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Preliminary Plan 4-03141

Application	General Data
Project Name: JEFFERSON SQUARE APARTMENTS @ COLLEGE PARK Location: Southeast quadrant of Baltimore Avenue and Cherokee Road. Applicant/Address: J P I 8230 Boone Boulevard, Suite 340 Vienna, VA. 22182	Date Accepted: 08/24/2006
	Planning Board Action Limit: N/A
	Plan Acreage: 4.56
	Zone: R-T & M-U-I
	Parcel: 1
	Election District: 21
	Planning Area: 66
	Tier: Developed
	Council District: 03
	Municipality: College Park
	200-Scale Base Map: 212NE04

Purpose of Application		Notice Dates	
RECONSIDERATION HEARING: By a letter dated August 24, 2006, the applicant requested a reconsideration of the transportation analysis associated with the original approval. On September 21, 2006, the Planning Board granted this request.		Previous Parties of Record	10/16/2006
		Sign(s) Posted on Site:	N/A
Staff Recommendation		Staff Reviewer: Alan S. Hirsch	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

October 18, 2006

MEMORANDUM

TO: Prince George's County Planning Board

FROM: Alan S. Hirsch, Planning Supervisor

SUBJECT: Jefferson Square Apartments at College Park Reconsideration Hearing
Preliminary Plan of Subdivision 4-03141

In a letter dated August 24, 2006, the applicant requested a reconsideration of the subject preliminary plan to provide for an analysis of the transportation facilities consistent with the parameters of the College Park US 1 Corridor Sector Plan. On September 21, 2006, the Planning Board granted the applicant's request to reconsider the original approval based on the limited scope of analyzing the transportation adequacy without the US 1 and Greenbelt Road (MD 430)/Metzerott Road intersection.

The Transportation Planning Section has reviewed the request for reconsideration for the above-mentioned case. The subject property consists of approximately 4.56 acres of land in the R-T Zone. The property is located on the east side of US 1 in the City of College Park, at the southeast corner of US 1 and Cherokee Street. The applicant proposes a mixed-use subdivision consisting of 205 residences and 41,540 square feet of retail space. This memorandum only provides key facts and background information related to the merits of the reconsideration, which is primarily concerned with amending the transportation findings made in the original decision.

In the reconsideration request, it was stated that the US 1/Greenbelt Road intersection was erroneously included in the scope regarding the applicable corridor level of service in the original traffic study. As stated in the original Planning Board findings, the College Park US 1 Corridor Sector Plan, as a recommendation within the Transportation and Circulation chapter, specifies that "Establishment of a traffic Level-of-Service E is recommended based on the average peak-period levels of service for all signalized intersections." This is further specified to occur over three sections of the corridor, and this measure is reflected in the table showing results for total traffic. Development within the northern segment of the corridor, within which this site is located, is to be governed by the average peak period level of service for all signalized intersections along US 1 between the Capital Beltway and MD 193. There are three existing signalized intersections within this corridor: US 1/Edgewood Road, US 1/Cherry Hill Road, and US 1/Fox Street. The US 1/Greenbelt Road intersection is clearly south of MD 193 and should not have been included.

Within the context of the reconsideration request, the applicant seeks to amend the level of development proposed and revise the transportation findings accordingly. Therefore, the transportation findings included in the original April 23, 2004, memorandum as Finding 8 under "Analysis of Traffic Impacts" will be recanted herein, with revised information where applicable.

Analysis of Traffic Impacts

The traffic study for this site examined the site impact at four intersections:

US 1/Edgewood Road (signalized)	US 1/Cherry Hill Road (signalized)
US 1/Fox Street (signalized)	US 1/Cherokee Street (unsignalized)

The existing conditions for the peak period at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
US 1 and Edgewood Road	1,406	1,360	D	D
US 1 and Cherry Hill Road	1,194	1,409	C	D
US 1 and Fox Street	1,298	1,270	C	C
US 1 and Cherokee Street	66.0*	40.6*	--	--
*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, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The area of background development includes 6 properties in the vicinity of the subject property. Background conditions also assume through traffic growth of 2.0 percent annually along US 1. There are no programmed improvements in the county's Capital Improvement Program (CIP) or the state's Consolidation Transportation Program (CTP). Background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
US 1 and Edgewood Road	1,643	1,597	F	E
US 1 and Cherry Hill Road	1,357	1,568	D	E
US 1 and Fox Street	1,536	1,550	E	E
US 1 and Cherokee Street	128.8*	77.6*	--	--
Average corridor LOS for signalized intersections in accordance with the College Park US 1 Corridor Sector Plan	1,507	1,572	E	E
*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, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The site is proposed for development as a mixed-use subdivision. The site is proposed to be developed with 160 multifamily residences, 45 townhouses, and 41,540 square feet of retail space. The site trip generation would be 152 AM peak-hour trips (45 in, 107 out) and 331 PM peak-hour trips (185 in, 146 out). With the trip distribution and assignment as assumed in the traffic study, the following results are obtained under total traffic:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
US 1 and Edgewood Road	1,645	1,608	F	F
US 1 and Cherry Hill Road	1,360	1,577	D	E
US 1 and Fox Street	1,540	1,556	E	E
US 1 and Cherokee Street	216.8*	+999*	--	--
Average corridor LOS for signalized intersections in accordance with the College Park US 1 Corridor Sector Plan	1,510	1,581	E	E
*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 <i>Guidelines</i> , an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Given these analyses, the corridor would operate at LOS E during the both peak periods and would, therefore, operate within the parameters required by the sector plan.

The traffic study identifies an inadequacy at the unsignalized intersection of US 1/Cherokee Street. In response to the inadequacy, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency. In this circumstance, the applicant has provided a warrant study and has determined that two separate warrants may be met at this location. The applicant has opined that the two warrants may not be sufficient justification for SHA to approve a traffic signal at this location. In its referral, SHA did not comment upon this issue. Given that conditions are ever-changing within the US 1 corridor, it is recommended that a new warrant study be conducted prior to building permit for review by SHA, with the applicant to be responsible for installation of the signal if SHA deems it to be warranted.

As a proffer, the applicant proposes a westbound double right-turn lane on the Greenbelt Road approach to US 1. While this intersection is the nearest signalized intersection to the subject property, it is not within the corridor defined for determining corridor level of service adequacy required by the sector plan. For that reason, the results at the US 1/Greenbelt Road intersection are not reported herein. SHA did agree in concept with this improvement. There was an initial concern that construction of this improvement could affect a veterans' memorial on the northeast corner of the US 1/Greenbelt Road intersection. Upon further examination by the applicant, it was determined that the improvements could be implemented without disturbance to the memorial. Therefore, this proffer should be carried forward as a condition of approval for this site.

Although SHA comments have been summarized during the discussion of the various improvements, it should be noted that DPW&T had no comments on the study except to recommend that a signal warrant study be conducted at US 1 and Cherokee Street, and this signal study is part of the staff recommendation.

Given the uses proposed and the ability to vary the uses within the site, it is recommended that the trip cap condition be retained but changed to reflect the changes noted above.

Under Finding 8 of the original resolution, the sections “Growth Policy—Service Level Standards,” “Plan Comments,” and “Transportation Staff Conclusions” should remain as written in the resolution. The introductory paragraph to Finding 8 should be revised to reflect revised development quantities.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the subject plan as required under Section 24-124 of the Prince George’s County Code. It is recommended that the transportation findings in PGCPB Resolution No. 04-117 be changed as noted above. That same resolution includes four transportation-related conditions. Conditions 2, 3, and 4 should remain as written. Condition 11 should be revised to be consistent with the foregoing analysis.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Subdivision staff recommends that the Planning Board adopt all of the findings and conditions contained in the original action (PGCPB Resolution No. 04-117) as now modified or supplemented by the findings of this report, and APPROVE 4-04141, subject to the following modification to existing condition 11:

11. Total development of the subject property shall be limited to uses which generate no more than 152 AM and 331 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require an additional preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.