feel free to send me a Teams message if you have any additional questions.

Will

### William Capers III., PTP

*Planning Supervisor | Countywide Planning Division | Transportation Planning Section*



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[William.Capers@ppd.mncppc.org](mailto:William.Capers@ppd.mncppc.org)

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**From:** Diaz-Campbell, Eddie <Eddie.DiazCampbell@ppd.mncppc.org>  
**Sent:** Tuesday, December 27, 2022 4:11 PM  
**To:** Capers, William <William.Capers@ppd.mncppc.org>  
**Subject:** FW: ADQ referral for PPS-2022-003 Brandywine Crossing Apartments Phase 2

Hi Will,

I've highlighted the areas at issue in the attached document. More specifically, these are the items I thought at issue:

1. The LOS is specified to be LOS D because the property is in TSA2. However, under the new code all TAC Zones, regardless of location, are subject to LOS E. The TAC Zone is also specifically excluded from TSA2. See Table 24-4502, rows 2 and 3. **Yes, the current APF requirements assigns a LOS E for properties in the TAC zone, however LOS E criteria as provided in the zoning ordinance list a CLV range 1451-1600 to which the signalized intersection (US 301 / Timothy Branch Drive (signalized)) in TF conditions with a LOS F and CLV of 1748. The recommended pro-rata contribution is still applicable, and essentially change of the LOS criteria to E does not change the conclusions and outcome of the traffic study and TPS referral. I am ok with you changing the LOS criteria in the staff report to LOS E, but I do not think a updated TPS referral is needed for this minor change in the staff report.**
2. It is difficult to understand from the referral the location of some of the off-site BPIS improvements. For instance, some are specified to be along the east and west sides of Timothy Branch Drive, even though that is an east-west running street. If possible, the conditions should be revised so a reader is not completely reliant on the exhibits in the BPIS itself to understand where the improvements are (though the exhibits can still be referenced in the conditions). **The referral is consistent with the specifications outlined in the BPIS which TPS staff finds acceptable. I understand your concern about citizens referring to the BPIS for reference, but I believe that is the reason and purpose of the BPIS as a supplement of the PPS. Furthermore, In looking at the BPIS again and referral, I think the description of the proposed improvements conveys the placement of said facilities on Timothy Branch which is appropriate as the it intends to**



describe that the specific improvement will be provided on the specific “leg” of the intersection as shown on the exhibit.

3. In the PPS referral, Ben said the ADQ conditions would require “long-term bicycle parking and short-term bicycle parking at each building entrance and the clubhouse.” However, this language doesn’t appear in the ADQ referral itself. This may require Ben’s feedback as long/short term parking are usually master plan compliance conditions but sometimes we used these to fulfill the onsite pedestrian/bicycle adequacy requirements. I am not sure how he intended to use it in this case. However, this is minor. Can you wait to discuss this specific comment when Ben comes back?

Thanks,

**Eddie Diaz-Campbell**

*Planner II | Subdivision Section*

*Development Review Division*



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**From:** Capers, William <[William.Capers@ppd.mncppc.org](mailto:William.Capers@ppd.mncppc.org)>

**Sent:** Tuesday, December 27, 2022 3:51 PM

**To:** Diaz-Campbell, Eddie <[Eddie.DiazCampbell@ppd.mncppc.org](mailto:Eddie.DiazCampbell@ppd.mncppc.org)>

**Subject:** Re: ADQ referral for PPS-2022-003 Brandywine Crossing Apartments Phase 2

I am not aware of any requested changes. Can you forward me the request and I will review and let you know my thoughts

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**From:** Diaz-Campbell, Eddie <[Eddie.DiazCampbell@ppd.mncppc.org](mailto:Eddie.DiazCampbell@ppd.mncppc.org)>

**Sent:** Tuesday, December 27, 2022 3:42:21 PM

**To:** Capers, William <[William.Capers@ppd.mncppc.org](mailto:William.Capers@ppd.mncppc.org)>

**Subject:** ADQ referral for PPS-2022-003 Brandywine Crossing Apartments Phase 2

Hi Will,

Thanks for your help with Glenwood Hills today. Before you leave, I just wanted to check if Ben Ryan discussed with you the revisions I requested to the ADQ-2022-061 referral. If he did, do you know when I might get that?

Thanks,

**Eddie Diaz-Campbell**

*Planner II | Subdivision Section*

*Development Review Division*

