



Certificate of Adequacy

ADQ- 2024-041

General Information

Project Name: The Enclave at Brandywine Phase 2

Case Number: ADQ-2024-041

Associated Preliminary Plan of Subdivision or Final Plat: PPS-2024-017

Use Type: Residential

Dwelling Unit Type and Number: 36 Single Family detached

Gross Floor Area (nonresidential): N/A

Project Location

Project Location: Located south side of General Lafayette Boulevard, approximately 850 feet southwest of its intersection with Chadds Ford Drive.

Lot/Parcel: Parcels B and C

Tax Account: 5766241, 11266023

Property Zone: RSF-A

Council District: 9

Planning Area: 85A

Municipality: N/A

Election District: 11

Transportation Service Area: 2

Police District: VII

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 2	LOS "D" (Critical Lane Volume of 1301-1450)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	N/A	No
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	Yes
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 (Walker to Vatandoost, March 11, 2025)*
- *Department of Parks and Recreation (Thompson to Vatandoost, March 17, 2025)*
- *Transportation Planning Section (Daniels to Vatandoost, March 14, 2025)*


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 25 AM and 29 PM peak-hour vehicle trips.
2. Prior to approval of a building permit for each single-family attached dwelling unit, the applicant and the applicant's heirs, successors, and/or assigns shall provide a fee calculated of \$1,338 per dwelling unit multiplied by (Engineering News Record Highway Construction Cost index at 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 Planning Board approval of the preliminary plan of subdivision (PPS), the applicant shall enter into and submit a ratified Public Safety Mitigation Fee agreement with the M-NCPPC Prince George's County Planning Department, in accordance with the Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure (CR-078-2005), for the mitigation of residential police response times.
4. Prior to the issuance of a grading permit for the development, a Public Safety Mitigation Fee shall be paid in the amount of \$136,080 (\$3,780 x 36 dwelling units) based on the Office of Management and Budget FY 2025 Consumer Price Index annual adjustment. Notwithstanding the number of single-family dwelling units and the total fee payments noted in this condition, the final number of dwelling units shall be as approved by the Planning Board and the total fee payment shall be determined by multiplying the total dwelling unit number by the per unit factor noted above. The per unit factor of \$3,780 is subject to adjustment on an annual basis in accordance with the percentage change in the Consumer Price Index for All Urban Consumers. The actual fee to be paid will depend upon the year the grading permit is issued.

SIGNATURE


Lakisha Hill (Date: 7, 2025 11:27 EDT)
Planning Director

04/07/2025

Date of Approval

This certificate of adequacy is valid for 12 years from the date of its approval, 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

March 11, 2025

MEMORANDUM

TO: Mahsa Vatandoost, Planner III, Subdivision Section, DRD

FROM: TW Tineya Walker, Planner I, Special Projects Section, CWPD

VIA: BR Bobby Ray, AICP, Supervisor, Special Projects Section, CWPD

SUBJECT: PPS-2024-017 & ADQ-2024-041 – Enclave at Brandywine Phase 2

Project Summary:

The project proposes to subdivide the existing 2 parcels into 36 single-family attached residential dwelling units and 6 parcels. The site is on 2 parcels totaling approximately 5.44-acres. The property is located at the intersection of Chadds Ford Drive and General Lafayette Boulevard located at 15841 & 15801 General Lafayette Boulevard in Brandywine, Maryland. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on January 7, 2025.

PPS-2024-017

The Certificate of Adequacy associated with preliminary plan PPS-2024-017 is being reviewed for public facility adequacy standards per Section 24-4502 as follows:

24-4502. Applicability

(b) Applicability of Public Facility Adequacy Standards

- (2)** An application listed in Section 24-4502(a) above¹ shall not be approved until a certificate of adequacy or conditional certificate of adequacy is approved in accordance with the procedures and standards of this Section. No certificate of adequacy or conditional certificate of adequacy shall be approved unless and until it is reviewed and approved in conjunction with one of the applications or subdivision reviews identified in Section 24-4502(a) above and Section [24-4503\(a\)](#).

¹ **24-4502. Applicability**

(a) **Applications / Approvals Subject to this Section**

This Section applies to:

(1) An application for a preliminary plan of subdivision (minor or major).

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 I of the Sustainable Growth Act. Tier I include those properties eligible to be 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 Adequate for Development Planning". Category 3 includes developed land on public water and sewer, and underdeveloped properties with valid preliminary plan approved for public water and sewer.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 85A – "Brandywine & Vicinity". The *2025-2030 Fiscal Year Approved CIP Budget* does not identify any public facilities proposed for construction.

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 *2013 Approved Subregion 5 Master Plan* contains some of the following policies and strategies:

- Construct new public schools at locations that are convenient for the populations they serve and require minimal bussing of students.
- Locate police, public safety, and fire/rescue facilities to meet the needs of the community in accordance with the standards contained in the Public Safety Facilities Master Plan.

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-2024-041

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

The subject property is served by Police Division VII, Fort Washington, located at 11108 Fort Washington Road, Fort Washington, Maryland 20744. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated February 10, 2025, that stated the Department "has an adequate amount of equipment for our current sworn officers"

(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.

Compliance with the required 10/25-minute emergency/non-emergency response times is evaluated (i) on the date the application is accepted or (ii) within the following three-monthly cycles of response time reports. Response times that equal, or are less than, the criteria for both types of calls within any one of those four testing periods shall cause the subdivision to satisfy Police Facility Adequacy. An application that fails one or both of these response times in each testing period, but for which the response times for both emergency and nonemergency calls does not exceed 20% above the respective response times, may mitigate. If one or both response times exceed 20% in each testing period, or an applicant with an opportunity to mitigate chooses not to do so, the application fails the Police Facility Adequacy test.

The appropriate response time is the time for the area closest in proximity to the proposed subdivision that also contains accurate data. At the Beat and Reporting Area level, times are often not sufficiently accurate because there may be no, or only a few calls, in an entire year at that level. At the Sector level, however, there are a sufficient number of calls to provide accurate response

times. Since the Sector level is more narrowly drawn, Sector level estimated times are closer to the vicinity of the subdivision and are, therefore, applied when provided by the Chief of Police. If Sector level times are not available, staff applies times at the Division level.

Pursuant to Section 24-4508(b), the estimated police response times for the site satisfy the standard of 10 minutes for emergency calls and 25 minutes for non-emergency calls. The times are based on a rolling average for the 12-month period from January 2023 through December 2023. The application was accepted by the Planning Department on January 7, 2025. The subject property is located within Police Division VII and the response times provided reflect this reporting area.

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

Acceptance Date	Reporting Periods	Emergency	Non-Emergency
January 7, 2025	January 2023 to December 2023	11:00	15:00

Pursuant to the above information and based on reviewing the most recent annual report provided by the Chief of Police dated September 3, 2024, the subject police response times for the site fails the standard of 10 minutes for emergency calls. The applicant may offer to mitigate. A mitigation agreement and payment of Safety Mitigation Fee will be required.

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 response time for any

residential uses. The Fire Department uses the metric of “travel time” in their evaluation. Response time adds one minute of ‘turn-out’ time which is assessed at the time the station receives notice and initiates a response. Therefore, the six-minute travel time is the same metric as the seven-minute response time.

The subject property is served by Brandywine #840, located at 13809 Brandywine Road, Brandywine, Maryland 20613. Prince George’s County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of February 12, 2025, 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:

(a) Adopted LOS Standards 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.**

This preliminary plan was reviewed for impact on school facilities in accordance with Section 24-4510 of the current Subdivision Regulations. The subject property is located within Cluster 6, as identified in the *Pupil Yield Factors & Public-School Clusters* 2021 Update. The project proposes to add 36 single-family attached residential dwelling units.

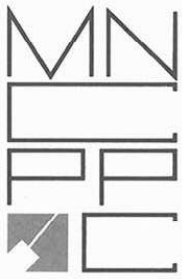
The adopted “level of service” standard is the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters. Per the table below, the existing state rated capacity is below 105% at all school levels and complies with the service standard.

	Affected School Cluster 6		
	Elementary School Cluster 6	Middle School Cluster 6	High School Cluster 6
Single Family Attached Dwelling Units	36	36	36
Pupil Yield Factor (PYF) – SFA	0.134	0.067	0.096
SFA x PYF=Future Enrollment	41	38	39
Adjusted Student Enrollment 9/30/23	6,347	2,299	4,060
Total Future Student Enrollment	6,388	2,337	4,099
State Rated Capacity	8,299	2,516	5,206
Percent Capacity	77%	93%	79%

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is **\$11,950** per dwelling if a building is located between Interstate 495 and the District of Columbia; **\$11,950** 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 **\$20,500** per dwelling for all other buildings. This project is outside of the I-495 Capital Beltway; thus, the surcharge fee is **\$20,500**. 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 due to the failing police response the applicant will need to enter into a mitigation agreement and payment of Safety Mitigation Fee will be required.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: March 17, 2024

TO: Mahsa Vatandoost, Planner II
Subdivision Section, Development Review Division
Planning Department

VIA: Sonja Ewing, Assistant Division Chief [SME](#)
Dominic Quattrocchi, Planning Supervisor [DAQ](#)
Park Planning and Development Division
Department of Parks and Recreation

FROM: Ivy Thompson, Planner III [IRT](#)
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **PPS-2024-017 The Enclave at Brandywine Phase 2**

The Department of Parks and Recreation (DPR) staff has reviewed and evaluated this Preliminary Plan of Subdivision for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL

This application is for the development of 36 lots and 6 parcels for single-family attached residential development.

BACKGROUND:

Located on the west side of Robert Crain Highway and south of Chaddsford Drive. The subject site was previously reviewed as Preliminary Plan of Subdivision 4-18017, which Planning Board Resolution No.19-116C, Condition 10 a-g conveyed 1.7 acres of land to M-NCPPC and Condition 11 mandates the construction of an 8-foot-wide trail connection. The site was again reviewed as DSP-20054-01, which Planning Board Resolution No. 2013-118 Conditions 1(a)(e) and 2 apply. Subdivision staff must complete the conveyance of the 1.7 acres of land to DPR to meet their Mandatory Parkland Dedication requirement for PPS 4-18017. The draft deed was reviewed by DPR legal staff. The trail will be constructed as part of the Right of Entry Agreement. The applicant received A Notice of Intent Letter for the Right of Entry Agreement from DPR Park Development staff.

Master Plan Conformance

The property is subject to the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (Subregion 5 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 Sections 24-4101(b)(1) of the Subdivision Regulations.

Parks & Recreation Adequacy [Section 24-4507]

Per 24-4507(b)(1) of the Prince George's County Subdivision Regulations 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 inclusive of Federal, State, M-NCPPC, County and Municipal owned lands.

Therefore, Parks staff find the LOS adequate.

Separate from the evaluation of Parks & Recreation Adequacy, the Mandatory Dedication requirements must be met. The standards to determine the required acreage of parkland and recreation facilities to serve the new residents of the proposed Subdivision are determined as discussed below.

FINDINGS:

DPR facilities serving this proposed subdivision are the Rose Creek Connector Trail, the Mattawoman Stream Valley Park (south), the Southern Area Aquatics and Recreation Complex (SAARC) to the northwest. These existing facilities provide access to active recreation for future residents of this proposed development.

The provisions of the Prince George's County Subdivision Regulations Section 24-4601, which relate to the Mandatory Dedication of Parkland, stipulate that the applicant dedicates land, pay a fee-in-lieu, and/or provide onsite recreational facilities. The Mandatory Parkland Dedication requirement is met via the land conveyance and trail construction per Planning Board Resolution No.19-116C, which conditioned the conveyance of 1.7 acres of land to M-NCPPC and mandates the construction of an 8-foot-wide trail connection of the Rose Creek Trail.

RECOMMENDATION

DPR (PPES) staff recommends approval of the Enclave at Brandywine Preliminary Plan of Subdivision, PPS-2024-017.

cc: Leonard Pettiford



March 14, 2025

MEMORANDUM

TO: Mahsa Vatandoost, Development Review Division

FROM: Leah Daniels, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: ADQ-2024-041 Enclave at Brandywine

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed with the Preliminary Plan of Subdivision (PPS)-2024-017, which proposes the subdivision of land for the development of 36 townhomes as part of a larger development, within the Residential Single-Family Attached (RSF-A) 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 traffic counts for staff review and analysis 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: ADQ-2024-041 Enclave at Brandywine								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Townhomes (PGC Rates)	36	units	5	20	25	19	10	29
Total Trip Cap Recommendation			25			29		

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

- MD 5 & Cedarville Road (signalized)
- MD 5 & Chadds Ford Drive (signalized)
- Chadds Ford Drive & General Lafayette Boulevard (unsignalized)

Existing Traffic

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

<u>EXISTING TRAFFIC CONDITIONS</u>				
Intersection	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
MD 5 & Cedarville Road (signalized)	1333	1819	D	F
MD 5 & Chadds Ford Drive (signalized)	1233	1369	C	D
Chadds Ford Drive & General Lafayette Boulevard (unsignalized) <i>Tier 1 HCM Delay Test</i>	11.8 secs	11.6 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, 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.				

The traffic analysis indicates that the MD 5 / Cedarville Road intersection operates below the identified threshold during the PM peak hour.

Background Traffic

The traffic analysis identified 15 background developments whose impact would affect study intersections. Additionally, an annual growth of 2% over six years was applied to the traffic counts.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
MD 5 & Cedarville Road (signalized)	1908	2312	F	F
MD 5 & Chadds Ford Drive (signalized)	1675	1932	F	F
Chadds Ford Drive & General Lafayette Boulevard (unsignalized) <i>Tier 1 HCM Delay Test</i>	17 secs	17.2 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, 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.				

The analysis indicates the intersections of MD 5 / Cedarville Road and MD 5/Chadds Ford Drive intersections operate below the identified threshold during both peak hours.

Total Traffic

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

TOTAL TRAFFIC CONDITIONS				
Intersection	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
MD 5 & Cedarville Road (signalized)	1908	2313	F	F
MD 5 & Chadds Ford Drive (signalized)	1683	1938	F	F
Chadds Ford Drive & General Lafayette Boulevard (unsignalized) <i>Tier 1 HCM Delay Test</i>	18.3 secs	18.9 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, 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.				

As shown above, the intersections of MD 5/Cedarville Road and MD 5/Chadds Ford Drive do not meet the adequacy standards during the AM and PM peak hours. Chadds Ford Drive & General Lafayette Boulevard are projected to operate at acceptable levels.

It is recommended that the applicant contributes a fee to the Brandywine Road Club in lieu of constructing off-site improvements at these intersections. The analysis indicates that traffic impacts to these intersections can be offset through a pro-rata contribution for planned roadway improvements as provided in the Brandywine Road Club.

Brandywine Road Club

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 will be \$1,472 for each single-family dwelling unit, \$1,338 for each single-family attached dwelling unit, and \$2.07 per gross square foot of non-residential use, to be indexed by the appropriate cost indices to be determined by the Department of Permitting, Inspections and Enforcement (DPIE). Pursuant to CB-22-2015, an applicant's pro-rata contribution to the Brandywine Road Club fulfills transportation adequacy requirements and is therefore recommended as a condition of approval as part of this application, which shall be fulfilled at the time of each building permit.

Analysis of Bicycle & Pedestrian Impacts Statement

The subject property is in the Residential Single-Family Attached (RSF-A) zoning district and is therefore not subject to Section 24-4506 for pedestrian and bicycle adequacy.

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 25 AM and 29 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. Prior to approval of a building permit for each single-family attached dwelling unit, the applicant and the applicant's heirs, successors, and/or assigns shall provide a fee calculated of \$1,338 per dwelling unit multiplied by (Engineering News Record Highway Construction Cost index at 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).