

Certificate of Adequacy

ADQ-2023-013

General Information

Project Name: Hope Village Phase 2
Case Number: ADQ-2023-013
Associated Preliminary Plan of Subdivision or Final Plat: 4-23007
Use Type: Residential
Dwelling Unit Type and Number: 249 single-family attached units Gross Floor Area (nonresidential): N/A

Project Location

Project Location: At the southeast quadrant of the intersection of MD 223 and Marlboro Pike
Lot/Parcel: Part of Parcel 6 Tax Account: 1716299
Property Zone: RMF-48/MIO Council District: 9
Planning Area: 82A Municipality: N/A
Election District: 15 Transportation Service Area: 2
Police District: V School Cluster Area: 4

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 2	LOS "D" (Critical Lane Volume of 1301-1450)	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:

- *Special Projects Section Ray to Diaz-Campbell, February 5, 2024)*
- *Department of Parks and Recreation (Thompson to Diaz-Campbell, February 5, 2024)*
- *Transportation Planning Section (Patrick to Diaz-Campbell, February 12, 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 that would generate no more than 174 AM and 199 PM peak-hour vehicle trips.
2. Prior to approval of any 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 Prince George's County Subdivision Regulations ("Pedestrian and Bikeway Adequacy"), 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. MD 223 / Marlboro Pike Relocated (C-605)
 - i. Removal and replacement for ADA compliant curb ramps
 - ii. Construction of a channelized island, striping of thermoplastic continental crosswalks and associated curb and gutter
 - iii. Construction of asphalt trail connecting the existing trail with the proposed crossing

In the event that the above improvements do not receive approval for permit, the applicant shall provide the following alternatives:

- b. MD 223 / Marlboro Pike Relocated (C-605)
 - i. Removal and replacement of existing sidewalk with an asphalt trail along the south side of Marlboro Pike Relocated (C-605)
 - ii. Provide wayfinding signage along the asphalt trail to Windsor Park
3. 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.

SIGNATURE

Lakisha Hull

Planning Director

03/06/2024

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

February 5, 2024

MEMORANDUM

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

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

SUBJECT: 4-23007 and ADQ 2023-013 for Hope Village Phase 2

Project Summary:

The project proposes 249 attached single family residential lots at 5800 Woodyard Road. The total acreage of the site is 37.75-acres with the Limits of Disturbance at 27.05-acres. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on December 21, 2023.

PPS-4-23007

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:

Section 24-122.01(b)(1) of the prior Subdivision Regulations states that:

.... 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 for preliminary or final plat approval.

The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 4, "Community System Adequate for Development Planning" (water and sewer lines are available and/or accessible for extending). The 2018 Water and Sewer Plan states that:

Once a property has been changed to Category 4 and meets certain criteria, a Plan Amendment application to move to Category 3 may be submitted. Category 3 status allows the owner of the property to obtain appropriate water and sewer extension authorization, record the final plat and subsequently receive building permits. Plan amendments for

changes from Category 4 to Category 3, and for public use allocations are generally approved administratively.

Additionally, the property is within Tier 2 of the Sustainable Growth Act. Tier 2 are those properties currently planned for public sewer.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 82A – “Rosaryville”. The *2024-2029 Fiscal Year Approved CIP Budget* identifies one new construction project, a proposed Organics Composting Facility located at 6550 Crain Highway Southeast (3.54.0001).

Conformance to the Master Plan:

This preliminary plan of subdivision was reviewed for conformance to the master plan in accordance with Section 24-121(a)(5) of the prior Subdivision Regulations. The 2013 Approved Subregion 6 Master Plan and Sectional Map Amendment identifies the following goals for Public Facilities:

1. Provide residents of Subregion 6 needed public facilities in locations that serve existing and future populations.
2. Ensure that all new public facilities will be constructed to LEED standards and existing buildings will be retrofitted to make them as energy efficient and sustainable as possible.
3. Maintain the high level of service by providing essential equipment and professional training for personnel.
4. Priority will be given to funding public facilities to support development in the Developing Tier.

The proposed development will not impede achievement of the above-referenced goal. 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.

Conclusion

At the writing of this referral the Special Projects Section finds that the applicable public facility standards and conformance with the area master plan, is met pursuant to the prior Subdivision Regulations.

ADQ-2023-013**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 V, Clinton, located at 6707 Groveton Drive in Clinton, Maryland 20735. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated January 8, 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. However, at the time of application acceptance (December 21, 2023) the numbers were not known for November 2023 and the only available information was for October 2023. The times are based on a rolling average for the preceding 12 months.

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

Reporting Cycle	Reporting Month	Priority	Non-Priority
Acceptance Date	October 2023	8:06 minutes	10:20 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 Forestville Station #823 located at 8321 Old Marlboro Pike, Upper Marlboro, MD 20772, 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 January 5, 2024, the site passes the seven minute travel time test for residential development from the closest or 'first due' Fire/EMS station.

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 4, as identified in the *Pupil Yield Factors & Public-School Clusters 2022-2023 Update*. The project proposes to add 249 new attached single-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. Public schools at all levels in Cluster 4 currently operate at a capacity below 105% and the proposed project therefore passes the school adequacy test.

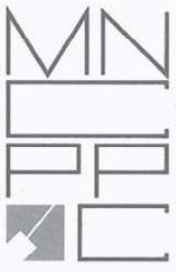
Impact on Affected Public School Clusters

	Affected School Cluster		
	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Attached Single-Family Dwelling Units	249	249	249
Pupil Yield Factor (PYF) – SFA	0.146	0.069	0.087
SFA x PY=Future Enrollment	36	17	22
Adjusted Student Enrollment 9/30/22	12,852	10,347	8,225
Total Future Student Enrollment	12,888	10,364	8,247
State Rated Capacity	17,381	11,321	8,829
Percent Capacity	74%	92%	93%

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 outside of the I-495 Capital Beltway; thus, the surcharge fee is **\$19,826 per dwelling unit**. 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.

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: February 5, 2024

TO: Eddie Diaz-Campbell, Planner III
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: Ivy R. Thompson, Planner III **IRT**
Land Acquisition/Management & Development Review Section
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

SUBJECT: **4-23007 Hope Village Phase 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 249 single-family attached dwellings and 34 Parcels on 33.85 acres.

BACKGROUND:

The subject property is approximately 37.47 acres located at the southeast quadrant of the intersection of Woodyard Road (MD 223) and Marlboro Pike. This proposal is subject to the *2013 Approved Subregion 6 Master 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*. DPR manages and maintains M-NCPPC-owned parkland on both the east and west sides of the subject property. Parks nearby include Windsor Park located on the west side of Woodyard Road directly across from the subject property, developed with a playfield, playground, and parking; Melwood Parke Park approximately 1.5 miles to the northeast; and Melwood Hills Park located 1.5 miles to the south. Hope Village is also located approximately 1 mile north of Melwood Pond Park. The southeastern edge of the subject property borders an undeveloped park known as Melwood-Westphalia Park that is bisected on a north/south alignment by a PEPCO (right-of-way) transmission line.

Master Plan Conformance

The property is subject to the 2013 *Approved Subregion 6 Master 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 mixed-use 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 740 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:

The 2013 *Approved Subregion 6 Master Plan* indicates an abundance of regional parkland at 12,970 acres. However, additional local parkland should still be pursued to meet the anticipated population of 78,000 by 2030. Additionally, the Countywide Master Plan of Transportation also calls for the development of a planned hard surface trail along Woodyard Road that runs along the western edge of the subject property, and a planned bike route/shared-use road along Marlboro Pike that borders the northern property edge.

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, 2.61 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 open space amenity areas on Parcels J, W, EE, and GG with sidewalk connections to these features. DPR staff concurs that the identified areas for the residents are appropriate to provide outdoor recreation for future residents. The details and the cost estimates for the on-site facilities will be evaluated by Development Review staff. DPR staff recommends safe pedestrian crossing of Woodyard Road for residents of the subject development to access the existing Windsor Park. DPR staff also supports the master plan trail recommendation

along Woodyard Road to enable the residents of this community to connect to other M-NCPPC properties to the north and south of the subject property.

RECOMMENDATION:

The Park Planning and Environmental Stewardship Division of the Department of Parks and Recreation recommends approval of 4-23007 Hope Village Phase 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 is being addressed by providing both land dedication and on-site recreation facilities for Service Area 6.

cc: Alvin McNeal



February 16, 2024

MEMORANDUM

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

FROM: *BAP* Benjamin Patrick, Transportation Planning Section, Countywide Planning Division

VIA: *NS* Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

CH Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: ADQ-2023-013 Hope Village Phase 2

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed with the Preliminary Plan of Subdivision (PPS) application, 4-23007, which proposes the subdivision of land for the development of 249 single-family attached dwellings within the Residential, Multifamily-48 (RMF-48) zone. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Criteria for Establishing Transportation Adequacy

The subject property is located within 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: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

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 and the standard of CLV is 1,150 or less.

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 and the standard of CLV is 1,150 or less.

Analysis of Traffic Impacts

The applicant submitted a traffic impact study (TIS) for staff's review to be analyzed for the determination of adequacy.

Trip Generation

The table below summarizes trip generation for each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site:

TRIP GENERATION SUMMARY								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Multi-Family	249	Units	35	139	174	129	70	199
Total Trip Cap Recommendation			174			199		

The submitted TIS included an analysis of 270 units; however, during the review of the application, the design has been modified to address comments provided to the applicant. The table above reflects the proposed unit count at the time of this writing. Based on the minimal reduction in unit count, staff did not request the TIS be updated to reflect the reduced unit count and has provided the trip generation analysis based on the unit count above.

The traffic generated by the proposed application would impact the following intersections in the transportation system:

- MD 223 and Marlboro Pike (signalized)
- MD 223 and NB MD 4 ramps (unsignalized)
- MD 223 and SB MD 4 ramps (signalized)
- MD 223 and Marlboro Pike (signalized)
- MD 223 and site access/Marlboro Pike Relocated(unsignalized)
- MD 223 and Dower House Road (signalized)
- MD 223 and Rosaryville Road (signalized)
- MD 223 and site access (unsignalized)
- Marlboro Pike and site access (unsignalized)

Existing Traffic

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

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 223 and Marlboro Pike (signalized)	-	-	-	-
MD 223 and NB MD 4 ramps (unsignalized)	-	-	-	-
MD 223 and SB MD 4 ramps (signalized)	-	-	-	-
MD 223 and Marlboro Pike (signalized)	970	1181	A	C
MD 223 and site access/Marlboro Pike Relocated (unsignalized)	57.8 secs	35.2 secs	Fail	Pass
<i>Unsignalized tier step 2</i>	< 100 veh.	-	Pass	-
MD 223 and Dower House Road (signalized)	1174	951	C	A
MD 223 and Rosaryville Road (signalized)	721	837	A	A
MD 223 and site access (unsignalized)	-	-	-	-
Marlboro Pike and site access (unsignalized)	-	-	-	-
*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.				

Background Traffic

The traffic study identified 10 background developments whose impact would affect study intersections. Additionally, annual growths of 0.5% over six years were applied to through movement traffic volumes along all the study roads. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 223 and Marlboro Pike (signalized)	947	903	A	A
MD 223 and NB MD 4 ramps (unsignalized)	-	-	-	-
MD 223 and SB MD 4 ramps (signalized)	1150	1297	B	C
MD 223 and Marlboro Pike (signalized)	1058	1320	B	D
MD 223 and site access/Marlboro Pike Relocated (unsignalized)	121.6 secs	77.3 secs	Fail	Fail
<i>Unsignalized tier step 2</i>	< 100 veh.	< 100 veh.	Pass	Pass
MD 223 and Dower House Road (signalized)	1341	1123	D	B
MD 223 and Rosaryville Road (signalized)	776	890	A	A
MD 223 and site access (unsignalized)	-	-	-	-
Marlboro Pike and site access (unsignalized)	-	-	-	-
*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.				

Total Traffic

As conditioned in conceptual site plan CSP-18007-01 and to develop the future condition, the following lane configuration changes are proposed:

- Add a northbound MD 223 right turn lane at Marlboro Pike Relocated / site access
- Add a southbound MD 223 left turn lane at Marlboro Pike Relocated / site access
- Convert eastbound left turn lane along Marlboro Pike Relocated to a left-thru lane
- Add a westbound left-thru lane at MD 223 at Marlboro Pike Relocated / site access
- Add a westbound right turn lane at MD 223 at Marlboro Pike Relocated / site access
- Add a northbound MD 223 right turn lane at site access north of Marlboro Pike Relocated
- Add a westbound right turn lane along site access north of Marlboro Pike Relocated
- Convert eastbound Marlboro Pike through lane at site access to a thru-right lane
- Convert westbound Marlboro Pike through lane at site access to a left-thru lane
- Add a northbound shared left-right lane along site access at Marlboro Pike

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

TOTAL TRAFFIC CONDITIONS with RECONFIGURATIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 223 and Marlboro Pike (signalized)	950	903	A	A
MD 223 and NB MD 4 ramps (unsignalized)	-	-	-	-
MD 223 and SB MD 4 ramps (signalized)	1210	1382	C	D
MD 223 and Marlboro Pike (signalized)	1140	1364	B	D
MD 223 and site access/Marlboro Pike Relocated (unsignalized)	439.7 secs	231.9 secs	Fail	Fail
<i>Unsignalized tier step 2</i>	< 100 veh.	< 100 veh.	Pass	Pass
MD 223 and Dower House Road (signalized)	1381	1151	D	C
MD 223 and Rosaryville Road (signalized)	799	892	A	A
MD 223 and site access (unsignalized)	15.6 secs	12.5 secs	Pass	Pass
Marlboro Pike and site access (unsignalized)	31.7 secs	33.2 secs	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, 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.				

The study results show that all critical intersections will operate at acceptable levels in all conditions and there are no additional improvements required. The adequacy requirements have been met.

Analysis of Bicycle & Pedestrian Impacts

The subject property is in the Residential, Multifamily-48 (RMF-48) zoning district and is 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 \$74,700, adjusted for the most recent available inflation at the time of acceptance to \$98,100:

Residential: 249 units x \$300.00 = \$74,700

Adjusted per December 2023 inflation: \$98,100

Off-Site Adequacy

The applicant has provided a list of several off-site improvement facilities to meet pedestrian and bikeway adequacy. Staff provided recommendations that include pedestrian improvements to facilitate a pedestrian route to nearby Windsor Park.

In a joint memo dated January 18, 2024, the Department of Public Works and Transportation (DPW&T) and the Department of Permitting, Inspections and Enforcement (DPIE) provided comments on the TIS, bicycle pedestrian impact statement (BPIS) and the PPS. Within the comments for the BPIS, the agencies expressed an interest in pursuing bus shelters in lieu of the proposed improvements provided by the applicant.

After further discussion it was determined that there is a larger need to facilitate pedestrian

movement via the construction of sidewalks and the proposed crossing as they do not currently exist. At the time of this referral, no comments were received from the State Highway Administration (SHA). If the proposed improvements below are not feasible and do not receive permit approval from SHA, the conversion of the existing bus stops to bus shelters would be a viable alternative at that time, however, it would require a full review of the certificate of adequacy.

The applicant proposes the following improvements as the priority, resulting in an approximate total of \$58,030:

1. MD 223 / Marlboro Pike Relocated
 - a. Removal and replacement for ADA compliant curb ramps
 - b. Construction of a channelized island, striping of thermoplastic continental crosswalks and associated curb and gutter
 - c. Construction of asphalt trail connecting the existing trail with the proposed crossing

In the event that the above improvements do not receive approval for permit, the applicant proposes the following alternatives:

2. MD 223 / Marlboro Pike Relocated
 - a. Removal and replacement of existing sidewalk with an asphalt trail along the south side of Marlboro Pike Relocated
 - b. Provide wayfinding signage along the asphalt trail to Windsor Park

On-Site Adequacy

The subject development also proposes on-site amenities that include outdoor seating areas, dedicated picnic areas with shelters, sidewalk along both sides of all roadways, and multiple pedestrian connections to the shared use path along the property frontage of MD 223. A bicycle lane along C-605 is also proposed to encourage multimodal use. In addition, staff recommend that short-term bicycle parking be provided at all recreation areas for residents as part of on-site amenities. Staff find that the proposed and recommended amenities are appropriate for the subject application and shall be included on the site plan at the time of detail site plan approval.

Demonstrated Nexus

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 west of the subject property. The installation of the crosswalk and channelized island will create a direct pedestrian path from the subject site at its connection to the existing shared-use path along the west side of MD 223. This will provide a pedestrian route from the crossing at MD 223 and the proposed site access to Windsor Park. The community to the west is also allotted a designated crossing to the subject property, as retail use is also planned on site. The prior conceptual site plan conditioned a pedestrian crossing at this location; however, the applicant would only be conditioned to construct a half section of the crossing as required for on-site facilities. The proposed improvements will fulfill the intent of the condition and provide the necessary multimodal elements to allow residents of the proposed development access to the existing neighborhood part.

Conclusion

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision as required in accordance with Subtitle 24 if the application is approved with the following conditions:

1. Total development within the subject property shall be limited to uses that would generate no more than 174 AM and 199 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.
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 specific design plan submission.
3. Prior to approval of any 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 Prince George's County Subdivision Regulations ("Pedestrian and Bikeway Adequacy"), 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. MD 223 / Marlboro Pike Relocated
 - i. Removal and replacement for ADA compliant curb ramps
 - ii. Construction of a channelized island, striping of thermoplastic continental crosswalks and associated curb and gutter
 - iii. Construction of asphalt trail connecting the existing trail with the proposed crossing

In the event that the above improvements do not receive approval for permit, the applicant shall provide the following alternatives:

- b. MD 223 / Marlboro Pike Relocated
 - i. Removal and replacement of existing sidewalk with an asphalt trail along the south side of Marlboro Pike Relocated
 - ii. Provide wayfinding signage along the asphalt trail to Windsor Park