THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

Countywide Planning Section
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

Certificate of Adequacy

ADQ- 2022-011

General Information

Project Name: Alta New Carrollton

Case Number: ADQ-2022-011

Associated Preliminary Plan of Subdivision or Final Plat: 4-21057

Use Type: Residential

Dwelling Unit Type and Number: 320 multifamily

Gross Floor Area (nonresidential):

Project Location

Project Location: Located on the southern side of Ellin Road, approximately 300 feet east of Hanson Oaks Drive

Lot/Parcel: Parcel 129, Parcel 185, Parcel A

Tax Account: 2276822, 2255008, 2249290

Property Zone: RTO-H-C

Council District: 3

Planning Area: 69

Municipality: N/A

Election District: 20

Transportation Service Area: 1

Police District: I

School Cluster Area: 2

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 t	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 *(Transit-Oriented/ Activity Center Zones and Employment Areas)*	2.5 acres per 1,000 residents	Yes	No
Parks and Recreation *(All Other Zones)*	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:

- *Transportation Planning Section (Yang to Gupta, August 22, 2022)*
- *Special Projects Section (Perry to Gupta, July 13, 2022)*
- *Department of Parks and Recreation (Thompson to Gupta, August 24, 2022)*

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 149 AM and 172 PM peak-hour vehicle trips.

2. The applicant shall provide on-site pedestrian and bicycle amenities and improvements 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.

3. 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-2022-011, consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations, as part of the detailed site plan submission.

4. Prior to issuance 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(c)(1)(H) 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. Add two new curb ramps and improve/relocate one existing curb ramp at the intersection of 78th Avenue and West Lanham Drive.

   b. Add three new curb ramps and improve/relocate one existing curb ramp at the intersection of 78th Avenue and Emerson Place.

   c. Add a crosswalk and improve three existing curb ramps at the intersection of 77th Place and Decatur Road.

   d. Add missing crosswalks at the intersection of 78th Avenue and West Lanham Drive.

   e. Add missing crosswalks at the intersection of 78th Avenue and Emerson Place.

SIGNATURE

Andree Green Checkley — Digitally signed by Andree Green Checkley Date: 2022.09.07 15:12:34 -04'00'

Planning Director

09/07/2022

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).

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
Special Projects Section

July 13, 2022

MEMORANDUM

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

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

FROM: EP Elena Perry, Planner II, Special Projects Section, CWPD

SUBJECT: **4-21057 Alta New Carrollton & ADQ-2022-011**

Project Summary:
This project proposes the subdivision of 3.72 acres into 1 parcel for 320 multifamily units.

This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on June 24, 2022. Comments were provided at the July 8, 2022, SDRC Meeting.

The subject preliminary plan is being filed in accordance with the prior Subdivision Regulations in accordance with Section 24-1900, under which public facility adequacy is being reviewed per the findings of Section 24-4503 as follows:

> (a)(2) Preliminary plans of subdivision (minor or major) proposed after April 1, 2022 shall receive approval of a certificate of adequacy or conditional certificate of adequacy for each public facility subject to this Section.

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 3, Community System. Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer.

Capital Improvement Program (CIP):
The *Prince George's County FY 2022-2027 Approved CIP* identifies eleven CIP public safety facility and/or school projects near the subject site in Planning Area 69 Bladensburg-New Carrollton & Vicinity:

a. **School:** New Glenridge Area Middle School, Margaret Brent Elementary School/SEI Replacement, William Wirt Middle School Demolition & Replacement, Cooper Lane Elementary School Addition, Beacon Heights Elementary School Addition, Bladensburg Elementary School Addition
b. **Fire station:** Riverdale Fire/EMS #807 & # 813, Fire Services Building, Landover Hills Fire/EMS #830

c. **Police station:** none

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 2010 *Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment (TDOZMA)* provides goals and policies related to public facilities (page 121). The proposed development aligns with the master plan goal to "Ensure that the public schools in the TDOZ area and surrounding communities are not overcrowded, feature cutting-edge technology and quality instructional opportunities, and serve as active centers for their communities". There are no police, fire and emergency medical service facilities, 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.

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

ADQ-2022-011

Certificate of Adequacy ADQ-2022-002 is being reviewed for public facility adequacy, per the findings of Section 24-4500, as follows:

(1) This Section establishes public facility adequacy standards. They are summarized in Table 24-4502: Summary of Public Facility Adequacy Standards. The standards are established in Sections 24-4504, Public Facility Adequacy-Generally, through Section 24-4510, Schools Adequacy, below.

(2) An application listed in Section 24-4502(a) above 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).

RESIDENTIAL

Section 24-4508. Police Facility Adequacy
This ADQ was reviewed for adequacy of police services in accordance with Section 24-4508 of the Subdivision Regulations. The subject property is in Police District I, Hyattsville located at 5000 Rhode Island Avenue in Hyattsville.

Pursuant to the Level of Service Standards as summarized in Table 24-4502 the standards for Police response times, for Residential development, are 10-minutes for emergency calls and 25-minutes for non-emergency calls. The times are based on a rolling average for the preceding 12 months. This application was accepted by the Planning Department on June 24, 2022. Based on the

most recent information provided by the Police Department, as of June 2, 2022, the police response time standards of 10-minutes for emergency calls and 25-minutes for non-emergency calls were met. There is adequate equipment to meet the standards stated in Section 24-4508(b)(2)(A).

Reporting Cycle	Date	Priority	Non-Priority
Acceptance Date	June 24, 2022	7 minutes	9 minutes

Section 24-4509. Fire and Rescue Adequacy
This ADQ was reviewed for adequacy of fire and rescue services in accordance with Section 24-4509 of the Subdivision Regulations. The subject property is served by the West Lanham Hills Volunteer Fire/EMS Station Co. 828, located at 7609 Annapolis Road in Hyattsville.

Pursuant to the Level of Service Standards as summarized in Table 24-4502 the standard for Fire and Rescue, for Residential development, is a maximum of 7-minutes travel time from the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of June 27, 2022, the subject project passes the seven-minute travel time test from the first due station, West Lanham Hills Volunteer Fire/EMS Station Co. 828.

Section 24-4510. Schools Adequacy
This ADQ was reviewed for impact on school facilities in accordance with Section 24-4510 of the Subdivision Regulations, Council Resolutions CR-23-2001 and CR-38-2002, *Amended Adequate Public Facilities Regulations for Schools*. Per 24-4510(a)(3)(D) "a preliminary plan for subdivision (minor or major) located in the Transit-Oriented/Activity Center base or PD zones" is exempt from the requirements of the section. The subject property is zoned Regional Transit-Oriented, High-Intensity-Core (RTO-H-C). Therefore, the subject project is exempt from the schools adequacy standards.

<u>Section 10-192.01 School Facilities Surcharge</u>
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 between Interstate 495 and the District of Columbia; thus, the surcharge fee is $11,020 per dwelling unit.

Per Section 10-192.01(c)(1)(B) "the school facilities surcharge under this section shall be reduced by 50% for multifamily housing projects, with a building permit issued on or after April 1, 2019, constructed within an approved Transit District Overlay Zone." The subject project is within the New Carrollton Transit District Development Plan and Transit District Overlay Zone (TDOZ) so the surcharge fee would be reduced by 50% to $5,510 per dwelling unit or as adjusted for inflation in accordance with the Consumer Price Index at time of building permit. Additionally, Section 10-192.01(c)(2)(A) exempts dwelling units that are studio apartments and efficiency apartments "within the Regional Transit Districts and Local Centers (Growth Policy Areas), as defined in the Approved Prince George's County General Plan (Plan 2035)". The proposed multifamily development is within the New Carrollton Metro Regional Transit District and proposes 84 studio apartments. Therefore, the school facilities surcharge would not apply to

the 84 studio apartments, however the surcharge would apply to all other multifamily dwelling units.

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 find that 4-21057 Alta New Carrollton and ADQ-2022-011 meets the requirements for public facility adequacy in accordance with Section 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: August 24, 2022

TO: Mridula Gupta, Planner III
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) 4-21057 Alta New Carrollton**

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 mixed-use development of 320 multifamily dwellings and 3,937 square feet of ancillary commercial retail space.

BACKGROUND

This 3.719-acre parcel, zoned Regional Transit-Oriented-High Intensity (RTO-H-C), is located south of Ellin Road approximately 330 feet west of Hanson Oaks Drive

Master Plan Conformance

The property is subject to the *2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*; *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*. Parks staff reviewed this preliminary plan of subdivision for conformance to the master plan per Sections 24-121(a)(5) and 24-122(b) of the prior Prince George's County Subdivision Regulations. The proposed development aligns with the master plan's intention to integrate and utilize landscape design to enhance open spaces that function as special places whether public or private; and to ensure safe, attractive, and accessible open spaces that provide recreational opportunities and support for outdoor public events; and the creation of attractive public parks that feature natural environments and/or recreational facilities that support both active and passive recreation.

DISCUSSION:

Park and recreation amenities serving the subject property include the West Lanham Neighborhood Trail and the West Lanham Neighborhood Park, which is improved with a basketball court, picnic shelter, lighted outdoor tennis court, and a recreation center; is within 0.51 miles of the proposed development. The Glenridge Park, developed with basketball, tennis, and volleyball courts, loop trails, playground, multi-purpose field, picnic area and shelter, lake/pond fishing, and a horse pit, is located 1.17 miles within the subject property.

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the project, as shown, will generate an additional 874 people in the local community.

Per 24-4507(b)(1)(B) 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 draft 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) shows that there are 29 acres of improved public parkland per 1,000 persons in the county.

Therefore, Parks staff finds the LOS is adequate.

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

FINDINGS:

Per the provisions of the prior Prince George's County Subdivision Regulations Section 24-134, which relate to the Mandatory Dedication of Parkland, which 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 0.56 acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. Therefore, the 0.5 acres of dedicated land would not be sufficient to provide for the types of active recreational activities that are needed.

The recreational guidelines for Prince George's County also set standards based on population. Based on the projected population for the development, 874 new residents, the typical recreational needs include picnic and sitting areas, playgrounds, open play areas, fitness trails, basketball, and tennis courts. Per Section 24-135 of the prior Prince George's County Subdivision Ordinance, the Planning Board may approve the payment of fees and 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. The proposal cites the provision of various amenities such as a sky lounge, fitness center, and coffee station, as well as two outdoor courtyards and a swimming pool as recreational facilities.

DPR staff has concluded that the private recreational facilities provided are minimal. The provision of the indoor amenities and outdoor swimming pool, which as a seasonal activity provides limited recreation, are considered typical sales and marketing opportunities within the proposed development. DPR's finding is that the private on-site recreational facilities are not superior or equivalent to those that would have been provided under the provisions of mandatory dedication.

DPR's recommends the combination of a payment of a fee in-lieu of mandatory dedication of parkland with a review of the provision of onsite recreation 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 4-21057 with the following conditions:

1. Prior to approval of the final plat of subdivision, 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 provide a fee-in-lieu payment for mandatory parkland dedication for Service Area 4. The fee-in-lieu shall be offset by an equivalent percentage of the mandatory dedication which is satisfied by providing on-site recreational facilities.

2. 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.

3. 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 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.

4. 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 Guidelines, with the review of the site plan. Timing for construction shall also be determined at the time of site plan.

5. 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 construction of recreational facilities.

6. Add a note on the Preliminary Plan to state that the mandatory dedication of parkland requirement is being addressed by providing both on-site facilities and a payment of a fee-in-lieu for Service Area 4 because the land available for dedication and private recreational facilities provided is not sufficient to meet the recreational needs of the projected population.

cc: Bridget Stesney
Christian Gabriel

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Countywide Planning Division
Transportation Planning Section

301-952-3680

August 22, 2022

MEMORANDUM

TO: Mridula Gupta, Subdivision Section, Development Review Division

FROM: Jim Yang, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: ADQ-2022-011, Alta New Carrollton

Proposal

The subject application proposes the subdivision of land for the development up to 320 multi-family dwelling units located on the southside of Ellin Road in West Lanham Hills, MD. 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 proposed development is subject to the Transportation Service Area (TSA) 1 adequacy requirements for the analysis of vehicular traffic. The study area and critical intersections were scoped and approved by staff in October 2021. The property is located within the Regional Transit-Oriented, High-Intensity-Core (RTO-H-O) 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 applicant has submitted a full traffic impact analysis at the request of the staff. This study is used as the basis for a determination of adequacy.

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

> Links and Signalized Intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.
>
> Unsignalized Intersections:
>
> > For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual*

(Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if 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 delay exceeds 50 seconds, the CLV is computed.

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-2022-011 Alta New Carrollton								
Land Use	**Use Quantity**	**Metric**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Apartment (garden and mid-rise)	320	unit	32	134	166	125	67	192
Multimodal Trip Reduction (6%)			-2	-8	-10	-8	-4	-12
Ped Bike Reduction (4%)			-1	-5	-7	-5	-3	-8
Total Trip Cap Recommendation			**149**			**172**		

As shown in the Trip Generation Summary, the TIS assumes a 10% reduction for multimodal trip credits that reduces the base line trips generated by the site during each peak period. The total net trips provided in the table were used to evaluate transportation adequacy.

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

- MD 450 and SB I-495 On Ramp (signalized)
- MD 450 and 85th Avenue (signalized)
- MD 450 and Harkins Road (signalized)
- MD 450 and Garrison Road (unsignalized)
- MD 450 and MD 410 (signalized)
- MD 410 and WB US 50 Ramps (signalized)
- MD 410 and EB US 50 Ramps (signalized)
- Ellin Road and Harkins Road (signalized)
- Ellin Road and New Carrollton Metro Entrance/Bus Loop (unsignalized)
- Ellin Road and Emerson Place (unsignalized)
- Ellin Road and Hanson Oaks Drive (west leg along Ellin Road is currently closed)
- Ellin Road and East Site Entrance (proposed unsignalized)
- Ellin Road and West Site Entrance (proposed unsignalized)
- MD 410 and Ellin Road (Ellin Road is currently closed)

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 450 and NB I-495 On Ramp	1023	1047	B	B
MD 450 and SB I-495 On Ramp	950	1285	A	C
MD 450 and 85th Avenue	893	1153	A	C
MD 450 and Harkins Road	714	879	A	A
MD 450 and Garrison Road	422 s*	725 s*	Fail	Fail
	99 veh**	44 veh**	Pass	Pass
MD 450 and MD 410	1293	1313	C	D
MD 410 and WB US 50 Ramps	818	692	A	A
MD 410 and EB US 50 Ramps	925	1006	A	B
Ellin Road and Harkins Road	155	219	A	A
Ellin Road and New Carrollton Metro Entrance	6.5 s*	7.9 s*	Pass	Pass
Ellin Road and Emerson Place	9.1 s*	8.9 s*	Pass	Pass

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.
** In analyzing two-way stop-controlled unsignalized intersections, if the greatest average delay for any movement within the intersection exceeds 50.0 seconds, the maximum approach volume on the minor streets is checked. According to the Guidelines, the volume exceeding 100 indicates inadequate traffic operations.

Background Traffic:
The MDOT Purple Line project is to build a 16-mile light rail between Bethesda and New Carrollton. Purple Line alignment runs adjacent to the subject site along Ellin Road between New Carrollton Metro Station and MD 410. A long-term closure is in effect along Ellin Road between MD 410 and Hanson Oak Drive and westbound Ellin Road lanes between Hanson Oak Drive and Emerson Place for Purple Line construction.

The traffic study identified three background developments whose impact would affect study intersections. Additionally, annual growths from 0.3% to 2.0% over six years were applied to through 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 450 and NB I-495 On Ramp	1203	1183	C	C

MD 450 and SB I-495 On Ramp	1093	1412	B	D
MD 450 and 85th Avenue	955	1238	A	C
MD 450 and Harkins Road	1019	1199	B	C
MD 450 and Garrison Road	1020 s*	2264 s*	Fail	Fail
	101 veh**	44 veh**	Fail	Pass
	726***		Pass	
MD 450 and MD 410	1474	1491	E	E
MD 410 and WB US 50 Ramps	921	763	A	A
MD 410 and EB US 50 Ramps	1012	1121	B	B
Ellin Road and Harkins Road	605	680	A	A
Ellin Road and New Carrollton Metro Entrance	7.9 s*	7.9 s*	Pass	Pass
Ellin Road and Emerson Place	9.1 s*	8.9 s*	Pass	Pass

* In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.
** In analyzing two-way stop-controlled unsignalized intersections, if the greatest average delay for any movement within the intersection exceeds 50.0 seconds, the maximum approach volume on the minor streets is checked. According to the Guidelines, the volume exceeding 100 indicates inadequate traffic operations.
*** In analyzing two-way stop-controlled unsignalized intersections, if the greatest average delay for any movement within the intersection exceeds 50.0 seconds and the maximum approach volume on the minor streets exceeds 100, the CLV is computed. According to the Guidelines, the CLV exceeding 1,150 indicates inadequate traffic operations.

Total Traffic before Purple Line Completed

The study intersections, when analyzed with total developed future traffic before Purple Line completed, operate as follows:

TOTAL TRAFFIC CONDITIONS (BEFORE PURPLE LINE COMPLETED)				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 450 and NB I-495 On Ramp	1257	1212	C	C
MD 450 and SB I-495 On Ramp	1107	1446	B	D
MD 450 and 85th Avenue	1020	1329	B	D
MD 450 and Harkins Road	1067	1240	B	C
MD 450 and Garrison Road	1311 s*	3184 s*	Fail	Fail
	109 veh**	48 veh**	Fail	Pass
	753***		Pass	
MD 450 and MD 410	1489	1509	E	E
MD 410 and WB US 50 Ramps	930	768	A	A
MD 410 and EB US 50 Ramps	1017	1140	B	B
Ellin Road and Harkins Road	670	712	A	A
Ellin Road and New Carrollton Metro Entrance	8.4 s*	8.1 s*	Pass	Pass

Ellin Road and Emerson Place	10.1 s*	10.0 s*	Pass	Pass
Ellin Road and East Site Entrance	8.9 s*	8.6 s*	Pass	Pass
Ellin Road and West Site Entrance	8.5 s*	8.4 s*	Pass	Pass

* In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.
** In analyzing two-way stop-controlled unsignalized intersections, if the greatest average delay for any movement within the intersection exceeds 50.0 seconds, the maximum approach volume on the minor streets is checked. According to the Guidelines, the volume exceeding 100 indicates inadequate traffic operations.
*** In analyzing two-way stop-controlled unsignalized intersections, if the greatest average delay for any movement within the intersection exceeds 50.0 seconds and the maximum approach volume on the minor streets exceeds 100, the CLV is computed. According to the Guidelines, the CLV exceeding 1,150 indicates inadequate traffic operations.

Total Traffic with Purple Line Project Completed

The study intersections, when analyzed with total developed future traffic and Purple Line completed, operate as follows:

TOTAL TRAFFIC CONDITIONS (WITH PURPLE LINE COMPLETED)				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 450 and NB I-495 On Ramp	1388	1338	D	D
MD 450 and SB I-495 On Ramp	1203	1566	C	E
MD 450 and 85th Avenue	1139	1560	B	E
MD 450 and Harkins Road	901	1047	A	B
MD 450 and Garrison Road	203 s*	761 s*	Fail	Fail
	62 veh**	30 veh**	Pass	Pass
MD 450 and MD 410	1296	1449	C	D
MD 410 and WB US 50 Ramps	995	828	A	A
MD 410 and EB US 50 Ramps	1095	1223	B	C
Ellin Road and Harkins Road	578	686	A	A
Ellin Road and New Carrollton Metro Entrance	191	253	A	A
Ellin Road and Emerson Place	11.5 s*	13.1 s*	Pass	Pass
Ellin Road and Hanson Oaks Drive	219	243	A	A
Ellin Road and East Site Entrance	11.2 s*	12.6 s*	Pass	Pass
Ellin Road and West Site Entrance	10.2 s*	12.8 s*	Pass	Pass
MD 410 and Ellin Road	988	1002	A	B

* In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.
** In analyzing two-way stop-controlled unsignalized intersections, if the greatest average delay for any movement within the intersection exceeds 50.0 seconds, the maximum approach volume on the minor streets is checked. According to the Guidelines, the volume exceeding 100 indicates inadequate traffic operations.

Analysis of Bicycle & Pedestrian Impacts
The subject property falls within the RTO-H-O zoning district and is therefore subject to Section 24-4506 and the "2022 Transportation Review Guidelines Supplement".

The applicant has submitted a Bicycle and Pedestrian Impact Statement (BPIS), dated (as revised) August 4, 2022 to evaluate Bicycle & Pedestrian adequacy and has established an off-site improvement cost cap per Sec 124.01 (c) of $115,588.

Off-Site Adequacy
The applicant's BPIS proffers include several off-site improvements that is within the projected cost cap. The applicant off-site improvements will include the following:

1. Add two new curb ramps and improve/relocate one existing curb ramp at the intersection of 78th Avenue and W Lanham Drive.
2. Add four new curb ramps and improve/relocate two existing curb ramps at the intersection of 78th Avenue and Emerson Place.
3. Add missing crosswalks at the intersection of 78th Avenue and W Lanham Drive.
4. Add missing crosswalks at the intersection of 78th Avenue and Emerson Place.

The applicant has coordinated with Prince George's County's Department of Permitting, Inspections and Enforcement (DPIE) to develop the recommended BPIS improvements as provided above. DPIE has indicated through correspondence that the aforementioned recommendations are acceptable. However, the latest submission of the BPIS indicated that the recommended improvements exceeds the cost cap as determined by Section 24-4506 (c)(1)(B)(i). The applicant submitted a BPIS addendum on August 19, 2022, indicating that the contingency line item included in the revised BPIS already reflected a degree of contingency in the estimated unit costs and as such, provided a revised cost estimate of $111,299 which consist of a 25% overall contingency estimate for all four recommended improvements. Staff has reviewed the latest submission of the BPIS as well as the BPIS addendum and finds the BPIS offsite improvements acceptable.

On-site Adequacy
On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. Section 24-4506 (c)(1)(.). Details of on-site and frontage improvements shall be provided as part of future site plan submissions.

Demonstrated Nexus
The off-site pedestrian facilities and improvements proffered by the applicant and those recommended by staff will improve pedestrian movement in the vicinity of the subject property while also complementing nearby existing development.

Pursuant to Sec. 24-4506, staff finds that there is a demonstrated nexus between the proposed off-site facilities and improvements for the proposed development and nearby destinations.

Transportation Planning Review:
As previously noted, transportation adequacy was based on the total new trips generated by the site which includes a 10% TDM credit which reduces the total vehicles trips during each peak period. Section 24-4505 indicates that any development in the RTO may provide financial contribution to implement a Transportation Demand Management program in accordance with Subtitle 20A. A Transportation Demand Management District was established by the Council with the adoption of the Approved New Carrollton Transit District Development Plan. However, through further analysis of the results of the TIS, staff finds that the 10% TDM reduction assumed in the study is not needed for adequacy. As such a contribution to the TDM program is not being recommended as part of this application. Based on the vehicular traffic analysis above, all study intersections will operate at acceptable levels

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 accept the applicant's recommended 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.

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 149 AM and 172 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS), with a new determination of the adequacy of transportation facilities.

2.. The applicant shall provide on-site pedestrian and bicycle amenities and improvements 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 Site Plan submission.

3. 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 consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations as part of the Detailed Site Plan submission.

4. 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(c)(1)(H) 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. Add two new curb ramps and improve/relocate one existing curb ramp at the intersection of 78th Avenue and W Lanham Drive.
   b. Add four new curb ramps and improve/relocate two existing curb ramps at the intersection of 78th Avenue and Emerson Place.
   c. Add missing crosswalks at the intersection of 78th Avenue and W Lanham Drive.
   d. Add missing crosswalks at the intersection of 78th Avenue and Emerson Place.