The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530
Note: Staff reports can be accessed at http://mncppc.iqm2.com/Citizens/Default.aspx

Special Exception SE-4834
Royal Farms #411 (Kent Village)

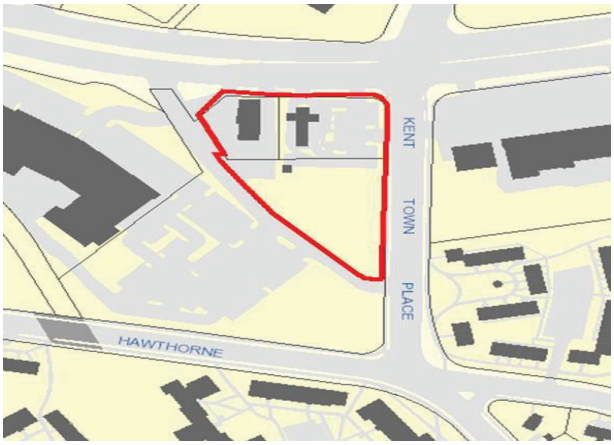
REQUEST	STAFF RECOMMENDATION
A special exception for a 4,649 square foot food and beverage store, in combination with eight fuel gas station pumps, with a variance to Section 27-358(a)(2) to allow the gas station to be less than 300 feet from an outdoor playground.	APPROVAL with conditions

Location: In the southwest quadrant of the intersection of MD 202 (Landover Road) and Kent Town Place.

Gross Acreage:	4.48
Zone:	C-S-C
Dwelling Units:	0
Gross Floor Area:	4,649 sq. ft.
Lots:	0
Parcels:	0
Planning Area:	72
Council District:	05
Election District:	13
Municipality:	N/A
200-Scale Base Map:	204NE06

Applicant/Address:
RF Landover, LLC
3611 Roland Ave
Baltimore, MD 21211

Staff Reviewer: Sam Braden IV
Phone Number: 301-952-3411
Email: Sam.BradenIV@ppd.mncppc.org



Planning Board Date:	07/29/2021
Planning Board Action Limit:	N/A
Staff Report Date:	07/14/2021
Date Accepted:	04/16/2021
Informational Mailing:	03/26/2020
Acceptance Mailing:	03/30/2021
Sign Posting Deadline:	N/A

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

TECHNICAL STAFF REPORT:

TO: The Prince George's County Planning Board
The Prince George's County District Council

VIA: Jeremy Hurlbutt, Supervisor, Zoning Review Section, Development Review Division

FROM: Sam Braden IV, Senior Planner, Zoning Review Section,
Development Review Division

SUBJECT: Special Exception SE-4834
Royal Farms #411 (Kent Village)

REQUEST: A special exception for a 4,649-square-foot food and beverage store in combination with eight fuel gas station pumps, with a variance to Section 27-358(a)(2) to allow the gas station to be less than 300 feet from an outdoor playground.

RECOMMENDATION: **APPROVAL with conditions**

NOTE:

The Planning Board has scheduled this application on the consent agenda for transmittal to the Zoning Hearing Examiner on the agenda date of July 29, 2021.

You are encouraged to become a person of record in this application. The request must be made in writing and addressed to the Prince George's County Office of the Zoning Hearing Examiner, County Administration Building, Room 2184, 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530.

FINDINGS:

1. **Location and Site Description:** The subject property is located in the southwest quadrant of the intersection of MD 202 (Landover Road) and Kent Town Place. The site has two businesses that exist on the property in the Commercial Shopping Center (C-S-C) Zone and consists of three parcels. All existing site features will be razed to construct a 4,649-square-foot food and beverage store in combination with a gas station.

2. **History and Previous Approvals:** The subject property is located on Tax Map 59 in Grids D-1 and D-2, consisting of Parcel G-9 and Parcel H, and part of Parcel K, containing a total of 4.48 acres of land in the C-S-C Zone. The subject property contains Kent Village Shopping Center in Parcel G-9, recorded by plat among the Prince George's County Land Records in Plat Book 41 page 79, dated August 1961, and Parcel H, recorded in Plat Book 57 page 22, dated May 1965. Parcels G-9 and H, consisting of existing development, are part of Preliminary Plan of Subdivision 12-1626. Both parcels were recorded prior to 1970. All existing features for the proposed food and beverage store with gas station will be razed.

3. **Neighborhood and Surrounding Uses:** The general neighborhood is bounded to the north by Landover Road, Baltimore Avenue to the west, Kent Town Place to the east, and Hawthorne Street to the south. The neighborhood primarily includes residential and commercial uses. The immediate uses surrounding the subject property are as follows:

   North— Multifamily residential development at MD-202 in the C-S-C Zone.

   East— Shopping center and multifamily residential uses in the C-S-C and Multifamily Medium Density Residential (R-18) Zones.

   South— Multi-family residential development at Hawthorne Street in the R-18 Zone.

   West— Shopping center in the C-S-C Zone.

4. **Request:** The applicant requests approval of a special exception to construct a food and beverage store in combination with a gas station, with a variance to Section 27-358(a)(2) of the Zoning Ordinance to allow the gas station to be less than 300 feet from an outdoor playground.

5. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	C-S-C	C-S-C
Use(s)	Eating or Drinking Establishment	Food and Beverage Store Gas Station
Acreage	1.87	4.84
Lots	0	0
Gross Floor Area	4,011 sq. ft.	4,649 sq. ft.
Dwellings	0	0

6. Required Findings: A special exception is subject to the general findings for approval of all special exceptions contained in Section 27-317(a) of the Prince George's County Zoning Ordinance. Part 4 of the Zoning Ordinance also includes additional required findings for specific uses. A food and beverage store is subject to the additional findings of Section 27-355 of the Zoning Ordinance, and gas stations are subject to Section 27-358. The analysis of all the required findings for approval are provided below.

In support of the application, the applicant filed a statement of justification (SOJ) submitted April 16, 2021 incorporated by reference herein. This case was heard at the Subdivision and Development Review Committee (SDRC) meeting on April 30, 2021. The applicant submitted revised site and landscape plans for the subject property, which were received on May 20, 2021, as requested by staff at the SDRC meeting.

General Special Exception Findings—Section 27-317(a) provides the following:

(a) A Special Exception may be approved if:

(1) The proposed use and site plan are in harmony with the purposes of this Subtitle.

Staff finds that the proposed use will provide jobs within the area. There will be an increase in commercial property taxes paid to the County's coffers. Furthermore, economic redevelopment is stimulated by this proposed development. Also, there will be additional tax revenue being created by sales tax and gasoline tax, ensuring economic stability within all parts of the County.

(2) The proposed use is in conformance with all the applicable requirements and regulations of this Subtitle.

The proposed use is in conformance with the requirements and regulations set forth in Subtitle 27 of the Zoning Ordinance, except for Section 27-358(a)(2), for which a variance has been requested by the applicant, as discussed in Finding 7 below. Most notably, the food and beverage store in combination with a gas station are each uses that are permitted in the C-S-C Zone, upon approval of a special exception, including conformance with the requirements in Sections 27-355 and 27-358 of the Zoning Ordinance.

(3) The proposed use will not substantially impair the integrity of any validly approved Master Plan or Functional Master Plan, or in the absence of a Master Plan or Functional Map Plan, the General Plan.

The subject property is located in the C-S-C Zone, and each of the proposed use designations are permitted as special exceptions. The application includes a recommended streetscape from the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment* (pages 52–54), on the south side of Landover Road. These frontage improvements will provide a more

pedestrian and bicycle friendly environment. Largely, the South Landover Road Focus Area is envisioned as a mixed-residential area, with the residential designation being dominant. However, the mixed-use designation allows for various use types, such as small-scale, neighborhood-serving commercial uses. In accordance with Subtitle 27, staff does not have any issues with the proposed circulation of the site, and additional right-of-way will not be required. Therefore, the proposed use will not substantially impair the integrity of the applicable master plan.

(4) The proposed use will not adversely affect the health, safety or welfare of residents or workers in the area.

The proposed development provides a safe, internal circulation for vehicles and pedestrians, in addition to safe ingress and egress of vehicles from surrounding public rights-of-way and the internal road. Also, the number of access points along Landover Road will be reduced from four to one.

The special exception boundary of the subject property on which the special exception use is proposed to be conducted is nearly 230 feet from the Kent Village Apartment Complex, which sits on 12.91 acres, and is known as Block F. The outdoor playground is located in the center of the apartment complex, and is more than 700 feet from the special exception boundary. However, since distance is measured from lot line to lot line under Section 27-358(a)(2), a variance is required, as the lot, Block F, is within 300 feet of the proposed special exception.

The playground located southwest of the proposed development site is completely screened from all public roads, and is not visible from Kent Town Place or Hawthorne Street. The physical location of the playground is more than 700 feet from the closest point of the special exception site boundary. Hawthorne Road and the Lower Beaverdam Creek separate the subject property from the playground.

The proposed use will not have adverse effects on the health, safety, or welfare of residents, due to the proposed layout location on the site, which will place the gas pumps on the north side of the site, facing MD 202 with the food and beverage store located on the southern part of the site (part of Parcel K). The store will screen the gas pumps which will be approximately 788 feet from the existing playground. Staff finds that the proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area.

(5) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood.

Staff finds that the proposed use is compatible with the surrounding existing commercial development. The development shall be in compliance with required site design standards, physical features, and align with the harmony of the community. Ultimately, the proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood.

(6) The proposed site plan is in conformance with an approved Tree Conservation Plan; and

(7) The proposed site plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

The site has an approved Natural Resources Inventory Equivalency Letter (NRI-046-2020). This site is not associated with any regulated environmental features such as streams, wetlands, 100-year floodplain, or associated buffers. In addition, the site is not within the primary management area. As a result, a Standard Letter of Exemption (S-036-2020) from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) was approved.

Specific Special Exception Requirements:

Section 27-355—Food or Beverage Store.

(a) A food and beverage store may be permitted, subject to the following:

(1) The applicant shall show a reasonable need for the use in the neighborhood;

(2) The size and location of, and access to, the establishment shall be oriented toward meeting the needs of the neighborhood;

The applicant states that a food and beverage store is useful, appropriate, and convenient for use in the neighborhood. The applicant provided a market study from Valbridge Property Advisors, dated June 29, 2020. Staff finds that the proposed development meets the fueling station demands of the Hyattsville trade area. Also, the four access points adequately serve the site, reducing the impact of traffic congestions. Overall, the site accessibility and major connections to MD 202 will ensure adequate traffic flow on-site and within the surrounding neighborhood.

In addition, the proposed size of the building conforms to the requirements of the C-S-C Zone. The size and location of the proposed development, and access to the food and beverage store, are oriented toward meeting the needs of the neighborhood.

(3) The proposed use shall not unduly restrict the availability of land, or upset the balance of land use, in the area for other allowed uses;

The proposed use will not unduly restrict the availability of land, or upset the balance of land use, in the area for other allowed uses. The special exception is being developed on the sites of two existing take out and fast-food restaurants. The site's redevelopment should not pose an obstacle for other potential uses which might want to move into the area. It may also help to revitalize surrounding retail.

(4) In the I-1 and I-2 Zones, the proposed use shall be located in an area which is (or will be) developed with a concentration of industrial or office uses;

The subject property is located in the C-S-C Zone; therefore, this requirement does not apply.

(5) The retail sale of alcoholic beverages from a food and beverage store approved in accordance with this Section is prohibited; except that the District Council may permit an existing use to be relocated from one C-M zoned lot to another within an urban renewal area established pursuant to the Federal Housing Act of 1949, where such use legally existed on the lot prior to its classification in the C-M Zone and is not inconsistent with the established urban renewal plan for the area in which its located.

There will be no alcoholic beverages sold in the proposed food and beverage store.

Section 27-358—Gas Stations.

(a) A gas station may be permitted, subject to the following:

(1) The subject property shall have at least one hundred and fifty (150) feet of frontage on and direct vehicular access to a street with a right-of-way width of at least seventy (70) feet;

The subject property has 250 feet of frontage along Landover Road and 392 linear feet of frontage on Kent Town Place. The plan proposes an access point located on Landover Road, and two access points on Kent Town Place. Both rights-of-way have a width of at least 70 feet or greater.

(2) The subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library, or hospital is located;

The boundary of the subject property is located in the 300-foot radius of an outdoor playground. Specifically, the site is located approximately 230 feet from the 12-acre lot (Block F) that includes an outdoor playground, surrounded by multifamily residential dwellings.

The outdoor playground is physically located more than 700 feet away, and separated from the proposed development site by apartments, the Lower Beaverdam Creek, and Hawthorn Road. A variance of 70 feet has been requested for the requirement of 300 feet for SE-4834, and staff supports the variance as discussed in Finding 7 below.

(3) The use shall not include the display and rental of cargo trailers, trucks, or similar uses, except as a Special Exception in accordance with the provisions of Section 27-417.

This plan does not include the display and rental of cargo trailers, trucks, or similar uses.

(4) The storage or junking wrecked motor vehicles (whether capable of movement or not) is prohibited:

This plan does not include the storage or junking of wrecked vehicles.

(5) Access driveways shall not be less than 30 feet wide unless width is allowed for a one-way driveway by the Maryland State Highway Administration or the County Department of Public Works and Transportation, whichever is applicable, and shall be constructed in accordance with the minimum standards required by the County Road Ordinance or the Maryland State Highway Administration regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point not less than 20 feet from the point of curvature (pc) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than 12 feet from the side or rear lot line of any adjoining lot.

This proposal includes four access driveways: a 35-foot-wide access driveway at Landover Road; a 35-foot-wide access driveway at Kent Town Place; and two 35-foot-wide access driveways onto the internal road. Since the special exception is on a corner lot, each of the access driveways are more than 20 feet from the point of curvature. Furthermore, the rear lot line requirement does not apply to this property because there is not an adjoining lot. The remainder of Parcel K is separated from the subject site by an internal private road, Kent Town Drive.

(6) Access driveways shall be defined by curbing;

As shown on the special exception site plan, the access driveways are to be defined by curbing.

(7) A sidewalk at least five (5) feet wide shall be provided in the area between the building line and those areas serving pedestrian traffic;

The proposed development has the following sidewalks: an 8-foot-wide sidewalk on the west and south sides, a 6-foot-wide sidewalk on the east side, and a 12-foot-wide sidewalk on the north side of the property. The sidewalk from Kent Town Place will provide a pedestrian pathway to the store from the property frontage.

(8) Gasoline pumps and other service appliances shall be located at least twenty-five (25) feet behind the street line;

The gas station meets this requirement. All gas pumps are more than 25 feet behind street lines.

(9) Repair service shall be completed within forty-eight (48) hours after the vehicle for service. Discarded parts resulting from any work shall be removed promptly from the premises. Automotive replacement parts and accessories shall be stored either inside the main structure or in an accessory building used solely for the storage. The accessory building shall be wholly enclosed. The building shall either be constructed of brick (or another material similar in appearance to the main structure) and placed on a permanent foundation, or it shall be entirely surround with screening material. Screening shall consist of a wall, fence, or fence, or sight-tight landscape material, which shall be at least as high as the accessory building. The type of screening shall be shown on the landscape plan; and

There will be no vehicle repair at the site.

(10) Details on architectural elements such as elevation depictions of each façade, schedule or exterior finishes, and description of architectural character of proposed buildings shall demonstrate compatibility with existing and proposed surrounding development.

The special exception site plan includes architectural elevations in the submission. The architecture of the building incorporates a band of composite siding at the top portion, brick veneer in the middle, and stone veneer at the base of the building. The main entrance, with a high-profile roof, projects from the rest of the building. The front

elevation is accented with a pitched roof and a cupola over the main entrance, supported by stone veneer and painted steel columns. Oversized windows help break up the horizontal mass of the building. The rear elevation presents long, uninterrupted bands of the composite siding, in combination with red brick and stone veneer. The applicant has used durable quality materials including stone, brick, and composite siding. The gasoline pumps and canopy are designed to coordinate well with the architecture and materials of the main building. Based on the architectural elevations provided, the proposed buildings will be compatible with the current and proposed surrounding development.

7. **Variance Request:** The applicant seeks a variance to the strict interpretation of Section 27-358(a)(2), which requires that the subject property be located at least 300 feet from any lot of a school, outdoor playground, library, or hospital.

Section 27-230(a)(1) provides the following findings for approval of a variance:

(a) A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals, or the Planning Board as applicable, finds that:

(1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;

The proposed site is composed of Parcels G-9, H, and an oddly triangular shaped part of Parcel K. The special exception area is bounded by public and private rights-of-way. The odd shape is due to right-of-way improvements of MD 202, Kent Town Place, and Kent Town Drive, which is now a private road.

(2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and

The strict application of this subtitle would result in peculiar and unusual practical difficulties, as it would be impossible for the applicant to construct gas pumps to operate an otherwise allowable special exception use at any location on the property, even though the pumps are significantly farther than 300 feet from the nearby playground.

(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

The variance will not substantially impair the intent, purpose, or integrity of the 2014 *Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment*. This plan recommends mixed-use residential land use, and the support of redeveloped retail uses along the corridor. The subject property for the special exception is located in the Established Communities policy area. The Plan Prince George's 2035 Approved General

Plan describes Established Communities as areas appropriate for context-sensitive infill and low- to medium-density development, and recommends maintaining and enhancing public services and infrastructure, to ensure that the needs of residents are met.

The proposed uses of the site are a permitted use by special exception in the C-S-C Zone. Therefore, the variance is compatible with the surrounding area and community.

8. **Parking Regulations:** In accordance with the parking and loading regulations contained in Section 27-568 of the Zoning Ordinance, there are 49 proposed parking spaces provided, which exceeds the minimum requirement of 46 spaces for the proposed uses. One loading space is provided, satisfying the requirement for the development. All parking and loading spaces are appropriately sized.

9. **2010 Prince George's County Landscape Manual Requirements:** The landscape plan displays landscaping, screening, and buffering that is in general conformance with the 2010 *Prince George's County Landscape Manual* requirements. The requirements are as follows: Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Special Roadways (for frontage along Landover Road); and Section 4.9, Sustainable Landscape Requirements. However, the submitted landscape plans do not have a Section 4.6 Schedule. The applicant must provide a Section 4.6 schedule and show conformance with the requirements. Furthermore, the landscape plan also shows a landscape strip along public roadway Kent Town Drive. Section 4.10 is applicable to private streets only.

10. **Tree Canopy Coverage:** This application is subject to the requirements of the Tree Canopy Coverage Ordinance. The subject site is located within the C-S-C Zone and required to provide 10 percent of the site area in tree canopy coverage (TCC). In accordance with the Tree Canopy Coverage Ordinance, the proposed development is required to provide a minimum of 0.45 acre (19,602 square feet). The TCC schedule includes errors and takes credit for existing off-site tree canopy, adjacent to the property, to fulfill the TCC requirement for the subject site, which is not in conformance with Section 25-129(a) of the Tree Canopy Coverage Ordinance. The applicant should revise the plan and schedule to satisfy the requirements of Tree Canopy Coverage Ordinance.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the WCO because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals. A Standard Letter of Exemption from the WCO was issued for this site (S-157-2020), which expires on October 7, 2022.

12. **Signage:** The signage chart, sign details, and sign location key map shown on Sheet 5 of the special exception plan requires revisions, due to numerous inconsistencies and errors. For example, the signage chart shows five canopy-mounted signs provided, but the plans only show three. Plans show locations for signage types six and nine, for which no details are provided, and they are not accounted for in the signage chart. The chart notes two directional signs are provided, but the plans show four. A new signage plan is needed with all required information for the proposed signage for this development.

Freestanding signage–The site plan shows six freestanding signs with advertising. There are two larger signs with gas station pricing and four smaller directional signs. The proposed signs on the signage plan should be revised, in accordance with Section 27-614(d)(2) of the Zoning Ordinance. The directional signs with advertising must be removed from the plan entirely, or can be retained, provided all advertising for the Royal Farms business is removed. Furthermore, site plans display the labeling of two pylon signs proposed, but details show monument signs instead.

Building and canopy-mounted signage–The series of building and canopy-mounted signage shown on the plans appear to be in general conformance with the applicable requirements of Section 27-613 of the Zoning Ordinance. However, as previously noted, the signage plan in general requires several corrections and clarifications to demonstrate conformance with Part 12, Signs.

13. Referral Comments: The following referrals were received and are incorporated herein by reference. All of the comments are addressed on the site plan, or as part of this technical staff report:

a. Community Planning Division, dated May 28, 2021 (White to Braden)

b. Transportation Planning Section, Traffic, dated May 27, 2021 (Burton to Braden)

c. Transportation Planning Section, Pedestrian and Bicycle Facilities, dated May 24, 2021 (Smith to Braden)

d. Environmental Planning Section, dated May 21, 2021 (Rea to Braden)

e. Historic Preservation Section, dated April 26, 2021 (Stabler to Braden)

f. Urban Design Section, dated May 25, 2021 (Bossi to Braden)

g. Prince George's County Department of Permitting, Inspections and Enforcement, dated May 20, 2021 (Giles to Braden)

RECOMMENDATION

A special exception use is considered compatible with uses permitted by right within the Commercial Shopping Center (C-S-C) Zone if specific special exception criteria are met. A special exception must be approved if the applicant satisfies the required criteria which are intended to address any distinctive adverse impacts associated with the use.

Based on the applicant's statement of justification, the analysis contained in the technical staff report, associated referrals, and materials in the record, the applicant has demonstrated conformance with the required special exception findings, as set forth in Section 27-317 (in general), Section 27-355 (food and beverage store), and Section 27-358 (gas station) of the Prince George's County Zoning Ordinance, except for Section 27-358(a)(2). Staff finds the proposed application satisfies the requirements for approving a variance and, therefore, finds the application will be in conformance with the Zoning Ordinance requirements if the variance is granted.

Therefore, staff recommends APPROVAL of Special Exception SE-4834, for Royal Farms #411 (Kent Village), and Variance to Section 27-358(a)(2), for the gas station to be less than 300 feet from an outdoor playground, subject to the following conditions:

1. Prior to certificate approval, the applicant shall revise the special exception plan and provide additional information as follows:

    a. Provide a new signage plan, including clearly identifying the number and location of freestanding signs, to demonstrate conformance with the applicable requirements of Part 12, Signs, of the Prince George's County Zoning Ordinance.

    b. Revise the plan and the tree canopy coverage schedule to demonstrate conformance with the Tree Canopy Coverage Ordinance.

2. Prior to certificate of approval, remove the Section 4.10 schedule and replace it with the Section 4.2 schedule and landscape planting on the landscape plan if Kent Town Drive is a public roadway.

3. Prior to certification of the special exception, revisions shall be made to the site and landscape plan by providing a schedule to demonstrate conformance with Section 4.6 of the 2010 *Prince George's County Landscape Manual.*

ITEM: 4E

CASE: SE-4834

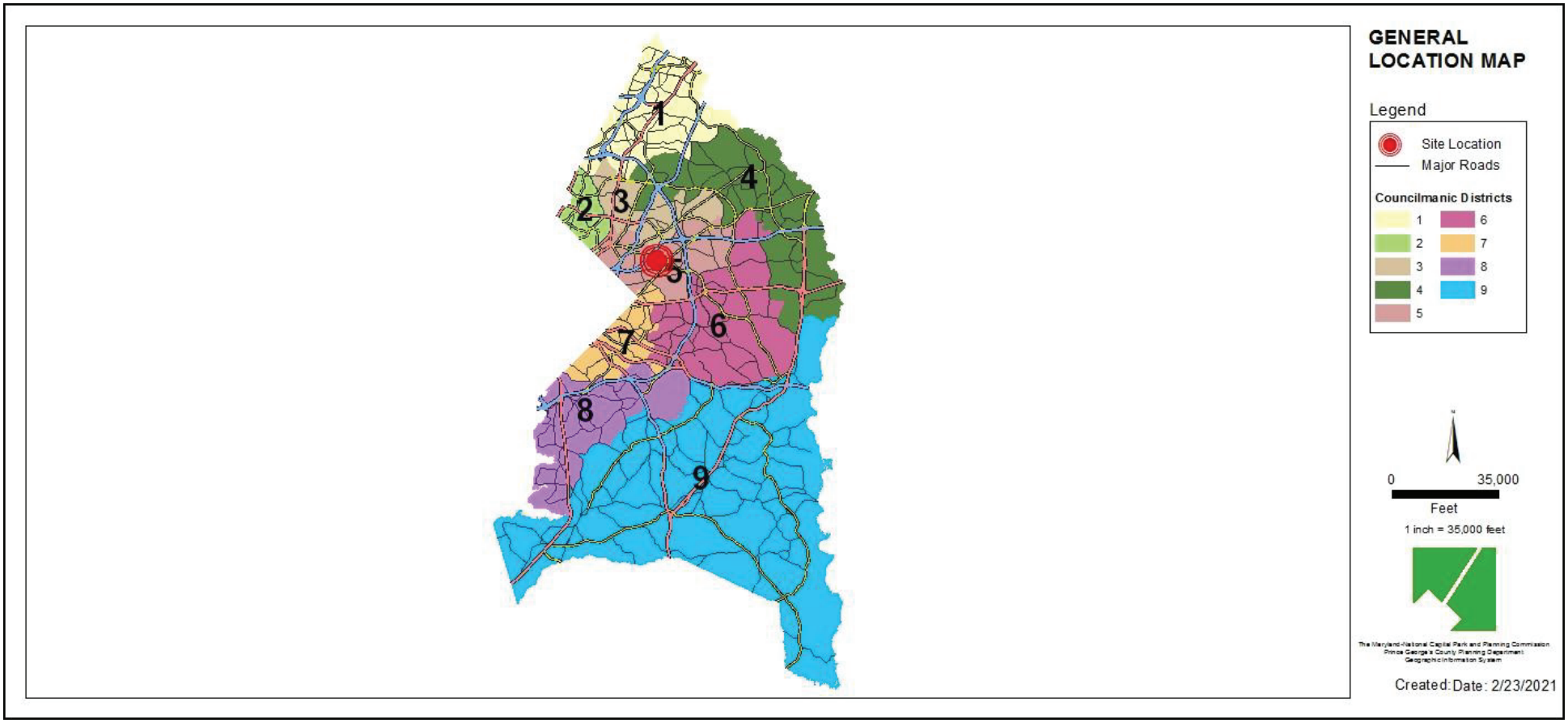
ROYAL FARMS #411, KENT VILLAGE

THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

DRD

THE DEVELOPMENT REVIEW DIVISION

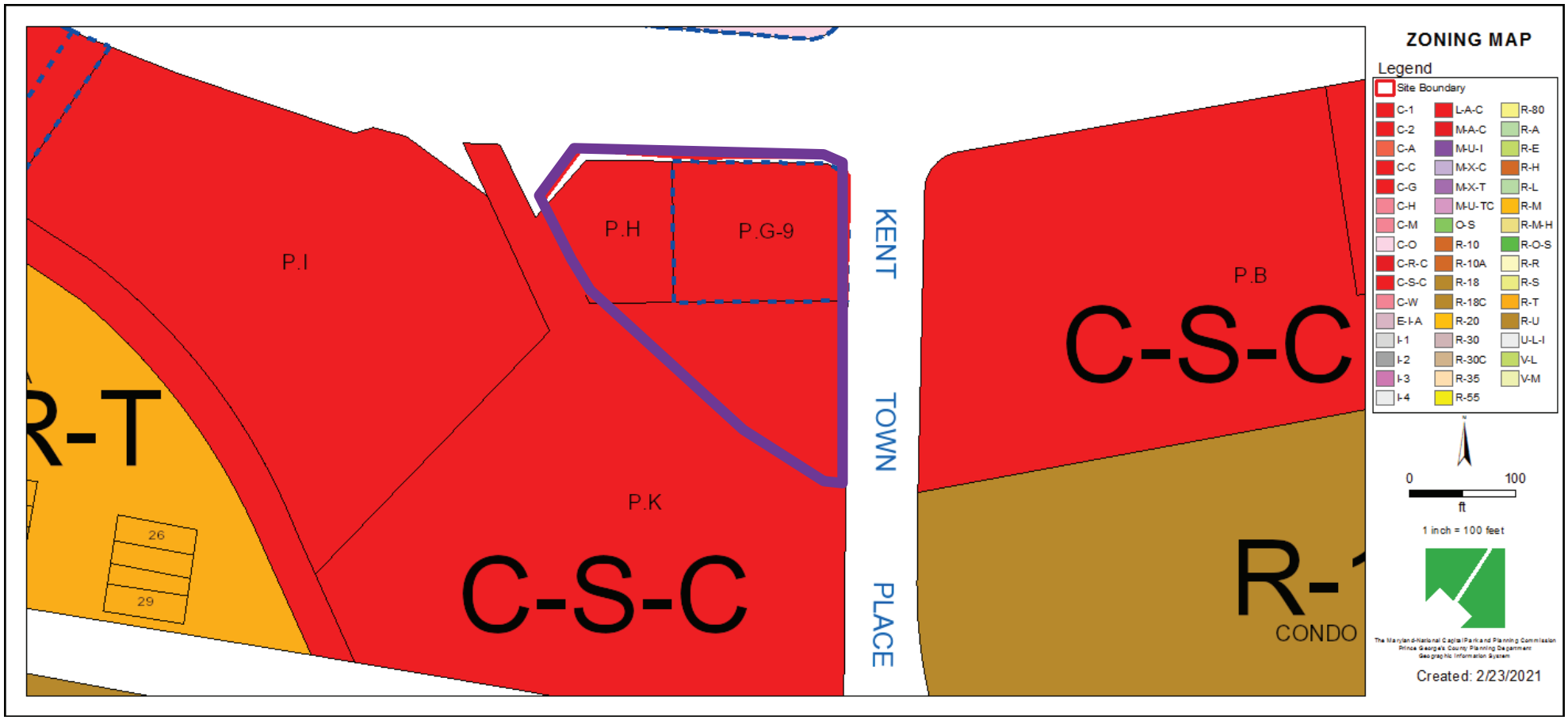
GENERAL LOCATION MAP



DRD
THE DEVELOPMENT REVIEW DIVISION

SITE VICINITY

ZONING MAP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P.H
P.G-9
P.K
P.B
C-S-C
C-S-C
R-T
R-1
CONDO
KENT
TOWN
PLACE
26
29
ZONING MAP
Legend
Site Boundary
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C-2
C-A
C-C
C-G
C-H
C-M
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C-R-C
C-S-C
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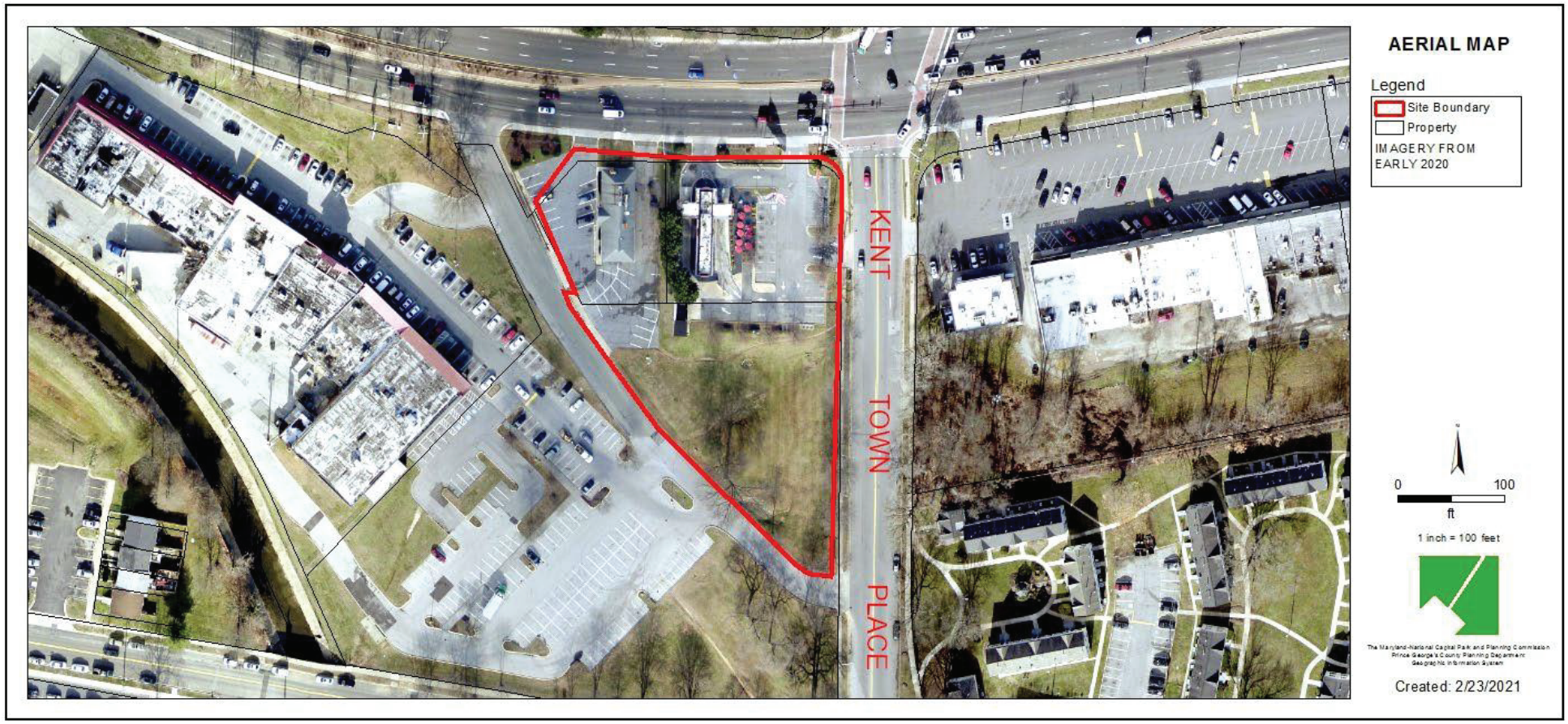
AERIAL MAP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PLACE
AERIAL MAP
Legend
Site Boundary
Property
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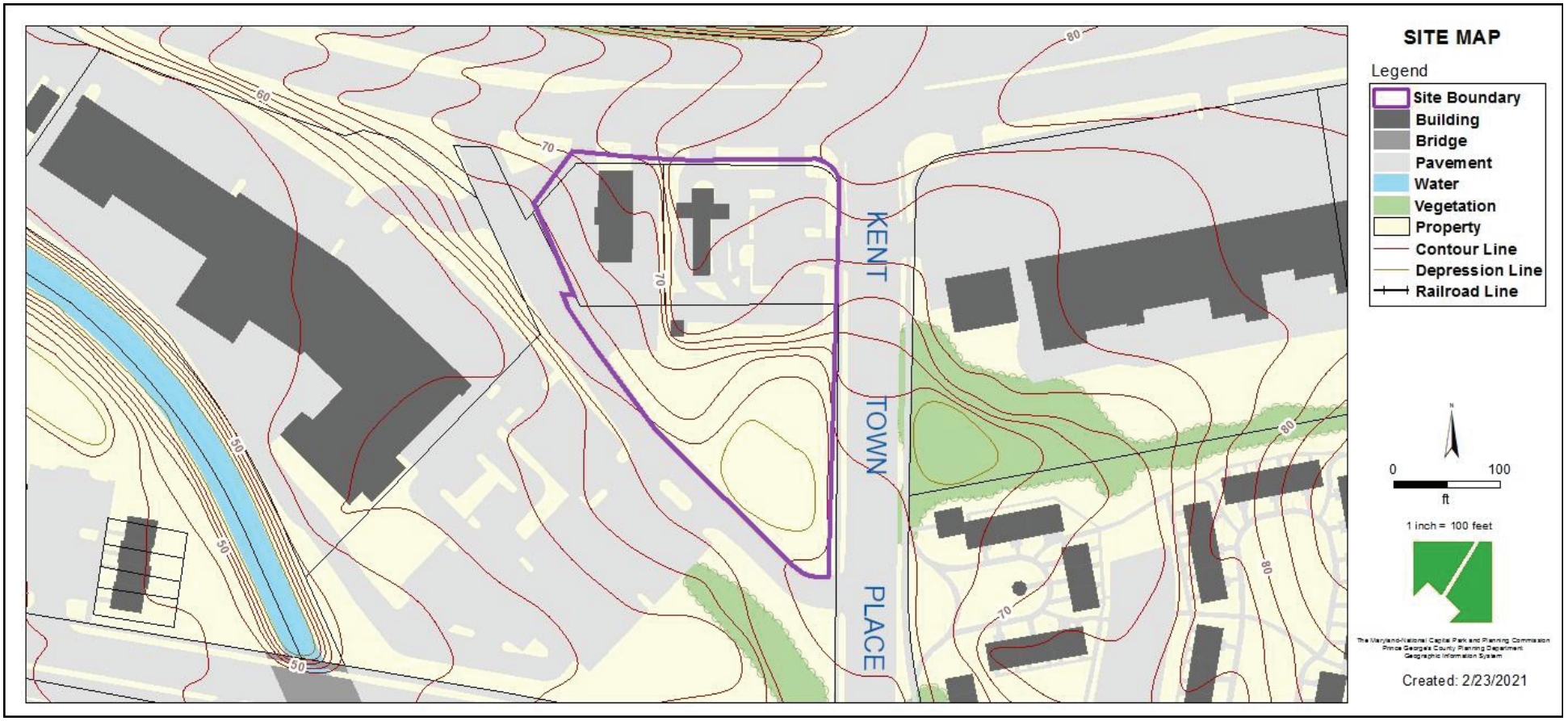
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: 2/23/2021

SITE MAP


SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
KENT TOWN PLACE
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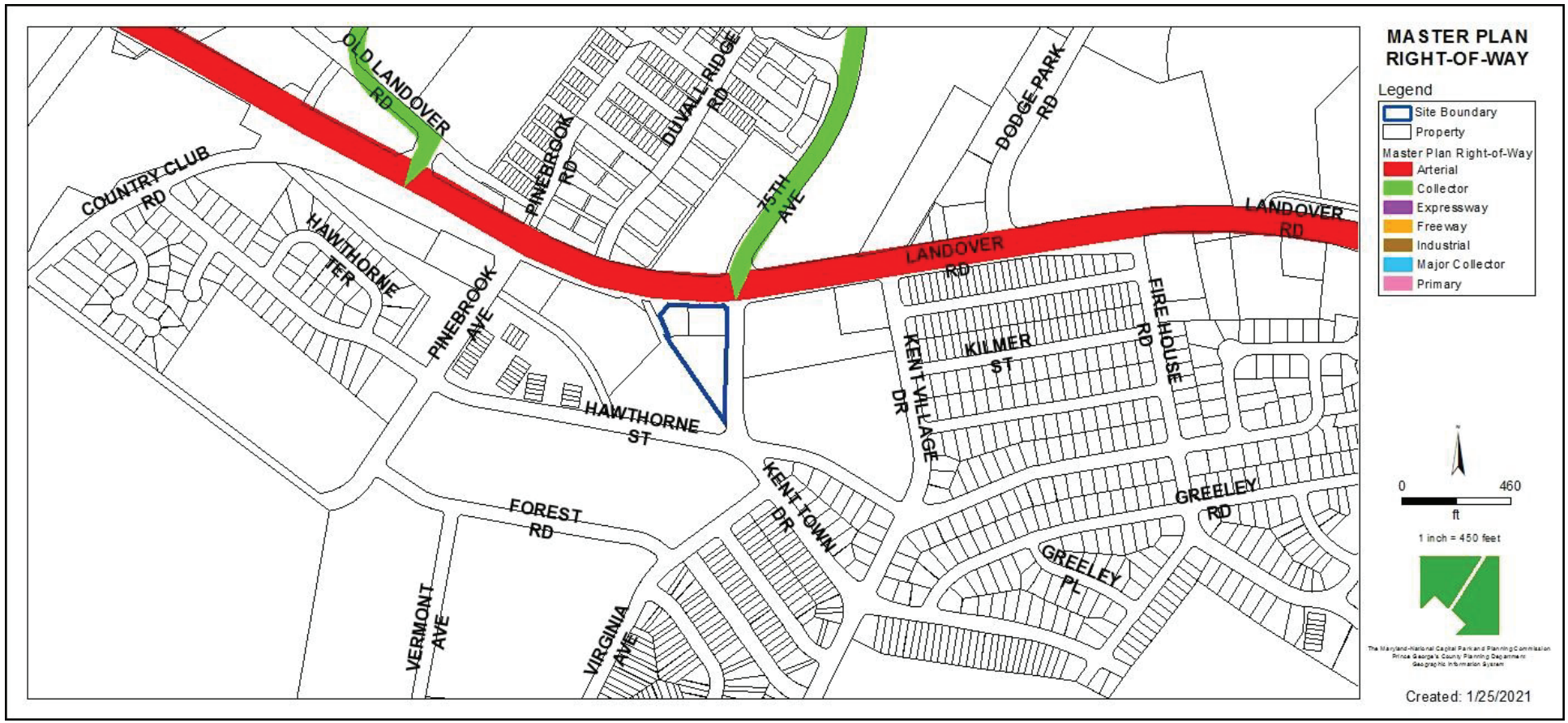
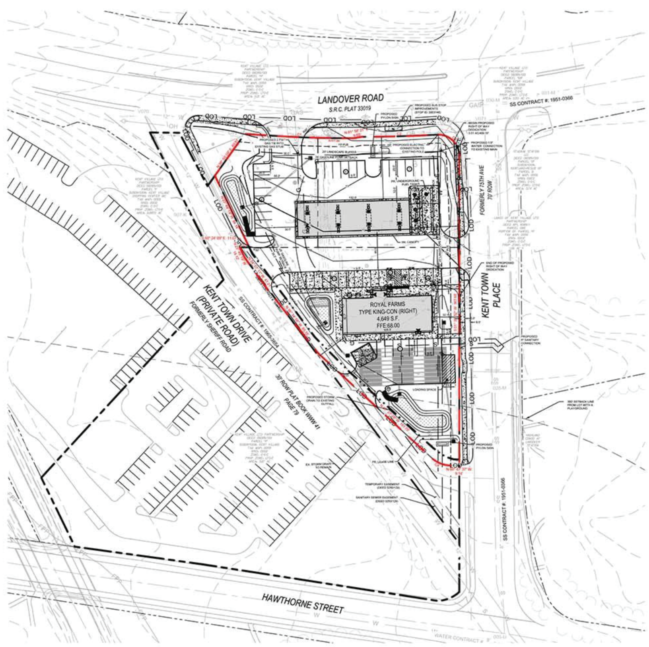
Created: 2/23/2021

MASTER PLAN RIGHT-OF-WAY MAP



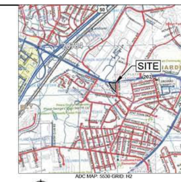
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

DRD
THE DEVELOPMENT REVIEW DIVISION



SITE PLAN
SCALE: 1" = 50'

CALL 48 HOURS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
811 Know what's below. Call before you dig.



ADC MAP: 5530 GRID: H2

VICINITY MAP
SCALE: 1" = 2000'

General Information Table	
Zoning (Zone)	C-S-C
Aviation Policy Area (APA)	N/A
Tax Grid (TMG)	059D2
WSSC Grid (Sheet 20)	204NE06
Planning Area (Plan Area)	72
Election District (ED)	13
Councilmanic District (CD)	5
General Plan 2002 Tier (Tier)	DEVELOPED
Traffic Analysis Zone (TAZ-COG)	1017
PG Traffic Analysis Zone (TAZ-PG)	5012

PARKING AND LOADING SCHEDULE

	DESCRIPTION	RATE	REQUIRED	PROVIDED
PARKING	RETAIL 4,649 SF GROSS FLOOR AREA	NORMAL PARKING GENERATION GROUP: 1 SPACE / 150 SF OF THE FIRST 3,000 SF GFA + 1.0 SPACE / 200 SF ABOVE FIRST 3,000 SF GFA	28	49
	GAS STATION	1 SPACE / EMPLOYEE (8 EMPLOYEES)	8	
	INDOOR & OUTDOOR SEATING	1 SPACE / 3 SEATS 18 OUTDOOR SEATS 11 INDOOR SEATS	10	
ACCESSIBLE SPACES (INCLUDED IN REQUIRED/PROVIDED PARKING TOTALS)		26-50 SPACES	2	2
		TOTAL NUMBER OF PARKING SPACES	46	49
LOADING	4,649 SF GROSS LEASE AREA	ONE LOADING SPACE FOR 2,000 - 10,000 SF GROSS LEASE AREA (12' X 33' LOADING SPACE)	1	1
BICYCLE	NON-RESIDENTIAL DEVELOPMENT	6 SPACES FOR 20-100 VEHICLE PARKING SPACES	6	6 (3 RACKS)

SETBACK TABLE

SETBACK REQUIRED FROM LOT WITH A PLAYGROUND	300 FT
SETBACK PROVIDED FROM LOT WITH A PLAYGROUND	229.7 FT
VARIANCE REQUESTED	70.3 FT
DISTANCE TO PLAYGROUND	788.4 FT
SETBACK REQUIREMENT PER SEC 27-358(A)(2)	

SITE LEGEND

- PR. LEASE LINE
- PROPERTY LINE
- SPECIAL EXCEPTION LINE
- EX. ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EX. CURB AND GUTTER
- LOD — LIMITS OF DISTURBANCE
- PR. CURB
- EX. MAJOR CONTOUR
- EX. MINOR CONTOUR
- 100 — PR. MAJOR CONTOUR
- 98 — PR. MINOR CONTOUR
- G — PR. GAS
- W — PR. WATER
- UGE — PR. ELECTRIC
- S — PR. SANITARY SEWER
- PR. STORM PIPE
- PR. TEST PIT
- PR. CONCRETE
- PR. BUILDING

No.	REVISIONS	DATE	BY

Kimley»Horn

1801 PORTER ST, SUITE 401, BALTIMORE, MD 21230
PHONE: 443-743-3470
WWW.KIMLEY-HORN.COM

STATE OF MARYLAND EMILY A. DEAN 43160 PROFESSIONAL ENGINEER 4/8/21

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. LICENSE NO. 43160 EXPIRATION DATE 12/19/2022

KHA PROJECT 114068019
DATE 02/16/2021
SCALE: AS SHOWN
DESIGNED BY KK
DRAWN BY KK
CHECKED BY JL

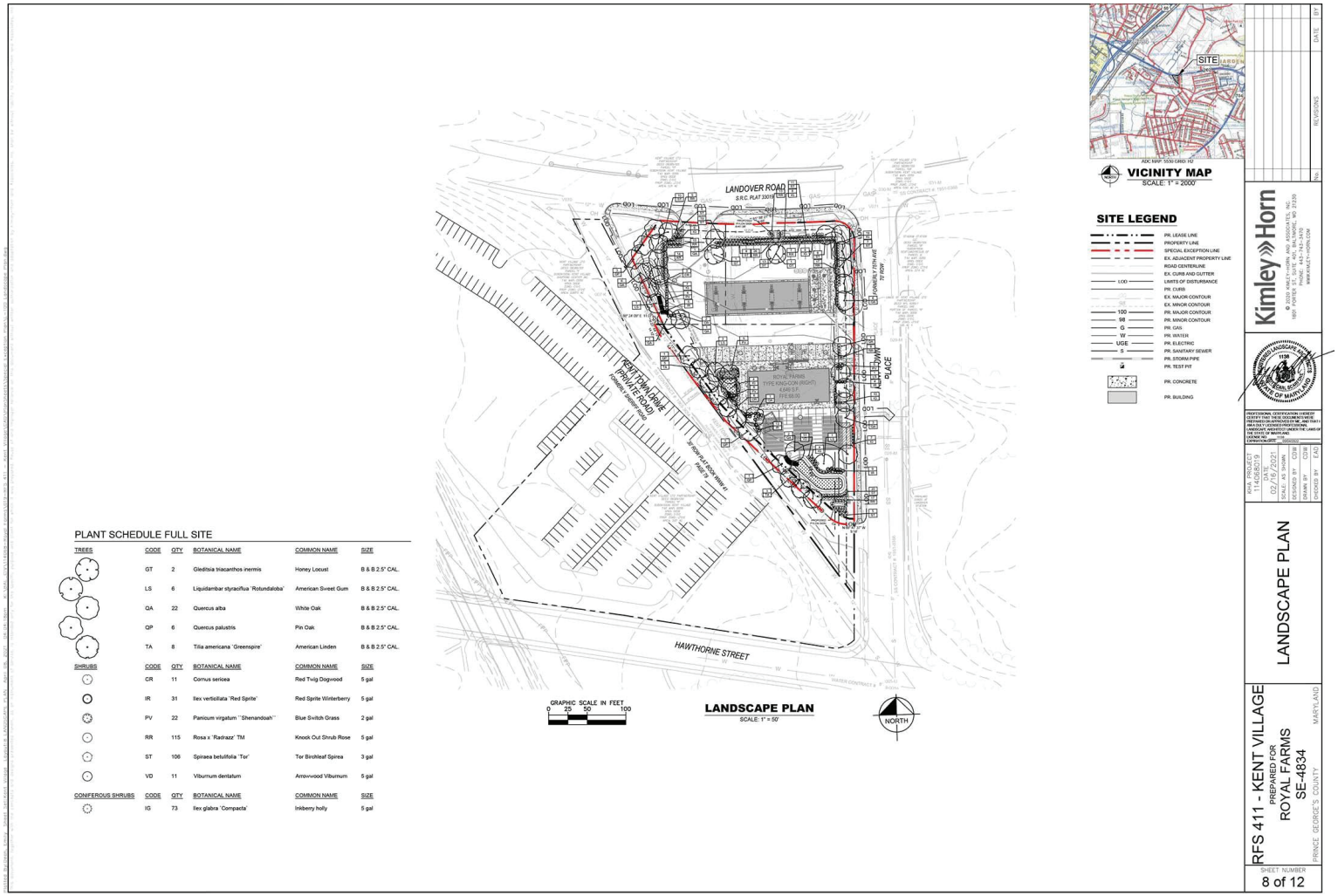
SITE PLAN

RFS 411 - KENT VILLAGE
PREPARED FOR
ROYAL FARMS
SE-4834
PRINCE GEORGE'S COUNTY MARYLAND

SHEET NUMBER
4 of 12

DRD THE DEVELOPMENT REVIEW DIVISION

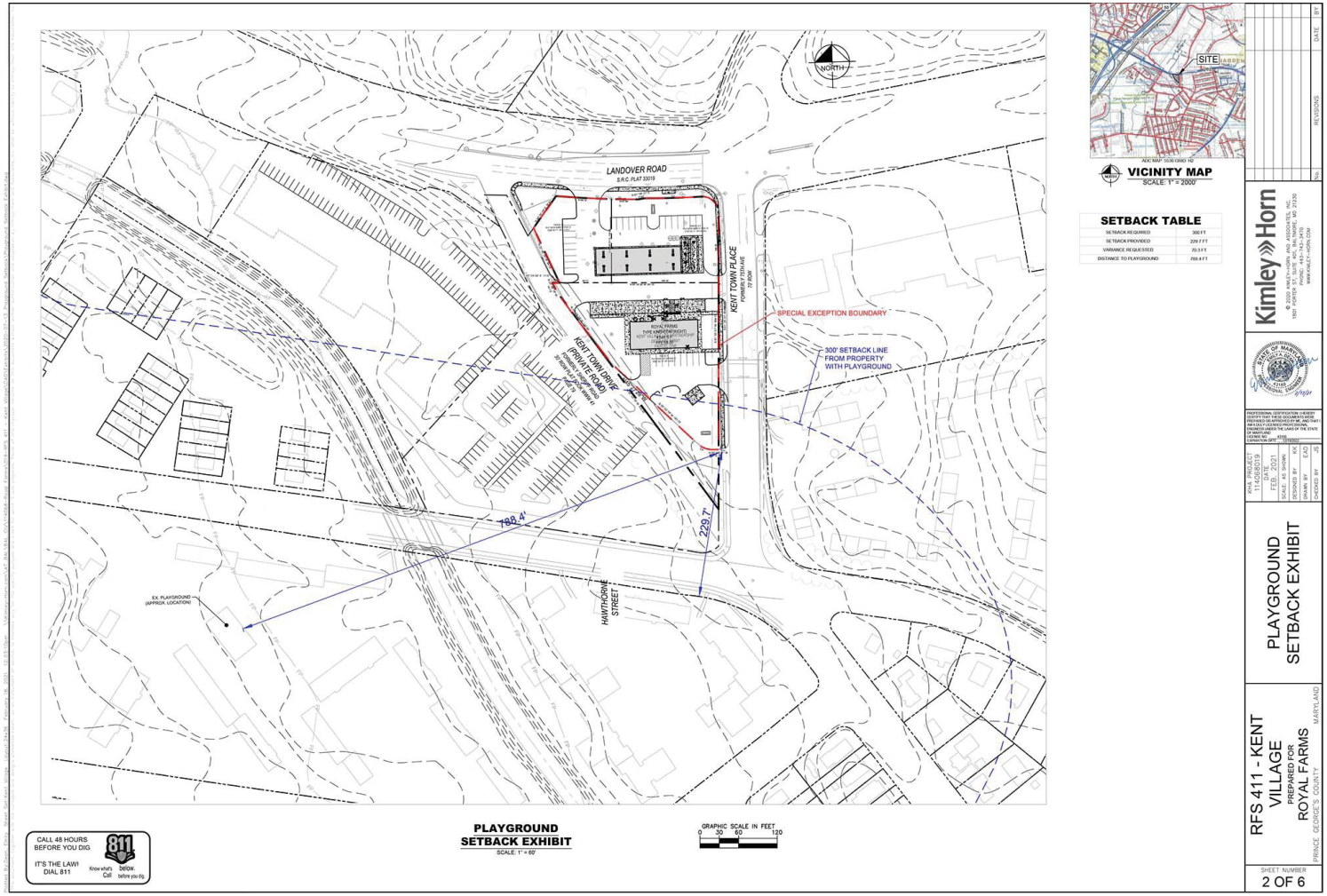
LANDSCAPE PLAN



PLANT SCHEDULE FULL SITE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	GT	2	Gleditsia triacanthos inermis	Honey Locust	B & B 2.5" CAL.
	LS	6	Liquidambar styraciflua 'Rotundaloba'	American Sweet Gum	B & B 2.5" CAL.
	QA	22	Quercus alba	White Oak	B & B 2.5" CAL.
	QP	6	Quercus palustris	Pin Oak	B & B 2.5" CAL.
	TA	8	Tilia americana 'Greenspire'	American Linden	B & B 2.5" CAL.
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	CR	11	Cornus sericea	Red Twig Dogwood	5 gal
	IR	31	Ilex verticillata 'Red Sprite'	Red Sprite Winterberry	5 gal
	PV	22	Panicum virgatum ''Shenandoah''	Blue Switch Grass	2 gal
	RR	115	Rosa x 'Radrazz' TM	Knock Out Shrub Rose	5 gal
	ST	106	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	3 gal
	VD	11	Viburnum dentatum	Arrowwood Viburnum	5 gal
CONIFEROUS SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	IG	73	Ilex glabra 'Compacta'	Inkberry holly	5 gal

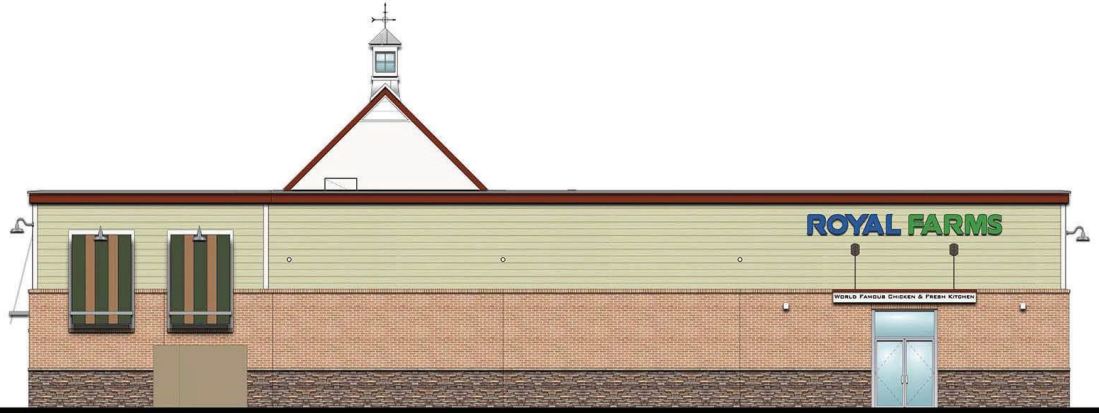
PLAYGROUND SETBACK EXHIBIT



THE DEVELOPMENT REVIEW DIVISION

FRONT AND REAR ELEVATIONS

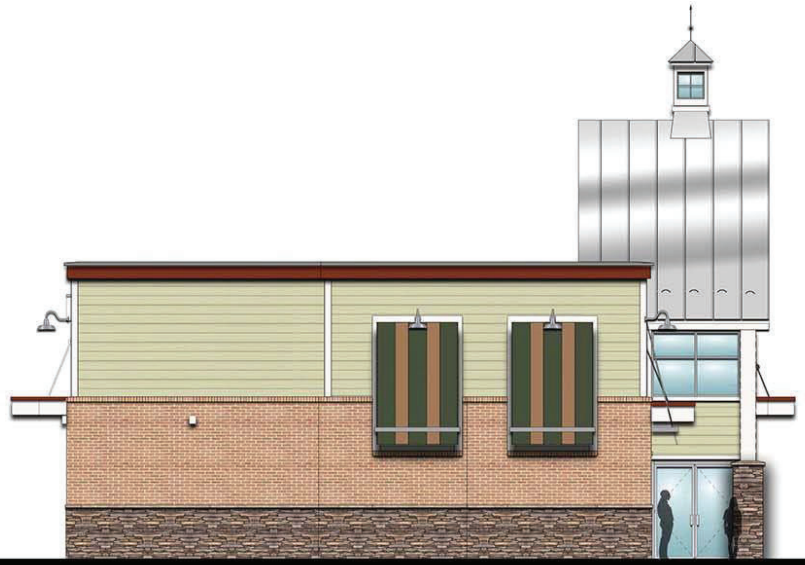
Front Elevation
1/4″ = 1′-0″



Rear Elevation
1/4″ = 1′-0″

DRD THE DEVELOPMENT REVIEW DIVISION

RIGHT AND LEFT ELEVATIONS



Right Elevation
1/4″ = 1′-0″

Left Elevation
1/4″ = 1′-0″

ROYAL FARMS

Royal Farms #411
7415 Landover Road, Hyattsville MD 20785
Proposed Elevations
July 10, 2020

RATCLIFFE ARCHITECTS
10404 Stevenson Road • Stevenson, Maryland 21153
Phone 410-484-7010 • Fax 410-484-3819 • peter@ratcliffearchitects.com

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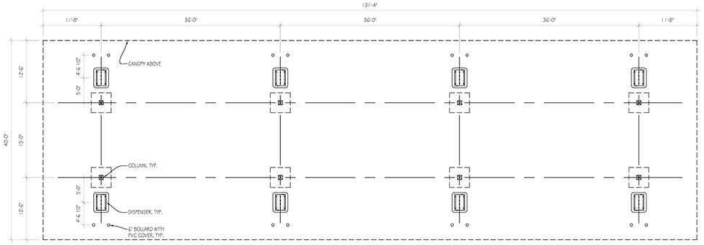
GAS CANOPIES, SIGNAGE AND SCREENING ENCLOSURES

5 FUEL CANOPY REAR ELEVATION
1/8" = 1'-0"

3 FUEL CANOPY SIDE ELEVATION
1/8" = 1'-0"

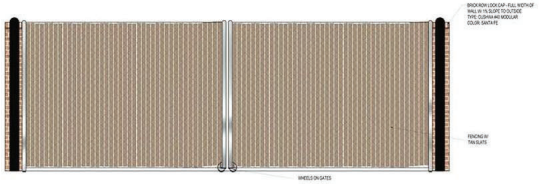
4 FUEL CANOPY SIDE ELEVATION
1/8" = 1'-0"

2 FUEL CANOPY FRONT ELEVATION
1/8" = 1'-0"

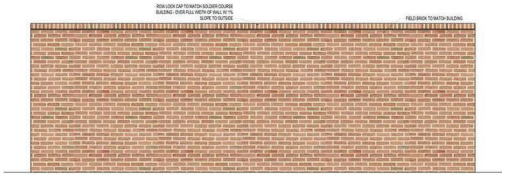


1 FUEL CANOPY PLAN
1/8" = 1'-0"

Fuel Sign Elevation
1/2" = 1'-0"



Dumpster Enclosure - Front Elevation
1/2" = 1'-0"



Dumpster Enclosure - Rear Elevation
1/2" = 1'-0"

DRD THE DEVELOPMENT REVIEW DIVISION

STATEMENT OF JUSTIFICATION
SE-4834
Royal Farms #411 Kent Village

OWNER:	Kent Village LTD Partnership 7007 Heatherhill Road Bethesda, Maryland 20817
APPLICANT:	RF Landover, LLC d/b/a Royal Farms 3611 Roland Avenue Baltimore, Maryland 21211
ATTORNEY/AGENT:	Matthew C. Tedesco, Esq. McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A. 6411 Ivy Lane, Suite 200 Greenbelt, Maryland 20770 (301) 441-2420 Voice (301) 982-9450 Fax MTedesco@mhlawyers.com
CIVIL ENGINEER:	Kimley-Hom Attn: Emily Dean, P.E. 1801 Porter Street, Suite 401 Baltimore, Maryland 21230 (443) 884-5085 Emily.Dean@kimley-hom.com
REQUEST:	Pursuant to Sections 27-317, 27-355(a) and 27-358(a), a Special Exception is being filed to develop a food or beverage store in combination with a gas station in the C-S-C Zone; and a variance to Section 27-358(a)(2) is being requested.

I. DESCRIPTION OF PROPERTY

1. Addresses-7401 and 7415 Landover Road, and 2500 Kent Town Place, Hyattsville, MD 20785.

2. Use - Food or Beverage Store in combination with a Gas Station.

3. Incorporated Area-None.

4. Council District - 5.

5. Property-Parcels G-9, Hand P/0 K.

6. Total Area- 4.479 Acres. (special exception boundary)

7. Tax Map/Grid-59/D2.

8. Location - The site is located o n the southwe st quadr ant of the intersection of Landover Road (MD 2020) and Kent Town Road.

9. Zoned: C-S-C.

I0. 200 Sheet - 204NE06.

II. COMMU ITY/NEIGHBORHOOD

The sub ject property is located in the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment.* The property is bounded to the 1101.ih by Landover Road (MD Rou te 202) and beyond by resi dential apartme nts and mult ifam il y unit uses in R-18, C-S-C and C-O Zones; to the east by Kent Town Place and beyo nd by a shoppin g center and residen tial c ondom iniu ms in C-S-C and R-18 Zones; to tbe sou th by Hawthorne Street and beyond by res ide ntial a partmen ts in the R-18 Zone ; and to the west by a shopping center in the C-S-C Zone.

For zoning purposes, the applic ant' s proposed neighborhood, as graphica lly dep icted below, is defined by the following bound ary:

orth: Gene rally, extending from the no rth end of the Landove r Metro Stat ion parking lot to the rear of Dodge Park Shopping Center.
East: MD 704 (Martin Luther King Highway).
South: Cattail Branch.
West: Pen n Line Rail Road.

The character of the community/neighborhood is generally a mix of residential and commercial/ industrial uses.

III. APPLICANT'S PROPOSAL

The special exception boundary is currently improved with two buildings, with various dates of construction. The total area of the property (i.e., the boundary of the proposed special exception) is 4.479 acres, and is known as Parcels G-9, Hand part of K, which are reflected on plats WWW 41 at Page 79; WWW 57 at Page 22; and NLP142 at Page 52. Parcel H was developed circa 1964 as a takeout restaurant. Parcel G-9 was developed circa 1998 and is a Checkers restaurant. The subject property is subdivided and contains approximately 4,011 square feet of existing development. All existing structures on the subject property (i.e., within the boundary of the special exception area) are proposed to be razed and replaced with a 4,649 square foot food or beverage store and eight (8) multi-product fueling dispensers to accommodate a new and modern Royal Farms.

A Royal Farms is unique in that it offers various convenience needs to its patrons and serves as a food and beverage store, a quasi-eating or drinking establishment (with indoor and outdoor seating), and offers the retail sale of gasoline. It is incorrect to broadly label a Royal Farms as a "gas station" or service station. This is especially true given the definition of a "gas station" in the Zoning Ordinance[1] does not accurately capture or define Royal Farms.

Regarding Royal Farms, its mission is "To Be the Best." The proposed development will include a 4,649 square foot food and beverage store, indoor and outdoor seating, and eight (8) multi-product gas dispensers, which will facilitate the development of this property with a modern and attractive commercial retail development that satisfies the needs of the modern consumer. The proposed project will result in a new attractive development that will use sustainable building materials; will utilize environmental site design techniques to the fullest extent practical; will add attractive landscaping; will provide for the convenience needs of the surrounding community; will create jobs for the local economy; and will increase the County's tax base.

Design Features

[1] (99) Gas Station (Automobile Filling Station): (A) A "Building" or "Lot" having pumps and storage tanks, where the primary "Use" is the retail sale of motor vehicle fuels. No storage or parking space shall be offered for rent. Vehicle-related services may be offered incidental to the primary "Use," such as:
(i) Sales and servicing of spark plugs, batteries, and distributors and distributor parts; tune-ups;
(ii) Tire servicing and repair, but not recapping or regrooving;
(iii) Replacement of mufflers and tail pipes, **water** hoses, fan belts, brake fluid, light bulbs, fuses, floor mats, windshield wipers and wiper blades, grease retainers, wheel bearings, mirrors, and the like;
(iv) Washing and polishing, and sale of automotive washing and polishing materials;
(v) Greasing, lubrication, and radiator flushing;
(vi) Minor servicing and repair of carburetors, fuel, oil and water pumps and lines, and minor engine adjustments not involving removal of the head or crank case or racing the engine;
(vii) Emergency wiring repairs;
(viii) Adjusting and repairing brakes;
(ix) Provision of road maps and other information to travelers.
(B) Services allowed at a "Gas Station" shall not include major chassis or body work; repair of transmissions or differentials; machine shop work; straightening of body parts; or painting, welding, or other work involving noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in "Gas Stations."

The site plan proposes a total of four points of vehicular access, all of which are full access entrances. Currently, there are four points of access on Landover Road (MD 202); however, with the proposed redevelopment, the applicant is proposing to consolidate these four access points into one on Landover Road (MD 202). Another access point is proposed on Kent Town Place (currently, there is one), and two relocated entrances are proposed on the internal drive (currently there are two). The proposed site design places the primary gas station canopy, with four pump islands containing eight multi-product dispensers, parallel to the alignment of Landover Road (MD 202) (a master planned arterial roadway) and the food or beverage store to the south. This design ensures that the gas pumps are along Landover Road (MD 202), which is a heavily traveled arterial road, and the convenience store acts as a buffer to the higher density residential developments across Kent Town Place and Hawthorne Street. Surface parking is proposed abutting the front and back of the proposed store, and along the perimeters of the property to ensure safe and efficient on-site circulation. In addition, and more importantly, the proposed layout creates a safe environment for patrons utilizing all of the services offered by Royal Farms. Further, as an expert in the field and having designed numerous sites that are aesthetically pleasing and safe and efficient, the applicant very strongly contends that its layout will result in a very successful and high quality development.

The retail building for the Royal Farms is designed to reflect a somewhat rural aesthetic which is a trademark of Royal Farms. The new model has been constructed throughout Maryland and most recently in a number of locations throughout Prince George's County. The building design incorporates a band of composite siding at the top portion of the building, brick veneer in the middle, and stone veneer at the base of the building. The main entrance projects from the rest of the building and features two side entry points. The front elevation is accented with a shed-style roof over the main entrance supported by stone veneer and painted steel columns and topped with a cupola, and over-sized windows that help break up the horizontal mass. The rear elevation presents long uninterrupted bands of the composite siding, red brick and stone veneer, with one additional entrance to the store. The applicant is proposing two (2) twenty-five foot tall pylon signs with a decorative stone base: one on its frontage on Landover Road, east of the site entrance, and another along the frontage of Kent Town Place, located between Kent Town Place and the intersection with the internal drive.

There is no question that the proposed exterior building materials, which include stone, brick, and composite siding, are of notable quality and durability. The pumps and canopy are reflective of the architecture and materials of the main building. Due to the visibility of the pumps, canopy, and retail building, the design of these features are important and are of high quality. The quality of design is currently on display at many locations throughout the County. The applicant anticipates that the proposed development will have a similar positive impact to the County in the form of new jobs, reinvestment, increased taxes, etc. As evidenced by a number of previously approved detailed site plans, the applicant uses high end finishes, and designs a project that is often used as the model for other similar uses. Indeed, from 2006-2008, the applicant began to incorporate energy and water-efficient "green" building features, and by 2010, the applicant had fully embraced sustainability and has since incorporated sustainable building designs into its construction. Since 2010, all of the vegetable oil used to prepare Royal Farms' famous chicken has been converted into biofuel. The majority of materials are purchased locally, and over 85% of all waste from construction is recycled or repurposed.

Pursuant to Sections 27-3 I 7(a), 27-355(a) and 27-358(a), a Special Exception is being filed to develop a food or beverage store in combination with a gas station. As discussed in detail below, the applicant contends that all of the requirements for a special exception site plan have been met.

IV. CRITERIA FOR APPROVAL

Section 27-317. Required findings.

(a) A Special Exception may be approved if:

(1) The proposed use and site plan are in harmony with the purpose of this Subtitle;

(2) The proposed use is in conformance with all the applicable requirements and regulations of this Subtitle;

COMMENT: The plan complies with the general purposes of this Subtitle, and is in compliance with all requirements and regulations set forth in Subtitle 27. Specifically, a food or beverage store in combination with a gas station is a permitted use, subject to special exception approval in the C-S-C Zone and the proposal complies with the specific gas station and food or beverage requirements set forth in Sections 27-358(a)2 and 27-355(a), respectively.

Specifically, the general purposes of the Zoning Ordinance are found in Section 27-102. The instant Application satisfies the following purposes for the reasons provided:

To protect and promote the health, safety, morals, comfort, convenience, and welfare of the present andfuture inhabitants of the County.

The use is one that serves the needs of all County residents that rely on their automobile as a means of transportation. The applicant will also be providing much needed stormwater management and landscaping that currently does not exist on site. Finally, the food or beverage store will provide citizens and patrons with a variety of food options to serve their needs in a convenient and expedited way. Indeed, the food options within a Royal Farms are very similar to grocery stores, but on a smaller scale to serve the convenient needs of the community. Food options are not limited to Royal Farms' famous fried chicken, but also include a number of other healthy food options throughout the store and on its menu. Accordingly, this purpose is met.

To implement the General Plan, Area Master Plans, and Functional Master Plans.

The 2014 General Plan ("Plan 2035") placed the property within the Established Communities Growth Policy Area. This proposal furthers Plan 2035's vision of context sensitive infill development. Moreover, Plan 2035, Generalized Future Land Use recommends mixed uses for the subject property. This proposal includes the co-location of two uses in combination with the other (a food or beverage store and gas station); accordingly, this purpose is satisfied.

To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities.

Redevelopment of the subject property in the manner proposed will have no negative impact on the public facilities within the area since there will be few additional vehicular trips and no other public facility is impacted by the uses. Indeed, because the redevelopment proposes to consolidate four existing access points onto MD 202 into one, the transformational public facility for safe and efficient access is being served.

To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of acijoining development.

[2] Saving the requested variance to Section 27-358(a)(2) regarding the distance between the special exception boundary and property that has a playground, which is discussed in greater detail in Section V of the this Statement of Justification.

The gas station and food or beverage store are to be developed in accordance with all applicable laws concerning screening and buffering, and the photometric plan will not impact adjacent uses. This purpose is, therefore, met. Notwithstanding, due to extraordinary conditions, the applicant is seeking a variance from Section 27-358(a)(2) for relief from the 300' setback from property that has a playground. The basis for this variance is articulated in greater detail below in Section V.

To encourage economic development activities that provide desirable employment and a broad, protected tax base/to ensure the social and economic stability of all parts of the County.

The uses ensure that a certain number of jobs will be provided and that commercial property taxes will be increased and paid into the County's coffers. Moreover, the redevelopment of the property, with a new modem commercial development, will result in higher tax assessments, which will encourage economic redevelopment; not to mention the additional tax revenue that will be created by the co-location of the uses in the form of sales tax and gasoline tax.

To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions.

The proposed uses will bring a relatively small number of additional trips to the site, as most vehicle trips associated with the proposed use are pass-by trips that are already on the road networks. As mentioned previously, the significant reduction of entrances along MD 202 into the site and the relocation and addition of the other entrances on Kent Town Road and the private internal driveway will also lessen the danger and congestion of traffic in that area. Although the use is an auto-oriented use, accommodations for pedestrian and bicyclists - in the form of sidewalks and crosswalks - are being accommodated.

The purposes of the commercial zones found in Sections 27-446 and 454 are also met since the two uses provide convenience to the residents and businesses in the area; there will be sufficient buffering and screening to lessen any impact upon adjacent uses; the uses meet the intent of the General and Sector Plans (as discussed below); and, the new uses are more compatible with the other commercial uses at the neighboring intersection and are compatible with general retail uses.

Accordingly, the provisions of Section 27-3 l 7(a)(I) are met.

(3) The proposed use will not substantially impair the integrity of any validly approved Master Plan or Functional Master Plan, or, in the absence of a Master Plan or Functional Master Plan, the General Plan;

COMMENT: SE-4834 conforms to this finding. The Approved Prince George's County General Plan, Plan 2035, places the property within a commercial designation which is described as "Retail and business areas, including employment uses such as office and service uses" (Pages 100-101). The Approved Landover Metro Area and MD 202 Corridor Sector Plan's South Landover Road Focus Area Vision (Pages 52-54) in the short-term, recommendations includes improvements to streetscape on the south side of Landover Road, which the applicant has included in the special exception site plan. The Mid-Term Vision and Recommendations, include using the underutilized surface parking lot of Kent Village Shopping Center (to the west of the subject site) to begin to create mixed-use residential units and rezoning the shopping center to allow for the mix of use. The Sector Plan, approved in 2014, did not itself, rezone the South Landover Road Focus Area for mix-use residential. Although, in the long term, the South Landover Road Focus Area is envisioned as a mixed-residential area, and the residential designation will be dominant, the mixed-use designation allows for other types ofuses such as small-scale, neighborhood-serving commercial uses. Again, the property is located in the C-S-C Zone, and the use is permitted subject to a special

exception. At the time of ZHE hearing, the applicant also intends to provide a Land Planning Report from an expert Land Planner, which will further supplement this finding.

(4) The proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area;

COMMENT: SE-4834 provides for a safe internal circulation for vehicles and pedestrians, as well as a safe ingress and egress of vehicles from Landover Road, Kent Town Place and the internal road. The applicant is proposing to reduce the number of access points along MD 202 from four to one, which will create a far safer environment for the citizens, pedestrian, and motorists in the area and the public traveling on MD 202. The uses will be developed in a context sensitive manner; will provide up to date stormwater management; and will provide convenience goods to the traveling public and residents/workers in the area. Finally, since the food choices within a Royal Farms are similar to that of a grocery store, just in a more convenient - grab and go - format. Healthy food options are available if desired. Accordingly, it will not adversely affect the health, safety, or welfare ofresidents/workers in the area, nor be detrimental to the use or development of adjacent properties or the general neighborhood.

(5) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood; and

COMMENT: The proposed food or beverage store in combination with a gas station is located in the middle of an existing fully-developed commercial strip on the south side of Landover Road. The existing uses on the subject property, a carry-out restaurant and a fast-food restaurant with drive-through service, are of comparable intensity and character to the proposed food or beverage store and gas station. Many other comparable uses exist in near proximity within the same strip, particularly including other gas stations roughly a thousand feet equidistant both to the east and west and another comparable food and beverage store immediately across Kent Town Place, so the character of the general neighborhood's land use will not change substantively from that which now exists. Additionally, there are other even more visually-intense land uses in the immediate vicinity, including vehicle storage yards a quarter-mile to the west, and an older industrial park on the north side of Landover Road. The visual character of the proposed use, with its conformance to modern landscaping and tree canopy coverage standards, will present a better appearance than the surrounding older, nonconforming commercial development.

Nearby residential uses are all multifamily dwellings or higher-density attached dwellings, and are separated from the proposed use by either the divided arterial roadway of Landover Road, or else by vehicular entrances oriented to Hawthorne Street, a block to the south.

In summary, the fully-developed character of the general neighborhood, the compatibility of the proposed use with the surrounding existing commercial development, its conformance to modem site design standards, and the higher-density character and the separation of circulation from the nearby residential development indicate that the proposed uses will not be detrimental to the use or development of adjacent properties or the general neighborhood.

(6) The proposed site plan is in conformance with an approved Type 2 Tree Conservation Plan; and

(7) The proposed site plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

COMMENT: A Natural Resources Inventory Equivalency Letter (NRI-046-2020) and Woodland Conservation Letter of Exemption (S-036-2020) were approved for the property due to the fact that no

regulated environmental features are located on the property or no on-site regulated environmental features will be impacted and the property contains less than I0,000 square feet of woodland. These findings have been met.

(b) In addition to the above required findings, in a Chesapeake Bay Critical Area Overlay Zone, a Special Exception shall not be granted:

(1) Where the existing lot coverage in the CBCA exceeds that allowed by this Subtitle, or

(2) Where granting the Special Exception would result in a net increase in the existing lot coverage in the CBCA.

COMMENT: SE-4834 is not located within a Chesapeake Bay Critical Overlay Zone, this finding does not apply.

C-S-C ZONE REQUIREMENTS

The proposed food or beverage store is a permitted use in the C-S-C Zone. The inclusion of a gas station is permitted subject to the approval of a special exception in the C-S-C Zone. Specifically, the application complies with **Section 27-358** as follows:

Section 27-358

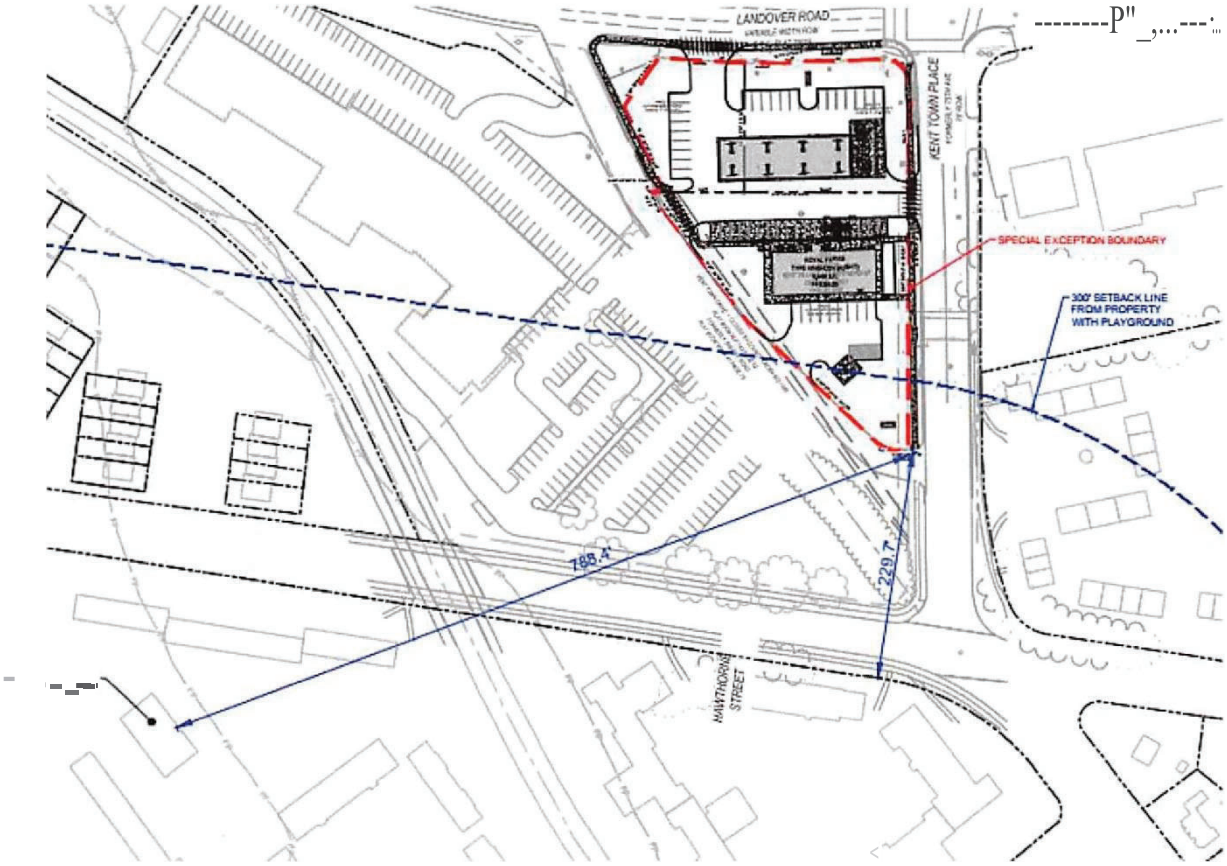
(a) A gas station may be permitted, subject to the following:

(1) The subject property shall have at least one hundred and fifty (150) feet of frontage on and direct vehicular access to a street with a right-of-way width of at least seventy (70) feet;

COMMENT: The subject property is completely surrounded by roads, and has approximately 250 linear feet of frontage along MD 202 and 392 linear feet of frontage on Kent Town Place. SE-4834 proposes one access point on Landover Road (MD 202), which has a variable width right-of-way width that measures approximately 120 feet, and is designated as a master planned arterial (A-20). Two access points are proposed Kent Town Place, which has a platted right-of-way width of 70 feet.

(2) The subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library, or hospital is located;

COMMENT: The subject property is located within the 300 feet radius of a lot with an outdoor playground. A variance to the 300 foot requirement is being requested with SE-4834. See Section V.



(3) The use shall not include the display and rental of cargo trailers, trucks, or similar uses, except as a Special Exception in accordance with the provisions of Section 27-417.

COMMENT: There will be no display or rental of cargo trailers, trucks, or similar uses, and a note to this effect is provided on the site plan.

(4) The storage or junking or wrecked motor vehicles (whether capable of movement or not) is prohibited:

COMMENT: The applicant will not store motor vehicles at the subject property, and note to this effect is provided on the site plan.

(5) Access driveways shall not be less than 30 feet wide unless a lesser width is allowed for a one-way driveway by the Maryland State Highway Administration or the County Department of Public Works and Transportation, whichever is applicable, and shall be constructed in accordance with the minimum standards required by the County Road Ordinance or the Maryland State Highway Administration regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point not less than 20 feet from the point of curvature (pc) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than 12 feet from the side or rear lot line of any adjoining lot.

COMMENT: This proposal provides for a total of four access driveways: one 35' wide access driveway onto Landover Road (MD 202); one 35' wide access driveways onto Kent Town Place, and two 35' wide

access driveways onto the internal road. All proposed driveways are more than 20' from the point of curvature. The rear property line requirement is not applicable to this property.

(6) Access driveways shall be defined by curbing;

COMMENT: As shown on the special exception site plan submitted in conjunction with this application, the access driveways are defined by curbing.

(7) A sidewalk at least five (5) feet wide shall be provided in the area between the building line and those areas serving pedestrian traffic;

COMMENT: An 8' wide sidewalk is provided along the western and southern sides of the proposed building, a 6' wide sidewalk is provided along the eastern side of the proposed building, and a 12' wide sidewalk along the northern side of the proposed building that serve pedestrian traffic, which allow pedestrians to move safely between the parking field(s) and the store.

(8) Gasoline pumps and other service appliances shall be located at least twenty-five (25) feet behind the street line;

COMMENT: This criteria is met. All gasoline pumps and service appliances are located more than twenty-five (25) feet behind the street lines. Indeed, the gasoline pumps are approximately 76' from Landover Road, approximately 51' from Kent Town Place, and approximately 63' from the internal road.

(9) Repair service shall be completed within forty-eight (48) hours after the vehicle left for service. Discarded parts resulting from any work shall be removed promptly from the premises. Automotive replacement parts and accessories shall be stored either inside the main structure or in an accessory building used solely for the storage. The accessory building shall be wholly enclosed. The building shall either be constructed of brick (**or** another material similar in appearance to the main structure) and placed on a permanent **foundation, or it shall be entirely surrounded with screening material. Screening shall consist of a wall, fence, or sight-tight landscape material, which shall be at least as high as the accessory building. The type of screening shall be shown on the landscape plan; and**

COMMENT: There is no vehicle repair service proposed.

(10) Details on architectural elements such as elevation depictions of each fa ade, schedule or exterior finishes, and description of architectural character of proposed buildings shall demonstrate compatibility with existing and proposed surrounding development.

COMMENT: Architectural elevations for the proposed store and gas canopy have been submitted in conjunction with the special exception site plan. The applicant believes that the architectural character of the proposed store, gas canopy, and pump islands (with the use of brick, stone and metal) will be consistent with the surrounding development/community, and is compatible with the commercial character of the area.

(b) In addition to what is required by section 27-296(c), the **site plan shall show the following:**
- **(1) The topography of the subject lot and the abutting lots (for a depth of at least fifty (50) feet;**
- **(2) The location and type of trash enclosure; and**
- **(3) The location of exterior vending machines or vending area.**

COMMENT: The site plan submitted in conjunction with this application shows the topography of the subject property as well as the topography of the abutting property for a depth of at least 50 feet. The

location and the type of existing trash enclosure to serve the site are shown on the site plan south of the proposed store and are reflected on the detail sheets, respectively. There are no vending machines proposed.

(c) Upon abandonment of the gas station, the Special Exception shall terminate and all structures exclusively used in the business (including underground storage tanks), except buildings, shall be removed by the owner of the property. For the purpose of this subsection, the term "abandonment" shall mean nonoperation as a gas station for a period of fourteen (14) months after the retail services cease.

COMMENT: The applicant will comply with this provision, if even applicable.

(d) The District Council shall find that the proposed use:

(1) Is **necessary to the public in the surrounding area; and**

(2) Will not unduly restrict the availability ofland, or upset the balance ofland use, in the area for other trades and commercial uses.

COMMENT: The Zoning Ordinance and the County Code do not define the tenn "necessary." However, undefined words or phrases shall be construed according to common usage, while those that have acquired a particular meaning in the law shall be construed in accordance with that meaning. (Prince George's County Code, Section 27-108.0l(a)) Webster's New World Dictionary (2nd College Edition) defines necessary as "essential" and "indispensable." In *Brandywine Enterprises, Inc. v. County Council,* 117 Md. App. 525, 540 (1997), the Court of Special Appeals addressed the definition of "necessary" in the County's Zoning Ordinance as it relates to rubble fills and noted that "'necessary'... means necessary rather than reasonably convenient or useful." The Court went on to note that the best method for detennining need for a rubble fill would be to assess whether there would be an actual deficit of capacity. In a case involving liquor licenses, *Baltimore County Licensed Beverage Association, Inc. v. Kwon,* 135 Md. App. 178, 194 (2000), the Court of Special Appeals held that the meaning is dependent upon the context in which "necessary" is used. The Court then found that "'necessary,' in this instance, means that the transfer of the liquor license to the transfer site will be 'convenient, useful, appropriate, suitable, proper, or conducive' to the public in that area." The District Council has detennined that the proper standard to apply in the review of the instant request is whether the gas station will be "convenient, useful, appropriate", etc., given the nature of the use.

The subject gas station will be located along a busy commuter route in the County and within close proximity to densely populated residential development (including a number of multifamily buildings) and employment areas. Therefore, the proposed gas station will be reasonably convenient to residents and workers in the area. Furthennore, the use will not unduly restrict the availability ofland in that the proposed station is being developed on land that is currently developed with a commercial use.

The practice of co-locating a gas facility with a food or beverage store arises from the appropriateness of a site with high vehicular traffic for both gas and food or beverage uses. Not to mention, it responds to the modem consumers desire to have a one-stop shop for its convenience needs. The combination of uses has the added benefit for providing for increased vehicular trip efficiency by allowing customers to expediently combine trips and minimize traffic on the roads. In other words, the combining of a food or beverage store with a gas station makes the combined uses reasonably convenient for the consumer. There is no debate that combining a gas component with the existing food or beverage store, at this location, is convenient, useful, suitable, appropriate or conducive to the public in that area. Furthennore, the use will not unduly restrict the availability of land in that the proposed station is being developed on land is already developed. Finally, in further support of the gas station being convenient or useful, the applicant has included a Market Study from Valbridge Property Advisors dated June 29, 2020. Moreover, the applicant, given its own internal analysis contends that demand in the market area exists and that the addition of a gas station will

be useful to the area.

In addition, although the food or beverage store is a pennitted use in the C-S-C Zone, it is worth mentioning that it too meets the criteria for special exception approval set forth in Section 27-355 of the Zoning Ordinance as follows:

Section 27-355. Food or beverage store.

(a) A food and beverage store may be permitted, subject to the following:

(1) The applicant shall show a reasonable need for the use in the neighborhood;

(2) The size and location of, and access to, the establishment shall be oriented toward meeting the needs of the neighborhood;

COMMENT: It is well established that this criterion requires that an applicant demonstrate that a proposed food or beverage store is reasonably convenient, useful, appropriate, etc. That is, the holdings regarding Section 27-358(d)(l) have also been held to apply to the requirements in Section 27-355(a)(l) concerning Food or Beverage Stores since "need" has been similarly defined. *See Lucky Stores, Inc. v. Board of Appeals,* 270 Md. 513,517, 32 A. 2d 758, 766 (1973), *citing Neuman v. Mayor & Council of Baltimore,* 251 Md. 92,246 A. 2d 583 (1968) ("Need ... must be considered as elastic and necessary ... [and] does not mean absolute necessity...."). As provided in the Market Analysis, and supported by the practice of colocation of gas facilities with food or beverage stores, the need for the later make the fonner reasonably convenient or useful. Further the proposed size of the new facility is appropriate for the site and confonns to the applicable regulations in the C-S-C Zone. The size and location of the new building, as well as access points to the food or beverage store are oriented toward meeting the needs of the neighborhood.

In further support of the required finding, the applicant has also provided a Market Study from Valbridge Property Advisors dated June 29, 2020.

(3) The proposed use shall not unduly restrict the availability of land, or upset the balance of land use, in the area for other allowed uses;

COMMENT: As indicated above and supported by the site plan filed in conjunction with this application, the food or beverage store with the combined gas station facility, will not restrict the availability of land or upset the balance ofland use in the area. SE-4834 proposes access driveways on Landover Road, an internal road, and Kent Town Place.

(4) In **the 1-1 and 1-2 Zones,** the **proposed use shall be located in an area which is (or will be) developed with a concentration of industrial or office uses;**

COMMENT: The subject property is located within the C-S-C Zone; therefore, this criterion does not apply.

(5) The retail sale of alcoholic beverages from a food and beverage store approved in accordance with this Section is prohibited; except that the District Council may permit an existing use to be relocated from one C-M zoned lot to another within an urban renewal area established pursuant to the Federal Housing Act of 1949, where such use legally existed on the lot prior to its classification in the C-M Zone and is not inconsistent with the established urban renewal plan for the area in which it is located.

COMMENT: Alcoholic beverages will not be sold within the proposed food or beverage store.

V. VARIANCE REQUEST FROM THE REQUIREMENTS OF SECTION 27-358(a)(2)

Section 27-358(a)(2) requires that the subject property (i.e., the special exception area) shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library, or hospital is located. The special exception boundary however, is located across Havvthorne Street and a private road, about 229 feet north of the corner of a large parcel (Block F, 12.91 Acre). Block F, which is one large parcel consisting of 12.91 acres is developed with the Kent Village Apartment Complex which is a mix of two to four story multi-family buildings constructed circa 1960s that includes an outdoor playground. The playground is generally located in the center of Block F - surrounded by residential buildings, and to the west of a large storm drain channel that bisects Block F. The playground is completely screened from all public roads and is not visible from Kent Town Place or Hawthorne Street. Indeed, the playground is approximately 788 feet from the closest point of the special exception boundary. See Playground Setback Exhibit submitted with this Application.

Intersection of Hawthorne Street and Kent Town Place lo oki ng sout hwest. (The playgroun d i nte rna l to Block Fis not vis i ble) .

Hav,thorne Street looking south (east of the la rge storm dra i n the bisect Block F). (The pla ygrou nd inte rna l to Block Fis not visible).

Hawthorne Street lookin g south west across the large stonn drain facility that bisects Block *F.* (The playgrou nd internal to Block Fis not visi ble).

Hawthorne Street looking southeast. (The playground in terna l to B lo c k Fis not visib le) .

As a result of extraord in ary is s ues associated with the su bject property and the environs surround i ng the property to inc lud e an outdoor playground that is located in the middle of a 12.91 acres complex that is walled off by development the app l ic ant i requesting a variance of about 70 feet to Section 27-358(a)(2) pursuant to Section 27-235 .

Sec. 27-235. - District Council authority.

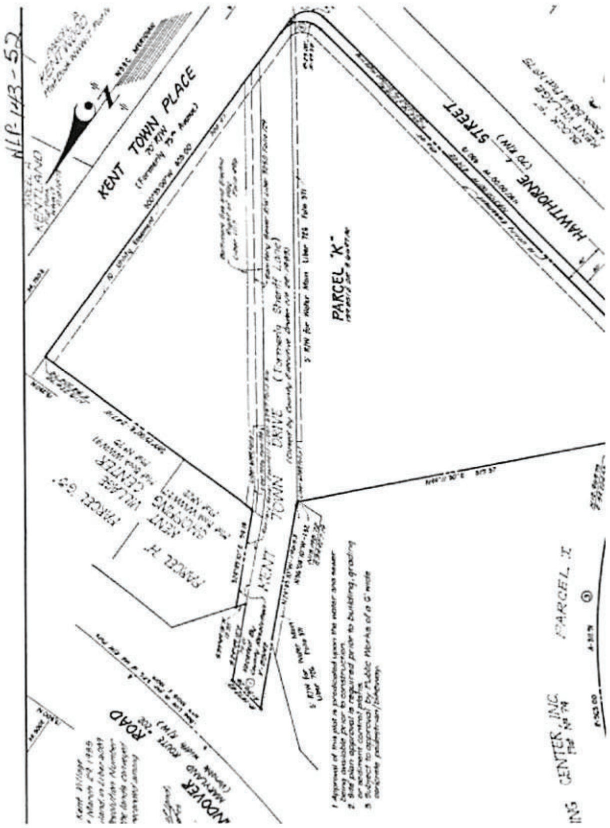
The District Council may grant appeals involving variances from the strict application of this Subtitle (known as variances) in conjunction with its approval of a Special Exception or subsequent site plan amendment. The Council hall be governed by the provisions of Section 27-230 when it grants the variances.

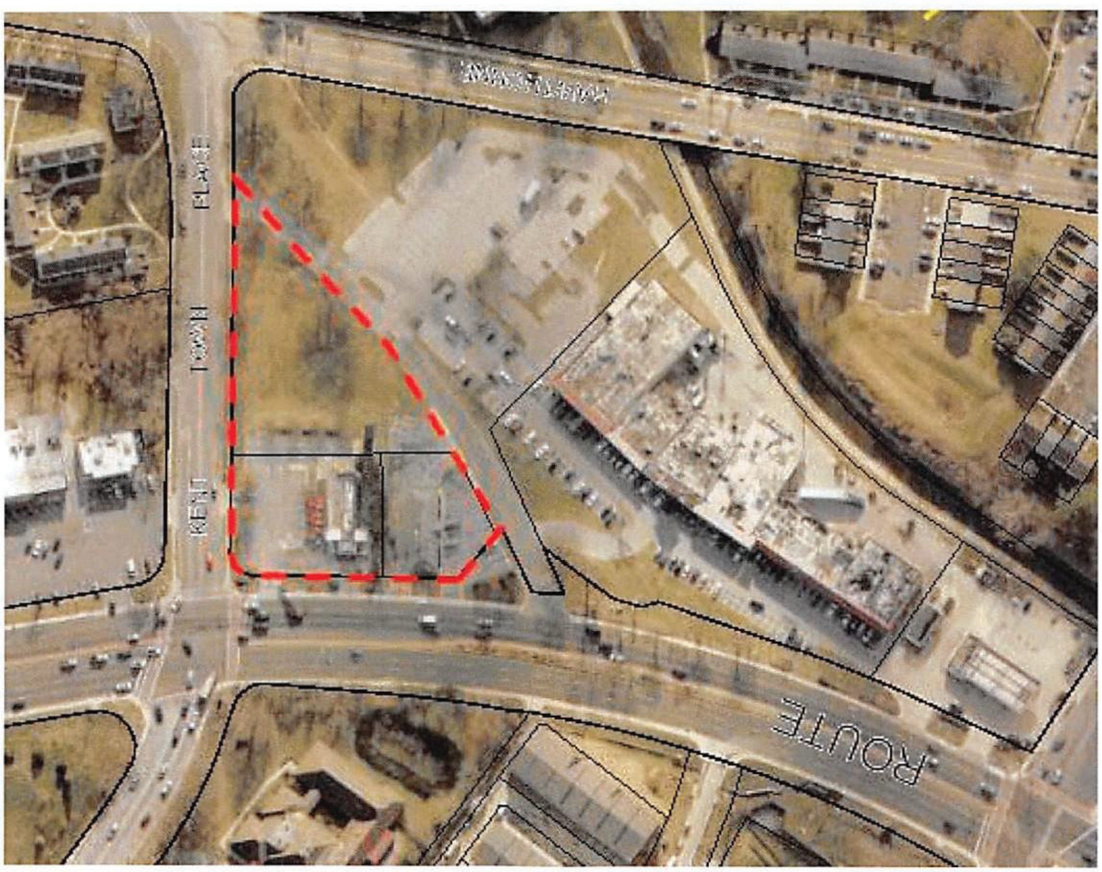
Sec. 27-230. - Criteria for granting appeals involving variances.

(a) A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals , or the Planning Board as applicable, finds that:

(1) A specific parcel of land has exceptional narrowness , shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;

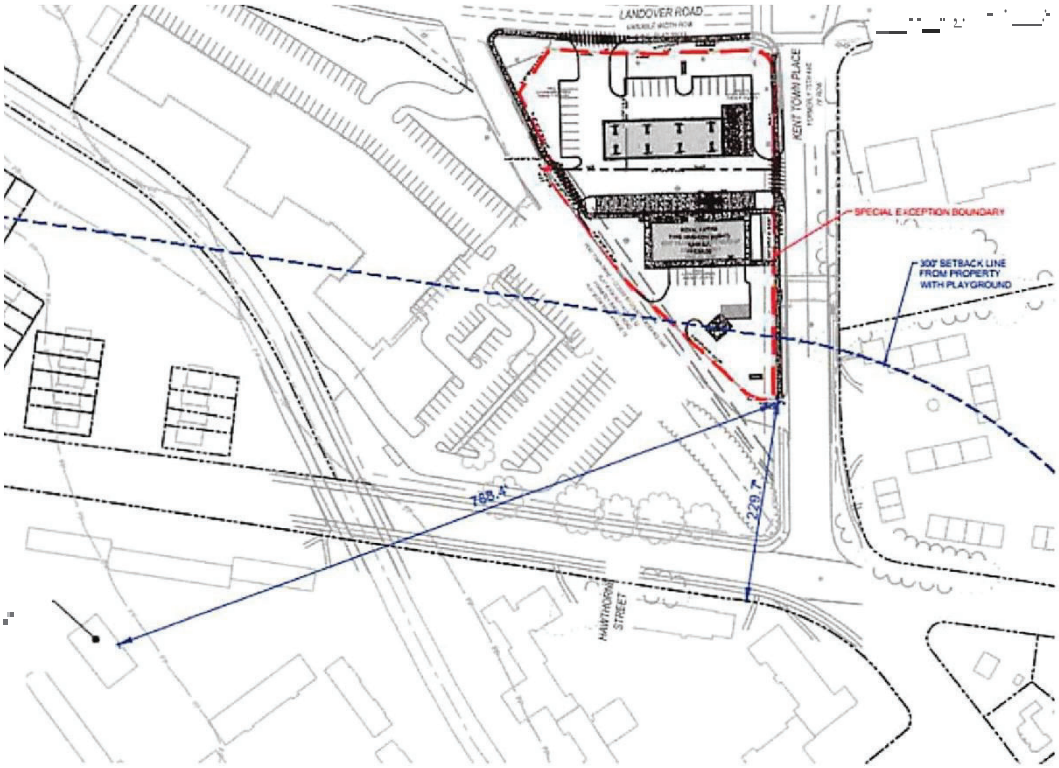
COMMENT: There is no dispute that the special exception area that comprises portions of three different parce ls is oddly shaped and impacted by ex traord i na y situations or conditions. The special exception area is triangular in shape and the area is bounded on all three sides by public and private rights-of-ways.


KENT TOWN PLACE
HAWTHORNE STREET
PARCEL "K"
KENT TOWN DRIVE
PARCEL I
ANDOVER ROAD

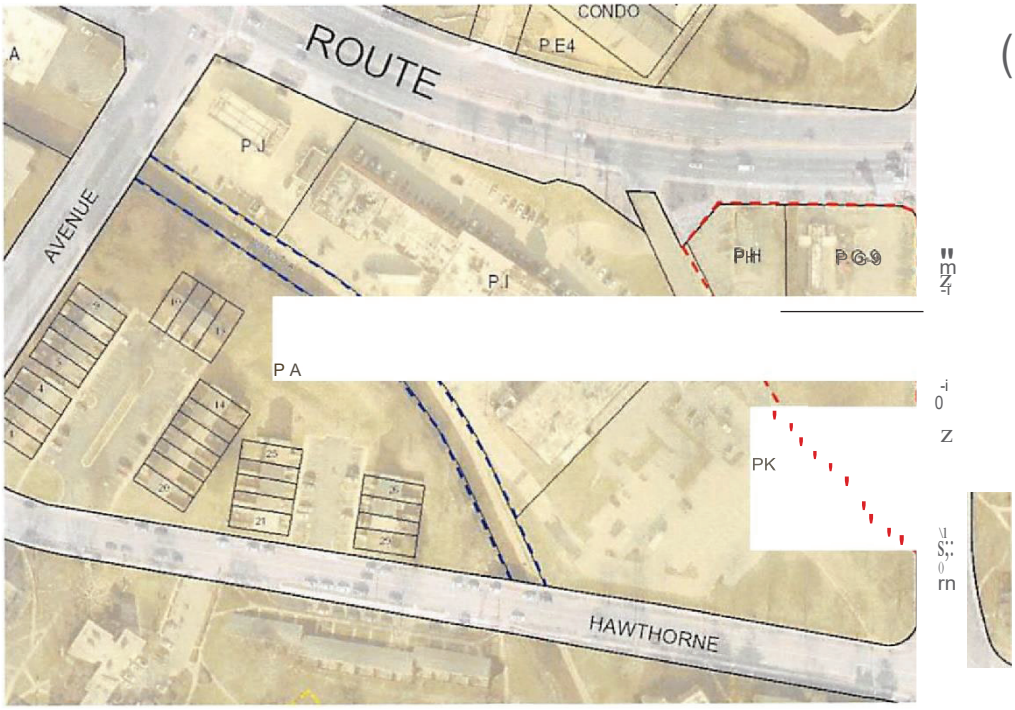

KENT TOWN PLACE
ROUTE

Unlike the subject property, which comprises the boundary of the special exception area - being made up of three different parcels, the other adjacent commercially zoned properties are traditionally shaped rectangles or squares - having been platted and developed decades ago. Conversely, the special exception area, which makes up the subject property, is oddly shaped due to extraordinary conditions resulting from right-of-way improvements consisting of MD 202, Kent Town Place and Kent Town Drive, which is now a private driveway as a result of it having been vacated from public use. Nevertheless these improvements create extraordinary situations and results in the unique shape of the special exception area.

Moreover the basis for the requested variance from the Section 27-358(a)(2) requirement is extraordinary; in that, the property for which the playground is located on is one - very large - block parcel consisting of 12.91 acres - comprising of an entire block, and but for the playground not being located on its own parcel, this variance would not otherwise be required, as the playground itself is more than 788 feet from the closest point of the special exception area. Indeed, the playground is not even visible from Hawthorne Street- let alone the proposed special exception area, as evidenced by the street-view photos provided above. Finally, the applicant has specifically designed the site to ensure that the gas pumps are located along MD 202 to the north side of the special exception area and separated by the convenience store at the south side of the site - creating an additional physical barrier between Block F. It is important to also note, as depicted in the aerial photograph below, that the playground is internal to Block F and is surrounded - on all sides - by the Kent Village Apartment Complex. In other words, as the proposed site is designed and as Block F has been developed, the playground is in no way impacted by the special exception use given the extraordinary situation of the developments and existing environs, which also include a very large stonn water facility that bisects Block F - the playground being on the west side of the said facility. This creates yet another barrier between the gas station use and the playground.



Ind eed, the appli c ant conte nd s that if Block F, wh ic h was plated in No ve mber , 1 94 7, were to be subd ivided and platted today , Block F wo u l d have been parceled out and the playground wo u ld likely be on its own parcel and /or the very large storm drain facility wou ld have been an ou tparce l or out lot, as it was to the south and west of Parce ls J, I, and K.



Had this occurred, a variance would not be needed, as there would be more than 300' between the subject property and a property that includes a playground. Said differently, the only reason why a variance is needed in this instance is due to the extraordinary situation that Block F was platted 73 years ago as one very large Block and was not parceled out for multi-family development, which is what would otherwise be expected today, and b/c of that extraordinary situation, the closest portion of Block Fis only approximately 229 feet from the special exception area - despite the fact that the playground itself is more than 788 feet from the special exception area.

In totality, the subject property, which makes up the special exception boundary, is oddly shaped and other extraordinary situations or conditions exist.

(2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property[3][4]; and

COMMENT: The applicant is requesting a variance of approximately 70 feet to accommodate a gas station on property that is not 300' from property that contains a playground. Given the previous points and facts articulated above, the applicant contends that the strict application of Section 27-358(a)(2) will result in practical difficulties.

In *Montgomery County v. Rotwein,* 169 Md. App. 716, the Court applied a three-pronged test to determine practical difficulty:

> *J) Whether compliance with the strict letter of the restrictions governing area, setbacks, frontage, height, bulk or density would unreasonably prevent the owner from using the property for a permitted purpose or would render conformity with such restrictions unnecessarily burdensome.*
>
> *2) Whether a grant of the variance applied for would do substantial justice to the applicant as well as to other property owners in the district, or whether a lesser relaxation than that applied for would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners.*
>
> *3) Whether relief can be granted in such fashion that the spirit of the ordinance will be observed and public safety and welfare secured.*

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[3] The variance requested in this matter is commonly referred to as a "dimensional" variance, distinguishable from a "use" variance. *See Easter v. Mayor of Baltimore,* 195 Md. 395, 401, 73 A.2d 491, 493 (1950) ("Use variances are doubtless more serious than dimensional changes.").

[4] When the terms "practical difficulties" and "unwarranted hardship" are framed within the ordinance in the disjunctive, the proof required can be much greater with respect to use variances. *Friends of the Ridge v. Baltimore Gas and Electric Co.,* 352 Md. 645,651, 724 A.2d 34, 37 (1999); *see also Zengerle v. Board of County Commissioners,* 262 Md. 1, 21, 276 A.2d 646, 656 (1971) ("a use variance is customarily concerned with unusual [unwarranted] hardship where the land cannot yield a reasonable return without a variance whereas an area variance is primarily concerned with practical difficulties.").

Again, the basis for the requested variance from the Section 27-358(a)(2) requirement is premised upon the extraordinary circumstances outlined above - in which the playground is located on one - very large - block parcel consisting of I2.9I acres - comprising of an entire block, and but for the playground not being located on its own parcel, this variance would not otherwise be required, as the playground itself is more than 788 feet from the closest point of the special exception area. Indeed, the playground is not even visible from Hawthorne Street - let alone the proposed special exception area, as evidenced by the street-view photos provided above. Finally, the applicant has specifically designed the site to ensure that the gas pumps are located along MD 202 to the north side of the special exception area and separated by the convenience store at the south side of the site - creating an additional physical between Block F. It is important to also note, as depicted in the aerial photograph below, that the playground is internal to Block F and is surrounded - on all sides - by the Kent Village Apartment Complex. In other words, as the proposed site is designed and as Block F has been developed, the playground is in no way impacted by the special exception use given the extraordinary situation of the developments and existing environs, which also include a very large stormwater facility that bisects Block F - the playground being on the west side of the said facility. This creates yet another barrier between the gas station use and the playground. Consequently, compliance to the strict letter of the regulation is unnecessarily burdensome, and the variance would give substantial relief to the applicant.

Finally, the variance can be granted in such fashion that the spirit of the ordinance will be observed and public safety and welfare secured. Indeed, the purpose of the ordinance to provide at least 300 feet of separation between playgrounds and gas station facilities is being met despite the variance since the playground is more than 788 feet away from the special exception area; is surrounded by existing multifamily development; is further separated from the proposed gas station by an internally large stormwater management facility that bisects Block F; and is not at all visible from the special exception boundary - let alone the gas pumps themselves. Thus, due to these facts, the spirit of the regulation is more than observed since the purpose of requiring the setback is actually being facilitated albeit not specifical1y met since the playground is located on a property that is over 12 acres in size. The public welfare is served due to these facts and circumstances

(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

COMMENT: In 2014, the County updated the 2002 General Plan with Plan Prince George's 2035 ("Plan 2035"). It recommends major developments be concentrated within Centers. The Property is in the Established Communities Growth Policy Area established in Plan 2035. Plan 2035:

> classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established Communities are most appropriate for context-sensitive infil1 and low-to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

(Plan 2035 at p. 20). The proposed development is context sensitive and is infill development, as it proposes the redevelopment of existing development constructed circa 1964 and 1998, respectively.

Moreover, SE-4834 is located within the boundaries of the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment* (Sector Plan). The property is located within the South Landover Road Focus Area. Short-Term recommendations for the area include improve

pedestrian crossings along Landover Road, improvements to streetscape on the south side of Landover Road, to include landscaping and bus shelters and retro fitting of both the Kent Village and Stadium Station shopping centers. The Sector Plan also recommends closing one of the driveways into the comer properties on the south side of Landover Road at the intersection of Kent Town Place, which would allow better realigned crosswalks. The site plan submitted in conjunction with this application closes the driveway on Landover Road closest to the intersection with Kent Town Place, and also includes improvements consisting of improved landscaping, sidewalks, a bus shelter located on Landover Road, and improved stormwater management facilities and practices.

Thus, this variance will not substantially impair the intent, purpose, or integrity of the General Plan or Sector Plan.

VI. CONCLUSION

Based on the foregoing, as well as the special exception site plan filed in conjunction with this application, the applicant respectfully requests the approval of SE-4834 and the accompanying variance in order to develop a food or beverage store in combination with a gas station.

Respectfully submitted,

MCNAMEE HOSEA

By: 

Matthew C. Tedesco, Esq.

Date: Deeemher 23, 2Q2Q
'February 24, 2Q21
May 20, 2021

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530
Note: Staff reports can be accessed at http://mncppc.iqm2.com/Citizens/Default.aspx

Special Exception SE-4834
Royal Farms #411 (Kent Village)

REQUEST	STAFF RECOMMENDATION
A special exception for a 4,649 square foot food and beverage store, in combination with eight fuel gas station pumps, with a variance from Section 27-358(a)(2) to allow the gas station to be less than 300 feet from an outdoor playground.	APPROVAL with conditions

Location: In the southwest quadrant of the intersection of MD 202 (Landover Road) and Kent Town Place.

Gross Acreage:	4.48
Zone:	C-S-C
Dwelling Units:	0
Gross Floor Area:	4,649 sq. ft.
Lots:	0
Parcels:	0
Planning Area:	72
Council District:	05
Election District:	13
Municipality:	N/A
200-Scale Base Map:	204NE06

Applicant/Address:
RF Landover, LLC
3611 Roland Ave
Baltimore, MD 21211

Staff Reviewer: Sam Braden IV
Phone Number: 301-952-3411
Email: Sam.BradenIV@ppd.mncppc.org

Planning Board Date:	07/29/2021
Planning Board Action Limit:	N/A
Staff Report Date:	07/@/2021
Date Accepted:	04/16/2021
Informational Mailing:	03/26/2020
Acceptance Mailing:	03/30/2021
Sign Posting Deadline:	N/A

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

Table of Contents

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

TECHNICAL STAFF REPORT:

TO: The Prince George's County Planning Board
The Prince George's County District Council

VIA: Jeremy Hurlbutt, Supervisor, Zoning Review Section, Development Review Division

FROM: Sam Braden IV, Senior Planner, Zoning Review Section,
Development Review Division

SUBJECT: Special Exception SE-4834
Royal Farms #411 (Kent Village)

REQUEST: A special exception for a 4,649-square-foot food and beverage store in combination with eight fuel gas station pumps, with a variance from Section 27-358(a)(2) to allow the gas station to be less than 300 feet from an outdoor playground.

RECOMMENDATION: **APPROVAL with conditions**

NOTE:

The Planning Board has scheduled this application on the consent agenda for transmittal to the Zoning Hearing Examiner on the agenda date of July 29, 2021.

You are encouraged to become a person of record in this application. The request must be made in writing and addressed to the Prince George's County Office of the Zoning Hearing Examiner, County Administration Building, Room 2184, 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530.

FINDINGS:

1. **Location and Site Description:** The subject property is located in the southwest quadrant of the intersection of MD 202 (Landover Road) and Kent Town Place. The site has two businesses that exist on the property in the Commercial Shopping Center (C-S-C) Zone and consists of three parcels. All existing site features will be razed to construct a 4,649-square-foot food and beverage store in combination with a gas station.

2. **History and Previous Approvals:** The subject property is located on Tax Map 59 in Grids D-1 and D-2, consisting of Parcel G-9 and Parcel H, and part of Parcel K, containing a total of 4.48 acres of land in the C-S-C Zone. The subject property contains Kent Village Shopping Center in Parcel G-9, recorded by plat among the Prince George's County Land Records in Plat Book 41 page 79, dated August 1961, and Parcel H, recorded in Plat Book 57 page 22, dated May 1965. Parcels G-9 and H, consisting of existing development, are part of Preliminary Plan of Subdivision 12-1626. Both parcels were recorded prior to 1970. All existing features for the proposed food and beverage store with gas station will be razed.

3. **Neighborhood and Surrounding Uses:** The general neighborhood is bounded to the north by Landover Road, Baltimore Avenue to the west, Kent Town Place to the east, and Hawthorne Street to the south. The neighborhood primarily includes residential and commercial uses. The immediate uses surrounding the subject property are as follows:

   North— Multifamily residential development at MD-202 in the C-S-C Zone.

   East— Shopping center and multifamily residential uses in the C-S-C and Multifamily Medium Density Residential (R-18) Zones.

   South— Multi-family residential development at Hawthorne Street in the R-18 Zone.

   West— Shopping center in the C-S-C Zone.

4. **Request:** The applicant requests approval of a special exception to construct a food and beverage store in combination with a gas station, with a variance from Section 27-358(a)(2) of the Zoning Ordinance to allow the gas station to be less than 300 feet from an outdoor playground.

5. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	C-S-C	C-S-C
Use(s)	Eating or Drinking Establishment	Food and Beverage Store Gas Station
Acreage	1.87	4.84
Lots	0	0
Gross Floor Area	4,011 sq. ft.	4,649 sq. ft.
Dwellings	0	0

6. Required Findings: A special exception is subject to the general findings for approval of all special exceptions contained in Section 27-317(a) of the Prince George's County Zoning Ordinance. Part 4 of the Zoning Ordinance also includes additional required findings for specific uses. A food and beverage store is subject to the additional findings of Section 27-355 of the Zoning Ordinance, and gas stations are subject to Section 27-358. The analysis of all the required findings for approval are provided below.

In support of the application, the applicant filed a statement of justification (SOJ) submitted April 16, 2021 incorporated by reference herein. This case was heard at the Subdivision and Development Review Committee (SDRC) meeting on April 30, 2021. The applicant submitted a revised site plan and landscape plans for the subject property, which were received on May 20, 2021, as requested by staff at the SDRC meeting.

General Special Exception Findings—Section 27-317(a) provides the following:

(a) A Special Exception may be approved if:

(1) The proposed use and site plan are in harmony with the purposes of this Subtitle.

Staff finds that the proposed use will provide jobs within the area. There will be an increase in commercial property taxes paid to the County's coffers. Furthermore, economic redevelopment is stimulated by this proposed development. Also, there will be additional tax revenue being created by sales tax and gasoline tax, ensuring economic stability within all parts of the County.

(2) The proposed use is in conformance with all the applicable requirements and regulations of this Subtitle.

The proposed use is in conformance with the requirements and regulations set forth in Subtitle 27 of the Zoning Ordinance, except for Section 27-358(a)(2), for which a variance has been requested by the applicant, as discussed in Finding 7 below. Most notably, the food and beverage store in combination with a gas station are each uses that are permitted in the C-S-C Zone, upon approval of a special exception, including conformance with the requirements in Sections 27-355 and 27-358 of the Zoning Ordinance.

(3) The proposed use will not substantially impair the integrity of any validly approved Master Plan or Functional Master Plan, or in the absence of a Master Plan or Functional Map Plan, the General Plan.

The subject property is located in the C-S-C Zone, and each of the proposed use designations are permitted as special exceptions. The application includes a recommended streetscape from the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment* (pages 52–54), on the south side of Landover Road. These frontage improvements will provide a more

pedestrian and bicycle friendly environment. Largely, the South Landover Road Focus Area is envisioned as a mixed-residential area, with the residential designation being dominant. However, the mixed-use designation allows for various use types, such as small-scale, neighborhood-serving commercial uses. In accordance with Subtitle 27, staff does not have any issues with the proposed circulation of the site, and an additional right-of-way will not be required. Therefore, the proposed use will not substantially impair the integrity of the applicable master plan.

(4) The proposed use will not adversely affect the health, safety or welfare of residents or workers in the area.

The proposed development provides a safe, internal circulation for vehicles and pedestrians, in addition to safe ingress and egress of vehicles from surrounding public rights-of-way and the internal road. Also, the number of access points along Landover Road will be reduced from four to one.

The special exception boundary of the subject property on which the special exception use is proposed to be conducted is nearly 230 feet from the Kent Village Apartment Complex, which sits on 12.91 acres, and is known as Block F. The outdoor playground is located in the center of the apartment complex, and is more than 700 feet from the special exception boundary. However, since distance is measured from lot line to lot line under Section 27-358(a)(2), a variance is required. Still, a variance is needed due to the lot, Block F, being within 300 feet of the proposed special exception.

The playground is located southwest of the proposed development site is completely screened from all public roads, and is not visible from Kent Town Place or Hawthorne Street. The physical location of the playground is more than 700 feet from the closest point of the special exception site boundary. Hawthorne Road and the Lower Beaverdam Creek separate the subject property from the playground.

The proposed use will not have adverse effects on the health, safety, or welfare of residents, due to the proposed layout location on the site, which will place the gas pumps on the north side of the site, facing MD 202 with the food and beverage store located on the southern part of the site (part of Parcel K). The store will screen the gas pumps which will be approximately 788 feet from the existing playground. Staff finds that the proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area.

(5) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood.

Staff finds that the proposed use is compatible with the surrounding existing commercial development. The development shall be in compliance with required site design standards, physical features, and align with the harmony of the community. Ultimately, the proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood.

(6) The proposed site plan is in conformance with an approved Tree Conservation Plan; and

(7) The proposed site plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

The site has an approved Natural Resources Inventory Equivalency Letter (NRI-046-2020). This site is not associated with any regulated environmental features such as streams, wetlands, 100-year floodplain, or associated buffers. In addition, the site is not within the primary management area. As a result, a Standard Letter of Exemption (S-036-2020) from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) was approved.

Specific Special Exception Requirements:

Section 27-355—Food or Beverage Store.

(a) A food and beverage store may be permitted, subject to the following:

(1) The applicant shall show a reasonable need for the use in the neighborhood;

(2) The size and location of, and access to, the establishment shall be oriented toward meeting the needs of the neighborhood;

The applicant proposed that a food and beverage store is useful, appropriate, and convenient for use in the neighborhood. The applicant provided a market study from Valbridge Property Advisors, dated June 29, 2020. Staff finds that the proposed development meets the fueling station demands of the Hyattsville trade area. Also, the four access points adequately serve the site, reducing the impact of traffic congestions. Overall, the site accessibility and major connections to MD 202 will ensure adequate traffic flow on-site and within the surrounding neighborhood.

In addition, the proposed size of the building conforms to the requirements of the C-S-C Zone. The size and location of the proposed development, and access to the food and beverage store, are oriented toward meeting the needs of the neighborhood.

(3) The proposed use shall not unduly restrict the availability of land, or upset the balance of land use, in the area for other allowed uses;

The proposed use will not unduly restrict the availability of land, or upset the balance of land use, in the area for other allowed uses. The special exception is being developed on the sites of two existing take out and fast-food restaurants. The site's redevelopment should not pose an obstacle for other potential uses which might want to move into the area. It may also help to revitalize surrounding retail.

(4) In the I-1 and I-2 Zones, the proposed use shall be located in an area which is (or will be) developed with a concentration of industrial or office uses;

The subject property is located in the C-S-C Zone; therefore, this requirement does not apply.

(5) The retail sale of alcoholic beverages from a food and beverage store approved in accordance with this Section is prohibited; except that the District Council may permit an existing use to be relocated from one C-M zoned lot to another within an urban renewal area established pursuant to the Federal Housing Act of 1949, where such use legally existed on the lot prior to its classification in the C-M Zone and is not inconsistent with the established urban renewal plan for the area in which its located.

There will be no alcoholic beverages sold in the proposed food and beverage store.

Section 27-358—Gas Stations.

(a) A gas station may be permitted, subject to the following:

(1) The subject property shall have at least one hundred and fifty (150) feet of frontage on and direct vehicular access to a street with a right-of-way width of at least seventy (70) feet;

The subject property has 250 feet of frontage along Landover Road and 392 linear feet of frontage on Kent Town Place. The plan proposes an access point located on Landover Road, and two access points on Kent Town Place. Both rights-of-way have a width of at least 70 feet or greater.

(2) The subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library, or hospital is located;

The boundary of the subject property is located in the 300-foot radius of an outdoor playground. Specifically, the site is located approximately 230 feet from the 12-acre lot (Block F) that includes an outdoor playground, surrounded by multifamily residential dwellings.

The outdoor playground is physically located more than 700 feet away, and separated from the proposed development site by apartments, the Lower Beaverdam Creek, and Hawthorn Road. A variance of 70 feet has been requested for the requirement of 300 feet for SE-4834, and staff supports the variance as discussed in Finding 7 below.

(3) The use shall not include the display and rental of cargo trailers, trucks, or similar uses, except as a Special Exception in accordance with the provisions of Section 27-417.

This plan does not include the display and rental of cargo trailers, trucks, or similar uses.

(4) The storage or junking wrecked motor vehicles (whether capable of movement or not) is prohibited:

This plan does not include the storage or junking of wrecked vehicles.

(5) Access driveways shall not be less than 30 feet wide unless width is allowed for a one-way driveway by the Maryland State Highway Administration or the County Department of Public Works and Transportation, whichever is applicable, and shall be constructed in accordance with the minimum standards required by the County Road Ordinance or the Maryland State Highway Administration regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point not less than 20 feet from the point of curvature (pc) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than 12 feet from the side or rear lot line of any adjoining lot.

This proposal includes four access driveways: a 35-foot-wide access driveway at Landover Road; a 35-foot-wide access driveway at Kent Town Place; and two 35-foot-wide access driveways onto the internal road. Since the special exception is on a corner lot, each of the access driveways are more than 20 feet from the point of curvature. Furthermore, the rear lot line requirement does not apply to this property because there is not an adjoining lot. The remainder of Parcel K is separated from the subject site by an internal private road, Kent Town Drive.

(6) Access driveways shall be defined by curbing;

As shown on the special exception site plan, the access driveways are to be defined by curbing.

(7) A sidewalk at least five (5) feet wide shall be provided in the area between the building line and those areas serving pedestrian traffic;

The proposed development has the following sidewalks: an 8-foot-wide sidewalk on the west and south sides, a 6-foot-wide sidewalk on the east side, and a 12-foot-wide sidewalk on the north side of the property. The sidewalk from Kent Town Place will provide a pedestrian pathway to the store from the property frontage.

(8) Gasoline pumps and other service appliances shall be located at least twenty-five (25) feet behind the street line;

The gas station meets this requirement. All gas pumps are more than 25 feet behind street lines.

(9) Repair service shall be completed within forty-eight (48) hours after the vehicle for service. Discarded parts resulting from any work shall be removed promptly from the premises. Automotive replacement parts and accessories shall be stored either inside the main structure or in an accessory building used solely for the storage. The accessory building shall be wholly enclosed. The building shall either be constructed of brick (or another material similar in appearance to the main structure) and placed on a permanent foundation, or it shall be entirely surround with screening material. Screening shall consist of a wall, fence, or fence, or sight-tight landscape material, which shall be at least as high as the accessory building. The type of screening shall be shown on the landscape plan; and

There will be no vehicle repair at the site.

(10) Details on architectural elements such as elevation depictions of each façade, schedule or exterior finishes, and description of architectural character of proposed buildings shall demonstrate compatibility with existing and proposed surrounding development.

The special exception site plan includes architectural elevations in the submission. The architecture of the building incorporates a band of composite siding at the top portion, brick veneer in the middle, and stone veneer at the base of the building. The main entrance, with a high-profile roof, projects from the rest of the building. The front

elevation is accented with a pitched roof and a cupola over the main entrance, supported by stone veneer and painted steel columns. Oversized windows help break up the horizontal mass of the building. The rear elevation presents long, uninterrupted bands of the composite siding, in combination with red brick and stone veneer. The applicant has used durable quality materials including stone, brick, and composite siding. The gasoline pumps and canopy are designed to coordinate well with the architecture and materials of the main building. Based on the architectural elevations provided, the proposed buildings will be compatible with the current and proposed surrounding development.

7. **Variance Request:** The applicant seeks a variance to the strict interpretation of Section 27-358(a)(2), which requires that the subject property be located at least 300 feet from any lot of a school, outdoor playground, library, or hospital.

Section 27-230(a)(1) provides the following findings for approval of a variance:

(a) A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals, or the Planning Board as applicable, finds that:

(1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;

The proposed site is composed of Parcels G-9, H, and an oddly triangular shaped part of Parcel K. The special exception area is bounded by public and private rights-of-way. The odd shape is due to right-of-way improvements of MD 202, Kent Town Place, and Kent Town Drive, which is now a private road.

(2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and

The strict application of this subtitle would result in peculiar and unusual practical difficulties, as it would be impossible for the applicant to construct gas pumps to operate an otherwise allowable special exception use at any location on the property, even though the pumps are significantly farther than 300 feet from the nearby playground.

(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

The variance will not substantially impair the intent, purpose, or integrity of the 2014 *Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment*. This plan recommends mixed-use residential land use, and the support of redeveloped retail uses along the corridor. The subject property for the special exception is located in the Established Communities policy area. The Plan Prince George's 2035 Approved General

Plan describes Established Communities as areas appropriate for context-sensitive infill and low- to medium-density development, and recommends maintaining and enhancing public services and infrastructure, to ensure that the needs of residents are met.

The proposed uses of the site are a permitted use by special exception in the C-S-C Zone. Therefore, the variance is compatible with the surrounding area and community.

8. **Parking Regulations:** In accordance with the parking and loading regulations contained in Section 27-568 of the Zoning Ordinance, there are 49 proposed parking spaces provided, which exceeds the minimum requirement of 46 spaces for the proposed uses. One loading space is provided, satisfying the requirement for the development. All parking and loading spaces are appropriately sized.

9. **2010 Prince George's County Landscape Manual Requirements:** The landscape plan displays landscaping, screening, and buffering that is in general conformance with the 2010 *Prince George's County Landscape Manual* requirements. The requirements are as follows: Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Special Roadways (for frontage along Landover Road); and Section 4.9, Sustainable Landscape Requirements. However, the submitted landscape plans do not have a Section 4.6-2 Schedule. The applicant must provide a Section 4.6 schedule and show conformance with the requirements. Furthermore, the landscape plan also shows a landscape strip along public roadway Kent Town Drive. Section 4.10 is applicable to private streets only.

10. **Tree Canopy Coverage:** This application is subject to the requirements of the Tree Canopy Coverage Ordinance. The subject site is located within the C-S-C Zone and required to provide 10 percent of the site area in tree canopy coverage (TCC). In accordance with the Tree Canopy Coverage Ordinance, the proposed development is required to provide a minimum of 0.45 acre (19,602 square feet). The TCC schedule includes errors and takes credit for existing off-site tree canopy, adjacent to the property, to fulfill the TCC requirement for the subject site, which is not in conformance with Section 25-129(a) of the Tree Canopy Coverage Ordinance. The applicant should revise the plan and schedule to satisfy the requirements of Tree Canopy Coverage Ordinance.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the WCO because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals. A Standard Letter of Exemption from the WCO was issued for this site (S-157-2020), which expires on October 7, 2022.

12. **Signage:** The signage chart, sign details, and sign location key map shown on Sheet 5 of the special exception plan requires revisions, due to numerous inconsistencies and errors. For example, the signage chart shows five canopy-mounted signs provided, but plans only show three. Plans show locations for signage types six and nine, for which no details are provided, and they are not accounted for in the signage chart. The chart notes two directional signs are provided, but plans show four. A new signage plan is needed with all required information for the proposed signage for this development.

Freestanding signage–The site plan shows six freestanding signs with advertising. There are two larger signs with gas station pricing and four smaller directional signs. The proposed signs on the signage plan should be revised, in accordance with Section 27-614(d)(2) of the Zoning Ordinance. The directional signs with advertising must be removed from the plan entirely, or can be retained, provided all advertising for the Royal Farms business is removed. Furthermore, site plans display the labeling of two pylon signs proposed, but details show monument signs instead.

Building and canopy-mounted signage–The series of building and canopy-mounted signage shown on the plans appear to be in general conformance with the applicable requirements of Section 27-613 of the Zoning Ordinance. However, as previously noted, the signage plan in general requires several corrections and clarifications to demonstrate conformance with Part 12, Signs.

13. Referral Comments: The following referrals were received and are incorporated herein by reference. All of the comments are addressed on the site plan, or as part of this technical staff report:

a. Community Planning Division, dated May 28, 2021 (White to Braden)

b. Transportation Planning Section, Traffic, dated May 27, 2021 (Burton to Braden)

c. Transportation Planning Section, Pedestrian and Bicycle Facilities, dated May 24, 2021 (Smith to Braden)

d. Environmental Planning Section, dated May 21, 2021 (Rea to Braden)

e. Historic Preservation Section, dated April 26, 2021 (Stabler to Braden)

f. Urban Design Section, dated May 25, 2021 (Bossi to Braden)

g. Prince George's County Department of Permitting, Inspections and Enforcement, dated May 20, 2021 (Giles to Braden)

RECOMMENDATION

A special exception use is considered compatible with uses permitted by right within the Commercial Shopping Center (C-S-C) Zone if specific special exception criteria are met. A special exception must be approved if the applicant satisfies the required criteria which are intended to address any distinctive adverse impacts associated with the use.

Based on the applicant's statement of justification, the analysis contained in the technical staff report, associated referrals, and materials in the record, the applicant has demonstrated conformance with the required special exception findings, as set forth in Section 27-317 (in general), Section 27-355 (food and beverage store), and Section 27-358 (gas station) of the Prince George's County Zoning Ordinance, except for Section 27-358(a)(2). Staff finds the proposed application satisfies the requirements for approving a variance and, therefore, finds the application will be in conformance with the Zoning Ordinance requirements if the variance is granted.

Therefore, staff recommends APPROVAL of Special Exception SE-4834, for Royal Farms #411 (Kent Village), and Variance to Section 27-358(a)(2), for the gas station to be less than 300 feet from an outdoor playground, subject to the following conditions:

1. Prior to certificate approval, the applicant shall revise the special exception plan and provide additional information as follows:

    a. Provide a new signage plan, including clearly identifying the number and location of freestanding signs, to demonstrate conformance with the applicable requirements of Part 12, Signs, of the Prince George's County Zoning Ordinance.

    b. Revise the plan and the tree canopy coverage schedule to demonstrate conformance with the Tree Canopy Coverage Ordinance.

2. Prior to certificate of approval, remove the Section 4.10 schedule and replace it with the Section 4.2 schedule and landscape planting on the landscape plan if Kent Town Drive is a public roadway.

3. Prior to certification of the special exception, revisions shall be made to the site and landscape plan by providing a schedule to demonstrate conformance with Section 4.6 of the 2010 *Prince George's County Landscape Manual.*

From: Kwesi Woodroffe
To: Braden IV, Sam
Cc: PGCReferrals
Subject: RE: ACCEPTANCE REFERRAL SE-4834 - Royal Farms #411 (Kent Village); SHA; KW
Date: Friday, April 30, 2021 9:09:54 AM
Attachments: image009.png
image010.png
image011.png
image012.png
image013.png
image014.png
image015.png
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Sam,

I review the referral.

An Access Permit will be required for the proposed improvements along Landover Rd (MD 202). The Applicant should make a formal submittal of detailed engineering plans and supporting documents to SHA for review.

I will not be able to make the SDRC meeting today as I have a previously scheduled meeting that I need to attend.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
District 3 Access Management
MDOT State Highway Administration
KWoodroffe@mdot.maryland.gov
Office Hours
M-Thurs.: 6:30a-3:30p
Fr: 6:30a-10:30a
9300 Kenilworth Avenue,
Greenbelt, MD 20770
http://www.roads.maryland.gov

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

From: Braden IV, Sam [mailto:Sam.BradenIV@ppd.mncppc.org]
Sent: Friday, April 30, 2021 8:56 AM
To: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Subject: FW: ACCEPTANCE REFERRAL SE-4834 - Royal Farms #411 (Kent Village)

Good Morning Kwesi,

Here is the case summary and dropbox for your review. Case is on SDRC agenda today.

Thanks,

Sam Braden IV

Senior Planner | Subdivision and Zoning Section
Development Review Division
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department
14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772
301-952-3411 | Sam.BradenIV@ppd.mncppc.org

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Prince George's MARYLAND Proud

From: ePlan <ePlan@ppd.mncppc.org>
Sent: Friday, April 16, 2021 2:12 PM
To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnettwoods@ppd.mncppc.org>; Zhang, Henry <Henry.Zhang@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparks.com>; PPD-EnvDRDreferrals <ppd-

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Cc: Braden IV, Sam <Sam.BradenIV@ppd.mncppc.org>; Spradley, DeAndrae <DeAndrae.Spradley@ppd.mncppc.org>; Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Townsend, Donald <Donald.Townsend@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Windsor, Theresa <Theresa.Windsor@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Staton, Kenneth <Kenneth.Staton@ppd.mncppc.org>; Matthew C. Tedesco <mtedesco@mhlawyers.com>; Lee, Randar <Randar.Lee@ppd.mncppc.org>
Subject: ACCEPTANCE REFERRAL SE-4834 - Royal Farms #411 (Kent Village)

This is an EPlan ACCEPTANCE of **SE-4834 - Royal Farms #411 (Kent Village)** to be reviewed at the **PLANNING BOARD** level.

This case was officially accepted as of today, **APRIL 16, 2021**. SDRC is scheduled for **April 30, 2021**

Major Issue Referral Deadline **5/20/2021**

Referral Due Date 5/24/2021

- All responses must be emailed to the assigned reviewer and to PGCReferrals@ppd.mncppc.org ;
- attach signed memo's on official letterhead
- attach a signed PDF and Word version of the document.
- The email subject must include: Case number + Case name + Dept + Reviewer initials.
- Please indicate in the body of your email if the attached response is the 1st, 2nd or 3rd

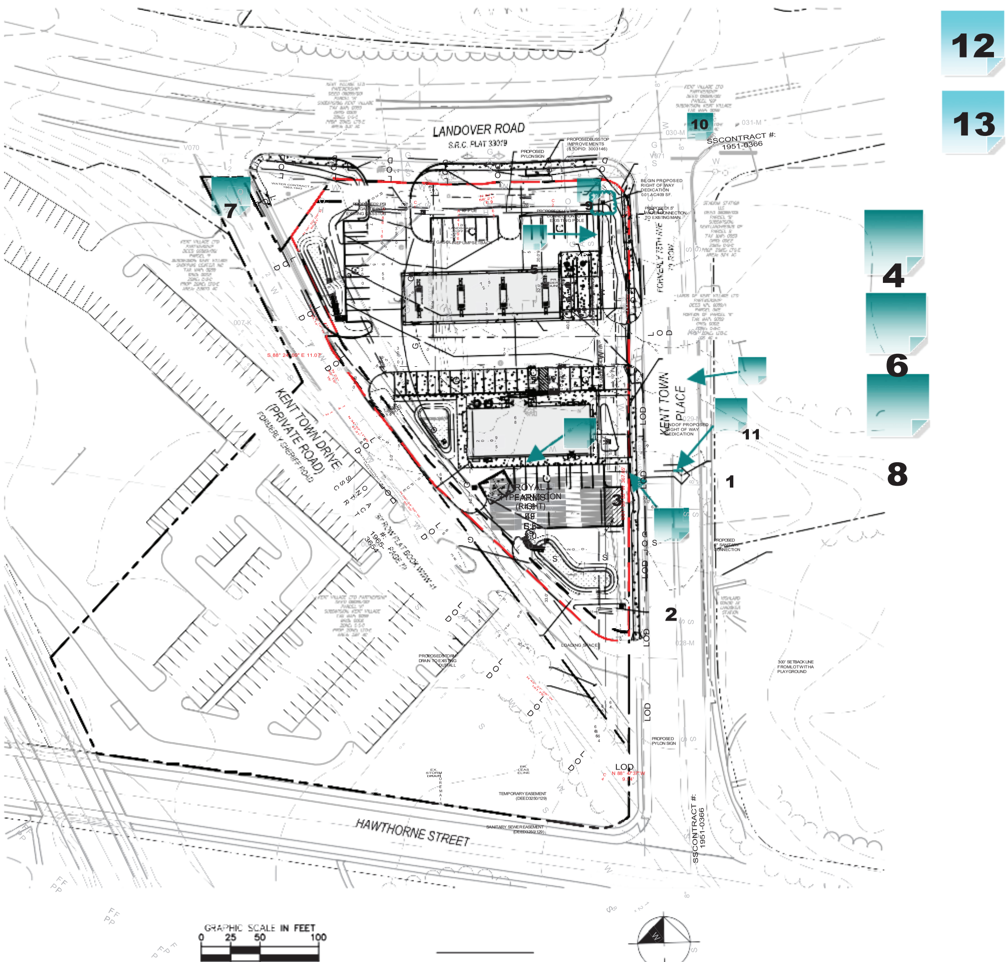
Please submit ALL comments to assigned reviewer **Sam.BradenIV@ppd.mncppc.org** and PGCReferrals@ppd.mncppc.org

Click on the hyperlink to view the Acceptance documents: https://www.dropbox.com/sh/tor86im8jup37kt/AACswJAfyi_Z6QIZ_LmvW2RAa?dl=0

If you need assistance please contact Cheryl.summerlin@ppd.mncppc.org.

Randa Lee

Senior Planning Technician, Development Review Division
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department
14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772
301-952-3867 | randar.lee@ppd.mncppc.org



SITE 3LAN

SCALE: 1" = 50'

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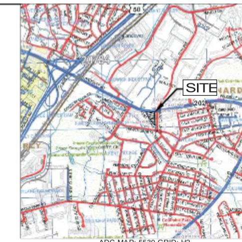

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SCALE: 1" = 2000'

General Information Table	
Zoning (Zone)	C-S-C
Aviation Policy Area (APA)	N/A
Tax Grid (TMG)	059D2
WSSC Grid (Sheet 20)	204NE06
Planning Area (Plan Area)	72
Election District (ED)	13
Councilman's District (CD)	5
General Plan 2002 Tier (Tier)	DEVELOPED
Traffic Analysis Zone (TAZ-COG)	1017
PG Traffic Analysis Zone (TAZ-PG)	5012

3A5KING AND L2ADING SC+ED8LE

	DESCRIPTION	RATE	REQUIRED	PROVIDED
		NORMAL PARKING		
PARKING	RETAIL 4,649 SF GROSSFLOOR AREA	GENERATION GROUP: 1 SPACE/ 150 SF OF THE FIRST 3,000 SF GFA + 1.0 SPACE/ 200 SF ABOVE FIRST 3,000 SF GFA	28	49
	GASSTATION	1 SPACE/ EMPLOYEE (8 EMPLOYEES)	8	
	INDOOR & OUTDOOR SEATING	1 SPACE/ 3 SEATS 18 OUTDOOR SEATS 11 INDOOR SEATS	10	
ACCESSIBLESPACES (INCLUDEDIN REQUIRED/PROVIDEDPARKING TOTALS)		26-50 SPACES	2	2
		TOTAL NUMBER OF PARKING SPACES	46	49
LOADING	4,649 SF	ONELOADING SPACEFOR 2,000 - 10,000 SF GROSS	1	1
	GROSSLEASEAREA	LEASEAREA (12' X 33' LOADING SPACE)		
BICYCLE	NON-RESIDENTIAL DEVELOPMENT	6 SPACES FOR 20-100 VEHICLEPARKING SPACES	6	6 (3 RACKS)

SETBACK TABLE

SETBACK REQUIREDFROM LOT WITHA PLAYGROUND	300 FT
SETBACK PROVIDEDFROM LOT WITHA PLAYGROUND	229.7 FT
VARIANCEREQUESTED	70.3FT
DISTANCETO PLAYGROUND	788.4FT
SETBACK REQUIREMENT PERSEC 27-358(A)(2)	

SITE LEGEND

- PR. LEASELINE
- PROPERTY LINE
- SPECIAL EXCEPTION LINE
- EX.ADJACENT PROPERTY LINE
- ROADCENTERLINE
- EX. CURBANDGUTTER
- LIMITSOF DISTURBANCE
- PR.CURB
- EX.MAJOR CONTOUR
- EX.MINOR CONTOUR
- PR. MAJOR CONTOUR
- PR.MINOR CONTOUR
- PR.GAS
- PR. WATER
- PR. ELECTRIC
- PR.SANITARY SEWER
- PR.STORMPIPE
- PR. TEST PIT
- PR. CONCRETE
- PR. BUILDING

Kimley»Horn

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PHONE: 443-743-3470
WWW.KIMLEY-HORN.COM

No.	REVISIONS	DATE	BY

KHA PROJECT

SCALE AS SHOWN | DESIGNED BY KK | DRAWN BY KK | CHECKED BY JL

11 - KENT VILLAGE

PREPAREDFOR
ROYAL FARMS

SITEPLAN

SHEET NUMBER
SE-4834

PRINCE GEORGE'S COUNTY, MARYLAND

811 Know what's below. Call before you dig.

CALL 48 HOURS
BEFOREYOU DIG

IT'STHELAW!
DIAL 811

A001 - SE-4834 - Royal Farms.pdf V1 - Changemark Notes (13 Notes)

1 - Horizontal Bends

Created by: Jessica Wright
On: 04/28/2021 02:17 PM

Horizontal bends not permitted on 24-inch and smaller diameter sewers. See Specifications and Standard Details S/6.0, S/6.1, S/6.2, S/6.3, S/6.3a, S/6.7, S/6.8.

0 Replies

2 - Cleanout at Property Line

Created by: Jessica Wright
On: 04/28/2021 02:29 PM

Show a cleanout (or a manhole) at the property line.

0 Replies

3 - Termination

Created by: Jessica Wright
On: 04/28/2021 02:33 PM

Terminate on-site sewer 5 feet from building.

0 Replies

4 - Water and SewerComments

Created by: Jessica Wright
On: 04/28/2021 04:24 PM

1. This site is currently being served by existing and active water and sewer connections.

2. Realign water and sewer service connection to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance.

3. Show and label easement limits on plan for all existing water/sewer mains.

4. Maintain the required horizontal clearances from other utilities, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

5. There is a 12- inch diameter water main located on or near this property. WSSC records indicate that the pipe material is Cast Iron (CI). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

6. Water and sewer pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal
separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

0 Replies

5 - Separation

Created by: Jessica Wright
On: 04/28/2021 04:44 PM

Maintain 5' separation between the water line and other utilities and structures.

0 Replies

6 - General

Created by: Jessica Wright
On: 04/28/2021 05:32 PM

1. Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit. Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.

2. Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements.
See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section11.

3. Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.

0 Replies

7 - Show Easement on Private Road

Created by: Jessica Wright
On: 04/28/2021 05:36 PM

Show limits of the WSSC easement.

0 Replies

8 - Hydraulic Comments

Created by: Jessica Wright
On: 04/29/2021 08:48 AM

1. Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.

2. A 12-inch water main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

3. A 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

0 Replies

9 - Water Connection

Created by: Jessica Wright
On: 04/29/2021 08:52 AM

Are you connecting to an exisitng on-site water line?
Otherwise, connect to the WSSC water main (12-inch Cast Iron) located in Landover Road.

0 Replies

10 - Manhole Location

Created by: Jessica Wright
On: 04/29/2021 10:02 AM

Make sure the manhole location are clearly shown in addition to the label.

0 Replies

11 - Manhole 029M

Created by: Jessica Wright
On: 04/29/2021 10:05 AM

Clearly shown on plan.

0 Replies

12 - 1 - WSSC Plan Review Comments

Created by: Mary Mapes
On: 04/26/2021 03:00 PM

WSSC Plan Review Comments
SE-4834 - Royal Farms # 411 - Kent Village

0 Replies

13 - 2 - WSSC Standard Comments for All Plans

Created by: Mary Mapes
On: 04/26/2021 03:01 PM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.

2. Coordination with other buried utilities:

a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.

3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.

4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at https://www.wsscwater.com/business--construction/developmentconstruction-services.html for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

0 Replies

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

Prince George's County Planning Department 301-952-3530
Development Review Division

URBAN DESIGN SECTION - SDRC MAJOR ISSUES

APPLICATION NUMBER & NAME: **SE-4834 – Royal Farms #411, Kent Village**
Proposed 4,649 sq. ft. food and beverage store/eating and drinking establishment and gas station.

SDRC DATE: April 30, 2021 URBAN DESIGN REVIEWER: Adam Bossi

ZONING: C-S-C PREVIOUS APPROVALS: SE-653, 4-86130

DSP REQUIRED: ☐ YES ☒ NO
REASON FOR DSP: N/A – Special Exception Required for proposed food or beverage store in combination with a gas station in the C-S-C Zone.

ZONING ORDINANCE CONFORMANCE:
Eating and drinking establishment is a permitted use in the zone.
Food or beverage store in combination with a gas station requires special exception approval.

Non-conformance with 300' required separation from playground per 27-358(a)(2). An associated variance request has been provided. The variance appears generally supportable, but expect it to be scrutinized by the Board and Council:

Sec. 27-358. - Gas station.

(a) A gas station may be permitted, subject to the following:

(1) The subject property shall have at least one hundred and fifty (150) feet of frontage on and direct vehicular access to a street with a right-of-way width of at least seventy (70) feet;

(2) The subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library, or hospital is located;

Page 7 SOJ discussion relative to conformance with 27-317(a)(5) does not offer a discussion of conformance. I do not agree with the applicant's highlighted assertion below. Utilizing the same logic, one could assert that b/c a determination was made that the use requires a special exception to be permitted, it is not considered compatible with the neighborhood. Additionally, the last line in the applicant's response essentially states that the proposed gas station/convenience store will not be any worse than any other similar development. The burden is on the applicant to demonstrate compatibility and the submitted response does not achieve this.

(5) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood; and

COMMENT: SE-4834 is to develop a food or beverage store in combination with a gas station. As provided on the site plan filed in conjunction with this application, the proposed use will not be detrimental to the development of the adjacent properties, but will enhance the existing uses by supplementing them with this co-located service. By making this use a permitted use in the C-S-C Zone, subject to the approval of a special exception, a determination has already been made that the use is prima facie compatible with the neighborhood, and, as provided in the additional studies and site plans filed in conjunction with the application, no adverse impacts associated with the proposed use will exceed those inherent to said use.

Parking and Loading – The bay of 20 parking spaces in front of the store is too many. Break up this row of parking with planted islands in conformance with the requirements of Section 4.3 of the Landscape Manual.

Lighting – photometric plan needs correction. See minor issues comments.

Signage – 2 pylons, 2 advertising freestanding – this is too many freestanding signs. See major issues comments.

Pedestrian circulation – Why no sidewalk proposed along Kent Town Drive?

Architecture – No major issues. Typical for the brand/use.

PREVIOUS APPROVALS CONFORMANCE: Not addressed by applicant.

LANDSCAPE MANUAL CONFORMANCE: Section 4.2 landscape strip along Landover Road needs to be replaced with a Section 4.6 buffer to the scenic/historic adjacent to the site. The existing landscape design in this frontage area appears it meets 4.6 design criteria. Update the landscape schedules accordingly.

Tree island needed in front of the Royal Farms store to conform with Section 4.3.

TREE CANOPY COVERAGE (TCC) CONFORMANCE: Section 25-128 requires projects in the C-S-C zone to provide 10 percent of the gross tract area in TCC. The 4.5-acre site is required to provide 0.45 acres in TCC coverage. The TCC schedule provided is incorrect and shows a site area of 1.86 acres. Conformance TCC criteria is not met. TCC calculations require updating. Landscape plan may require revision to accommodate sufficient TCC.

Tree Canopy Coverage Schedule for Sec. 25-128			
Project Name: Royal Farms No. 411 - Kent Village	TCP2#: n/a	DRD Case #:	Area (acres)
Site Calculations:	**Zone 1:**	C-S-C	1.86
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		1.86
Total Acres (gross acres)	**% of TCC required**	**TCC Required (Acres)**	**TCC Required in (SF)**
1.86	**10.0%**	0.19	8,102
A. TOTAL ON-SITE WC PROVIDED (acres) =	**0.00**	acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	**0.00**	acres	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			8,800
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			8,800
E. TOTAL SQUARE FOOTAGE REQUIRED =			8,102
			Requirement Satisfied

Credit Categories for Landscape Trees	**TCC Credit per Tree Based on Size at Planting (SF)**	**Number of Trees**	**TCC Credit (SF)**
Deciduous - **columnar** shade tree (50' or less height)	**2-1/2 - 3" = 50**		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7-9' in height	**1-1/2 - 1/3/4" = 75**		0
	2 - 2 1/2" = 100		0
	3-3 1/2" = 125		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**1-1 1/2" = 125**		0
	2-2 1/2" = 150		0
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht.) Minimum planting size 12 to 14' in height	**2-2-1/2" = 200**	44	8800
	3 - 3 1/2" = 250		
Evergreen - **columnar tree** (less than 30' height with spread less than 15')	**6 - 8' = 40**		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	**6 - 8' = 75**		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**6 - 8' = 125**		0
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**6 - 8' = 150**		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		44	8800

MAJOR ISSUES:

1. **Variance request per 27-358(a)(2),** for a 229-foot setback (in lieu of the 300 feet required) between the gas station and lot with a playground **must be highly scrutinized**. There has been a LOT of Planning

Board and Council cases involving this combination of proposed uses, and proximity to residential areas and playgrounds has been a major point of discussion. In both DSP and SDP cases, the Board and Council have referred to this 300-foot special exception requirement repeatedly.

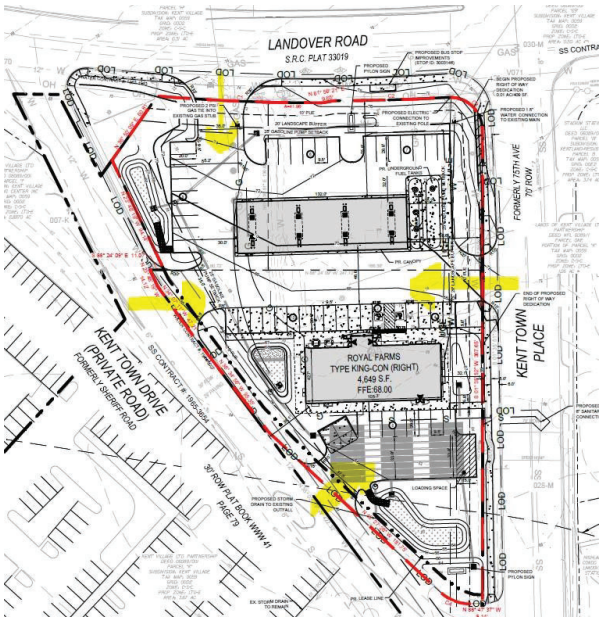
SETBACK TABLE	
SETBACK REQUIRED FROM LOT WITH A PLAYGROUND	300 FT
SETBACK PROVIDED FROM LOT WITH A PLAYGROUND	229.7 FT
VARIANCE REQUESTED	70.3 FT
DISTANCE TO PLAYGROUND	788.4 FT
SETBACK REQUIREMENT PER SEC 27-358(A)(2)	

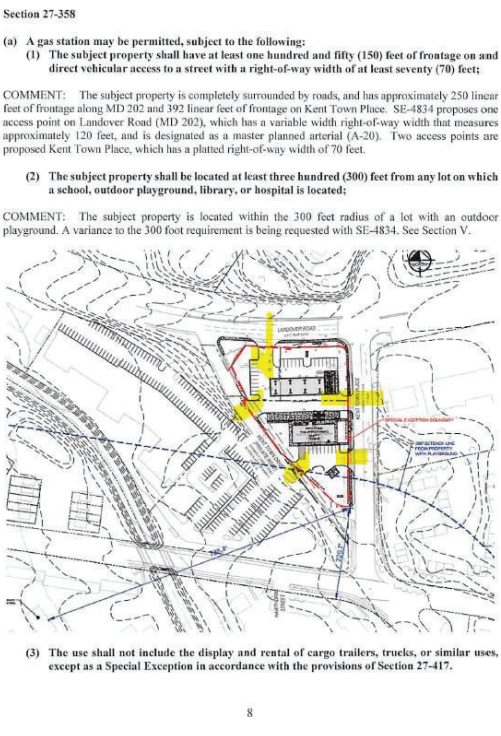
2. **Signage:**
   a. Provide a location key with the signage plan – show where all these signs are to be placed on the buildings and site.
   b. Calculations in the Building and Canopy Sign Table are incorrect and do not account for all building mounted signage area proposed.
   c. Address 27-613(c)(3)(D) – what is the area of building-mounted signage facing Kent Town Place?
   d. Confirm the southern proposed pylon sign is located at least 10' from the edge of the right-of-way of Kent Town Place.
   e. There are four freestanding signs shown with advertising for this site, which does not conform with 27-613(d)(2). Remove advertising from the two small directional signs. Demonstrate there is sufficient street frontage to allow for two pylon signs.

3. **27-317(a)(5) -** Page 7 SOJ discussion on this requirement does not adequately address criteria. In general terms, this criteria has been of heighted interest to the Board, Council and opposition to proposed gas station/convenience store developments.

4. **Design problems - south side of Royal Farms building** –
   a. Trash enclosure is poorly located from an operational standpoint and should be relocated.
   b. Loading space is not practical for use in its current configuration.
   c. Per a, b above, the rear parking area should be redesigned to relocate the dumpster and loading spaces to make them functional features. Their current placement makes them impractical from an operational standpoint.

5. **SOJ and site plans are not in harmony.** SOJ repeatedly references site plans with 5 access points to surrounding streets, but site plans show 4 access points. It appears plans were changed to remove the southern driveway to the rear of the building from Kent Town Place after the SOJ was written, and SOJ was not updated. The SOJ needs corrections throughout to address this issue. For example, the images below show the site plan on the left, and page 8 of the SOJ on the right, with access points highlighted in each:





Section 27-358

(a) A gas station may be permitted, subject to the following:

(1) The subject property shall have at least one hundred and fifty (150) feet of frontage on and direct vehicular access to a street with a right-of-way width of at least seventy (70) feet;

COMMENT: The subject property is completely surrounded by roads, and has approximately 250 linear feet of frontage along MD 202 and 392 linear feet of frontage on Kent Town Place. SE-4834 proposes one access point on Landover Road (MD 202), which has a variable width right-of-way width that measures approximately 120 feet, and is designated as a master planned arterial (A-20). Two access points are proposed Kent Town Place, which has a platted right-of-way width of 70 feet.

(2) The subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library, or hospital is located;

COMMENT: The subject property is located within the 300 feet radius of a lot with an outdoor playground. A variance to the 300 foot requirement is being requested with SE-4834. See Section V.

(3) The use shall not include the display and rental of cargo trailers, trucks, or similar uses, except as a Special Exception in accordance with the provisions of Section 27-417.

8

6. **Application does not conform with Section 25-128, Tree Canopy Coverage requirements**. Site landscape plan may require modification for site to conform with TCC requirements.

7. **PGAtlas shows master planed bike/ped facilities** along Landover Road and Kent Town Place. The application is silent on this but should address associated requirements or recommendations (MPOT, Sector Plans, etc.). Transportation should comment.

8. **Landscape Manual – Section 4.3 conformance need -** Add 1-2 planted islands to break up the bay of parking in front (northside) of the building to demonstrate conformance with Section 4.3(2)(G) of the Landscape Manual.

9. **Provide information about prior approvals.** The submitted PPS resolution was incomplete and no discussion of the existing SE was provided. Are there any applicable conditions relevant to this application?

10. **Is a prelimnary plan of subdivision required** to combine the lots?

MINOR ISSUES:

A. Revise General Note 7 to be consistent with the uses defined by the Zoning Ordinance, in this case, a food and beverage store, eating and drinking establishment and a gas station. Three distinct uses are rolled into one convenience store/gas station.

B. Revise the parking and loading schedule to remove "indoor and outdoor seating" label and replace with "eating and drinking establishment".

C. Adjust graphic for concrete paving – it blurs details and notes on the site plan, especially near the proposed building. Details such as bike racks and outdoor seating need to be readable.

D. Label width of Landover Road on site plans.

E. Photometric plan should be updated to use the correct site plan, consistent with the current proposal (it shows a different layout south of the building).

F. Update the landscape plan and associated schedules to replace the Section 4.2 landscape strip along Landover Road with a buffer strip per the requirements of Section 4.6 of the Landscape Manual.

G. Consider providing electric vehicle charging stations or infrastructure for future installation of charging stations.

NOTE: ***Major revisions to the reviewed plans may result in additional comments.***

EPS SDRC REVIEW

CASE NUMBER: SE-4834 Reviewer: Mary Rea

PROJECT NAME: Royal Farms #411 Kent Village

SDRC Date: April 30, 2021

APPLICABLE MASTER PLANS:

GREEN INFRASTRUCTURE AREAS: ☐ REG ☐ EVAL ☐ GAP ☒ NONE

ALL ZONES: C-S-C

NRI: ☒ EL ☐ Full ☐ Intermed ☐ Limited ☐ CBCA ☐ N/A

WCO-EX: ☒ Standard ☐ Numbered ☐ N/A

EPS PLANS: ☐ TCP1 ☐ TCP2 ☐ CP ☒ N/A

Specimen Trees: ☐ Yes ☒ No

Variance Required: ☐ WCO ☐ CBCA ☒ N/A

REASON FOR VARIANCE:

PMA: ☐ Yes ☒ No

PMA LOJ REQUIRED: ☐ Yes ☒ No

ROADS ARTERIAL OR HIGHER: ☒ Yes ☐ No

SPECIAL ROADWAYS: ☐ Scenic ☒ Historic ☐ Byway ☐ None

MARLBORO CLAY: ☐ Yes ☒ No

CHRISTIANA CLAY: ☒ Yes ☐ No

STORMWATER CONCEPT: ☐ Approved Plan ☐ Approved Letter ☐ Both ☐ N/A

MAJOR ISSUES/REVISIONS:

- No Major Issues.
- Submit a copy of the approved SWM/Site Development concept letter and plan.

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
Historic Preservation Section 301-952-3680

April 26, 2021

MEMORANDUM

TO: Sam Braden IV, Subdivision Section, Development Review Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division ***HSB***

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division ***JAS***
Tyler Smith, Historic Preservation Section, Countywide Planning Division ***TAS***

SUBJECT: **SE-4834 Royal Farms #411, Kent Village**

The subject property comprises 4.48 acres and is located in the southwest quadrant of the intersection of Landover Road (MD 202) and Kent Town Place. The subject application proposes a 4,649 square foot food and beverage store and eight multi-product fueling dispensers to accommodate a new Royal Farms. The subject property is Zoned C-S-C.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. Historic Preservation staff recommend approval of SE-4834 Royal Farms #411, Kent Village with no conditions.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department **(301) 952-3680**
Countywide Planning Division, Transportation Planning Section **www.mncppc.org**

04/30/2021

MEMORANDUM

TO: Sam Braden IV, Development Review Division

FROM: Noelle Smith, Transportation Planning Section, Countywide Planning Division

SUBJECT: SDRC Major Issues – Pedestrian and Bicycle Transportation

Case Number: SE-4834 Case Name: Royal Farms

Development Case Background	
Lot Size	4.48 acres
Number of Units (residential)	n/a
Abutting Roadways	MD 202, Kent Town Place
Abutting or Nearby Master Plan Roadways	MD 202
Abutting or Nearby Master Plan Trails	Bicycle lane along MD 202 (planned), shared use roadway along Kent Town Place (planned)
Proposed Use(s)	Gas, food, beverage
Zoning	CSC
Centers and/or Corridors	Landover Metro Center
Prior Approvals on Subject Site	n/a
Subject to 24-124.01:	n/a
Bicycle and Pedestrian Impact Statement Scope Meeting Date	n/a

Development Proposal
The subject application proposes a 4, 649 gas station, food, and beverage store. The submitted plans include:

- Sidewalk along frontage of MD 202
- Sidewalk along frontage of Kent Town Place
- Sidewalk along small portion of Kent Town Drive near MD 202
- Five-foot sidewalk from building entrance to Kent Town Place
- Outdoor seating area

Comment: Staff recommend standard sidewalk be provided along the fr[illegible] Kent Town Drive. Staff also recommend a pedestrian connection from MD 202 to the build[illegible] associated crosswalks and ADA curb ramps. Additionally, continental style crosswa[illegible] are recommended crossing all vehicular access points. Please provided widths of all sidewa[illegible] provided.

Smith, Noelle
2021-04-26 16:19:00

Can we recommend sidewalk on private road? I don't think so, correct?

Prior Approvals
There are no prior approvals that include pedestrian or bicycle transpo[illegible]tation related conditions.

Master Plan Recommendations
This development case is subject to 2009 *Approved Countywide Master Plan of Transportation*

(MPOT), which recommends the following facilities:

- Bicycle Lane along MD 202 Road (planned)
- Shared roadway along Kent Town Place (planned)

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

- Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

- Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities.*

Comment: The submitted plans do not reflect the recommended facilities. Staff recommend that the applicant provide a bicycle lane along the frontage of MD 202, unless modified by SHA. Staff also recommend shared road pavement markings, "sharrows", and the appropriate signage be provided along the frontage of Kent Town Place unless modified by DPIE.

Details of bicycle racks have been provided within the submitted plans. However, the location and amount should be indicated on the plan sheets. Staff find that these facilities will enhance the overall connectivity to the adjacent community, and commercial uses, and fulfill the intent of the recommended facilities above and is in compliance with the master plan pursuant to Sec. 27-317(a)(2).

This development is also subject to 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan* which includes the following recommendations for pedestrian and bicyclist facilities (pg. 71):

- Enhance overhead lighting along MD 202 to lessen conflicts between pedestrians, bicyclist, and vehicles.
- Enhance pedestrian connection to the Landover Metro Station.

Comment: The recommended improvements above fulfill the intent of connectivity within the area. However, staff recommend pedestrian scale lighting be provided on site. The recommended infrastructure fulfills the intent of improving pedestrian safety.

Major Issues and Preliminary Comments:

- The applicant shall revise the plans to provide:
  - Bicycle lane along frontage of MD 202, unless modified by SHA
  - Shared road pavement markings and signage along frontage of Kent Town Place, unless modified by DPIE
  - Standard five-foot-wide sidewalk along the entire fronta
  - Continental style crosswalks crossing all vehicular acces
  - A pedestrian connection between MD 202 and the buildi
  - Minimum two Inverted-U style bicycle racks, or style sim convenient to the building entrance

Smith, Noelle
2021-04-26 16:21:00
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corresponds with question above.

- Pedestrian scale lighting on site
- Indicate widths of all sidewalks on plan sheets

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

Prince George's County Planning Department 301-952-3530
Development Review Division

SUBDIVISION SECTION - SDRC MAJOR ISSUES

APPLICATION NUMBER & NAME: SE-4834; Royal Farms #411 Kent Village

SDRC DATE: 4/30/2021 SUBDIVISION DESIGN REVIEWER: Mridula Gupta

PREVIOUS APPROVALS: 4-85014; 4-86130; 5-85040; 5-61202; 5-65197; 5-88283; V-85142; DSP-87027 (and its revisions); SE-3778; ROSP-3778A & B

SUBDIVISION REGULATIONS CONFORMANCE:
The applicant should clarify whether the PUE dedication is actually proposed with this application, or if the labeled area is simply that which would be dedicated once required.

PRELIMINARY PLAN OF SUBDIVISION CONFORMANCE:
Parcel "K" is subject to PPS 4-86130, approved by the Planning Board in September 1986. The PPS was approved subject to 3 conditions, which are listed below:

1. **Approval of a site plan prior to building, grading or sediment control plan. The main purpose is to insure proper ingress/egress to this parcel and other parcels within the Kent Village Shopping Center.**
2. **Approval of a conceptual stormwater management plan by the WSSC, prior to Final Plat of Subdivision; and**
3. **Trails Coordinator memorandum of August 28, 1986.**

Condition 2 would have been satisfied prior to recordation of record plat 143-52 for Parcel K, and it thus no longer applicable. Condition 1 is applicable, and any development on Parcel K will require approval of a detailed site plan. Condition 3 referenced a memo which includes among other recommendations, sidewalk along east side and an asphalt shoulder along the west side of Kent Town Drive. This condition should be satisfied with development on any portion of Parcel K, if it has not been satisfied with prior development.

RECORD PLAT CONFORMANCE:
The property consists of Parcel G-9 and Parcel H in their entirety, and a triangular part of Parcel K totaling 4.48 acres of C-S-C zoned land. Parcel G-9 of Kent Village Shopping Center is recorded in Plat Book 41 page 79 in August 1961; Parcel "H" of Kent Village Shopping Center is recorded in Plat Book 57 page 22 in May 1965; and "K" of Kent Village Shopping Center is recorded in Plat Book NLP 143 page 52 dated December 1988.

No preliminary plans of subdivision were found for Parcels G-9 and H, and both these parcels were recorded prior to 1970. Section 24-111(c) of the Subdivision Regulations states that:

A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:

(1) The proposed use is for a single-family detached dwelling(s) and uses accessory thereto; or
(2) The total development proposed for the final plat on a property that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code and does not exceed five thousand (5,000) square feet of gross floor area; or
(3) The development proposed is in addition to a development in existence prior to January 1, 1990, and does not exceed five thousand (5,000) square feet of gross floor area; or
(4) The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.

In accordance with Section 24-111(c)(2), development on Parcels G-9 and H is exempt from resubdivision since no construction is proposed on them other than gas pumps.

A 4,649 square-foot royal farms store is proposed on Parcel K, construction of which will use a portion of development entitlement approved for this parcel under PPS 4-86130.

The boundary of part of Parcel K which included in this application, is marked by Kent Town Drive, which is a private street. The record plat for Parcel K shows 10'-wide PUEs, and rights-of-way for BGE and WSSC adjoining Kent Town Drive. The plat also includes 3 notes which are applicable, and are listed below:

1. **Approval of this plat is predicated upon the water and sewer being available prior to construction.**
2. **Site plan approval is required prior to building, grading or sediment control plans.**
3. **Subject to approval by Public Works of a 6' wide concrete pedestrian/bikeway.**

Notes 2 and 3 are similar to Conditions 1 and 3 of 4-86130, and are applicable to this proposal. Note 1 will be satisfied with WSSC review & approval of any development plans.

MAJOR ISSUES/COMMENTS TO BE ADDRESSED:

1. The applicant needs to demonstrate how the proposed development on Parcel K will affect the entitlement approved under PPS 4-86130 for this parcel.

2. A detailed site plan is required, in accordance with Condition 1 of PPS 4-86130, which is applicable to Parcel K.

3. The plan shows existing utility easements for water and sewer adjacent to Kent Town Drive, but not the ROW for BGE, which is shown on the record plat as Liber 1117 folio 496. Please verify if this easement was vacated, otherwise it should be shown on the site plan.

4. A 10' PUE is shown along the eastern edge of Kent Town Drive. If the applicant is proposing a PUE dedication with this application, the applicant should file an application for a Final Plat following approval of the DSP in order to accomplish the dedication.

5. Site Plan shows a property line adjacent to Kent Town Drive. Applicant should clarify whether the intent is to submit a new preliminary plan of subdivision to create additional parcels or lots for development.

NOTE: ***Major revisions to the reviewed plans may result in additional comments.***

HEALTH DEPARTMENT
Prince George's County

Division of Environmental Health/Disease Control

Date: April 20, 2021

To: Sam Baden, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: SE-4834, Royal Farms # 411 (Kent Village)

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the special exception plan submission for the Royal Farms located 7401-7415 Kent Town Place in Hyattsville and has the following comments / recommendations:

1. Health Department permit records indicate there are five existing carry-out/convenience store and two grocery food facilities within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. ***The department acknowledges that Royal Farm stores do provide some healthy food options in their retail stores***.

2. Increased traffic volumes in the area can be expected as a result of this project. Published scientific reports have found that road traffic, considered a chronic environmental stressor, could impair cognitive development in children, such as reading comprehension, speech intelligibility, memory, motivation, attention, problem-solving, and performance on standardized tests.

3. ***The food facility is considered a prototype food service facility in which two or more facilities in the state having uniformed set of plans.*** The applicant must submit an application for plan review to the Maryland Department of Health's Environmental Health

Angela Alsobrooks
County Executive

Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, *Fax* 301-883-7266, *TTY/STS* Dial 711
www.princegeorgescountymd.gov/health

Bureau's Food protection and Food Licensing program located at 6 St. Paul Street, Suite 1301, Baltimore, Maryland. 21202.

4. The applicant must submit plans to the Plan Review department at the Department of Permitting, Inspection Enforcement located at 9400 Peppercorn Place in Largo Maryland. 20774 for the proposed food facility and apply for a Health Department High HACCP priority, Food Service Facility permit.

5. The applicant should assure that all sources of air pollution have been registered with the Maryland Department of the Environment, Air and Radiation Management Administration. Such sources include gasoline underground storage tanks, degreasing tanks and paint spraying operations. Contact MDE – ARMA at 1 800-633-6101.

6. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

7. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

ITEM:

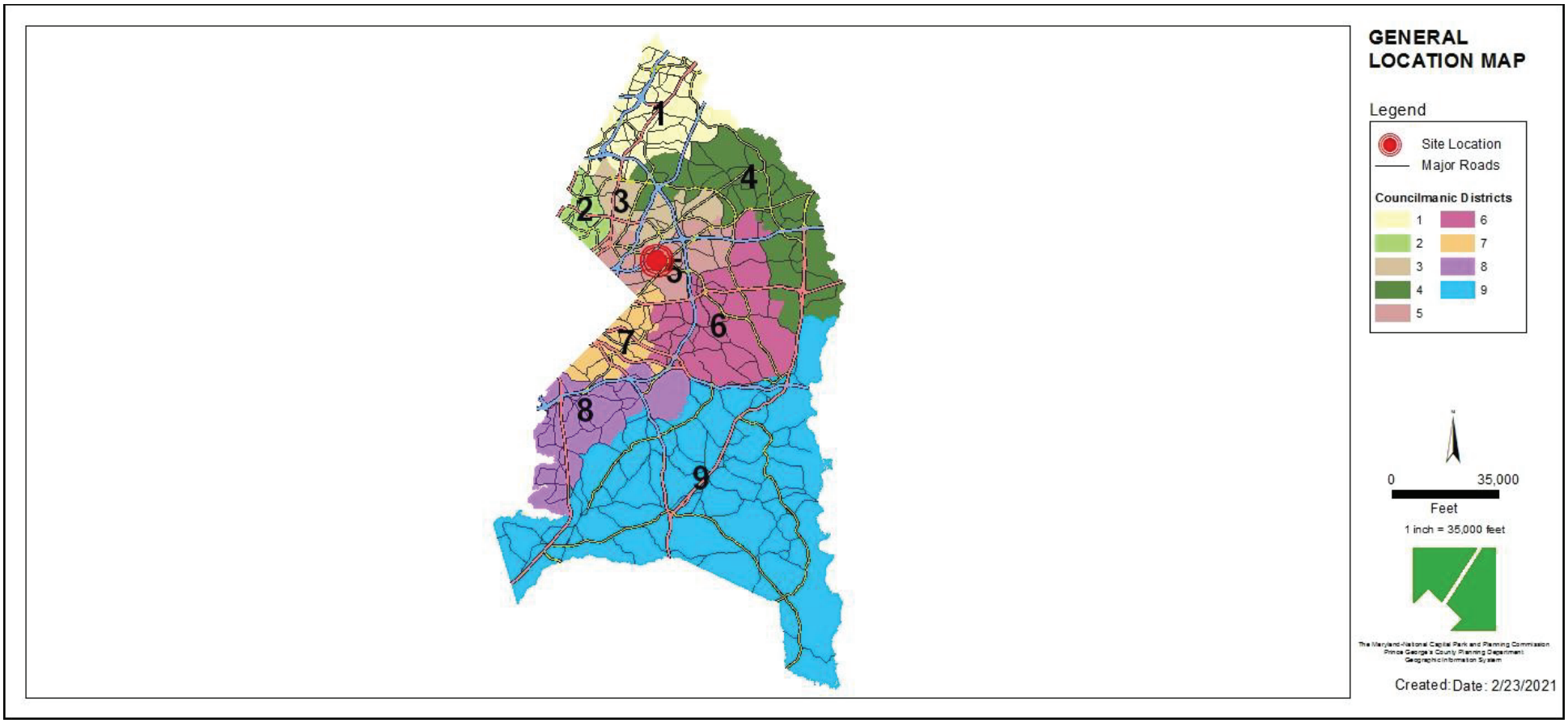
CASE: SE-4834

ROYAL FARMS #411, KENT VILLAGE

THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

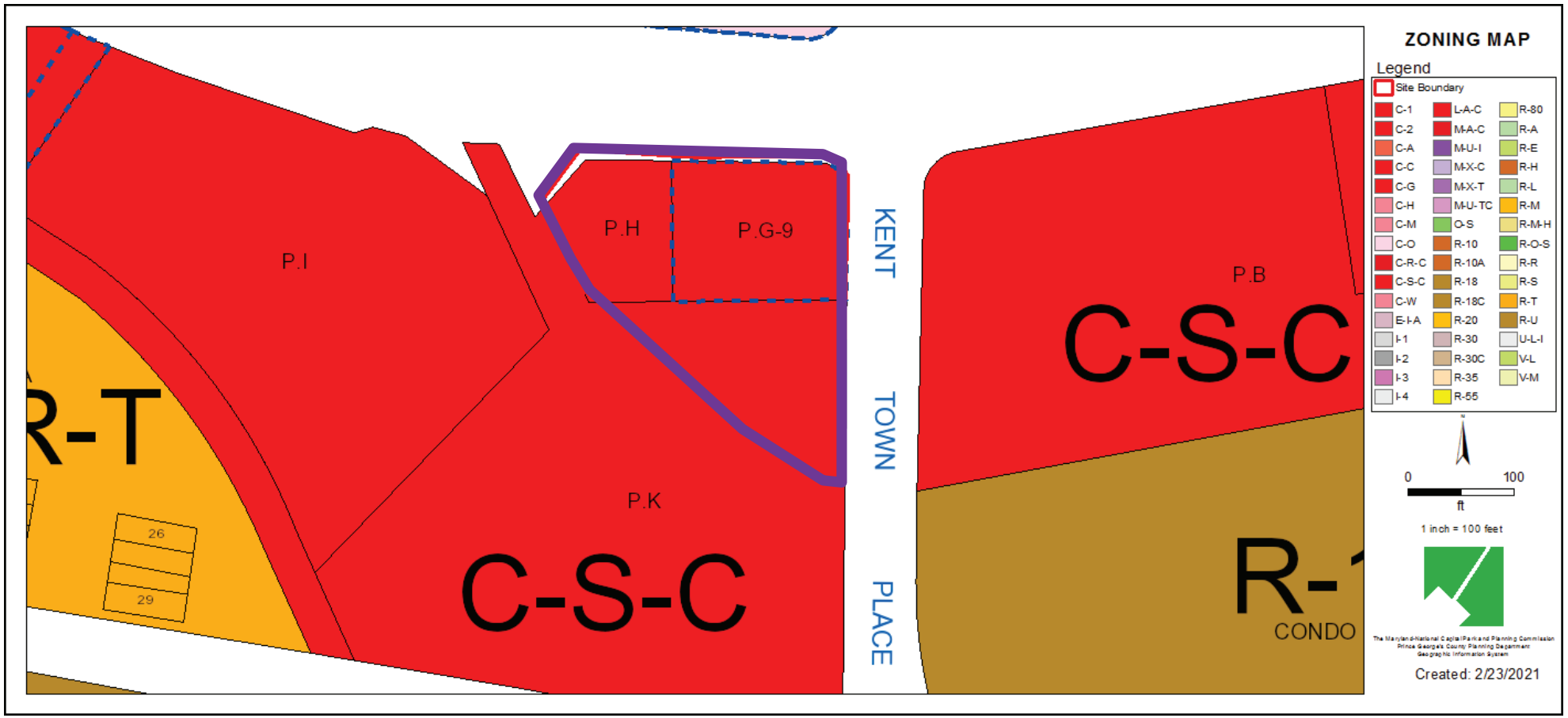
DRD THE DEVELOPMENT REVIEW DIVISION

GENERAL LOCATION MAP

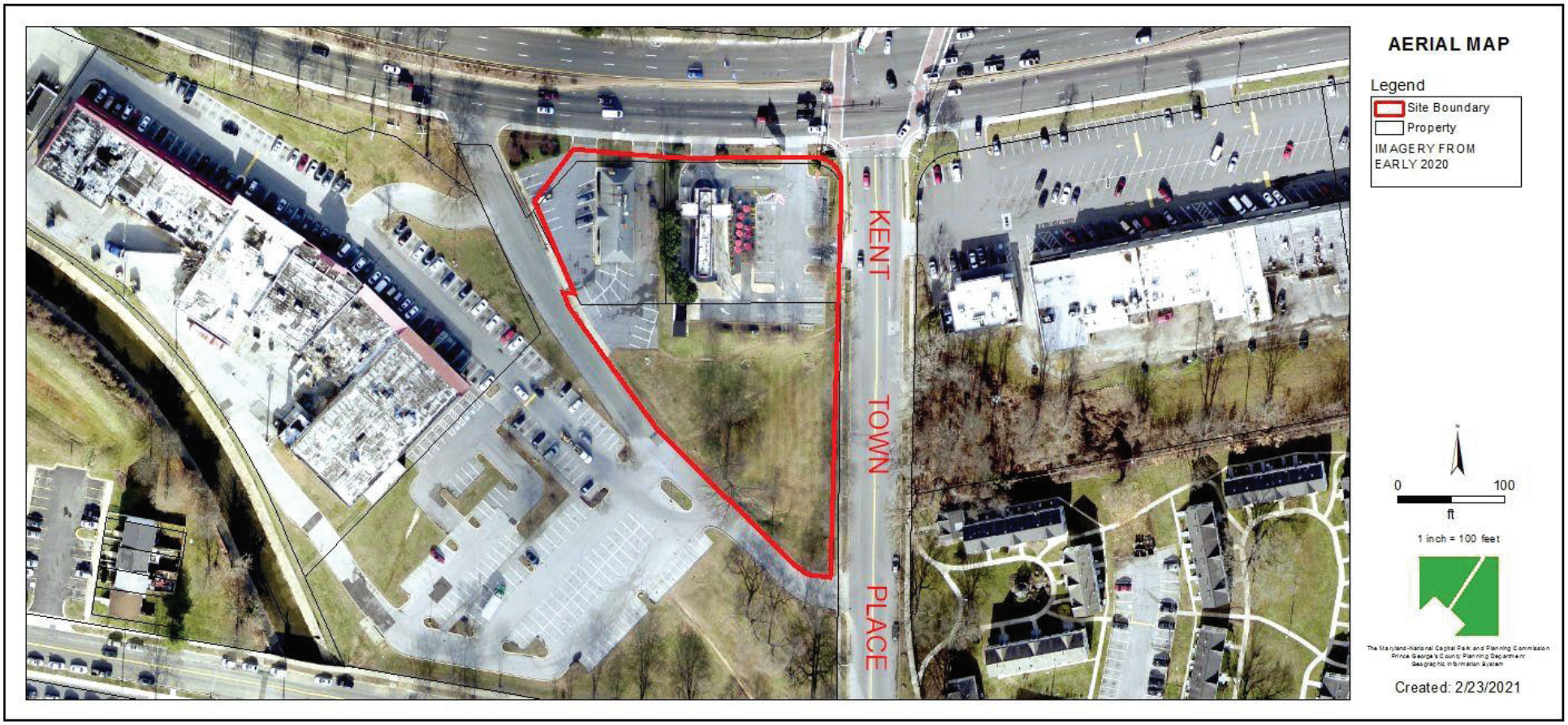


SITE VICINITY

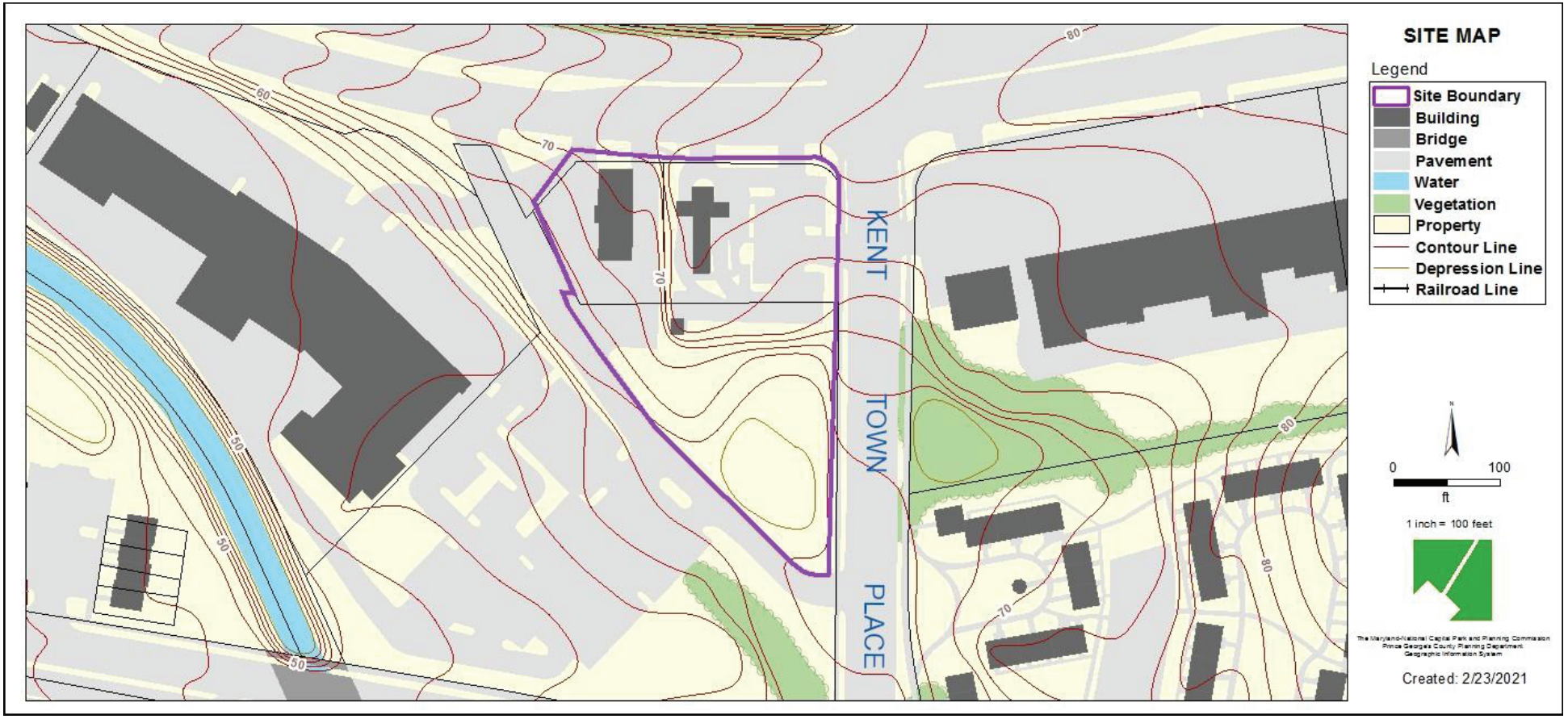
ZONING MAP


P.I
P.H
P.G-9
P.K
P.B
C-S-C
C-S-C
R-T
R-1
CONDO
KENT
TOWN
PLACE
26
29
ZONING MAP
Legend
Site Boundary
C-1
C-2
C-A
C-C
C-G
C-H
C-M
C-O
C-R-C
C-S-C
C-W
E-I-A
I-1
I-2
I-3
I-4
L-A-C
M-A-C
M-U-I
M-X-C
M-X-T
M-U-TC
O-S
R-10
R-10A
R-18
R-18C
R-20
R-30
R-30C
R-35
R-55
R-80
R-A
R-E
R-H
R-L
R-M
R-M-H
R-O-S
R-R
R-S
R-T
R-U
U-L-I
V-L
V-M
0
100
ft
1 inch = 100 feet
Created: 2/23/2021

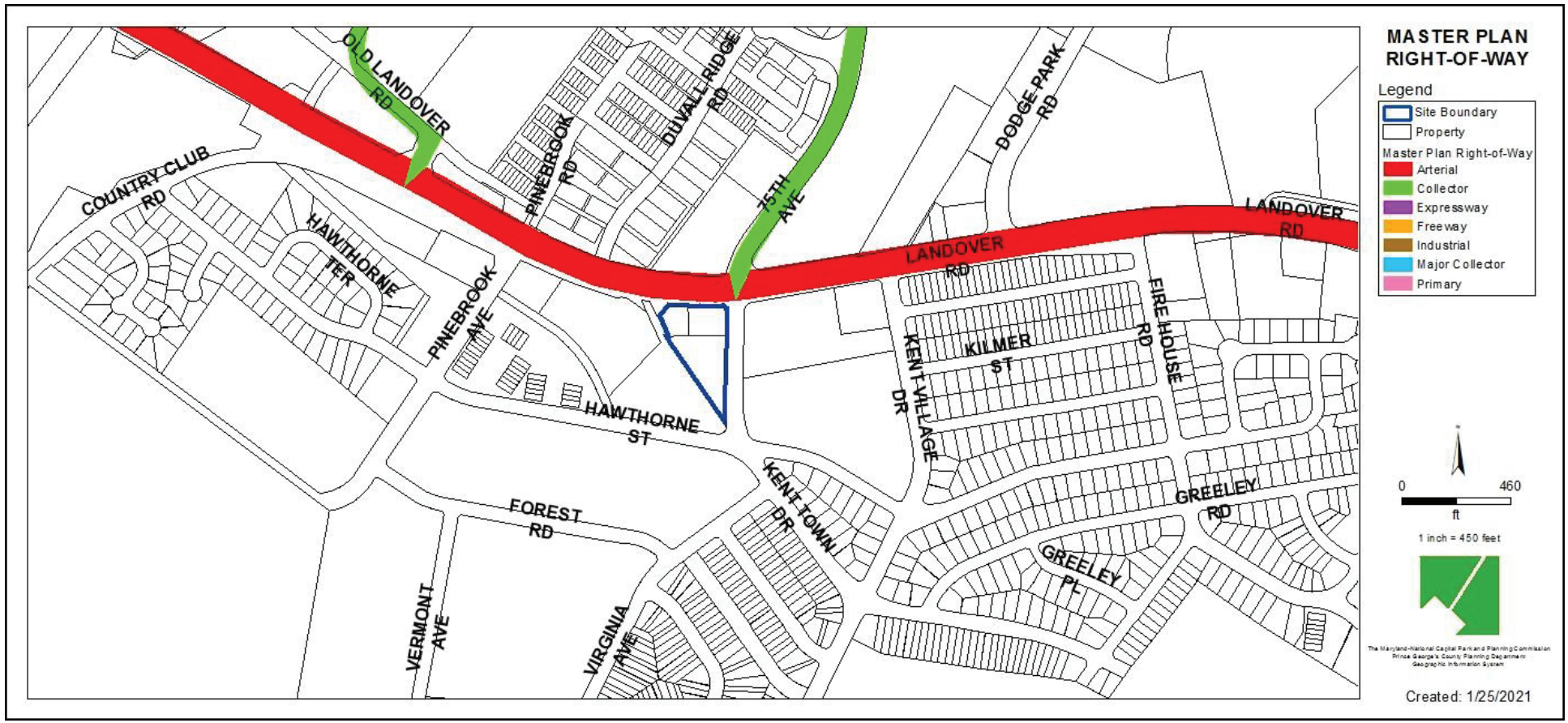
AERIAL MAP


KENT
TOWN
PLACE
AERIAL MAP
Legend
Site Boundary
Property
IMAGERY FROM EARLY 2020
0
100
ft
1 inch = 100 feet
Created: 2/23/2021

SITE MAP

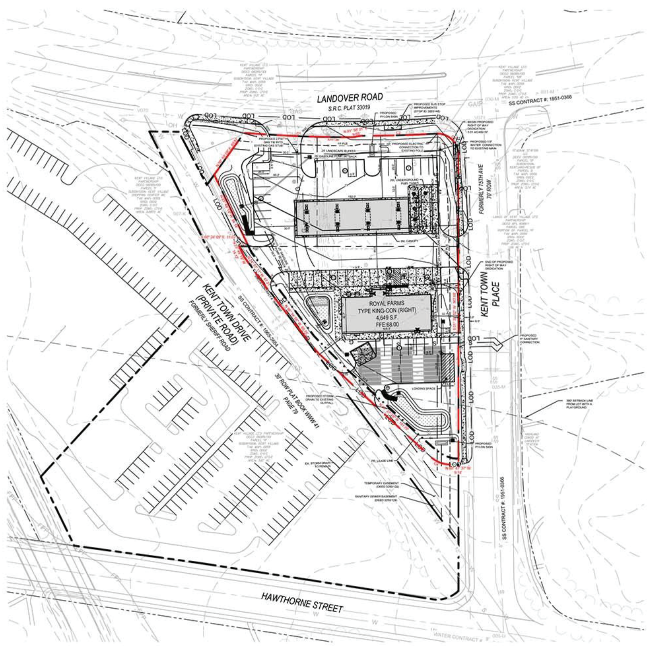

KENT TOWN PLACE
SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
0
100
ft
1 inch = 100 feet
Created: 2/23/2021

MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

SITE PLAN



SITE PLAN
SCALE: 1" = 50'

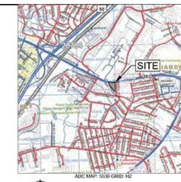
General Information Table	
Zoning (Zone)	C-S-C
Aviation Policy Area (APA)	N/A
Tax Grid (TMG)	059D2
WSSC Grid (Sheet 20)	204NE06
Planning Area (Plan Area)	72
Election District (ED)	13
Councilmanic District (CD)	5
General Plan 2002 Tier (Tier)	DEVELOPED
Traffic Analysis Zone (TAZ-COG)	1017
PG Traffic Analysis Zone (TAZ-PG)	5012

PARKING AND LOADING SCHEDULE

	DESCRIPTION	RATE	REQUIRED	PROVIDED
PARKING	RETAIL 4,649 SF GROSS FLOOR AREA	NORMAL PARKING GENERATION GROUP: 1 SPACE / 150 SF OF THE FIRST 3,000 SF GFA + 1.0 SPACE / 200 SF ABOVE FIRST 3,000 SF GFA	28	49
	GAS STATION	1 SPACE / EMPLOYEE (8 EMPLOYEES)	8	
	INDOOR & OUTDOOR SEATING	1 SPACE / 3 SEATS 18 OUTDOOR SEATS 11 INDOOR SEATS	10	
ACCESSIBLE SPACES (INCLUDED IN REQUIRED/PROVIDED PARKING TOTALS)		26-50 SPACES	2	2
TOTAL NUMBER OF PARKING SPACES			46	49
LOADING	4,649 SF GROSS LEASE AREA	ONE LOADING SPACE FOR 2,000 - 10,000 SF GROSS LEASE AREA (12' X 33' LOADING SPACE)	1	1
BICYCLE	NON-RESIDENTIAL DEVELOPMENT	6 SPACES FOR 20-100 VEHICLE PARKING SPACES	6	6 (3 RACKS)

SETBACK TABLE

SETBACK REQUIRED FROM LOT WITH A PLAYGROUND	300 FT
SETBACK PROVIDED FROM LOT WITH A PLAYGROUND	229.7 FT
VARIANCE REQUESTED	70.3 FT
DISTANCE TO PLAYGROUND	788.4 FT
SETBACK REQUIREMENT PER SEC 27-358(A)(2)	



ADC MAP: 5530 GRID: H2

VICINITY MAP
SCALE: 1" = 2000'

SITE LEGEND

- PR. LEASE LINE
- PROPERTY LINE
- SPECIAL EXCEPTION LINE
- EX. ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EX. CURB AND GUTTER
- LOD — LIMITS OF DISTURBANCE
- PR. CURB
- 100 — EX. MAJOR CONTOUR
- 98 — EX. MINOR CONTOUR
- 100 — PR. MAJOR CONTOUR
- 98 — PR. MINOR CONTOUR
- G — PR. GAS
- W — PR. WATER
- UGE — PR. ELECTRIC
- S — PR. SANITARY SEWER
- PR. STORM PIPE
- PR. TEST PIT
- PR. CONCRETE
- PR. BUILDING

CALL 48 HOURS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
811 Know what's below. Call before you dig.

No.	REVISIONS	DATE	BY

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PHONE: 443-743-3470
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PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. 43160
EXPIRATION DATE: 12/19/2022

KHA PROJECT 114068019
DATE 02/16/2021
SCALE: AS SHOWN
DESIGNED BY KK
DRAWN BY KK
CHECKED BY JL

SITE PLAN

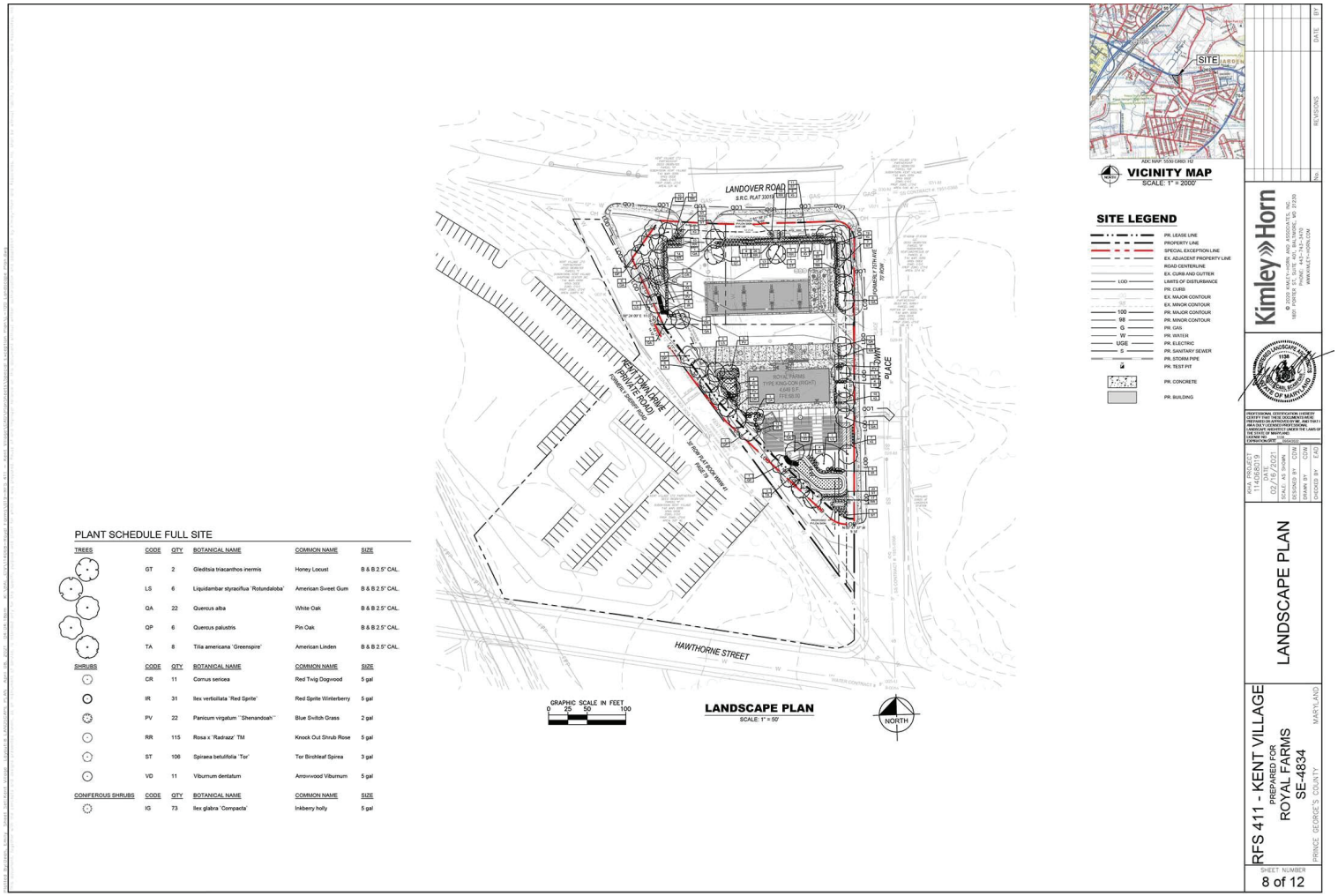
RFS 411 - KENT VILLAGE
PREPARED FOR
ROYAL FARMS
SE-4834
PRINCE GEORGE'S COUNTY MARYLAND

SHEET NUMBER
4 of 12

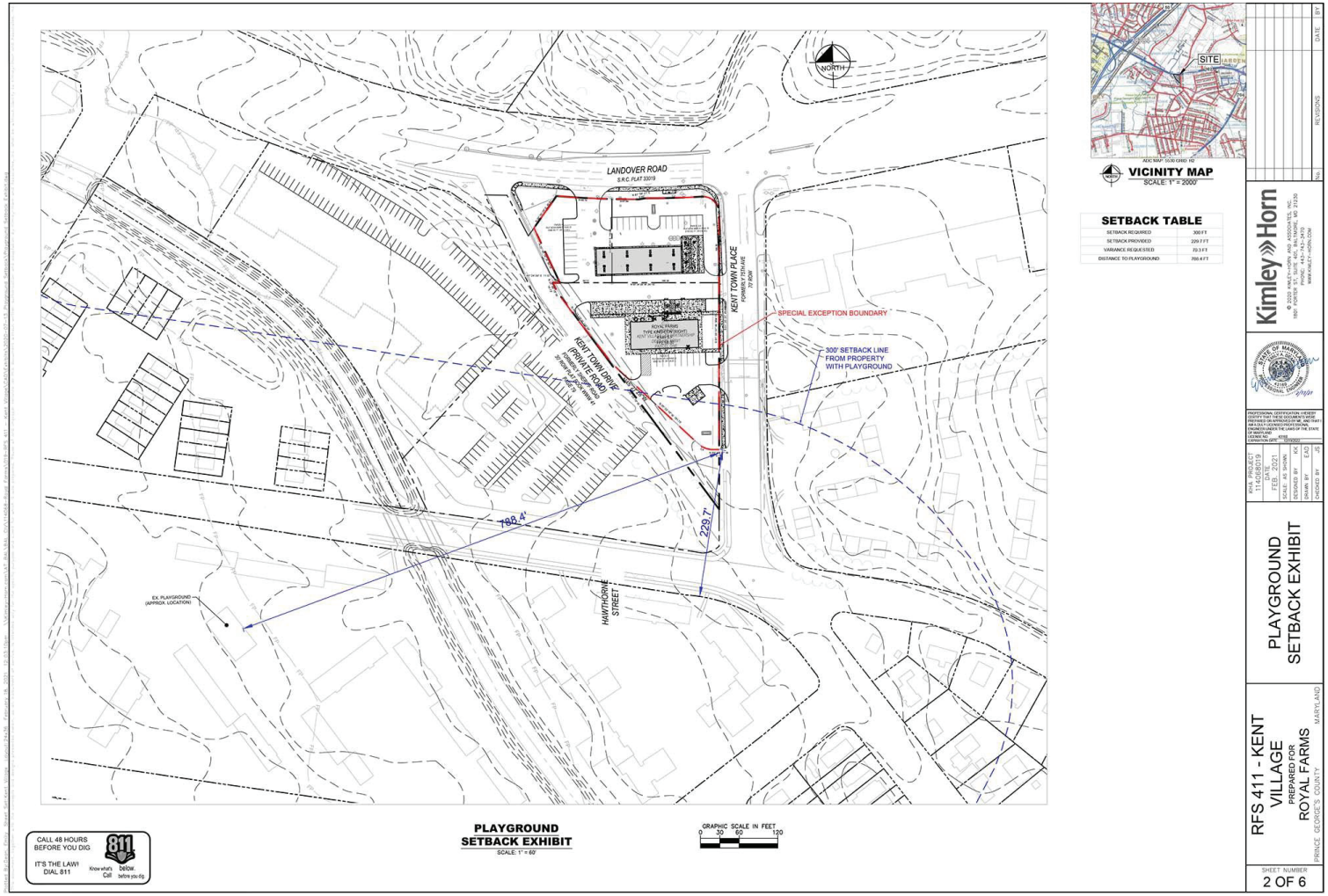
 6/24/2021

DRD THE DEVELOPMENT REVIEW DIVISION

LANDSCAPE PLAN

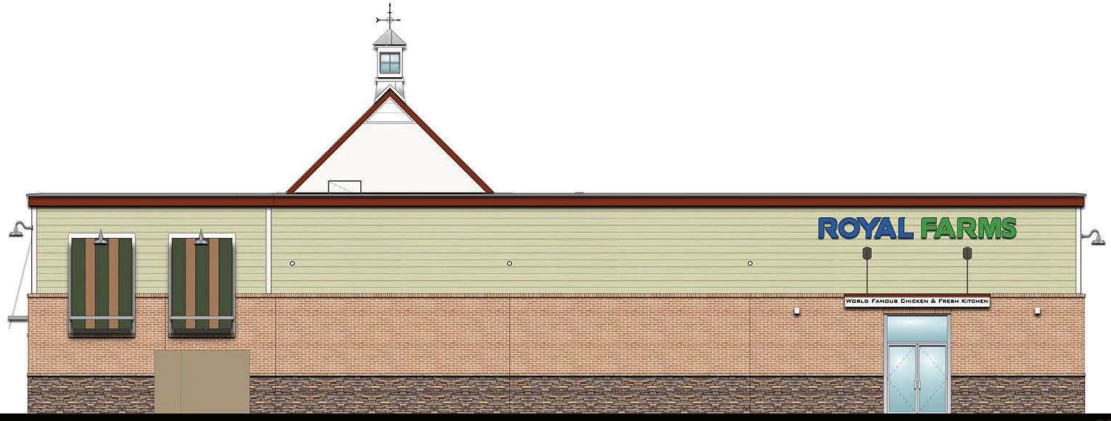


PLAYGROUND SETBACK EXHIBIT



FRONT AND REAR ELEVATIONS

Front Elevation
1/4″ = 1′-0″



Rear Elevation
1/4″ = 1′-0″

DRD THE DEVELOPMENT REVIEW DIVISION

RIGHT AND LEFT ELEVATIONS

Right Elevation
1/4″ = 1′-0″

Left Elevation
1/4″ = 1′-0″

ROYAL FARMS

Royal Farms #411
7415 Landover Road, Hyattsville MD 20785
Proposed Elevations
July 10, 2020

RATCLIFFE ARCHITECTS
10404 Stevenson Road • Stevenson, Maryland 21153
Phone 410-484-7010 • Fax 410-484-3819 • peter@ratcliffearchitects.com

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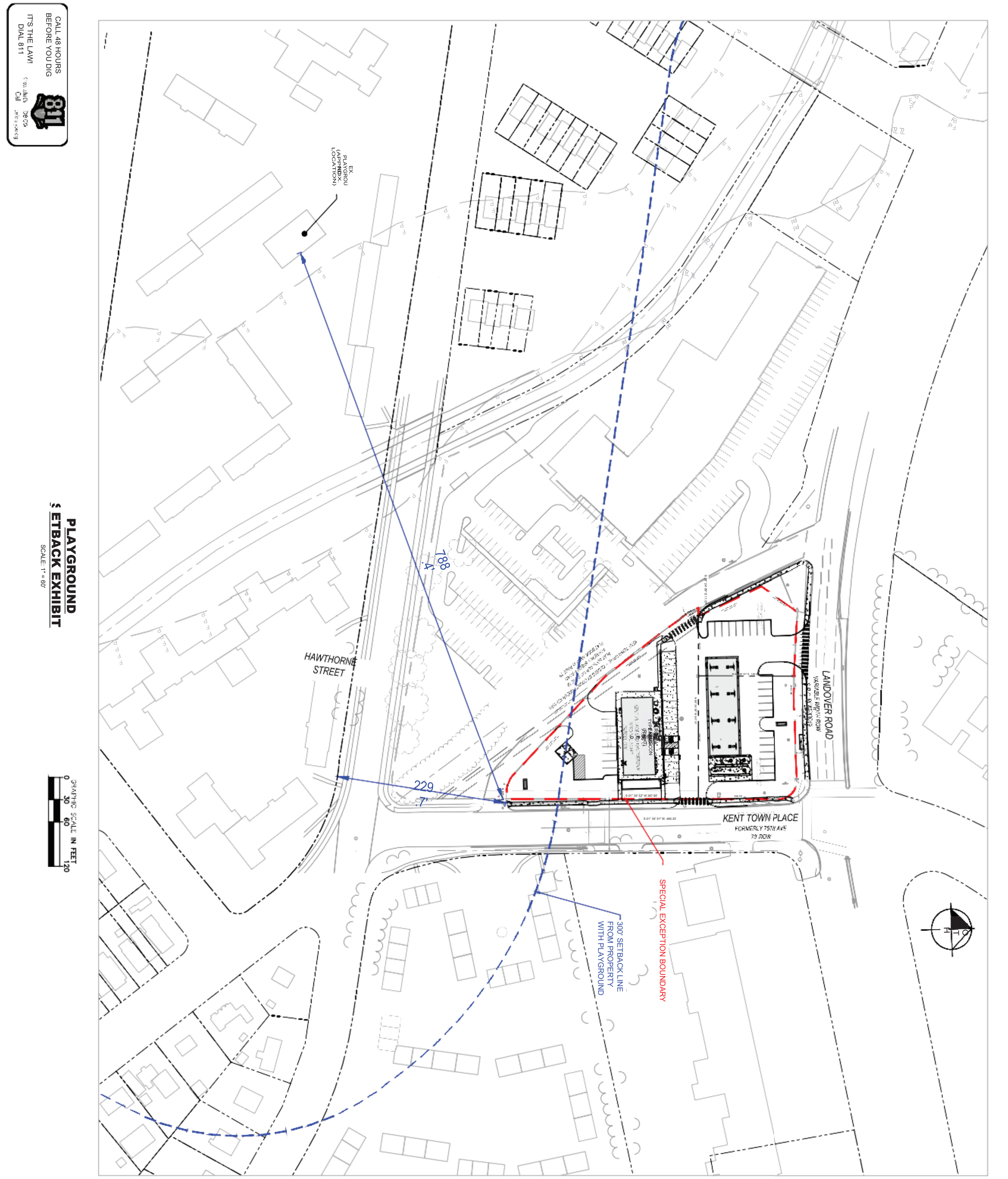
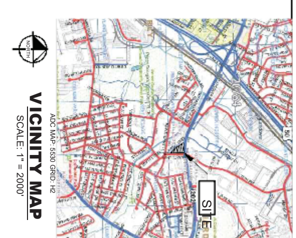


SETBACK TABLE

SETBACK REQUIRED	300 FT
SETBACK PROVIDED	229.7 FT
VARIANCE REQUESTED	70.3FT
DISTANCE TO PLAYGROUND	788.4FT



VICINITY MAP

SCALE: 1" = 2000'

ADC MAP: 5530 GRID: H2

KHA PROJECT	114068019
DATE	MAY 2021
SCALE:	AS SHOWN
DESIGNED BY	KK
DRAWN BY	EAD
CHECKED BY	JS

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. 43160
EXPIRATION DATE 12/19/2022

5/20/21

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No.	REVISIONS	DATE	BY

RFS 411 - KENT VILLAGE

PREPARED FOR

ROYAL FARMS

PRINCE GEORGE'S COUNTY MARYLAND

PLAYGROUND SETBACK EXHIBIT

SHEET NUMBER 2 OF 6

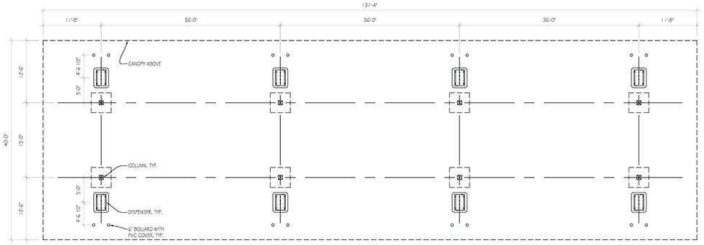
GAS CANOPIES, SIGNAGE AND SCREENING ENCLOSURES

5 FUEL CANOPY REAR ELEVATION
1/8" = 1'-0"

3 FUEL CANOPY SIDE ELEVATION
1/8" = 1'-0"

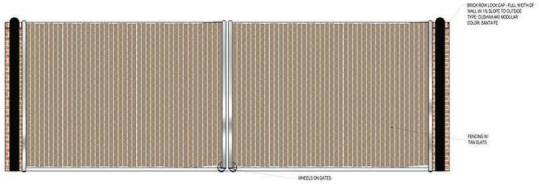
4 FUEL CANOPY SIDE ELEVATION
1/8" = 1'-0"

2 FUEL CANOPY FRONT ELEVATION
1/8" = 1'-0"

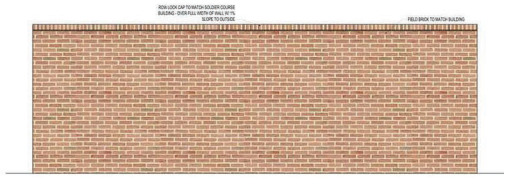


1 FUEL CANOPY PLAN
1/8" = 1'-0"

Fuel Sign Elevation
1/2" = 1'-0"



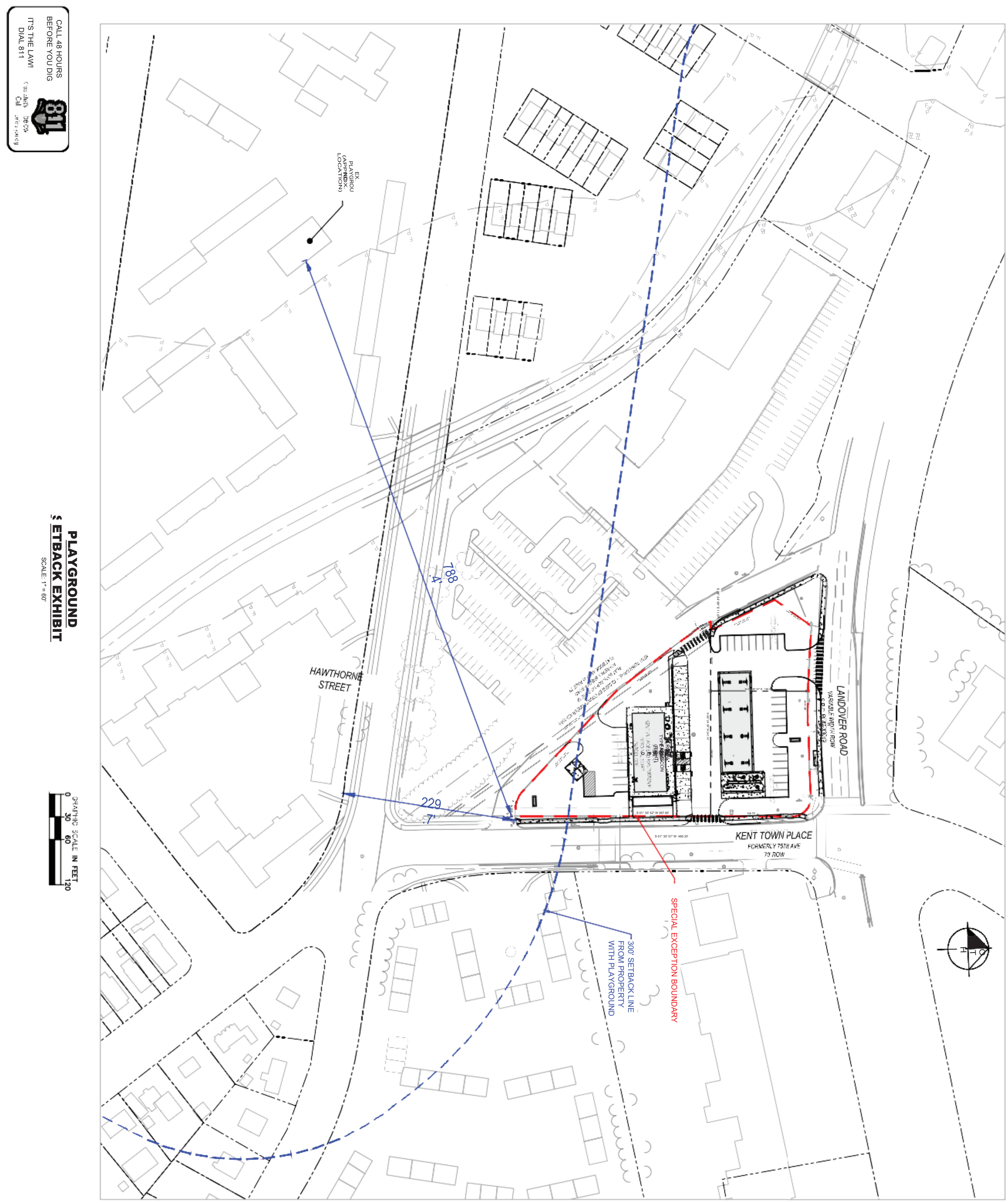
Dumpster Enclosure - Front Elevation
1/2" = 1'-0"

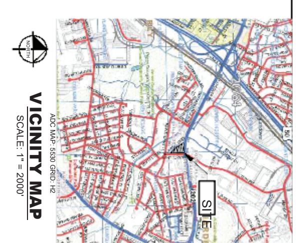


Dumpster Enclosure - Rear Elevation
1/2" = 1'-0"

DRD THE DEVELOPMENT REVIEW DIVISION

Plotted By: Dean, Emily Sheet Set: Kent Village Layout: 24x36 May 20, 2021 10:25:44am





SETBACK TABLE

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No.	REVISIONS	DATE	BY

KHA PROJECT 114068009
DATE MAY 2021
SCALE: AS SHOWN
DESIGNED BY KK
DRAWN BY EAD
CHECKED BY JS

PLAYGROUND SETBACK EXHIBIT

RFS 411 - KENT VILLAGE
PREPARED FOR
ROYAL FARMS
PRINCE GEORGE'S COUNTY MARYLAND

SHEET NUMBER
2 OF 6

July 21, 2020

Mr. Nick Driban
Lenhart Traffic Consulting, Inc.
645 Baltimore Annapolis Blvd., Suite 214
Severna Park, MD 21146

Dear Mr. Driban:

Thank you for the opportunity to review the *revised* **Traffic Impact Study (TIS)** prepared by **Lenhart Traffic Consulting, Inc.** dated **May 08, 2020** for the proposed **Royal Farms 411 – Kent Village** development – **20APPG009XX** located at Landover Road (**MD 202**) (Mile Point: **11.60**) in **Prince George's County**, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- The proposed development consists of a 4650 sq. ft (super) Convenience Market with 16 filling stations.

- Access is proposed via a right-in/right-out along eastbound MD 202, two full movement driveways along Kent Town Drive and two full movement driveways along Kent Town Place.

Based on the information provided, please address the following comments in a point-by-point response:

District 3 Engineering Systems Team (EST) Comments by (Ms. Dorey Uong):

1. Upon our review we have no further comments.

District 3 Traffic Comments by (Ms. Haixia Hu):

1. We do not have any further comments.

The SHA concurs with the report findings for this project as currently proposed and will not require the submission of any additional traffic analyses. However, an access permit will be required for all construction within the SHA right of way. Please submit one (1) set of the proposed improvement plans (including a set of hydraulic plans and computations) and a CD containing the plans and all supporting documentation to the Access Management Division at 9300 Kenilworth Avenue, Greenbelt, MD 20770, attention of Mr. Kwesi Woodroffe. For electronic submissions create an account with our new online system https://mdotsha.force.com/accesspermit. Please reference the SHA tracking number on any future submissions.

Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at https://www.roads.maryland.gov/mdotsha/pages/amd.aspx. Please note, if this project has not obtained an SHA access permit and begun construction of the required improvements within five (5) years of this approval, extension of the permit shall be subject to the submission of an updated traffic impact analysis in order for SHA to determine whether the proposed improvements remain valid or if additional improvements will be required of the development. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at kwoodroffe@mdot.maryland.gov or shaamdpermits@mdot.maryland.gov.

Sincerely,

Andre Futrell,
District Engineer, District 3, SHA

AF/jwm

cc: Ms. Danielle Black, SHA District 3 EST
Mr. Peter Campanides, SHA District 3 Traffic
Ms. Patrice Emezie, SHA District 3 Traffic
Ms. Haixia Hu, SHA District 3 Traffic
Ms. Jennifer Leonard, Kimley-Horn
Mr. Tom Masog, Prince George's M-NCPPC
Ms. Claudine Myers, SHA District 3 EST
Ms. Dorey Uong, SHA District 3 EST
Mr. Jack Whisted, Royal Farms
Mr. Kwesi Woodroffe, SHA District 3 Regional Engineer

TRAFFIC IMPACT ANALYSIS

FOR

ROYAL FARMS #411 – KENT VILLAGE

Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

March 2, 2020

Revised: May 8, 2020

Table of Contents

List of Exhibits

Section 1 Introduction

1.1 Project Description

This Traffic Impact Analysis was prepared for the proposed Royal Farms #411 – Kent Village in Landover, MD. The property is currently developed with two restaurants and is proposed to be redeveloped with a 4,649 square foot (Super) Convenience Market with 16 fueling positions. A location map showing the subject property is included as **Exhibit 1**.

The property will be accessed via a right-in/right-out along eastbound MD 202, two full movement driveways along Kent Town Drive and two full movement driveways along Kent Town Place. A concept plan is contained in Appendix A.

The purpose of this Traffic Impact Analysis is to evaluate the impacts of the proposed development on traffic operations within the study area.

1.2 Scope of Study

A Scoping agreement was coordinated with MNCPPC and is included in Appendix A. The study intersections are shown in Exhibit 1.

M-NCPPC Guidelines require that signalized intersections operate with a CLV of less than 1,600 in the Developed Tier where the site is located.

M-NCPPC Guidelines require that unsignalized intersections be evaluated using the Highway Capacity Manual (HCM) unsignalized methodology based on a three-tier test of adequacy. All intersections operating with an average of less than 50 seconds of delay per vehicle for the minor street movements are considered adequate (tier one). If a minor street movement exceeds 50 seconds of delay, additional analyses are required including a consideration of the volume of traffic on the minor street approach. If volumes along a minor street approach with greater than 50 seconds of delay are less than 100 vehicles per hour, then the intersection is considered adequate (tier two). If average delays exceed 50 seconds per vehicle for any movements with more than 100 vehicles per hour, a CLV analysis is conducted and if the CLV of the unsignalized intersection is 1,150 or better (tier three) the intersection is deemed adequate.

Traffic Impact Analysis

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Site Location Map

Exhibit 1

Section 2 Existing Conditions

2.1 Description of Road Network

The key road in the study area is:

- MD 202, a six-lane divided arterial road (A-20) with a posted speed limit of 35 mph.

2.2 Lane Configurations

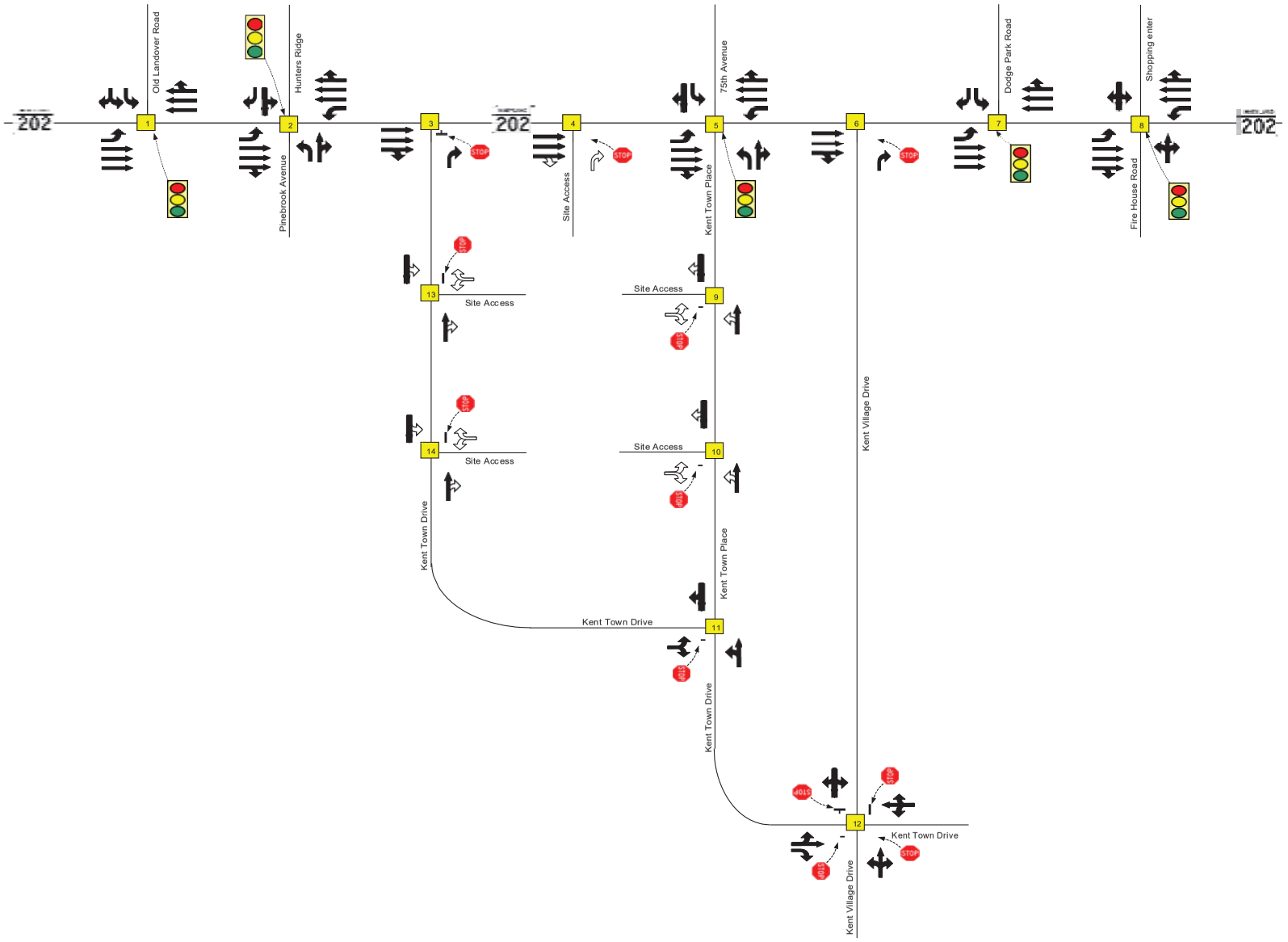
The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

2.3 Existing Traffic Counts

The turning movement counts for the existing site access points were assumed based on the trip generation for the existing uses detailed on Exhibit 6. As stated on Exhibit 6, the existing businesses do not operate during the morning peak hours so no trips were assigned for the morning peak hour. The existing trip generation for the PM peak hour was assigned as shown on **Exhibits 3a and 3b (**primary trips) and **Exhibit 3c** (pass-by trips) to the site driveways.

Peak hour turning movement counts were conducted and the resulting turning movement counts are included in Appendix A. The resulting existing peak hour volumes including the existing trips to/from the site are summarized on **Exhibit 3d.**

The existing intersections were evaluated using the HCM and CLV methodologies, as required under M-NCPPC guidelines. The results are shown on Exhibit 9. HCM and CLV worksheets are included in Appendix B.



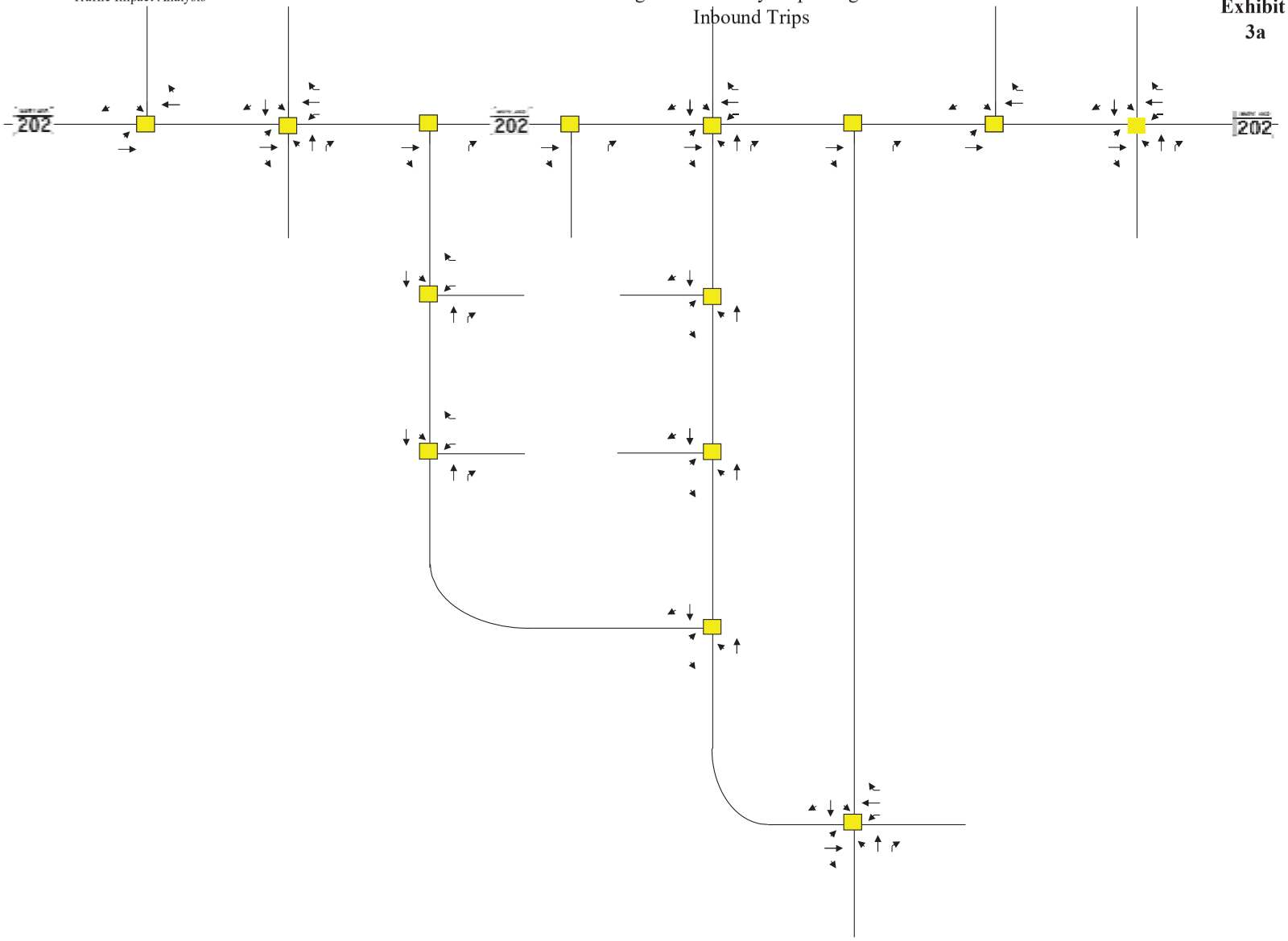
Traffic Impact Analysis	Lane Use & Traffic Control Devices	Exhibit 2
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	- Existing Lane Use - Proposed Lane Use	

Old Landover Road
Pinebrook Avenue
Hunters Ridge
Site Access
Kent Town Place
75th Avenue
Kent Village Drive
Kent Town Drive
Kent Town Drive
Kent Town Place
Kent Town Drive
Site Access
Site Access
Site Access
Kent Village Drive
Kent Town Drive
Fire House Road
Dodge Park Road
Shopping enter
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Traffic Impact Analysis

Existing Site Driveway Trip Assignment - Inbound Trips

Exhibit 3a



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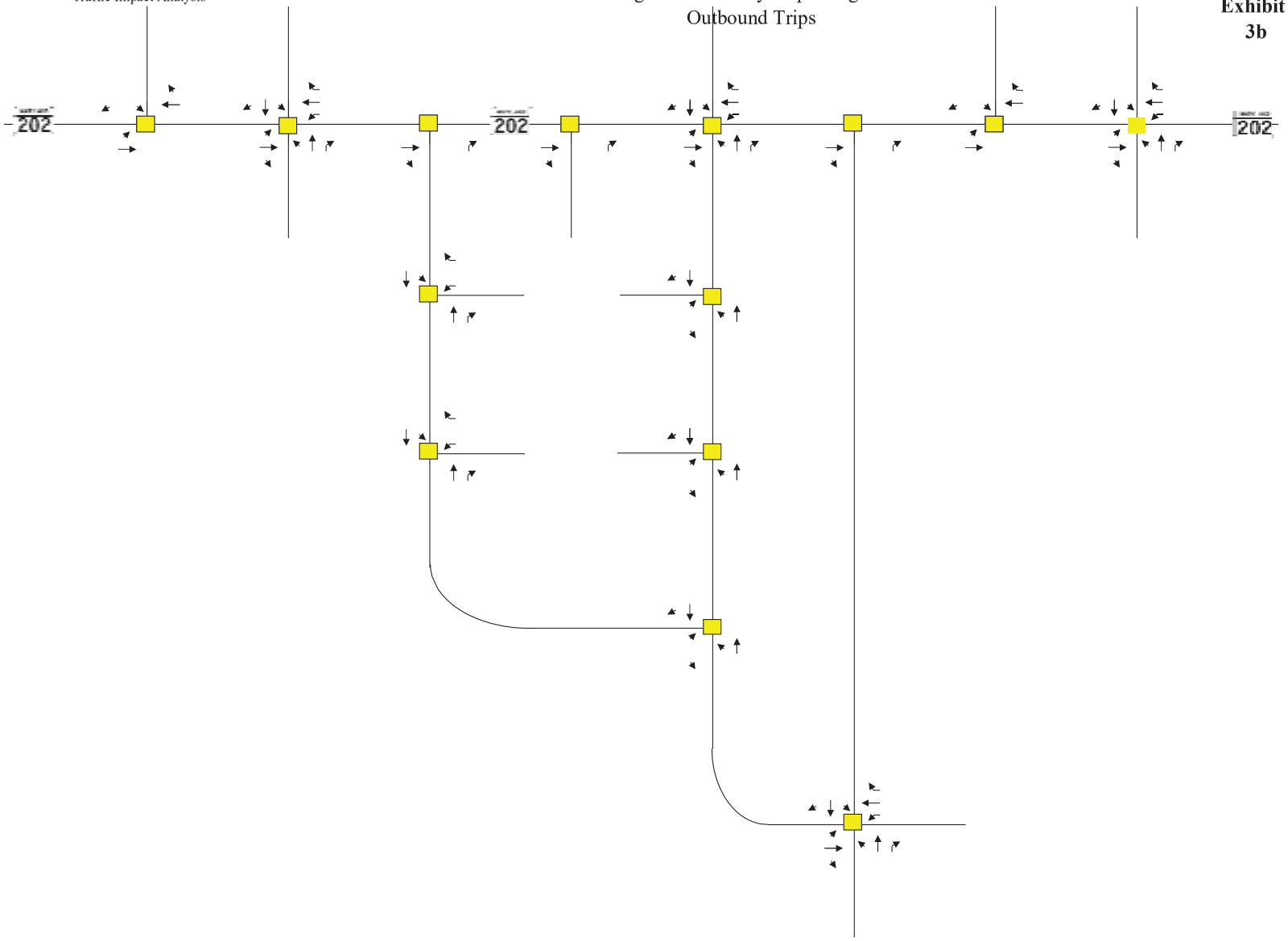
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Old Landover Road
Pinebrook Avenue
Hunters Ridge
Site Access
Kent Town Place
75th Avenue
Dodge Park Road
Fire House Road
Shopping enter
Kent Village Drive
Site Access
Site Access
Kent Town Drive
Site Access
Kent Town Drive
Kent Town Place
Kent Town Drive
Kent Town Drive
Kent Village Drive
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Traffic Impact Analysis

Existing Site Driveway Trip Assignment - Outbound Trips

Exhibit 3b



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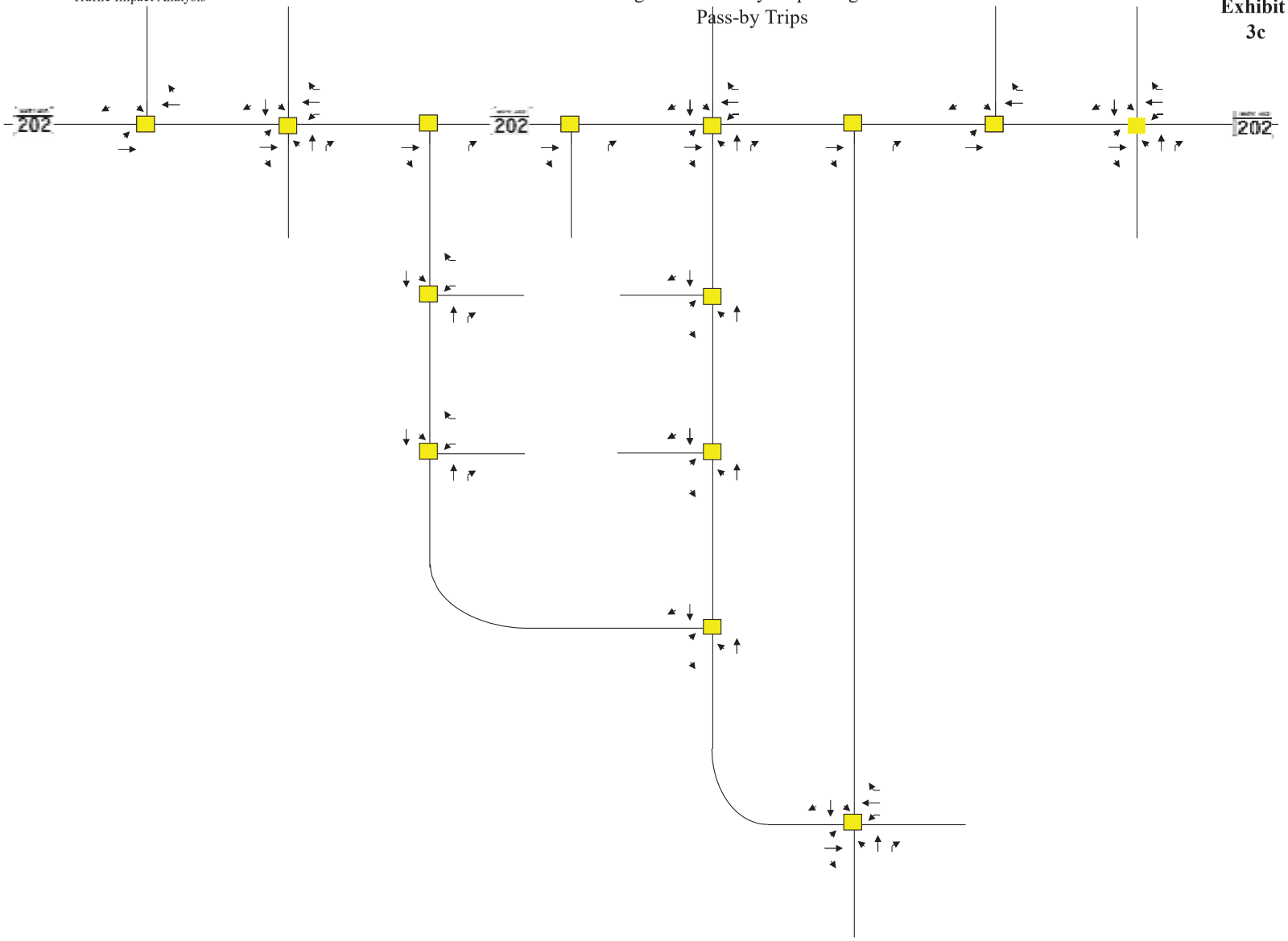
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Old Landover Road
Pinebrook Avenue
Hunters Ridge
Site Access
Kent Town Place
75th Avenue
Kent Village Drive
Kent Town Drive
Kent Town Drive
Kent Town Place
Kent Town Drive
Site Access
Site Access
Site Access
Kent Village Drive
Kent Town Drive
Dodge Park Road
Fire House Road
Shopping enter
Key: xx = AM Peak Vol's (x x) = PM Peak Vol's

Traffic Impact Analysis

Existing Site Driveway Trip Assignment - Pass-by Trips

Exhibit 3c



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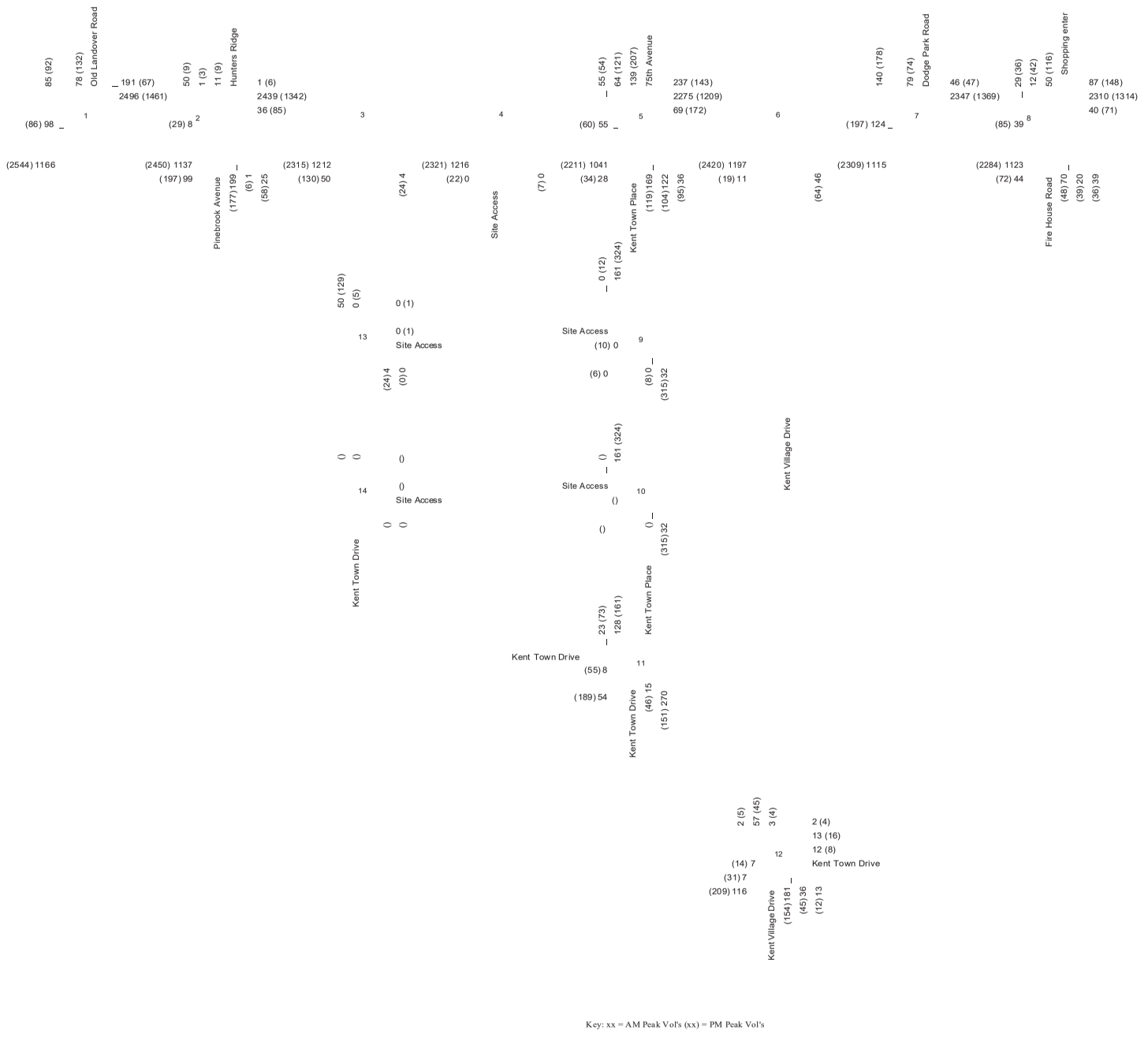
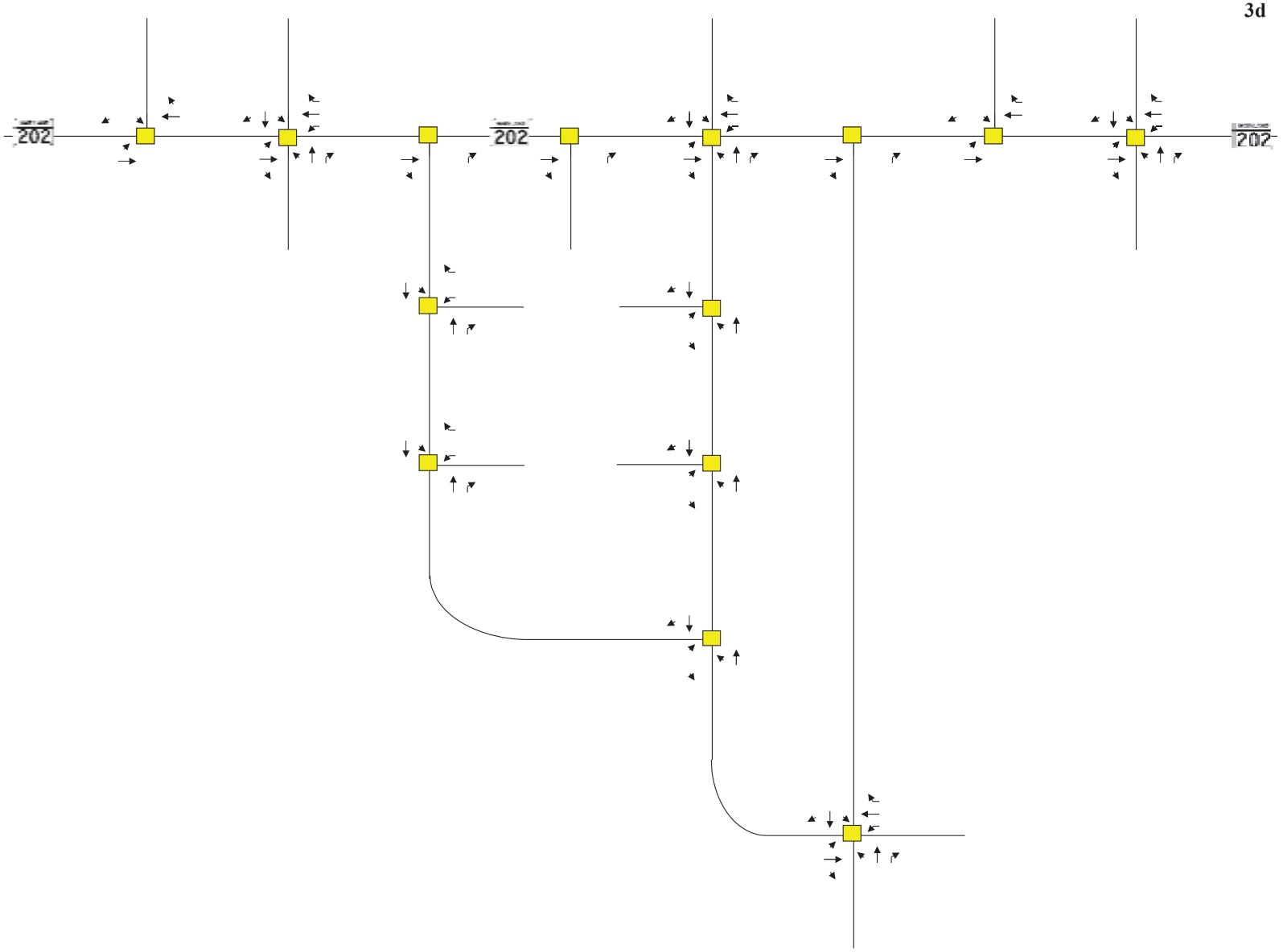
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's


Old Landover Road
Hunters Ridge
Pinebrook Avenue
Site Access
Kent Town Place
75th Avenue
Dodge Park Road
Fire House Road
Shopping enter
Kent Town Drive
Kent Village Drive
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Existing
Peak Hour Volumes

Exhibit 3d



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Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Section 3 Background Conditions

3.1 Annual Growth

An annual growth rate of one-percent was applied for six years, per the approved scoping agreement and Prince George's County guidelines. The 1% growth rate was determined as part of the approved scoping correspondence contained in Appendix A and is based on historical ADT volumes along MD 202 in the vicinity of the site. The resulting Base Peak Hour Volumes are shown on **Exhibit 4a**.

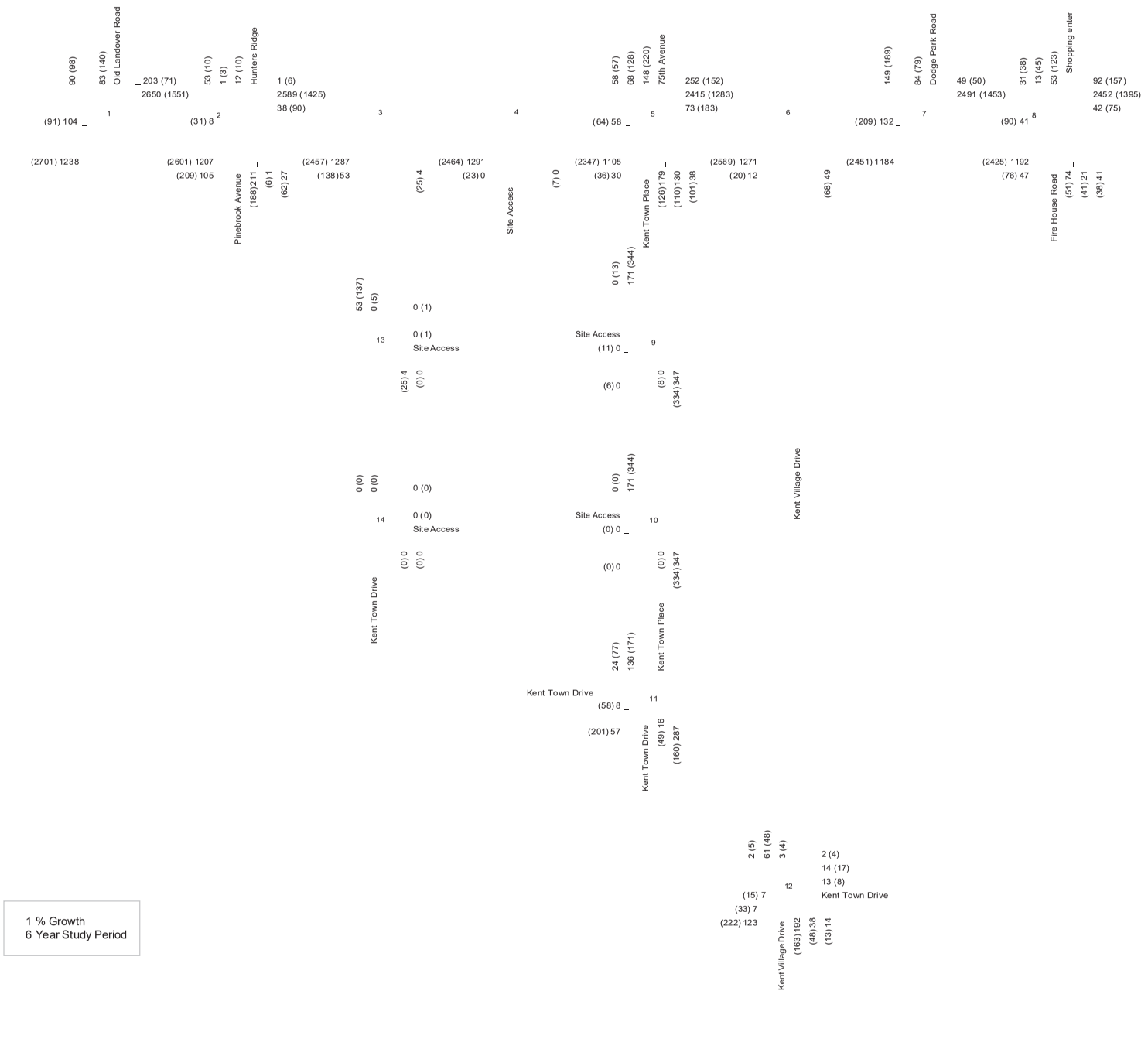
3.2 Approved Background Developments

Background developments were identified in the scoping agreement and approved and confirmed by M-NCPPC. The study includes a two year buildout as required by M-NCPPC guidelines and all background developments are treated as fully built in that two year buildout. Only the Hunter's Ridge development was identified as part of this process. The relevant information for the Hunters Ridge development including trip assignment at the study intersections is shown in Appendix C.

3.3 Background Peak Hour Volumes

The background peak hour volumes are shown on **Exhibit 5** and consist of the increase in volumes due to growth as well as the addition of the background development.

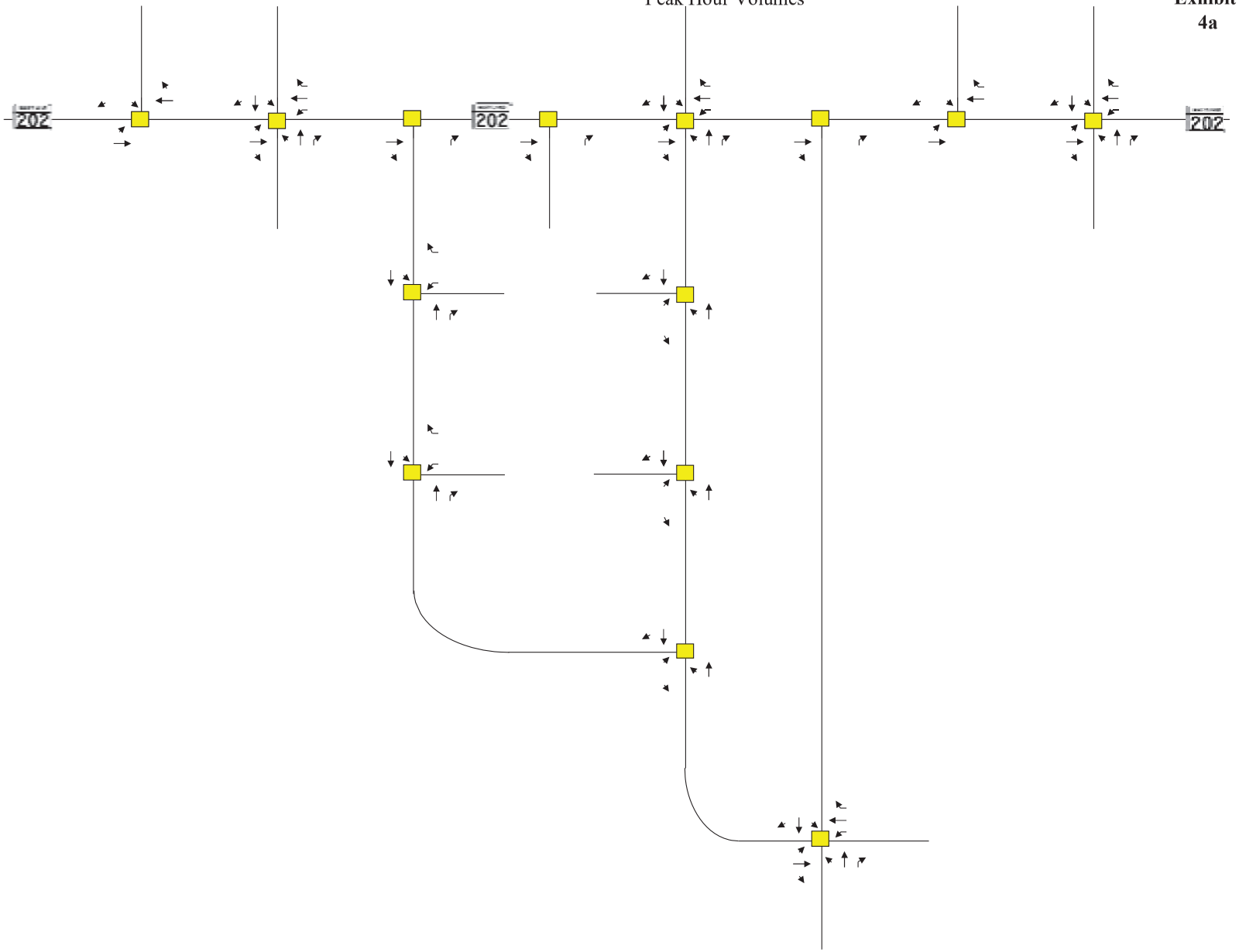
Results of the CLV and HCM analyses for the background peak hour volumes are shown on Exhibit 9. HCM and CLV worksheets are included in Appendix B.


1 % Growth
6 Year Study Period
Old Landover Road
Hunters Ridge
Pinebrook Avenue
Site Access
Kent Town Place
75th Avenue
Dodge Park Road
Shopping enter
Fire House Road
Kent Town Drive
Kent Village Drive
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Traffic Impact Analysis

Base
Peak Hour Volumes

Exhibit 4a



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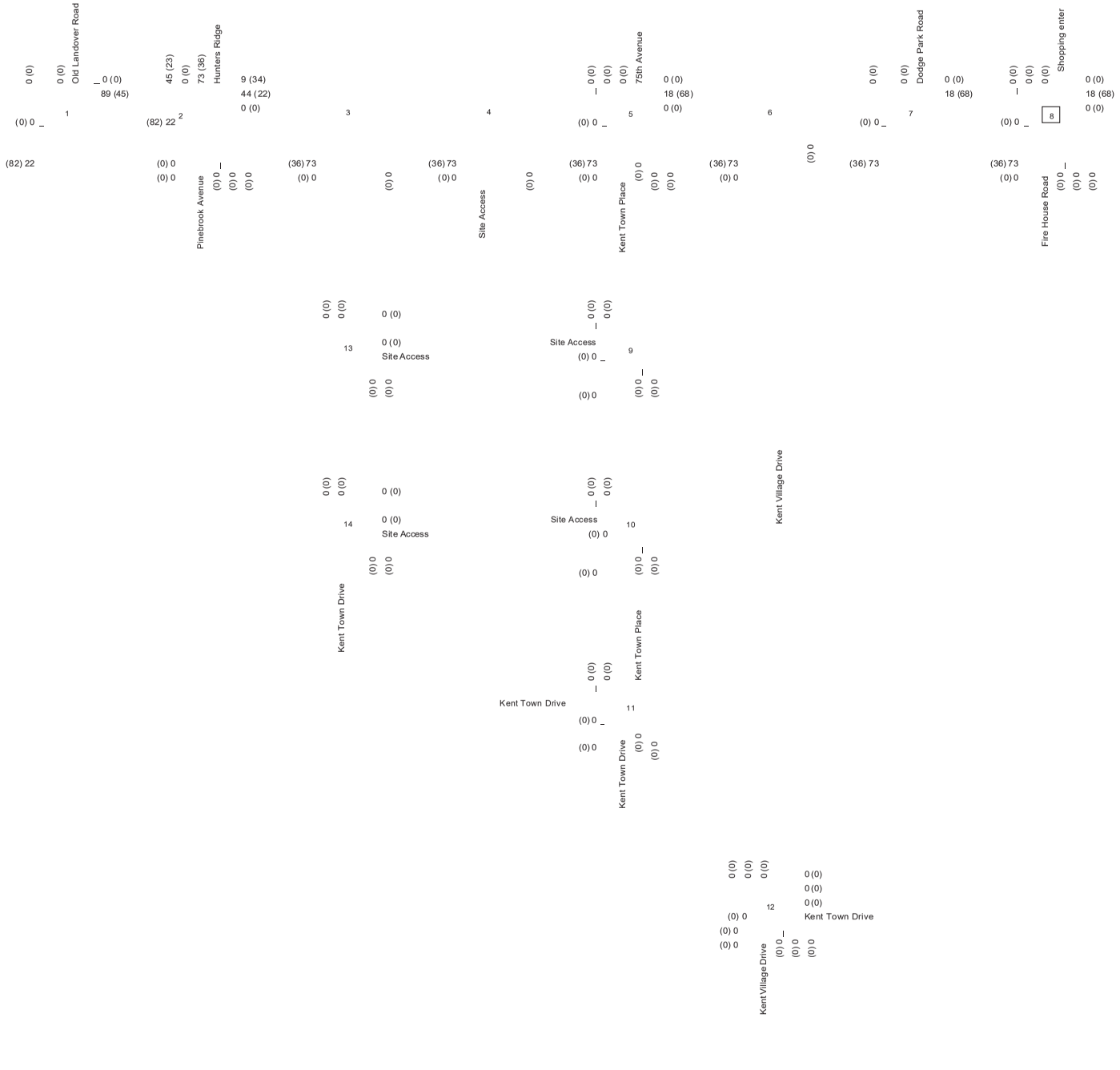
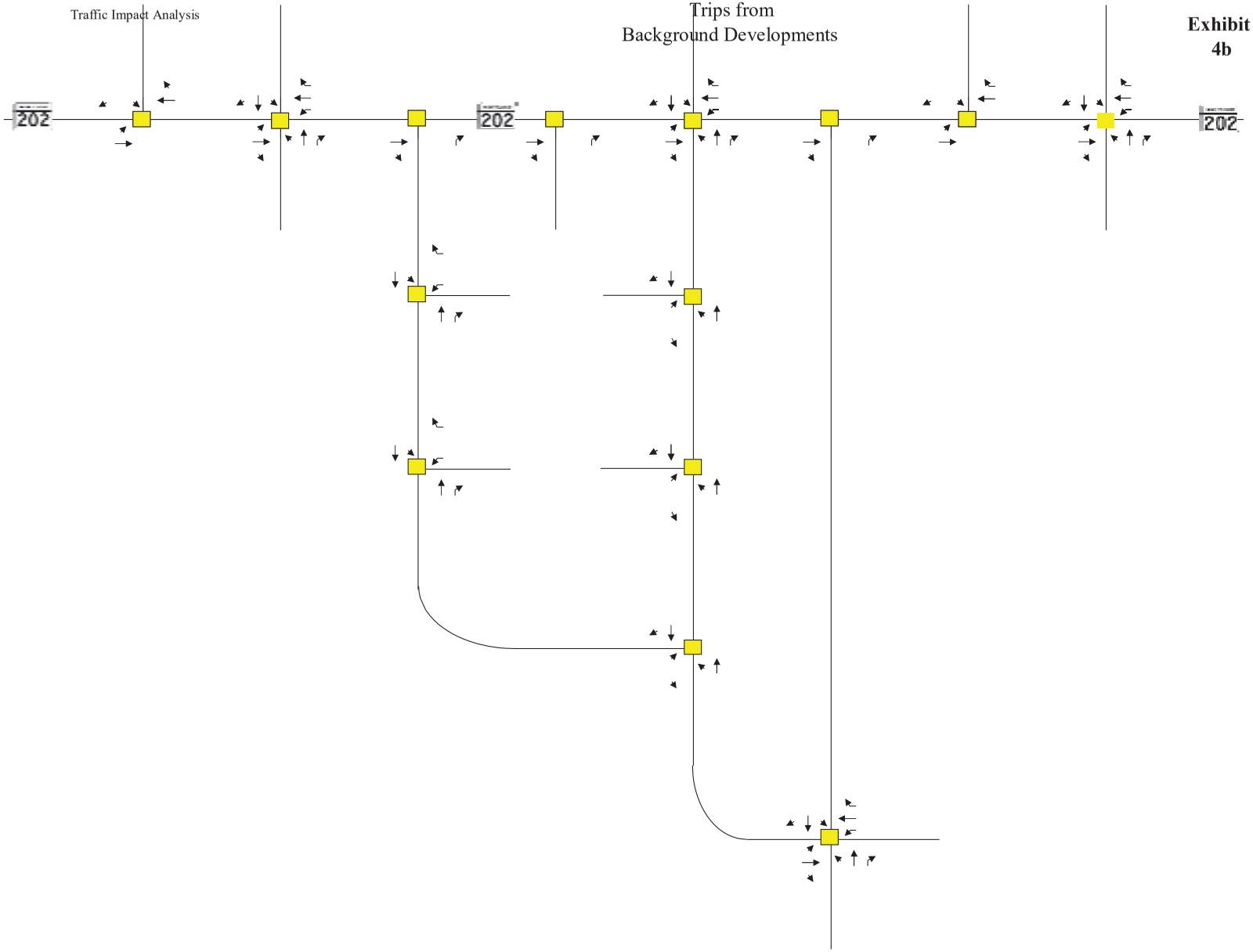
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's


Old Landover Road
Pinebrook Avenue
Hunters Ridge
Site Access
75th Avenue
Kent Town Place
Dodge Park Road
Shopping enter
Fire House Road
Kent Town Drive
Kent Village Drive
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Traffic Impact Analysis

Trips from
Background Developments

Exhibit 4b



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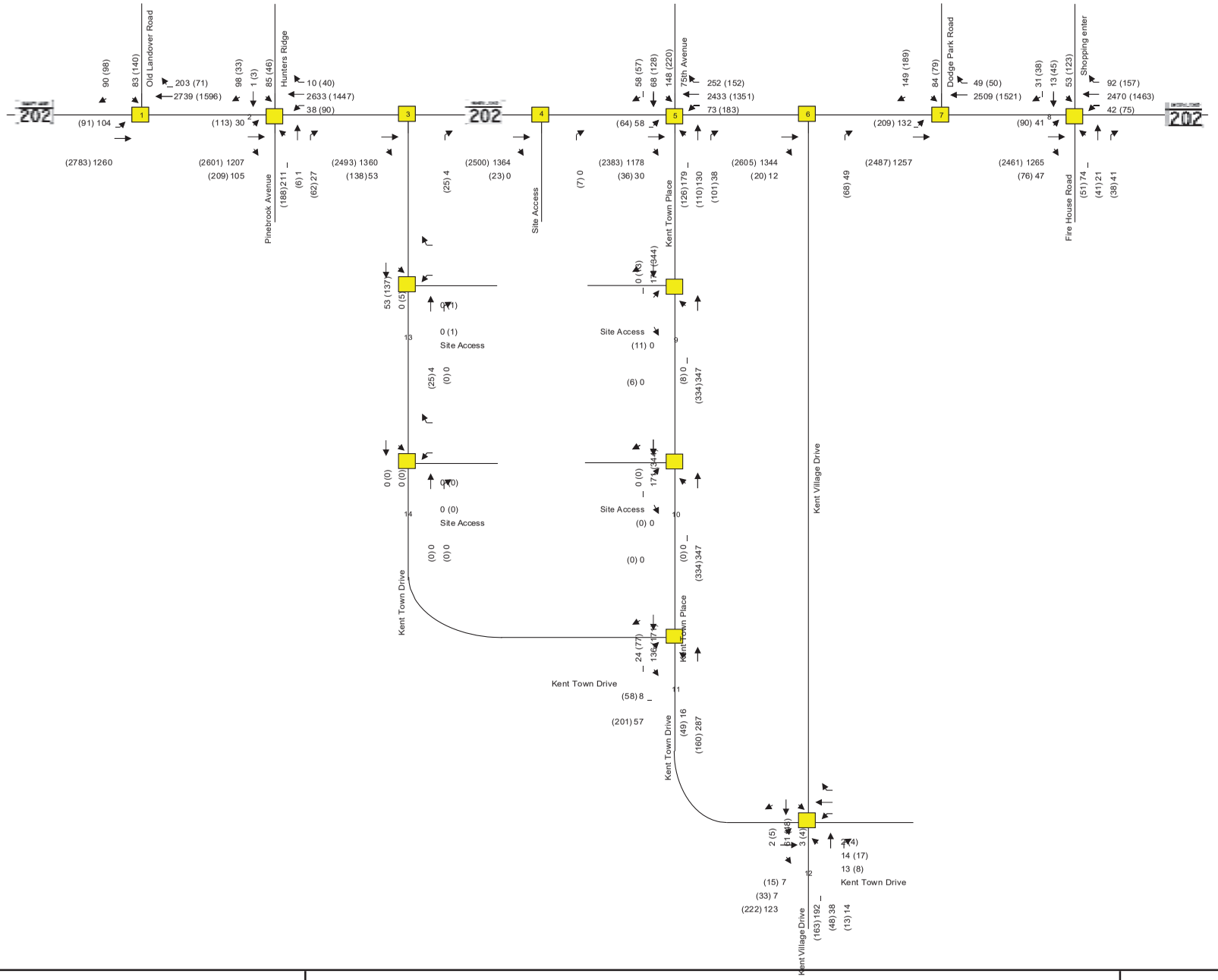
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



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Background Peak Hour Volumes

Exhibit 5

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Section 4 Total Conditions

4.1 Site Trip Generation

The trip generation for the site is detailed on **Exhibit 6**. Trip generation rates and totals are based on applicable rates from the ITE Trip Generation Manual, 10th Edition. As shown on Exhibit 6, the existing restaurants both open after the morning peak hours (after 9:30 AM) and therefore no trip credits for the existing uses were used for the AM peak hour. However, for the PM peak hour, the existing trip generation was credited from the proposed development in order to account for existing trips to/from the site. Trip generation (include rates and pass-by percentages) were determined as part of the approved scoping correspondence contained in Appendix A.

4.2 Site Trip Distribution & Trip Assignment

Exhibits 7a and 7b detail the inbound and outbound primary trip assignment for the site. **Exhibit 7c** details the pass-by trips for the site.

4.3 Total Peak Hour Volumes

The Total Peak Hour Volumes are shown on **Exhibit 8**.

4.4 Projected Level of Service

The results of the HCM & CLV analysis for the total peak hour volumes are shown on **Exhibit 9**.

Trip Generation Rates

	Trip Distribution (In/Out)
Convenience (Super) Market/Gas Station (Fueling Positions/Square Footage, ITE-960)	
Morning Trips = 16.1 x Fueling Positions + 135 x ksf - 483	50/50
Evening Trips = 11.5 x Fueling Positions + 82.9 x ksf - 226	50/50
Fast Food Rest. w/Drive-Thru (General Urban/Suburban, ksf, ITE-934)	**Trip Distribution (In/Out)**
Morning Trips = 40.19 x ksf	51/49
Evening Trips = 32.67 x ksf	52/48
Fast Casual Restaurant (ksf, ITE-930)	**Trip Distribution (In/Out)**
Morning Trips = 2.07 x ksf	67/33
Evening Trips = 14.13 x ksf	55/45

Existing Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Existing	Fast Food Rest. w/Drive-Thru (ksf, ITE-934)	1715 sq.ft.	35	34	69	29	27	56
	Pass-by Trip Percentage (49% AM, 50% PM)		*-17*	*-17*	*-34*	*-14*	*-14*	*-28*
	Fast Casual Restaurant (ksf, ITE-930)	2296 sq.ft.	3	2	5	18	14	32
	Pass-by Trip Percentage (60% for both AM and PM)		*-2*	*-1*	*-3*	*-11*	*-8*	*-19*
	Total Existing Primary Trips:		**19**	**18**	**37**	**22**	**19**	**41**
	Effective Existing Primary Trips (See Note):		**0**	**0**	**0**	**22**	**19**	**41**

Proposed Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Proposed	Convenience (Super) Market/Gas Station (Fueling Positions/Square Footage, ITE-960)	16 Fueling Positions 4649 sq.ft.	201	201	402	171	172	343
	Pass-by Trip Percentage (76% for both AM and PM)		-153	-153	-306	-130	-131	-261
	Total Proposed Primary Trips:		**48**	**48**	**96**	**41**	**41**	**82**

Proposed Primary Trips:	**48**	**48**	**96**	**41**	**41**	**82**
Proposed Existing Trips:	**0**	**0**	**0**	**22**	**19**	**41**
Net New Primary Trips:	**48**	**48**	**96**	**19**	**22**	**41**

NOTES: 1. Trip Generation Rates obtained from the ITE Trip Generation Manual, 10th Edition
2. The existing businesses at the site do not open during the AM peak hour. Therefore, no credit was assumed for the AM peak hour.

Traffic Impact Analysis	Trip Generation for Site	**Exhibit 6**
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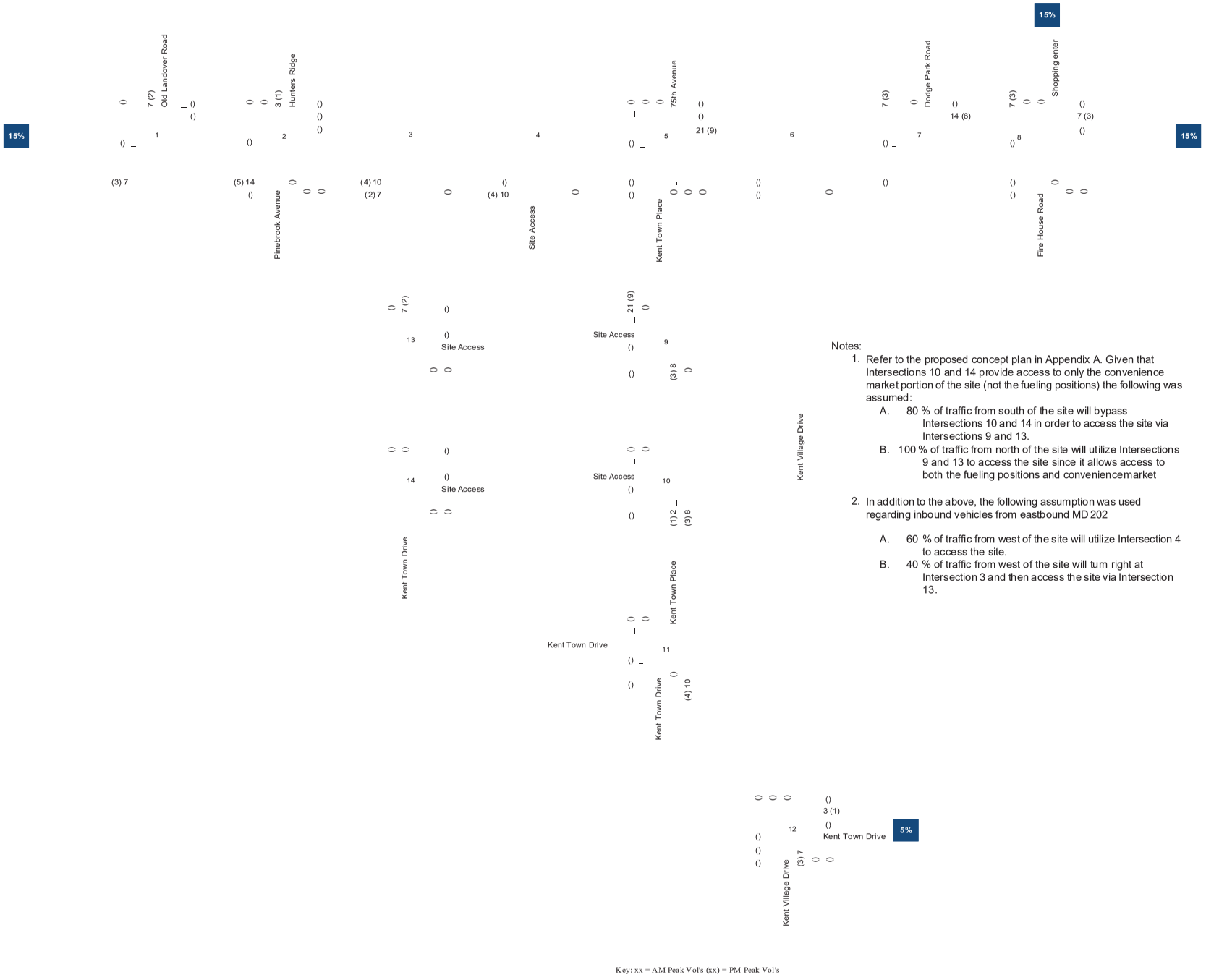


Notes:

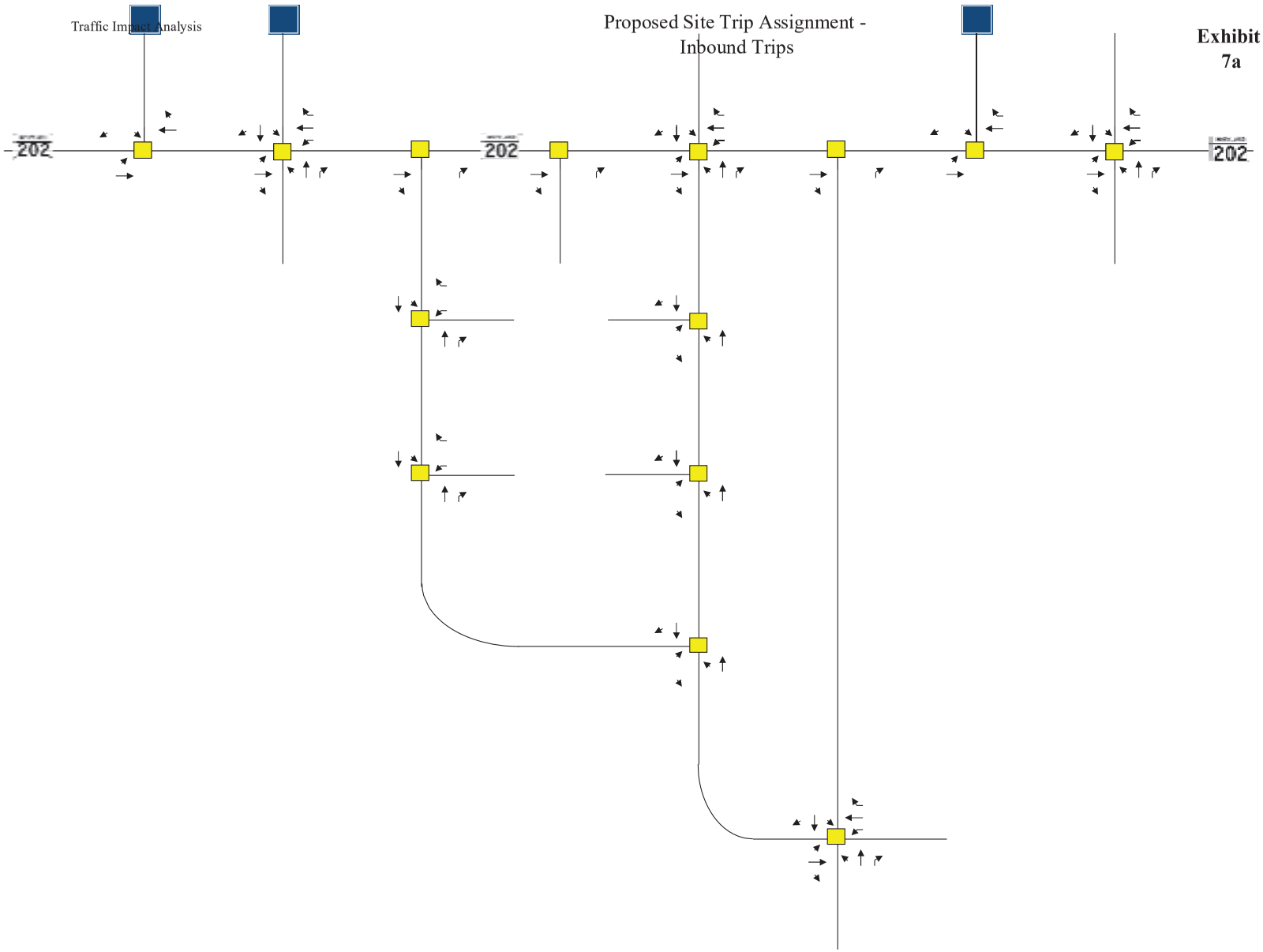
1. Refer to the proposed concept plan in Appendix A. Given that Intersections 10 and 14 provide access to only the convenience market portion of the site (not the fueling positions) the following was assumed:
   - A. 80 % of traffic from south of the site will bypass Intersections 10 and 14 in order to access the site via Intersections 9 and 13.
   - B. 100 % of traffic from north of the site will utilize Intersections 9 and 13 to access the site since it allows access to both the fueling positions and conveniencemarket

2. In addition to the above, the following assumption was used regarding inbound vehicles from eastbound MD 202
   - A. 60 % of traffic from west of the site will utilize Intersection 4 to access the site.
   - B. 40 % of traffic from west of the site will turn right at Intersection 3 and then access the site via Intersection 13.

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Proposed Site Trip Assignment -
Inbound Trips

Exhibit 7a



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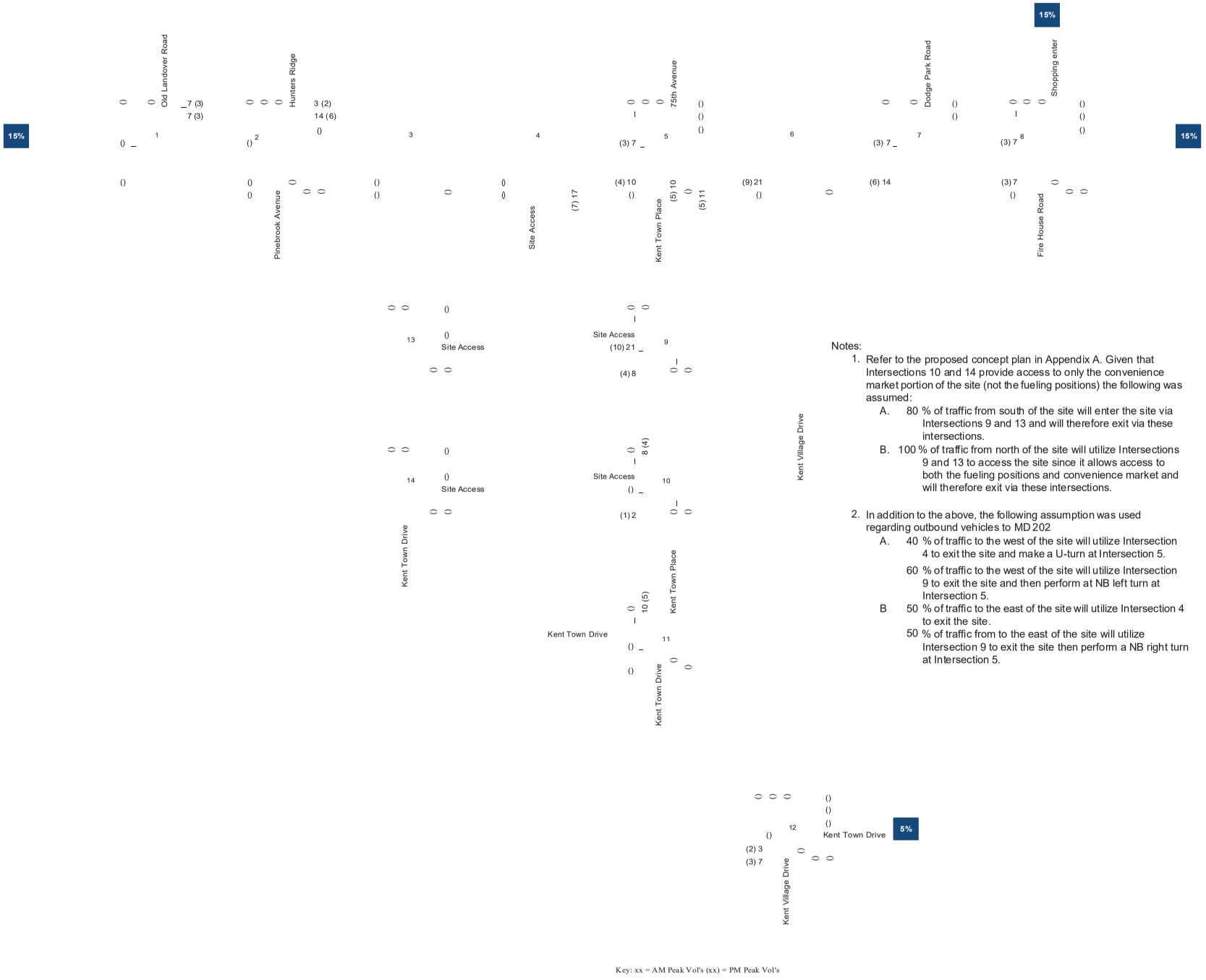
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



Notes:

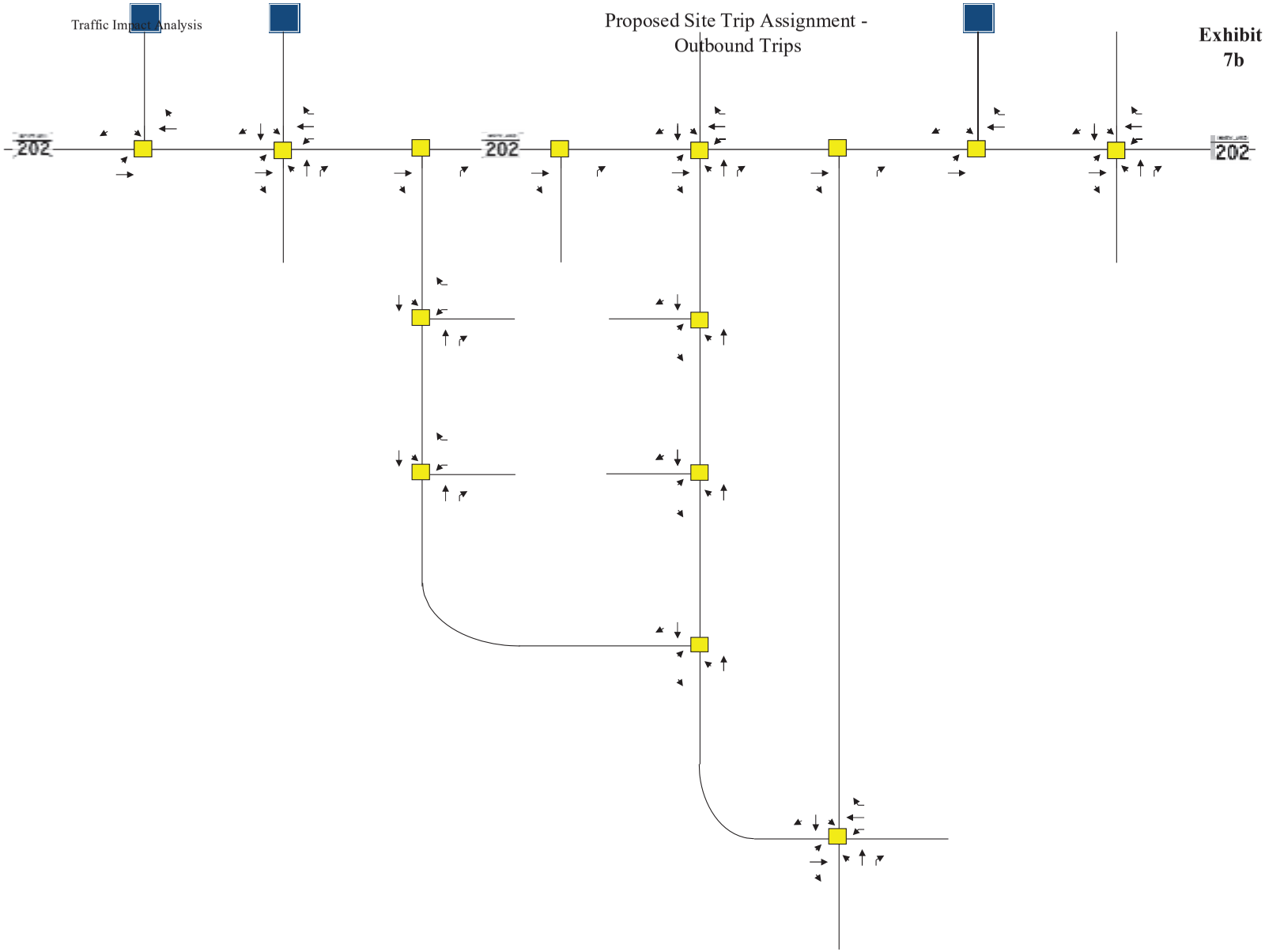
1. Refer to the proposed concept plan in Appendix A. Given that Intersections 10 and 14 provide access to only the convenience market portion of the site (not the fueling positions) the following was assumed:
   - A. 80 % of traffic from south of the site will enter the site via Intersections 9 and 13 and will therefore exit via these intersections.
   - B. 100 % of traffic from north of the site will utilize Intersections 9 and 13 to access the site since it allows access to both the fueling positions and convenience market and will therefore exit via these intersections.

2. In addition to the above, the following assumption was used regarding outbound vehicles to MD 202
   - A. 40 % of traffic to the west of the site will utilize Intersection 4 to exit the site and make a U-turn at Intersection 5.
     60 % of traffic to the west of the site will utilize Intersection 9 to exit the site and then perform at NB left turn at Intersection 5.
   - B 50 % of traffic to the east of the site will utilize Intersection 4 to exit the site.
     50 % of traffic from to the east of the site will utilize Intersection 9 to exit the site then perform a NB right turn at Intersection 5.

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Proposed Site Trip Assignment - Outbound Trips

Exhibit 7b



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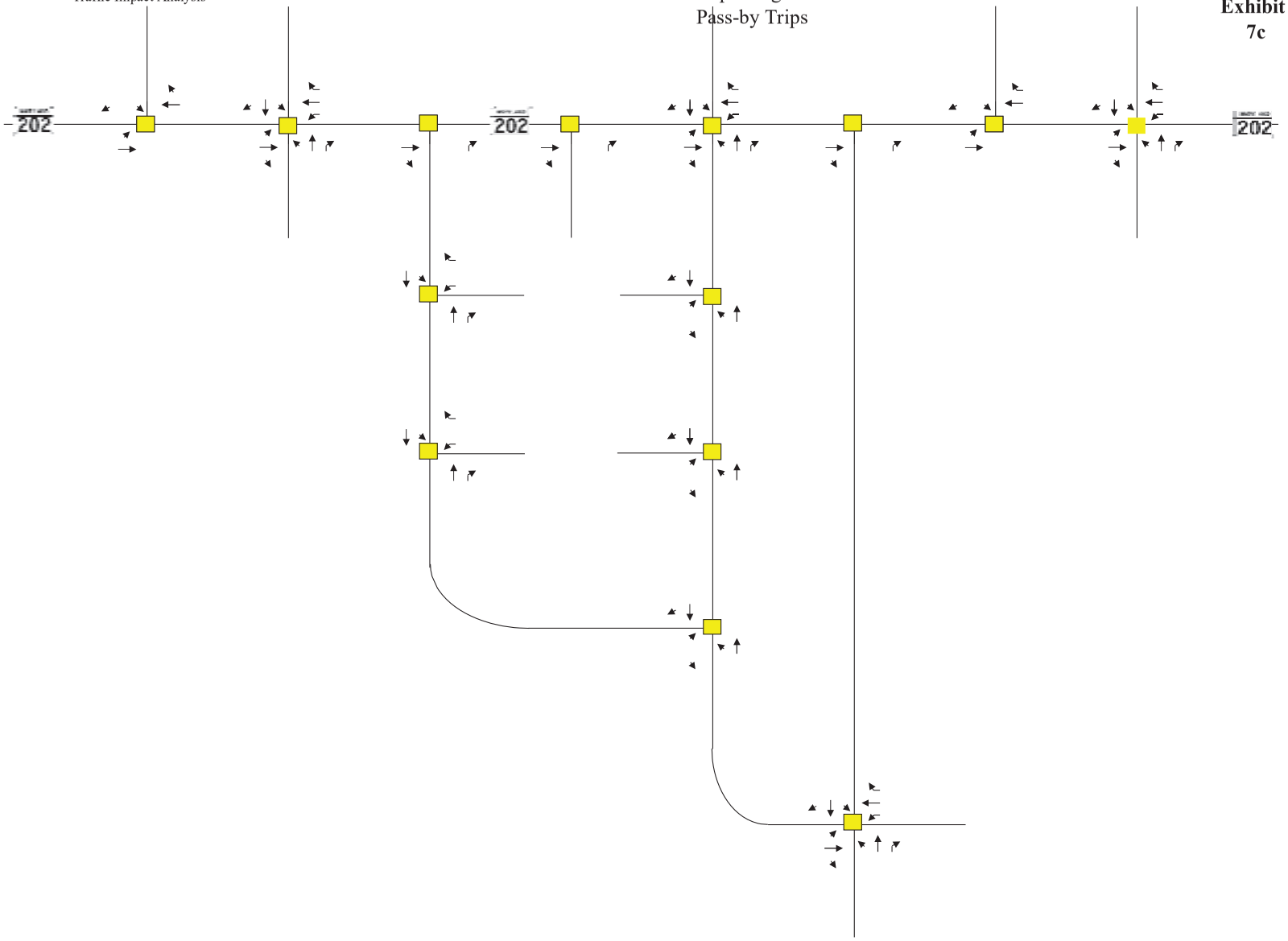
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Traffic Impact Analysis

Site Trip Assignment -
Pass-by Trips

Exhibit
7c



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Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Old Landover Road
Pinebrook Avenue
Hunters Ridge
75th Avenue
Dodge Park Road
Shopping enter
Fire House Road
Site Access
Kent Town Place
Kent Town Drive
Kent Village Drive
Kent Village Drive
Kent Town Drive
Kent Town Drive
Kent Town Drive
Kent Town Drive
Site Access
Site Access
Site Access
Site Access
1
2
3
4
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6
7
8
9
10
11
12
13
14
(2786) 1267
90 (98)
(91) 104
90 (142)
210 (74)
2746 (1599)
(113) 30
98 (33)
1 (3)
88 (47)
13 (42)
2647 (1453)
38 (90)
(2606) 1221
(209) 105
(2497) 1370
(140) 60
(188) 211
(6) 1
(62) 27
(2403) 1258
(124) 116
(25) 4
(112) 123
(2387) 1188
(36) 30
(67) 65
58 (57)
68 (128)
148 (220)
252 (152)
2433 (1351)
94 (192)
(2614) 1365
(20) 12
(131) 189
(110) 130
(106) 49
(66) 49
(2493) 1271
(212) 139
156 (192)
84 (79)
49 (50)
2523 (1527)
(93) 48
(2464) 1272
(76) 47
38 (41)
13 (45)
53 (123)
92 (157)
2477 (1466)
42 (75)
(38) 41
(41) 21
(51) 74
0 (2)
11 (12)
49 (132)
4 (6)
35 (36)
157 (330)
(24) 22
(24) 37
(321) 318
Site Access
(34) 50
0 (0)
0 (0)
0 (0)
0 (0)
0 (0)
0 (0)
(1) 0
(24) 4
0 (0)
0 (0)
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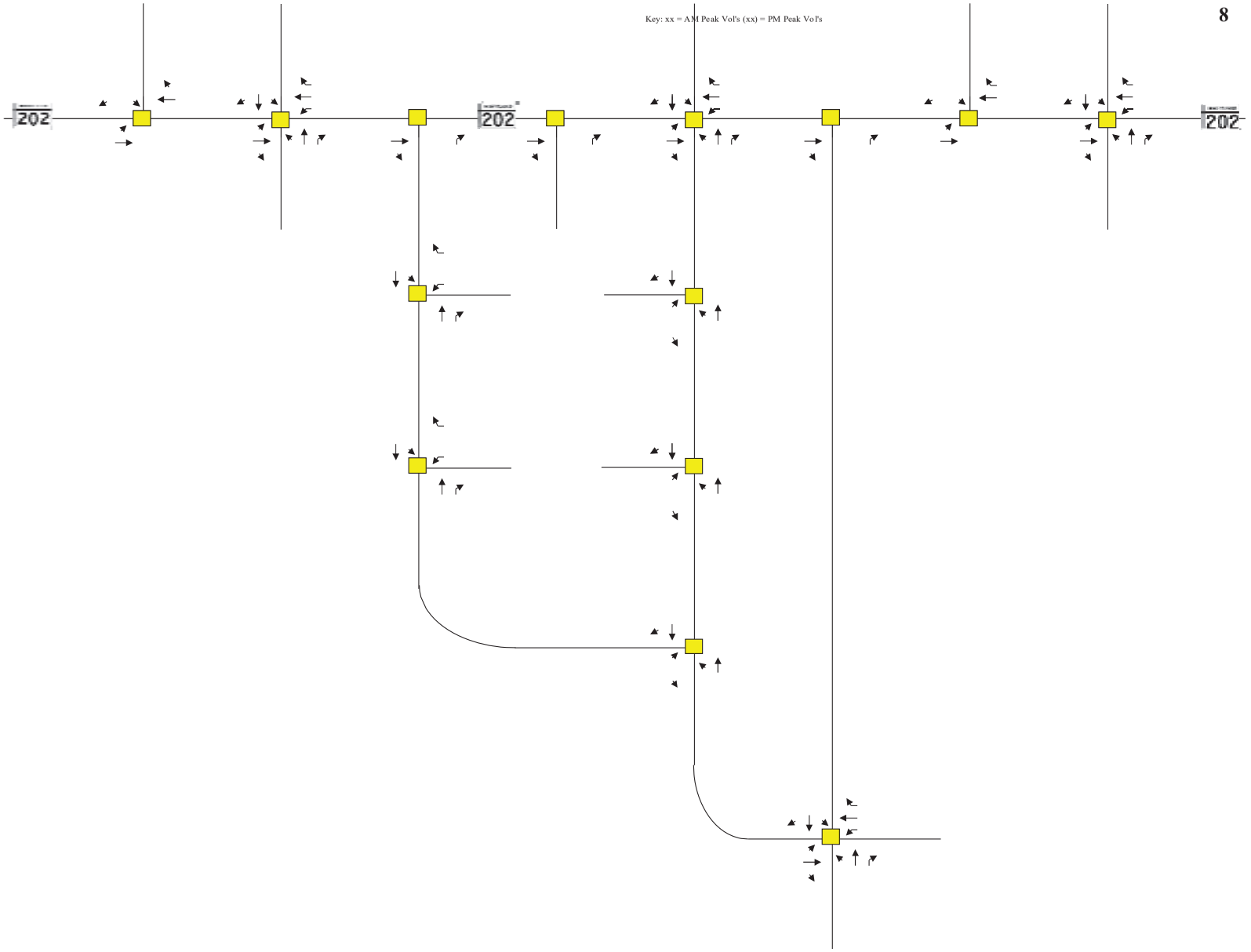
(1) 2
(337) 355
24 (77)
146 (176)
(58) 8
(201) 57
(49) 16
(164) 297
2 (4)
17 (18)
13 (6)
(15) 7
(35) 10
(225) 130
2 (5)
61 (48)
3 (4)
(166) 199
(48) 38
(13) 14

Traffic Impact Analysis

Total
Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit 8



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Level of Service Results

Morning Peak Hour	Existing LOS	Background LOS	Total LOS	Meets Standard?
1). MD 202 & Old Landover Road	C / 1182	C / 1288	C / 1297	Y
2). MD 202 & Pinebrook Avenue	C / 1152	D / 1314	D / 1323	Y
3). MD 202 & Kent Town Drive				Y
Tier 1 - HCM Delay Test				
Northbound Approach	B / 11.7	B / 12.3	B / 12.3	Y
4). MD 202 & Site Access				Y
Tier 1 - HCM Delay Test				
Northbound Approach (Site Access)	n/a	n/a	B / 14.8	Y
5). MD 202 & Kent Town Drive / 75th Avenue	C / 1281	D / 1367	D / 1385	Y
6). MD 202 & Kent Village Drive				Y
Tier 1 - HCM Delay Test				
Northbound Approach	A / 9.1	A / 9.3	A / 9.3	Y
7). MD 202 & Dodge Park Road	B / 1088	C / 1162	C / 1175	Y
8). MD 202 & Fire House Road / Shopping Center	B / 1112	C / 1185	C / 1195	Y
9). Kent Town Place & Site Access				Y
Tier 1 - HCM Delay Test				
Eastbound Approach (Site Access)	n/a	n/a	B / 13.1	Y
Northbound Approach	n/a	n/a	A / 1.1	Y
10). Kent Town Place & Site Access				Y
Tier 1 - HCM Delay Test				
Eastbound Approach (Site Access)	n/a	n/a	A / 9.3	Y
Northbound Approach	n/a	n/a	A / 0.1	Y
11). Kent Town Drive & Kent Town Place				Y
Tier 1 - HCM Delay Test				
Eastbound Approach	A / 9.8	A / 9.9	A / 10.0	Y
Northbound Approch	A / 0.5	A / 0.5	A / 0.5	Y
12). Kent Village Drive & Kent Town Drive				Y
Tier 1 - HCM Delay Test				
Eastbound Approach	A / 7.9	A / 7.9	A / 8.0	Y
Westbound Approach	A / 7.9	A / 8.0	A / 8.0	Y
Northbound Approach	A / 9.0	A / 9.2	A / 9.3	Y
Southbound Approach	A / 7.7	A / 7.7	A / 7.7	Y
13). Kent Town Drive & Site Access				Y
Tier 1 - HCM Delay Test				
Westbound Approach (Site Access)	n/a	n/a	A / 9.0	Y
Northbound Approach	n/a	n/a	A / 1.4	Y
14). Kent Town Drive & Site Access				Y
Tier 1 - HCM Delay Test				
Westbound Approach (Site Access)	n/a	n/a	A / 0.0	Y
Northbound Approach	n/a	n/a	A / 0.0	Y

Evening Peak Hour	Existing LOS	Background LOS	Total LOS	Meets Standard?
1). MD 202 & Old Landover Road	B / 1064	C / 1161	C / 1163	Y
2). MD 202 & Pinebrook Avenue	C / 1254	D / 1372	D / 1375	Y
3). MD 202 & Kent Town Drive				Y
Tier 1 - HCM Delay Test				
Northbound Approach	C / 19.3	C / 21.2	C / 21.2	Y
4). MD 202 & Site Access				Y
Tier 1 - HCM Delay Test				
Northbound Approach (Site Access)	C / 17.2	C / 18.5	D / 29.6	Y
5). MD 202 & Kent Town Drive / 75th Avenue	D / 1409	E / 1509	E / 1525	Y
6). MD 202 & Kent Village Drive				Y
Tier 1 - HCM Delay Test				
Northbound Approach	B / 10.9	B / 10.9	B / 10.9	Y
7). MD 202 & Dodge Park Road	A / 928	A / 999	B / 1001	Y
8). MD 202 & Fire House Road / Shopping Center	C / 1197	C / 1283	C / 1287	Y
9). Kent Town Place & Site Access				Y
Tier 1 - HCM Delay Test				
Eastbound Approach (Site Access)	B / 12.8	B / 13.3	B / 14.3	Y
Northbound Approach	A / 0.3	A / 0.3	A / 0.8	Y
10). Kent Town Place & Site Access				Y
Tier 1 - HCM Delay Test				
Eastbound Approach (Site Access)	A / 0.0	A / 0.0	B / 10.2	Y
Northbound Approach	A / 0.0	A / 0.0	A / 0.0	Y
11). Kent Town Drive & Kent Town Place				Y
Tier 1 - HCM Delay Test				
Eastbound Approach	B / 12.7	B / 13.3	B / 13.4	Y
Northbound Approch	A / 2.1	A / 2.1	A / 2.1	Y
12). Kent Village Drive & Kent Town Drive				Y
Tier 1 - HCM Delay Test				
Eastbound Approach	A / 8.0	A / 8.1	A / 8.1	Y
Westbound Approach	A / 7.8	A / 7.9	A / 7.9	Y
Northbound Approach	A / 8.9	A / 9.1	A / 9.1	Y
Southbound Approach	A / 7.7	A / 7.7	A / 7.7	Y
13). Kent Town Drive & Site Access				Y
Tier 1 - HCM Delay Test				
Westbound Approach (Site Access)	A / 8.9	A / 9.0	A / 9.4	Y
Northbound Approach	A / 0.3	A / 0.3	A / 0.7	Y
14). Kent Town Drive & Site Access				Y
Tier 1 - HCM Delay Test				
Westbound Approach (Site Access)	A / 0.0	A / 0.0	A / 0.0	Y
Northbound Approach	A / 0.0	A / 0.0	A / 0.0	Y

Section 5 Conclusions / Recommendations

5.1 Results of Analysis

This Traffic Impact Analysis was prepared for the proposed Royal Farms #411 – Kent Village in Landover, MD. The property is currently developed with two restaurants and is proposed to be redeveloped with a 4,649 square foot (Super) Convenience Market with 16 fueling positions.

Based on the analyses contained in this report:

- All signalized intersections operate within the CLV threshold of 1,600 for locations within the Developed Tier..
- All the unsignalized intersections meet the first-tier requirement of the three-tiered test under all conditions with no approach delays exceeding 50 seconds.

In light of the results of this study, this project will satisfy the APFO requirements of Prince George's County and should be approved.

Appendix A

Supplemental Information
Turning Movement Counts

Table 1: Traffic Impact Study Scoping Agreement

The Maryland-National Capital Park and Planning Commission
Pr in ce George's County Planning Depart ment
Transportation **Planning** Section, **County wide** Plannin§ Commission

This fo rm must be completed prior to *commencing a traffic impact study (.TIS). Tbe completed and signed scoping agreement should be submitted to the Transportation Planning Section (TPS} by the traffic consultant for concurrence and signature . TPS will return a s;gned copy with any comments to the traffic consultant fo r incf usion in the TlS. Failure* to *conduct the study in acco fdant e with the guidelines and the signed 5coping agreement may be gro1.1nds for rejection of tfie study, thereby necessitating an addendum or a new study prior to the starr of staff reyiew.*

Project Name:	Royal Farms 411- Kent Village
Policy Tier (Developed , Developing , or Rural) : Please note if in center or corridor :	Developed
Type of Application (see Table 3):	PPS
Project Location:	south of MD 202 and west of Kent Town Drive
Traffic Consultant Name: Contact Number(s) :	Mike Lenhart (P): 410.216.3333 (F): 443.782.2288

Descri be the Proposal Under St udy : Residential-Number & Type of Unit s: Commercial-Amount & Type of Space : Other Uses and Quan ti ty :	Proposed : 4,649 SF (Super) Convenience Market w/ 16 Fueling Positions Existing: 1,715 sq. ft. Fast Food Restaurant w/ Drive Thru & 2,296 sq. ft. Fast Casual Restaurant		
Are pass-by trip rates in accordance with the guidelines? {I;ircle one)	8	No	If No , please provide explanati on on separate sheet.
Are there (iiverted trips? (circle on e)	Yes	®	If Nes, please provide explanation on separate sheet.
Will a TOO credit be used? (Section **4** of the Guidelines) (circle one)	Yes	®	Note that all development In centers and corridors will be evaluated for TOD.
Will a transit facilities credit be used? (Section **5** of the Guidelines) (circle one)	Ye.s	®	Need/nexus must be justified in study, and it must be supported by ooeratinll agency .
Wfil a bike/ped facilities credit be usecl? (Section 6 of1:he Guidelines, (circle one)	Yes	e	Need/nexus must be justified in study, and it must be supported by ooeratinu auency.
Are add iti onal trip reductions (internal tr ips, t ransit t rip s etc.) proposed? (circle ohe)	Yes	@	If Yes, please provide explanation on separate sheet.(Internal Trios)

Attach a map (or maps) showfng the study area network with included intersections and links, estimated site trip dfstribution, and growth factors for through traffic.			
SHA/DPW&T capftal program improvements assumed:	**N/A**		
Other improvements assumed:	N/A		
is Mitigation (Section 8 of the Guidelines) to be proffered? (drcle one)		**No**	Note the locati onal criteria in Section 8, and please note the clarifications regarding mitigation included in Section 3, Subsection E.
Is a cooperative funding arrangement (such as a SCRP, PFFIP, or some other pro rata) to be used? (circle one)	*If Needed Yes	®	If Yes, please pmvide explanation on separate sheet, and no t e limftations in Section 3, Subsection E.
Will summer counts be used? (circle one)	Yes	®	The use of summer counts must have specific concurrence of TPS **staff.**
Have there been discussions with the permftting agency (DPW&T and/or SHA) regarding access to this site and the analysis requirements? (circle one}	Yes	®	Section 1, Subsection E, strongly advises that these discussions occur early in the development review process. Note that driveway access onto arterial facilities must be justified and approved by the Plann ing Board as a part of the subdivision process.
Has a listing of background development been develo d?Jclrcle onel	@	**No**	If Yes, please provide the list so that TPS staff may either concur with it or provide changes.
• il_t\ached. . + 1% Growt, ...			
Have the costs and feasibility of potential off-site transportation Improvements been evaluated? (circle one}	Yes	®	If N o, bear in mind that Section 3, Subsection D, requires that any recommended physical off-site improvements include an evaluation offeasibillty.

SIGNED: Traffic Consultant — February 18, 2020 Date

APPROVED: TPS Coordinator (or Supervisor} — 4/7/2020 Date

This form is *not required for* sites *that do not require a TIS.*

Transportation Submittal Checklist for Development Applications

Project Name: Royal Farms 411 -Kent Village Date: 2-18-2020

Applicant Name: Royal Farms, Inc Contact/Agent: Mike Lenhart

Phone Number 410-987-3888 Fax Number 443-782-2288

Acreage: _____ E-mail Address mlenhart@lenharttraffic.com

Type of Application: PPS

Associated/Previous Project Numbers _____

Please provide a conceptual plan on letter-sized paper. The conceptual plan must show a general layout of the proposed uses, proposed points of access, and sufficient detail of nearby public streets, properties, and/or environmental features to allow the property to be located and assessed by staff.

Please describe the current development proposal in terms of size:

Market Residential:

_____ Single family residences (number) _____ Townhouse residences (number)

_____ Apartment or Condominium residences (number)

Market Non-Residential:

_____ Square feet office (describe) _____

_____ Square feet retail (describe) _____

_____ Square feet industrial (describe) _____

Other Uses:

This includes places of worship, day care facilities, private schools, hotels, housing for elderly citizens or other special groups, and other types of proposals. Please describe the size of the proposal, and include square feet, number of units, number of students, or any other appropriate measure.

4,649 SF (Super) Convenience Market w/ 16 Fueling Positions

Please submit this information to the Transportation Planning Section for review. Note: Both sides of this page, with the required conceptual plan, must be submitted. If submitted by e-mail, please send to trafficinfo@ppd.mncppc.org. If submitted by fax, please send to (301) 952-3799, with attention to the Transportation Planning Section. A hardcopy may also be mailed or brought into our office.

The rear side of this page shall be completed by the Transportation Planning Section and returned to the applicant within five (5) working days.

DO NOT COMPLETE – For Staff Use Only

To be completed by Transportation Planning Section staffperson:

Estimated Trip Generation	AM:	PM:	Other:

Data Need	Yes	No	Requirement for this Application
Traffic Study			If Yes, please have a traffic consultant scope the needed study using the attached Scoping Agreement. Scoping Agreements must be sent to trafficinfo@ppd.mncppc.org. The traffic study must be submitted with the application.
Traffic Count			If Yes, counts in lieu of a full study are required at the intersection(s) identified on the comment line below. Counts must be taken in accordance with the procedures outlined on the attached sheet, and submitted with the application.
Other Transportation Study			If Yes, please see comment line below.
Transportation Adequacy Finding Not Required by Application or De Minimus			None, unless other information is requested by comments above.
Insufficient information to make determination			If Yes, please see comment line below and resubmit with sufficient information.

Comments:_____

_____

_____

_____
Transportation Staffperson Signature Date

_____
Transportation Staffperson's Name (printed)

_____
Transportation Staffperson's Phone and E-mail

Based on the information provided within this Checklist, an initial assessment of the data required to complete review of the application is provided. However, if the development proposal changes or if new information is determined during a detailed review of the application after its formal acceptance, the transportation staff shall reserve the right to request additional information in accordance with the findings required for the application.

For assistance with general questions regarding transportation submittal requirements, contact the Transportation Planning Section at 301-952-3084. Please identify the area in which your development is located, or ask for the appropriate transportation planner.

Traffic Impact Analysis	Site Location Map	**Exhibit 1**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Trip Generation Rates

Convenience (Super) Market/Gas Station (Fueling Positions/Square Footage, ITE-960)	**Trip Distribution (In/Out)**
Morning Trips = 16.1 x Fueling Positions + 135 x ksf - 483	25/75
Evening Trips = 11.5 x Fueling Positions + 82.9 x ksf - 226	63/37
Fast Food Rest. w/Drive-Thru (General Urban/Suburban, ksf, ITE-934)	**Trip Distribution (In/Out)**
Morning Trips = 40.19 x ksf	25/75
Evening Trips = 32.67 x ksf	63/37
Fast Casual Restaurant (ksf, ITE-930)	**Trip Distribution (In/Out)**
Morning Trips = 2.07 x ksf	25/75
Evening Trips = 14.13 x ksf	63/37

Existing Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Existing	Fast Food Rest. w/Drive-Thru (ksf, ITE-934)	1715 sq.ft.	35	34	69	29	27	56
	Pass-by Trip Percentage (49% AM, 50% PM)		*-17*	*-17*	*-34*	*-14*	*-14*	*-28*
	Fast Casual Restaurant (ksf, ITE-930)	2296 sq.ft.	3	2	5	18	14	32
	Pass-by Trip Percentage (60% for both AM and PM)		*-2*	*-1*	*-3*	*-11*	*-8*	*-19*
	Total Existing Primary Trips:		**19**	**18**	**37**	**22**	**19**	**41**

Proposed Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Proposed	Convenience (Super) Market/Gas Station (Fueling Positions/Square Footage, ITE-960)	16 Fueling Positions 4649 sq. ft.	201	201	402	171	172	343
	Pass-by Trip Percentage (76% for both AM and PM)		-153	-153	-306	-130	-131	-261
	Total Proposed Primary Trips:		**48**	**48**	**96**	**41**	**41**	**82**

Proposed Primary Trips:	**48**	**48**	**96**	**41**	**41**	**82**
Proposed Existing Trips:	**19**	**18**	**37**	**22**	**19**	**41**
Net New Primary Trips:	**29**	**30**	**59**	**19**	**22**	**41**

NOTES: 1. Trip Generation Rates obtained from the ITE Trip Generation Manual, 10th Edition

Traffic Impact Analysis	Trip Generation for Site	**Exhibit 2**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

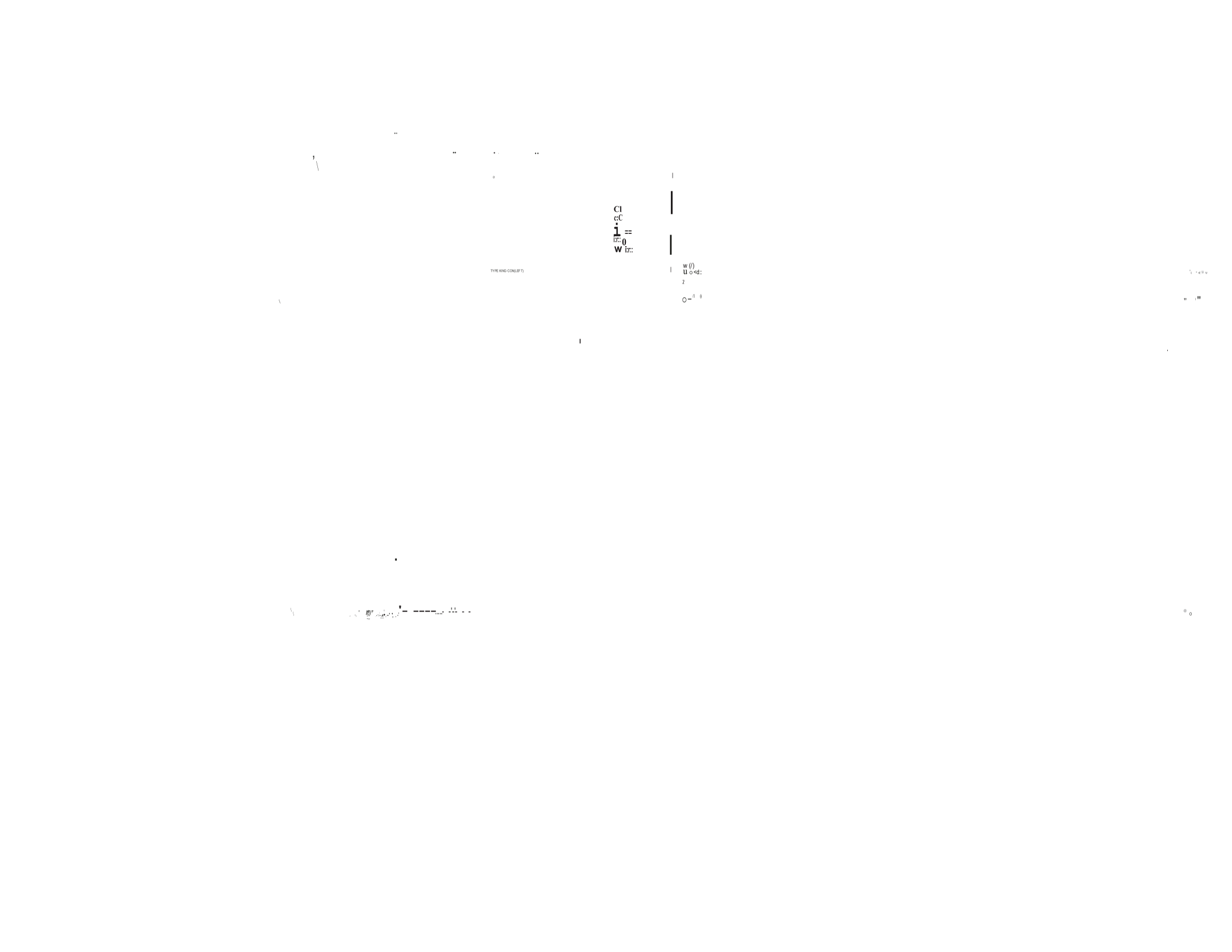
LANDOVER ROAD
VARIABLE WIDTH ROW

DEVELOPMENT SUMMARY

PREMISES ADDRESS:	7415 LANDOVER ROAD, HYATTSVILLE, MD 20785 MAP: XXXX GRID : XXXX PARCEL: XXXX
EXISTING SITE AREA:	194,534 S.F.T.
EXISTING USE:	COMMERCIAL
PROPOSED SITE AREA:	70 ,736 SQ. FT.
PROPOSED USE:	GAS STATOPM (SPECIAL EXEMPTION)
ZONING DATA:	
EXISTING:	C-S-C (COMMERCIAL SHOPPING CENTER)
PRO POS ED:	C-S-C (COMMERCIAL SHOPPING CENTER)
PARKING REQUIR ED	
EATING/DRINKING (NO DRIVE THROUGH)	1 SPACE PER 3 SEATS • 29 SEATS = 10 SPACES REQUIRED
GAS STATION:	1 SPACE P ER EMPLOYEE
(SELF SERVICE)	• 8 EMPL OYEES = 8 SPACES REQUIRED
TOTAL:	18 SPACES REQUIRED
LOADING:	1 LOADING SPACE FOR 2,000 - 10,000 SQ. FT. (12'...33')
HA ND ICAPPED :	3 SPACES PER 51- 75 SPACES
PARKING PROPOSED STANDARD:	58 SURFACE PARKING SPACES INCLUDING 3 HAmICAP SPACES 1 HG VAN ACCESSIBLE SPACES 2 STANDARD HG SPACE
LOADING:	0 SPACE
SETBACK REQUIREMENTS:	
	30' FROM COMMERCIAL
	50' FROM RESIDENT IAL
PROPOSED STOREMODEL:	KING-CON (URBAN) 4,649 S.F.

VICINITY MAP

SCALE: 1" = 1000'



CALL 48 HOURS
BEFORE YOU DIG

IT'S THE LAW!
DIAL 811

SHOPPING CENTER
(>60,000 SF)
IMPACT CATAGORY: H

! !!

RFS 411 - KENT VILLAGE

PREPARED FOR

[redacted]

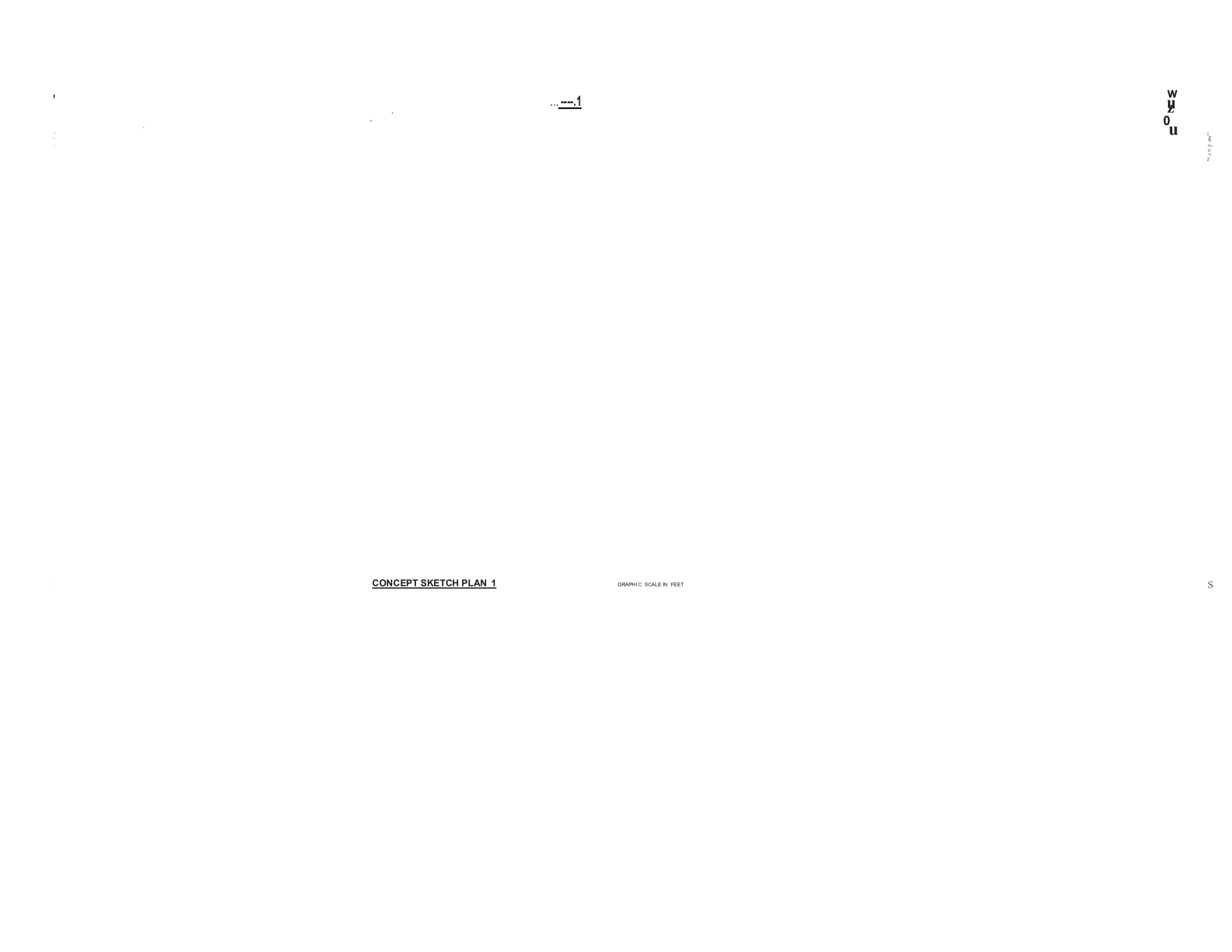
SHOPPING CENTER

(>60,000 SF)

IMPACT CATAGORY:H

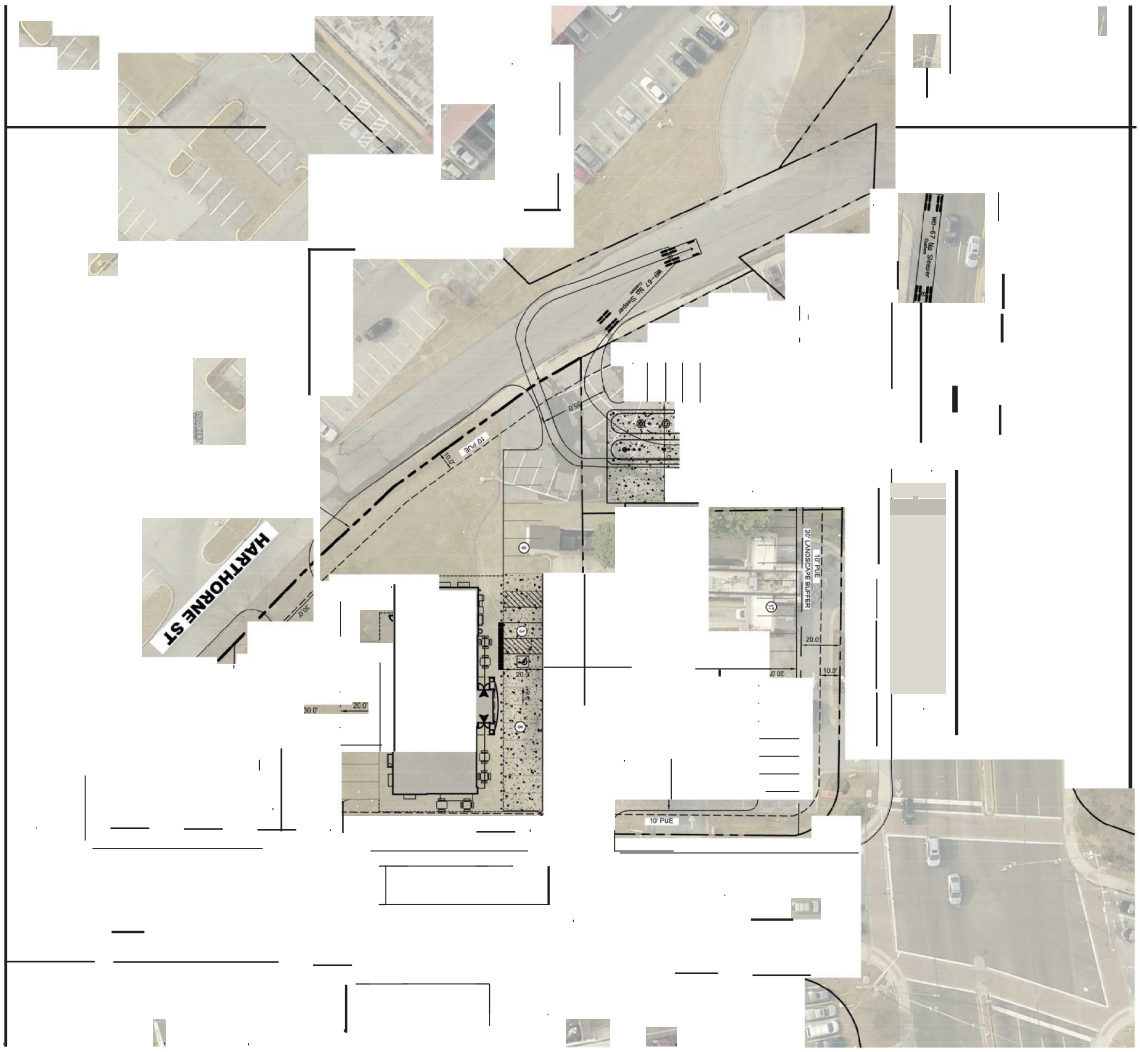
PROPOSED

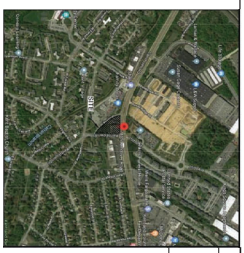
PROEPRTYLINE


CONCEPT SKETCH PLAN 1
GRAPHIC SCALE IN FEET

SHEET NUMBER

CSP -1





KHA PROJECT
114068019
DATE
10/07/2019
SCALE

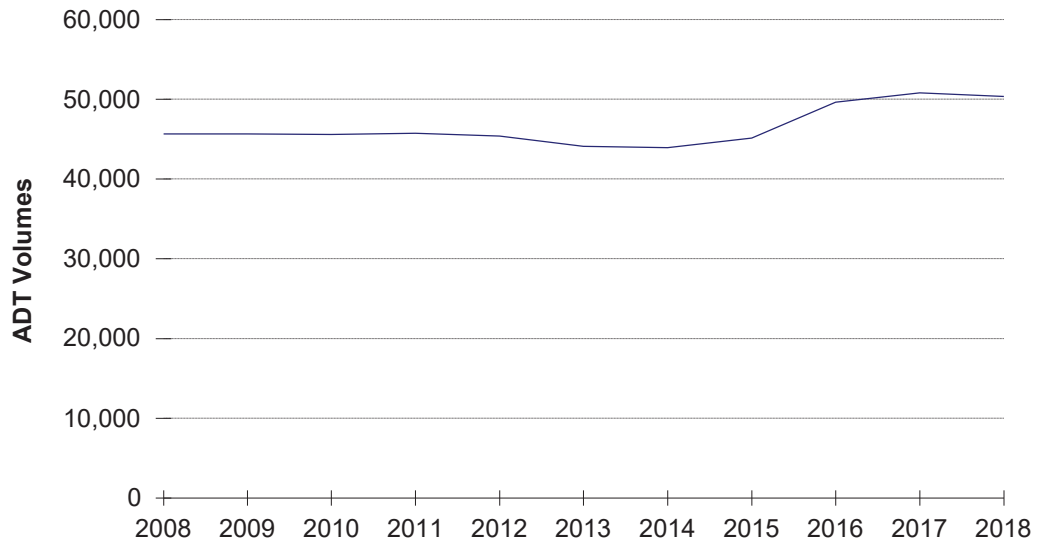
TRAFFIC GROWTH PROJECTION

LOCATION: MD 202 west of Old Landover Road

REPORT DATE: 18-Feb-20

AVERAGE GROWTH:	1.04%
MATHEMATICAL GROWTH:	0.98%

Year	ADT Volume	Vol. increase	% increase	Average %
2008	45,681			
2009	45,682	1	0.00%	0.00%
2010	45,580	-102	-0.22%	-0.11%
2011	45,761	181	0.40%	0.06%
2012	45,402	-359	-0.78%	-0.15%
2013	44,110	-1,292	-2.85%	-0.69%
2014	43,981	-129	-0.29%	-0.62%
2015	45,132	1,151	2.62%	-0.16%
2016	49,640	4,508	9.99%	1.11%
2017	50,831	1,191	2.40%	1.25%
2018	50,372	-459	-0.90%	1.04%



TRAFFIC GROWTH
MD 202 west of Old Landover Road

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
	N/A Northbound					Old Landover Road Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45						0	11		18	1	0	22	175		0	0		423	42	0	691
6:45-7:00						0	12		10	0	0	27	205		0	0		517	35	0	806
7:00-7:15						0	17		16	0	0	24	207		0	0		602	55	0	921
7:15-7:30						0	20		13	0	0	23	265		0	0		656	44	0	1021
7:30-7:45						0	16		21	0	0	16	258		0	0		638	49	0	998
7:45-8:00						0	21		27	0	0	27	337		0	0		618	46	0	1076
8:00-8:15						0	21		24	0	1	31	306		0	0		584	52	0	1019
8:15-8:30						0	8		25	0	1	25	342		0	0		542	49	0	992
8:30-8:45						0	12		13	0	0	17	332		0	0		470	27	0	871
8:45-9:00						0	13		14	0	1	27	306		0	0		434	29	0	824
9:00-9:15						0	7		11	1	0	14	320		0	0		398	25	0	775
9:15-9:30						0	8		11	0	0	15	325		0	0		394	26	0	779
Hourly Totals																					
6:30-7:30						0	60		57	1	0	96	852		0	0		2198	176	0	3440
6:45-7:45						0	65		60	0	0	90	935		0	0		2413	183	0	3746
7:00-8:00						0	74		77	0	0	90	1067		0	0		2514	194	0	4016
7:15-8:15						0	78		85	0	1	97	1166		0	0		2496	191	0	4114
7:30-8:30						0	66		97	0	2	99	1243		0	0		2382	196	0	4085
7:45-8:45						0	62		89	0	2	100	1317		0	0		2214	174	0	3958
8:00-9:00						0	54		76	0	3	100	1286		0	0		2030	157	0	3706
8:15-9:15						0	40		63	1	2	83	1300		0	0		1844	130	0	3463
8:30-9:30						0	40		49	1	1	73	1283		0	0		1696	107	0	3250
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:15-8:15						**0**	**78**		**85**	**0**	**1**	**97**	**1166**		**0**	**0**		**2496**	**191**	**0**	**4114**

Weekday Evening Peak Hour (4 pm - 7 pm)																					
	N/A Northbound					Old Landover Road Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15						0	24		34	0	0	17	597		0	0		349	21	0	1042
4:15-4:30						0	25		30	0	0	17	582		0	0		377	18	0	1049
4:30-4:45						0	30		23	0	3	21	626		0	0		382	23	0	1108
4:45-5:00						0	35		19	1	1	18	651		0	0		376	14	0	1114
5:00-5:15						0	31		24	0	0	17	637		0	0		356	15	0	1080
5:15-5:30						0	36		26	0	4	22	630		0	0		347	15	0	1080
5:30-5:45						0	38		28	0	3	26	628		0	0		354	17	0	1094
5:45-6:00						0	36		22	0	1	17	602		0	0		387	18	1	1083
6:00-6:15						0	39		32	0	1	18	540		0	0		371	24	0	1025
6:15-6:30						0	31		20	1	3	16	571		0	0		307	10	0	958
6:30-6:45						0	26		18	0	1	24	457		0	0		344	19	0	889
6:45-7:00						0	31		12	0	3	11	435		0	0		291	14	0	797
Hourly Totals																					
4:00-5:00						0	114		106	1	4	73	2456		0	0		1484	76	0	4314
4:15-5:15						0	121		96	1	4	73	2496		0	0		1491	70	0	4352
4:30-5:30						0	132		92	1	8	78	2544		0	0		1461	67	0	4383
4:45-5:45						0	140		97	1	8	83	2546		0	0		1433	61	0	4369
5:00-6:00						0	141		100	0	8	82	2497		0	0		1444	65	1	4338
5:15-6:15						0	149		108	0	9	83	2400		0	0		1459	74	1	4283
5:30-6:30						0	144		102	1	8	77	2341		0	0		1419	69	1	4162
5:45-6:45						0	132		92	1	6	75	2170		0	0		1409	71	1	3957
6:00-7:00						0	127		82	1	8	69	2003		0	0		1313	67	0	3670
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:30-5:30						**0**	**132**		**92**	**1**	**8**	**78**	**2544**		**0**	**0**		**1461**	**67**	**0**	**4383**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: MD 202 & Old Landover Road
Weather: Clear
Count by: ZW
Count Day/Date: Thursday, February 13, 2020
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Pinebrook Ave Northbound					Hunters Ridge Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	31	0	6	0	0	4	1	8	2	1	2	169	14	0	2	1	425	2	2	666
6:45-7:00	0	53	0	9	2	0	4	0	7	1	0	3	192	22	0	0	5	492	1	0	788
7:00-7:15	0	55	0	3	1	0	4	0	8	3	0	4	198	22	0	1	7	594	1	2	897
7:15-7:30	0	53	0	7	0	0	2	0	17	2	0	1	254	30	0	1	7	630	0	2	1002
7:30-7:45	0	49	0	5	0	0	4	0	11	2	0	2	261	11	1	4	6	627	0	1	980
7:45-8:00	0	51	1	7	1	0	3	1	10	1	1	1	322	34	1	2	3	602	1	1	1039
8:00-8:15	2	44	0	6	0	0	2	0	12	2	0	3	300	24	0	3	10	580	0	2	986
8:15-8:30	0	40	0	8	1	0	3	1	10	2	2	2	324	22	0	2	4	539	1	2	958
8:30-8:45	0	30	0	10	2	0	1	0	10	0	0	3	310	31	0	2	7	457	1	0	862
8:45-9:00	0	38	0	13	1	0	1	0	18	2	0	3	284	32	0	2	7	407	0	2	805
9:00-9:15	0	32	0	12	2	0	4	0	7	2	0	5	299	23	0	3	6	384	0	2	775
9:15-9:30	0	24	0	10	2	0	2	0	5	3	1	0	306	26	0	4	9	390	1	1	778

Hourly Totals																					
6:30-7:30	0	192	0	25	3	0	14	1	40	8	1	10	813	88	0	4	20	2141	4	6	3370
6:45-7:45	0	210	0	24	3	0	14	0	43	8	0	10	905	85	1	6	25	2343	2	5	3684
7:00-8:00	0	208	1	22	2	0	13	1	46	8	1	8	1035	97	2	8	23	2453	2	6	3936
7:15-8:15	2	197	1	25	1	0	11	1	50	7	1	7	1137	99	2	10	26	2439	1	6	4023
7:30-8:30	2	184	1	26	2	0	12	2	43	7	3	8	1207	91	2	11	23	2348	2	6	3980
7:45-8:45	2	165	1	31	4	0	9	2	42	5	3	9	1256	111	1	9	24	2178	3	5	3860
8:00-9:00	2	152	0	37	4	0	7	1	50	6	2	11	1218	109	0	9	28	1983	2	6	3627
8:15-9:15	0	140	0	43	6	0	9	1	45	6	2	13	1217	108	0	9	24	1787	2	6	3418
8:30-9:30	0	124	0	45	7	0	8	0	40	7	1	11	1199	112	0	11	29	1638	2	5	3239

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:15-8:15	**2**	**197**	**1**	**25**	**1**	**0**	**11**	**1**	**50**	**7**	**1**	**7**	**1137**	**99**	**2**	**10**	**26**	**2439**	**1**	**6**	**4023**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Pinebrook Ave Northbound					Hunters Ridge Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	41	1	8	0	0	2	1	3	6	1	6	567	47	0	8	14	325	2	3	1026
4:15-4:30	0	30	1	13	6	0	3	1	3	2	1	5	553	48	0	7	10	361	2	0	1038
4:30-4:45	0	46	4	14	2	0	5	0	1	13	0	5	596	55	0	6	19	358	1	12	1110
4:45-5:00	0	42	0	17	3	0	1	0	1	6	0	9	629	48	0	5	14	347	2	1	1115
5:00-5:15	0	41	1	12	2	0	1	2	2	1	0	7	608	53	1	14	12	328	2	1	1083
5:15-5:30	0	48	1	15	2	0	2	1	5	3	0	8	617	41	0	3	12	309	1	0	1063
5:30-5:45	0	53	0	7	2	0	6	1	0	2	0	9	601	56	1	7	12	318	1	2	1071
5:45-6:00	0	49	4	16	1	0	2	0	5	4	0	12	574	52	0	9	14	351	3	2	1091
6:00-6:15	0	39	2	9	4	0	12	0	6	3	1	9	522	47	0	9	11	349	2	0	1018
6:15-6:30	0	38	2	11	3	0	5	0	2	8	0	16	542	44	0	8	7	277	2	5	954
6:30-6:45	0	53	1	14	3	0	1	0	4	2	1	6	429	47	0	7	22	305	1	0	891
6:45-7:00	0	28	0	12	4	0	3	3	4	3	1	6	409	50	0	7	15	272	2	1	812

Hourly Totals																					
4:00-5:00	0	159	6	52	11	0	11	2	8	27	2	25	2345	198	0	26	57	1391	7	16	4343
4:15-5:15	0	159	6	56	13	0	10	3	7	22	1	26	2386	204	1	32	55	1394	7	14	4396
4:30-5:30	0	177	6	58	9	0	9	3	9	23	0	29	2450	197	1	28	57	1342	6	14	4418
4:45-5:45	0	184	2	51	9	0	10	4	8	12	0	33	2455	198	2	29	50	1302	6	4	4359
5:00-6:00	0	191	6	50	7	0	11	4	12	10	0	36	2400	202	2	33	50	1306	7	5	4332
5:15-6:15	0	189	7	47	9	0	22	2	16	12	1	38	2314	196	1	28	49	1327	7	4	4269
5:30-6:30	0	179	8	43	10	0	25	1	13	17	1	46	2239	199	1	33	44	1295	8	9	4171
5:45-6:45	0	179	9	50	11	0	20	0	17	17	2	43	2067	190	0	33	54	1282	8	7	3989
6:00-7:00	0	158	5	46	14	0	21	3	16	16	3	37	1902	188	0	31	55	1203	7	6	3711

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:30-5:30	**0**	**177**	**6**	**58**	**9**	**0**	**9**	**3**	**9**	**23**	**0**	**29**	**2450**	**197**	**1**	**28**	**57**	**1342**	**6**	**14**	**4418**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: MD 202 & Pinebrook Ave
Weather: Clear
Count by: DSS
Count Day/Date: Thursday, February 13, 2020
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Kent Town Drive Northbound					N/A Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45				0	1					0			174	13	0			387		0	574
6:45-7:00				0	0					0			209	17	0			476		0	702
7:00-7:15				0	1					1			201	7	0			566		0	774
7:15-7:30				0	0					0			251	18	0			572		0	841
7:30-7:45				1	0					0			259	15	0			582		0	857
7:45-8:00				2	1					0			313	16	0			570		0	901
8:00-8:15				1	1					0			322	10	0			555		0	888
8:15-8:30				0	0					0			318	9	0			530		0	857
8:30-8:45				1	0					0			304	11	0			456		0	772
8:45-9:00				1	1					0			289	8	0			422		0	720
9:00-9:15				3	2					0			326	13	0			367		1	709
9:15-9:30				2	0					1			300	17	0			388		0	707

Hourly Totals																					
6:30-7:30				0	2					1			835	55	0			2001		0	2894
6:45-7:45				1	1					1			920	57	0			2196		0	3176
7:00-8:00				3	2					1			1024	56	0			2290		0	3376
7:15-8:15				4	2					0			1145	59	0			2279		0	3489
7:30-8:30				4	2					0			1212	50	0			2237		0	3505
7:45-8:45				4	2					0			1257	46	0			2111		0	3420
8:00-9:00				3	2					0			1233	38	0			1963		0	3239
8:15-9:15				5	3					0			1237	41	0			1775		1	3062
8:30-9:30				7	3					1			1219	49	0			1633		1	2913
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:30-8:30				**4**	**2**					**0**			**1212**	**50**	**0**			**2237**		**0**	**3505**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Kent Town Drive Northbound					N/A Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15				5	2					2			548	36	1			319		0	908
4:15-4:30				9	1					1			547	35	0			331		0	922
4:30-4:45				7	2					0			569	30	0			336		0	942
4:45-5:00				5	0					7			577	36	0			358		0	976
5:00-5:15				5	2					0			581	27	0			319		0	932
5:15-5:30				7	1					2			588	37	0			317		0	949
5:30-5:45				5	1					0			564	36	0			309		0	914
5:45-6:00				8	1					0			554	32	0			341		0	935
6:00-6:15				5	0					0			546	36	0			324		0	911
6:15-6:30				10	4					1			527	39	0			274		0	850
6:30-6:45				6	0					0			429	23	0			287		0	745
6:45-7:00				11	0					0			392	31	0			241		0	675

Hourly Totals																					
4:00-5:00				26	5					10			2241	137	1			1344		0	3764
4:15-5:15				26	5					8			2274	128	0			1344		0	3785
4:30-5:30				24	5					9			2315	130	0			1330		0	3813
4:45-5:45				22	4					9			2310	136	0			1303		0	3784
5:00-6:00				25	5					2			2287	132	0			1286		0	3737
5:15-6:15				25	3					2			2252	141	0			1291		0	3714
5:30-6:30				28	6					1			2191	143	0			1248		0	3617
5:45-6:45				29	5					1			2056	130	0			1226		0	3447
6:00-7:00				32	4					1			1894	129	0			1126		0	3186
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:30-5:30				**24**	**5**					**9**			**2315**	**130**	**0**			**1330**		**0**	**3813**

Peak Hour

Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: MD 202 & Kent Town Drive

Weather: Clear

Count by: DSS

Count Day/Date: Thursday, February 13, 2020

County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Kent Town Pl Northbound					75th Avenue Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	26	19	8	0	0	22	17	14	1	1	10	145	8	0	1	12	355	35	1	673
6:45-7:00	0	36	18	6	0	0	12	9	13	1	0	11	179	5	0	1	10	461	47	1	808
7:00-7:15	0	39	18	6	1	0	28	13	16	2	0	14	192	3	0	2	3	566	45	3	945
7:15-7:30	0	45	31	5	0	0	32	19	11	0	0	12	222	6	0	2	9	585	58	1	1037
7:30-7:45	0	42	36	9	0	0	36	14	11	0	2	8	236	5	0	2	11	568	62	2	1042
7:45-8:00	0	38	25	13	0	0	38	15	19	0	0	14	303	8	0	5	14	570	55	2	1117
8:00-8:15	0	44	30	9	0	0	33	16	14	1	0	19	280	9	1	10	16	552	62	1	1094
8:15-8:30	0	36	25	13	0	0	35	24	16	1	0	12	297	5	0	2	16	463	54	0	998
8:30-8:45	0	27	23	5	0	0	27	17	8	0	0	15	298	4	0	3	17	432	50	1	926
8:45-9:00	0	18	18	10	1	0	27	14	7	2	0	15	266	7	1	2	10	386	55	0	835
9:00-9:15	0	23	17	14	0	0	34	13	19	2	0	18	266	10	2	4	11	341	51	1	821
9:15-9:30	0	31	13	10	1	0	25	8	10	2	0	13	296	3	0	6	13	363	42	1	833
Hourly Totals																					
6:30-7:30	0	146	86	25	1	0	94	58	54	4	1	47	738	22	0	6	34	1967	185	6	3474
6:45-7:45	0	162	103	26	1	0	108	55	51	3	2	45	829	19	0	7	33	2180	212	7	3843
7:00-8:00	0	164	110	33	1	0	134	61	57	2	2	48	953	22	0	11	37	2289	220	8	4152
7:15-8:15	0	169	122	36	0	0	139	64	55	1	2	53	1041	28	1	19	50	2275	237	6	4298
7:30-8:30	0	160	116	44	0	0	142	69	60	2	2	53	1116	27	1	19	57	2153	233	5	4259
7:45-8:45	0	145	103	40	0	0	133	72	57	2	0	60	1178	26	1	20	63	2017	221	4	4142
8:00-9:00	0	125	96	37	1	0	122	71	45	4	0	61	1141	25	2	17	59	1833	221	2	3862
8:15-9:15	0	104	83	42	1	0	123	68	50	5	0	60	1127	26	3	11	54	1622	210	2	3591
8:30-9:30	0	99	71	39	2	0	113	52	44	6	0	61	1126	24	3	15	51	1522	198	3	3429

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:15-8:15	**0**	**169**	**122**	**36**	**0**	**0**	**139**	**64**	**55**	**1**	**2**	**53**	**1041**	**28**	**1**	**19**	**50**	**2275**	**237**	**6**	**4298**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Kent Town Pl Northbound					75th Avenue Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	28	27	16	4	0	54	33	16	3	1	10	513	9	1	6	31	301	42	4	1087
4:15-4:30	0	29	22	14	0	0	54	26	21	0	1	10	517	11	2	13	29	330	42	2	1119
4:30-4:45	0	30	29	16	1	0	51	19	18	2	0	12	544	7	1	16	28	341	37	2	1148
4:45-5:00	0	26	19	23	1	0	32	27	9	4	1	18	571	5	4	4	29	330	36	2	1130
5:00-5:15	0	29	27	13	2	0	52	35	18	0	2	12	539	8	1	10	29	297	36	2	1107
5:15-5:30	0	23	23	26	0	0	53	24	14	2	2	16	568	9	0	9	40	289	38	2	1134
5:30-5:45	0	32	29	36	0	0	51	41	9	1	2	11	556	9	2	12	34	294	30	6	1146
5:45-6:00	0	35	25	20	1	0	51	21	13	2	0	15	548	8	1	7	31	329	39	3	1142
6:00-6:15	0	34	26	20	0	0	32	24	14	0	2	21	466	11	0	4	29	295	44	2	1022
6:15-6:30	0	30	14	18	1	0	37	14	13	1	1	15	501	9	0	6	26	253	31	2	968
6:30-6:45	0	33	14	16	2	0	27	17	4	0	4	8	381	6	0	5	27	292	40	2	874
6:45-7:00	0	20	21	11	2	0	22	13	11	1	2	15	385	10	0	1	26	262	25	1	824
Hourly Totals																					
4:00-5:00	0	113	97	69	6	0	191	105	64	9	3	50	2145	32	8	39	117	1302	157	10	4517
4:15-5:15	0	114	97	66	4	0	189	107	66	6	4	52	2171	31	8	43	115	1298	151	8	4530
4:30-5:30	0	108	98	78	4	0	188	105	59	8	5	58	2222	29	6	39	126	1257	147	8	4545
4:45-5:45	0	110	98	98	3	0	188	127	50	7	7	57	2234	31	7	35	132	1210	140	12	4546
5:00-6:00	0	119	104	95	3	0	207	121	54	5	6	54	2211	34	4	38	134	1209	143	13	4554
5:15-6:15	0	124	103	102	1	0	187	110	50	5	6	63	2138	37	3	32	134	1207	151	13	4466
5:30-6:30	0	131	94	94	2	0	171	100	49	4	5	62	2071	37	3	29	120	1171	144	13	4300
5:45-6:45	0	132	79	74	4	0	147	76	44	3	7	59	1896	34	1	22	113	1169	154	9	4023
6:00-7:00	0	117	75	65	5	0	118	68	42	2	9	59	1733	36	0	16	108	1102	140	7	3702

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
5:00-6:00	**0**	**119**	**104**	**95**	**3**	**0**	**207**	**121**	**54**	**5**	**6**	**54**	**2211**	**34**	**4**	**38**	**134**	**1209**	**143**	**13**	**4554**

Peak Hour

Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: MD 202 & Kent Town Pl/75th Ave

Weather: Clear

Count by: DSS

Count Day/Date: Thursday, February 13, 2020

County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Kent Village Dr Northbound					N/A Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0		10	1					0	0		165	0	0	0	0	460		0	635
6:45-7:00	0	0		14	0					0	0		185	0	0	0	0	520		0	719
7:00-7:15	0	0		14	0					0	0		225	2	1	0	0	580		0	821
7:15-7:30	0	0		12	3					0	0		260	5	0	0	0	615		0	892
7:30-7:45	0	0		10	0					1	0		275	0	1	0	0	590		0	875
7:45-8:00	0	0		15	1					0	0		343	3	0	0	0	605		0	966
8:00-8:15	0	0		9	0					0	0		319	3	0	0	0	545		0	876
8:15-8:30	0	0		7	2					0	0		355	6	0	0	0	496		1	864
8:30-8:45	0	0		8	0					0	0		325	3	1	0	0	488		0	824
8:45-9:00	0	0		8	1					1	0		303	4	0	0	0	436		0	751
9:00-9:15	0	0		9	1					1	0		308	1	0	0	0	397		0	715
9:15-9:30	0	0		16	3					1	0		328	5	1	0	0	386		1	735

Hourly Totals																					
6:30-7:30	0	0	0	50	4	0	0	0	0	0	0	0	835	7	1	0	0	2175	0	0	3072
6:45-7:45	0	0	0	50	3	0	0	0	0	1	0	0	945	7	2	0	0	2305	0	0	3313
7:00-8:00	0	0	0	51	4	0	0	0	0	1	0	0	1103	10	2	0	0	2390	0	0	3561
7:15-8:15	0	0	0	46	4	0	0	0	0	1	0	0	1197	11	1	0	0	2355	0	0	3615
7:30-8:30	0	0	0	41	3	0	0	0	0	1	0	0	1292	12	1	0	0	2236	0	1	3587
7:45-8:45	0	0	0	39	3	0	0	0	0	0	0	0	1342	15	1	0	0	2134	0	1	3535
8:00-9:00	0	0	0	32	3	0	0	0	0	1	0	0	1302	16	1	0	0	1965	0	1	3321
8:15-9:15	0	0	0	32	4	0	0	0	0	2	0	0	1291	14	1	0	0	1817	0	1	3162
8:30-9:30	0	0	0	41	5	0	0	0	0	3	0	0	1264	13	2	0	0	1707	0	1	3036

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:15-8:15	**0**	**0**	**0**	**46**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1197**	**11**	**1**	**0**	**0**	**2355**	**0**	**0**	**3615**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Kent Village Dr Northbound					N/A Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	0		19	3					2	0		567	7	0	0	0	360		0	953
4:15-4:30	0	0		12	1					2	0		564	10	0	0	0	367		0	953
4:30-4:45	0	0		22	3					4	0		611	2	0	0	0	404		0	1039
4:45-5:00	0	0		9	4					2	0		608	5	0	0	0	371		0	993
5:00-5:15	0	0		11	2					3	0		593	5	0	0	0	345		0	954
5:15-5:30	0	0		22	1					2	0		608	7	0	0	0	350		0	987
5:30-5:45	0	0		21	1					0	0		606	6	0	0	0	347		0	980
5:45-6:00	0	0		12	3					0	0		538	6	0	0	0	390		0	946
6:00-6:15	0	0		15	0					0	0		513	4	1	0	0	383		0	915
6:15-6:30	0	0		13	2					1	0		527	10	0	0	0	290		0	840
6:30-6:45	0	0		7	1					0	0		407	5	0	0	0	373		0	792
6:45-7:00	0	0		13	2					0	0		435	4	0	0	0	327		0	779

Hourly Totals																					
4:00-5:00	0	0	0	62	11	0	0	0	0	10	0	0	2350	24	0	0	0	1502	0	0	3959
4:15-5:15	0	0	0	54	10	0	0	0	0	11	0	0	2376	22	0	0	0	1487	0	0	3960
4:30-5:30	0	0	0	64	10	0	0	0	0	11	0	0	2420	19	0	0	0	1470	0	0	3994
4:45-5:45	0	0	0	63	8	0	0	0	0	7	0	0	2415	23	0	0	0	1413	0	0	3929
5:00-6:00	0	0	0	66	7	0	0	0	0	5	0	0	2345	24	0	0	0	1432	0	0	3879
5:15-6:15	0	0	0	70	5	0	0	0	0	2	0	0	2265	23	1	0	0	1470	0	0	3836
5:30-6:30	0	0	0	61	6	0	0	0	0	1	0	0	2184	26	1	0	0	1410	0	0	3689
5:45-6:45	0	0	0	47	6	0	0	0	0	1	0	0	1985	25	1	0	0	1436	0	0	3501
6:00-7:00	0	0	0	48	5	0	0	0	0	1	0	0	1882	23	1	0	0	1373	0	0	3333

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:30-5:30	**0**	**0**	**0**	**64**	**10**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**2420**	**19**	**0**	**0**	**0**	**1470**	**0**	**0**	**3994**

Peak Hour
Turning Movement Count

Intersection: MD 202 & Kent Village Dr
Weather: Clear
Count by: DSS
Count Day/Date: Thursday, February 13, 2020
County: Prince George's

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	N/A Northbound					Dodge Park Rd Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45					0	0	7		17	0	3	8	169		0	0		393	6	0	603
6:45-7:00					0	0	12		27	1	2	11	196		0	0		486	1	0	735
7:00-7:15					0	0	12		25	1	2	17	223		0	0		602	7	0	888
7:15-7:30					0	0	16		26	0	4	29	226		0	0		611	12	0	924
7:30-7:45					0	0	19		40	1	1	32	257		0	0		554	14	0	917
7:45-8:00					0	1	32		48	1	4	26	314		0	0		608	12	0	1045
8:00-8:15					0	0	11		26	0	2	26	318		0	2		574	8	0	967
8:15-8:30					0	0	9		28	4	2	24	330		1	1		498	11	0	903
8:30-8:45					0	0	10		23	1	1	28	304		0	1		475	5	0	847
8:45-9:00					0	0	9		23	0	1	16	292		0	0		430	12	0	783
9:00-9:15					0	0	16		35	1	1	26	311		0	0		362	11	0	762
9:15-9:30					1	0	19		37	0	2	17	316		0	1		372	10	0	774

Hourly Totals																					
6:30-7:30	0	0	0	0	0	0	47	0	95	2	11	65	814	0	0	0	0	2092	26	0	3152
6:45-7:45	0	0	0	0	0	0	59	0	118	3	9	89	902	0	0	0	0	2253	34	0	3467
7:00-8:00	0	0	0	0	0	1	79	0	139	3	11	104	1020	0	0	0	0	2375	45	0	3777
7:15-8:15	0	0	0	0	0	1	78	0	140	2	11	113	1115	0	0	2	0	2347	46	0	3855
7:30-8:30	0	0	0	0	0	1	71	0	142	6	9	108	1219	0	1	3	0	2234	45	0	3839
7:45-8:45	0	0	0	0	0	1	62	0	125	6	9	104	1266	0	1	4	0	2155	36	0	3769
8:00-9:00	0	0	0	0	0	0	39	0	100	5	6	94	1244	0	1	4	0	1977	36	0	3506
8:15-9:15	0	0	0	0	0	0	44	0	109	6	5	94	1237	0	1	2	0	1765	39	0	3302
8:30-9:30	0	0	0	0	1	0	54	0	118	2	5	87	1223	0	0	2	0	1639	38	0	3169

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:15-8:15	**0**	**0**	**0**	**0**	**0**	**1**	**78**	**0**	**140**	**2**	**11**	**113**	**1115**	**0**	**0**	**2**	**0**	**2347**	**46**	**0**	**3855**

Weekday Evening Peak Hour (4 pm - 7 pm)

	N/A Northbound					Dodge Park Rd Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15					1	1	20		40	0	4	53	524		0	0		334	8	0	984
4:15-4:30					1	1	15		39	0	4	45	523		0	0		359	11	0	997
4:30-4:45					0	0	24		48	2	3	44	582		0	0		369	16	0	1086
4:45-5:00					2	0	10		43	0	7	49	571		0	0		349	11	0	1040
5:00-5:15					1	0	19		39	0	3	47	561		0	0		320	10	0	999
5:15-5:30					0	0	21		48	1	6	38	595		0	0		331	10	0	1049
5:30-5:45					0	0	18		47	0	4	55	580		1	0		321	5	0	1030
5:45-6:00					0	0	14		41	1	2	43	563		0	0		360	9	0	1032
6:00-6:15					3	0	15		43	1	5	34	481		0	0		337	3	0	918
6:15-6:30					1	0	12		26	1	7	42	524		0	0		258	10	0	879
6:30-6:45					0	0	10		40	0	7	43	377		0	2		328	6	0	813
6:45-7:00					1	0	12		31	0	4	44	356		0	0		293	14	1	754

Hourly Totals																					
4:00-5:00	0	0	0	0	4	2	69	0	170	2	18	191	2200	0	0	0	0	1411	46	0	4113
4:15-5:15	0	0	0	0	4	1	68	0	169	2	17	185	2237	0	0	0	0	1397	48	0	4128
4:30-5:30	0	0	0	0	3	0	74	0	178	3	19	178	2309	0	0	0	0	1369	47	0	4180
4:45-5:45	0	0	0	0	3	0	68	0	177	1	20	189	2307	0	1	0	0	1321	36	0	4123
5:00-6:00	0	0	0	0	1	0	72	0	175	2	15	183	2299	0	1	0	0	1332	34	0	4114
5:15-6:15	0	0	0	0	3	0	68	0	179	3	17	170	2219	0	1	0	0	1349	27	0	4036
5:30-6:30	0	0	0	0	4	0	59	0	157	3	18	174	2148	0	1	0	0	1276	27	0	3867
5:45-6:45	0	0	0	0	4	0	51	0	150	3	21	162	1945	0	0	2	0	1283	28	0	3649
6:00-7:00	0	0	0	0	5	0	49	0	140	2	23	163	1738	0	0	2	0	1216	33	1	3372

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:30-5:30	**0**	**0**	**0**	**0**	**3**	**0**	**74**	**0**	**178**	**3**	**19**	**178**	**2309**	**0**	**0**	**0**	**0**	**1369**	**47**	**0**	**4180**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: MD 202 & Dodge Park Rd
Weather: Clear
Count by: DSS
Count Day/Date: Thursday, February 13, 2020
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Fire House Rd Northbound					Shopping Center Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	11	2	4	1	0	6	1	9	0	0	7	162	6	1	1	4	393	14	1	620
6:45-7:00	0	13	1	6	2	0	4	3	8	0	0	9	202	4	2	5	6	458	19	0	738
7:00-7:15	0	18	2	5	0	0	8	1	8	0	0	8	215	7	1	1	2	590	21	0	886
7:15-7:30	0	24	5	18	1	0	10	2	6	0	1	9	227	7	1	0	8	601	17	3	935
7:30-7:45	0	18	7	3	1	0	11	3	8	0	0	7	259	10	4	0	6	550	19	0	901
7:45-8:00	0	14	3	9	1	0	12	3	5	0	2	11	330	16	3	3	9	617	29	0	1063
8:00-8:15	0	14	5	9	2	0	17	4	10	0	1	8	307	11	9	2	12	542	22	1	964
8:15-8:30	0	12	7	12	1	0	19	4	8	0	1	13	325	7	4	1	8	491	22	1	930
8:30-8:45	0	13	2	8	1	0	15	8	2	1	0	16	285	6	5	3	7	463	23	0	851
8:45-9:00	0	4	6	7	0	0	9	5	8	0	0	9	277	8	3	3	10	425	20	0	791
9:00-9:15	0	13	4	10	2	0	21	8	7	0	0	12	311	6	1	2	7	374	18	1	793
9:15-9:30	0	9	5	7	1	0	14	1	7	0	2	16	311	6	3	2	6	345	21	2	752

Hourly Totals																					
6:30-7:30	0	66	10	33	4	0	28	7	31	0	1	33	806	24	5	7	20	2042	71	4	3192
6:45-7:45	0	73	15	32	4	0	33	9	30	0	1	33	903	28	8	6	22	2199	76	3	3475
7:00-8:00	0	74	17	35	3	0	41	9	27	0	3	35	1031	40	9	4	25	2358	86	3	3800
7:15-8:15	0	70	20	39	5	0	50	12	29	0	4	35	1123	44	17	5	35	2310	87	4	3889
7:30-8:30	0	58	22	33	5	0	59	14	31	0	4	39	1221	44	20	6	35	2200	92	2	3885
7:45-8:45	0	53	17	38	5	0	63	19	25	1	4	48	1247	40	21	9	36	2113	96	2	3837
8:00-9:00	0	43	20	36	4	0	60	21	28	1	2	46	1194	32	21	9	37	1921	87	2	3564
8:15-9:15	0	42	19	37	4	0	64	25	25	1	1	50	1198	27	13	9	32	1753	83	2	3385
8:30-9:30	0	39	17	32	4	0	59	22	24	1	2	53	1184	26	12	10	30	1607	82	3	3207

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:15-8:15	**0**	**70**	**20**	**39**	**5**	**0**	**50**	**12**	**29**	**0**	**4**	**35**	**1123**	**44**	**17**	**5**	**35**	**2310**	**87**	**4**	**3889**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Fire House Rd Northbound					Shopping Center Southbound					MD 202 Eastbound					MD 202 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	16	6	10	2	0	34	7	2	0	1	23	516	18	1	3	10	315	34	2	995
4:15-4:30	0	10	9	7	0	0	26	13	6	1	1	20	491	16	4	4	10	351	42	1	1006
4:30-4:45	0	12	9	18	1	0	27	8	16	0	1	19	574	24	4	5	12	361	45	5	1131
4:45-5:00	0	12	12	4	0	0	30	7	6	0	0	15	559	17	3	1	14	334	40	2	1051
5:00-5:15	0	18	10	7	0	0	25	12	7	0	0	20	546	13	5	5	20	310	29	2	1022
5:15-5:30	0	6	8	7	0	0	34	15	7	0	3	27	605	18	9	3	11	309	34	0	1087
5:30-5:45	0	17	4	12	1	0	31	12	4	1	2	19	549	11	0	0	13	288	29	1	991
5:45-6:00	0	15	8	14	1	0	27	16	15	0	2	25	561	19	4	2	7	332	23	1	1066
6:00-6:15	0	12	16	10	1	0	31	8	8	0	0	18	450	19	6	6	13	324	21	1	936
6:15-6:30	0	12	5	9	0	0	33	7	2	0	2	33	472	14	4	6	11	256	30	1	892
6:30-6:45	0	12	5	11	1	0	25	7	12	0	0	14	350	15	7	3	17	277	27	1	775
6:45-7:00	0	10	6	8	0	0	25	4	5	0	1	11	345	10	3	2	12	286	21	4	746

Hourly Totals																					
4:00-5:00	0	50	36	39	3	0	117	35	30	1	3	77	2140	75	12	13	46	1361	161	10	4209
4:15-5:15	0	52	40	36	1	0	108	40	35	1	2	74	2170	70	16	15	56	1356	156	10	4238
4:30-5:30	0	48	39	36	1	0	116	42	36	0	4	81	2284	72	21	14	57	1314	148	9	4322
4:45-5:45	0	53	34	30	1	0	120	46	24	1	5	81	2259	59	17	9	58	1241	132	5	4175
5:00-6:00	0	56	30	40	2	0	117	55	33	1	7	91	2261	61	18	10	51	1239	115	4	4191
5:15-6:15	0	50	36	43	3	0	123	51	34	1	7	89	2165	67	19	11	44	1253	107	3	4106
5:30-6:30	0	56	33	45	3	0	122	43	29	1	6	95	2032	63	14	14	44	1200	103	4	3907
5:45-6:45	0	51	34	44	3	0	116	38	37	0	4	90	1833	67	21	17	48	1189	101	4	3697
6:00-7:00	0	46	32	38	2	0	114	26	27	0	3	76	1617	58	20	17	53	1143	99	7	3378

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:30-5:30	**0**	**48**	**39**	**36**	**1**	**0**	**116**	**42**	**36**	**0**	**4**	**81**	**2284**	**72**	**21**	**14**	**57**	**1314**	**148**	**9**	**4322**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: MD 202 & Fire House Rd
Weather: Clear
Count by: DSS
Count Day/Date: Thursday, February 13, 2020
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Kent Town Place Northbound					Kent Town Place Southbound					Kent Town Drive Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	56		1	0		26	3	0	0	1		15	1						101
6:45-7:00	0	2	55		0	0		18	0	0	0	2		16	0						93
7:00-7:15	0	1	62		1	0		18	3	0	0	0		8	0						92
7:15-7:30	0	1	69		0	0		23	2	0	0	1		19	2						115
7:30-7:45	0	4	70		1	0		27	5	0	0	2		13	0						121
7:45-8:00	0	6	74		0	0		29	7	0	0	2		19	0						137
8:00-8:15	0	0	63		0	0		32	4	0	0	0		9	0						108
8:15-8:30	0	5	63		0	0		40	7	0	0	4		13	0						132
8:30-8:45	0	3	51		2	0		38	7	0	0	1		13	0						113
8:45-9:00	0	3	46		0	0		34	3	0	0	4		12	0						102
9:00-9:15	0	5	39		0	0		31	7	0	0	6		12	3						100
9:15-9:30	0	4	42		0	0		15	9	0	0	3		20	0						93
Hourly Totals																					
6:30-7:30	0	4	242		2	0		85	8	0	0	4		58	3						406
6:45-7:45	0	8	256		2	0		86	10	0	0	5		56	2						425
7:00-8:00	0	12	275		2	0		97	17	0	0	5		59	2						469
7:15-8:15	0	11	276		1	0		111	18	0	0	5		60	2						484
7:30-8:30	0	15	270		1	0		128	23	0	0	8		54	0						499
7:45-8:45	0	14	251		2	0		139	25	0	0	7		54	0						492
8:00-9:00	0	11	223		2	0		144	21	0	0	9		47	0						457
8:15-9:15	0	16	199		2	0		143	24	0	0	15		50	3						452
8:30-9:30	0	15	178		2	0		118	26	0	0	14		57	3						413
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru Right**		**Peds**	**U-Turn**	**Left**	**Thru Right**		**Peds**	**U-Turn**	**Left**	**Thru Right**		**Peds**	**U-Turn**	**Left**	**Thru Right**		**Peds**	**Total**
7:30-8:30	**0**	**15**	**270**		**1**	**0**		**128**	**23**	**0**	**0**	**8**		**54**	**0**						**499**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Kent Town Place Northbound					Kent Town Place Southbound					Kent Town Drive Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	10	44		0	0		41	14	0	0	9		43	0						161
4:15-4:30	0	11	34		0	0		37	12	0	0	10		40	0						144
4:30-4:45	0	11	37		0	0		45	11	0	0	10		50	0						164
4:45-5:00	0	7	40		1	0		45	12	0	0	16		44	1						164
5:00-5:15	0	13	35		0	0		38	17	0	0	11		43	0						157
5:15-5:30	0	8	37		0	0		41	17	0	0	12		51	0						166
5:30-5:45	0	10	28		0	0		52	24	0	0	18		43	0						175
5:45-6:00	0	15	51		0	0		30	15	0	0	14		52	0						177
6:00-6:15	0	13	49		0	0		31	5	0	0	9		46	0						153
6:15-6:30	0	10	30		0	0		43	14	0	0	14		52	0						163
6:30-6:45	0	7	38		0	0		45	5	0	0	15		49	0						159
6:45-7:00	0	8	35		0	0		41	14	0	0	15		36	1						149
Hourly Totals																					
4:00-5:00	0	39	155		1	0		168	49	0	0	45		177	1						635
4:15-5:15	0	42	146		1	0		165	52	0	0	47		177	1						631
4:30-5:30	0	39	149		1	0		169	57	0	0	49		188	1						653
4:45-5:45	0	38	140		1	0		176	70	0	0	57		181	1						664
5:00-6:00	0	46	151		0	0		161	73	0	0	55		189	0						675
5:15-6:15	0	46	165		0	0		154	61	0	0	53		192	0						671
5:30-6:30	0	48	158		0	0		156	58	0	0	55		193	0						668
5:45-6:45	0	45	168		0	0		149	39	0	0	52		199	0						652
6:00-7:00	0	38	152		0	0		160	38	0	0	53		183	1						625
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru Right**		**Peds**	**U-Turn**	**Left**	**Thru Right**		**Peds**	**U-Turn**	**Left**	**Thru Right**		**Peds**	**U-Turn**	**Left**	**Thru Right**		**Peds**	**Total**
5:00-6:00	**0**	**46**	**151**		**0**	**0**		**161**	**73**	**0**	**0**	**55**		**189**	**0**						**675**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Kent Town Place & Kent Town Drive
Weather: Clear
Count by: ZW
Count Day/Date: Thursday, February 13, 2020
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Kent Village Dr Northbound					Kent Village Dr Southbound					Kent Town Dr Eastbound					Kent Town Dr Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	28	1	0	0	0	0	3	0	0	0	1	1	20	0	0	2	4	1	3	61
6:45-7:00	0	25	4	1	0	0	0	4	1	0	1	2	1	19	1	0	0	3	1	0	62
7:00-7:15	0	28	11	0	0	0	1	3	0	0	0	1	2	22	0	0	1	4	2	0	75
7:15-7:30	0	45	10	5	0	0	1	10	1	0	0	2	4	30	0	0	1	3	2	1	114
7:30-7:45	0	57	10	1	0	0	0	9	1	0	0	2	0	24	0	0	0	3	1	0	108
7:45-8:00	0	46	7	1	1	0	1	14	1	3	0	1	2	37	1	0	1	4	0	0	115
8:00-8:15	0	41	8	3	0	0	1	13	0	4	0	1	3	26	1	0	5	1	0	3	102
8:15-8:30	0	37	11	8	0	0	1	21	0	0	0	3	2	29	0	0	6	5	1	1	124
8:30-8:45	0	24	10	4	0	0	0	9	1	1	0	2	1	31	1	0	0	1	1	0	84
8:45-9:00	0	24	9	0	0	0	0	9	1	0	1	3	1	23	0	0	0	3	5	0	79
9:00-9:15	0	23	4	3	0	0	0	5	1	0	1	1	1	20	0	0	4	2	0	0	65
9:15-9:30	0	22	13	0	0	0	0	8	1	0	0	0	0	22	1	0	0	1	0	0	67

Hourly Totals																					
6:30-7:30	0	126	26	6	0	0	2	20	2	0	1	6	8	91	1	0	4	14	6	4	317
6:45-7:45	0	155	35	7	0	0	2	26	3	0	1	7	7	95	1	0	2	13	6	1	361
7:00-8:00	0	176	38	7	1	0	3	36	3	3	0	6	8	113	1	0	3	14	5	1	418
7:15-8:15	0	189	35	10	1	0	3	46	3	7	0	6	9	117	2	0	7	11	3	4	453
7:30-8:30	0	181	36	13	1	0	3	57	2	7	0	7	7	116	2	0	12	13	2	4	463
7:45-8:45	0	148	36	16	1	0	3	57	2	8	0	7	8	123	3	0	12	11	2	4	441
8:00-9:00	0	126	38	15	0	0	2	52	2	5	1	9	7	109	2	0	11	10	7	4	400
8:15-9:15	0	108	34	15	0	0	1	44	3	1	2	9	5	103	1	0	10	11	7	1	355
8:30-9:30	0	93	36	7	0	0	0	31	4	1	2	6	3	96	2	0	4	7	6	0	298

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:30-8:30	**0**	**181**	**36**	**13**	**1**	**0**	**3**	**57**	**2**	**7**	**0**	**7**	**7**	**116**	**2**	**0**	**12**	**13**	**2**	**4**	**463**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Kent Village Dr Northbound					Kent Village Dr Southbound					Kent Town Dr Eastbound					Kent Town Dr Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	27	14	3	1	0	2	9	1	0	0	3	11	42	0	0	1	6	0	3	119
4:15-4:30	1	30	8	4	0	0	1	13	0	0	0	0	8	49	0	0	2	4	1	2	121
4:30-4:45	0	21	15	2	0	0	0	14	0	0	1	1	11	42	1	0	3	8	0	0	118
4:45-5:00	0	33	12	3	0	0	0	15	2	0	1	2	5	50	0	0	3	1	1	1	128
5:00-5:15	0	39	18	2	0	0	0	10	0	0	0	1	6	56	4	0	2	3	1	0	138
5:15-5:30	0	31	11	4	0	0	1	11	4	0	0	5	5	49	0	0	1	8	1	0	131
5:30-5:45	0	40	10	2	0	0	1	10	1	3	0	5	7	62	1	0	2	4	2	2	146
5:45-6:00	0	44	6	4	2	0	2	14	0	0	0	3	13	42	3	0	3	1	0	0	132
6:00-6:15	0	36	16	4	0	0	1	10	1	0	0	1	6	57	0	0	3	7	0	0	142
6:15-6:30	0	37	16	4	0	0	1	7	2	0	1	3	5	44	2	0	2	3	1	2	126
6:30-6:45	0	37	3	1	0	0	0	18	1	0	0	1	5	47	0	0	1	2	0	0	116
6:45-7:00	0	14	10	1	0	0	0	11	0	0	0	2	4	43	0	0	1	3	0	0	89

Hourly Totals																					
4:00-5:00	1	111	49	12	1	0	3	51	3	0	2	6	35	183	1	0	9	19	2	6	494
4:15-5:15	1	123	53	11	0	0	1	52	2	0	2	4	30	197	5	0	10	16	3	3	513
4:30-5:30	0	124	56	11	0	0	1	50	6	0	2	9	27	197	5	0	9	20	3	1	521
4:45-5:45	0	143	51	11	0	0	2	46	7	3	1	13	23	217	5	0	8	16	5	3	554
5:00-6:00	0	154	45	12	2	0	4	45	5	3	0	14	31	209	8	0	8	16	4	2	562
5:15-6:15	0	151	43	14	2	0	5	45	6	3	0	14	31	210	4	0	9	20	3	2	562
5:30-6:30	0	157	48	14	2	0	5	41	4	3	1	12	31	205	6	0	10	15	3	4	561
5:45-6:45	0	154	41	13	2	0	4	49	4	0	1	8	29	190	5	0	9	13	1	2	525
6:00-7:00	0	124	45	10	0	0	2	46	4	0	1	7	20	191	2	0	7	15	1	2	477

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
5:00-6:00	**0**	**154**	**45**	**12**	**2**	**0**	**4**	**45**	**5**	**3**	**0**	**14**	**31**	**209**	**8**	**0**	**8**	**16**	**4**	**2**	**562**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Kent Town Dr & Kent Village Dr
Weather: Clear
Count by: DSS
Count Day/Date: Thursday, February 13, 2020
County: Prince George's

Appendix B

Level of Service (CLV & Synchro) Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY

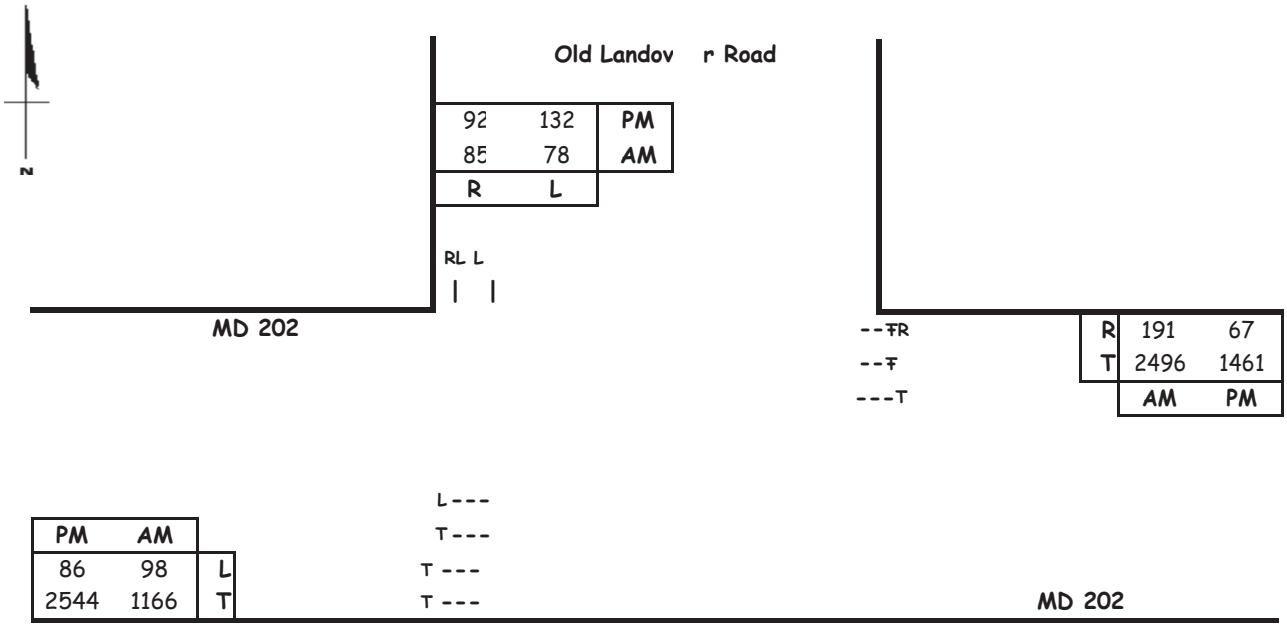
for Prince Georges County

Intersection of: MD 202 **Analyst:** Lenhart Traffic Consulting

and: Old Landover Road

Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	163	0.55	90				90
EB	1166	0.37	431				1092
WB	2687	0.37	994	98	1.00	98	
					CLV TOTAL=		**1182**
					Level of Service (LOS)=		**C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	224	0.55	123				123
EB	2544	0.37	941				941
WB	1528	0.37	565	86	1.00	86	
					CLV TOTAL=		**1064**
					Level of Service (LOS)=		**B**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

MD 202 &
Old Landover Road
(Existing Traffic)

Intersection
1

CRITICAL LANE VOLUME (CLV) METHODOLOGY

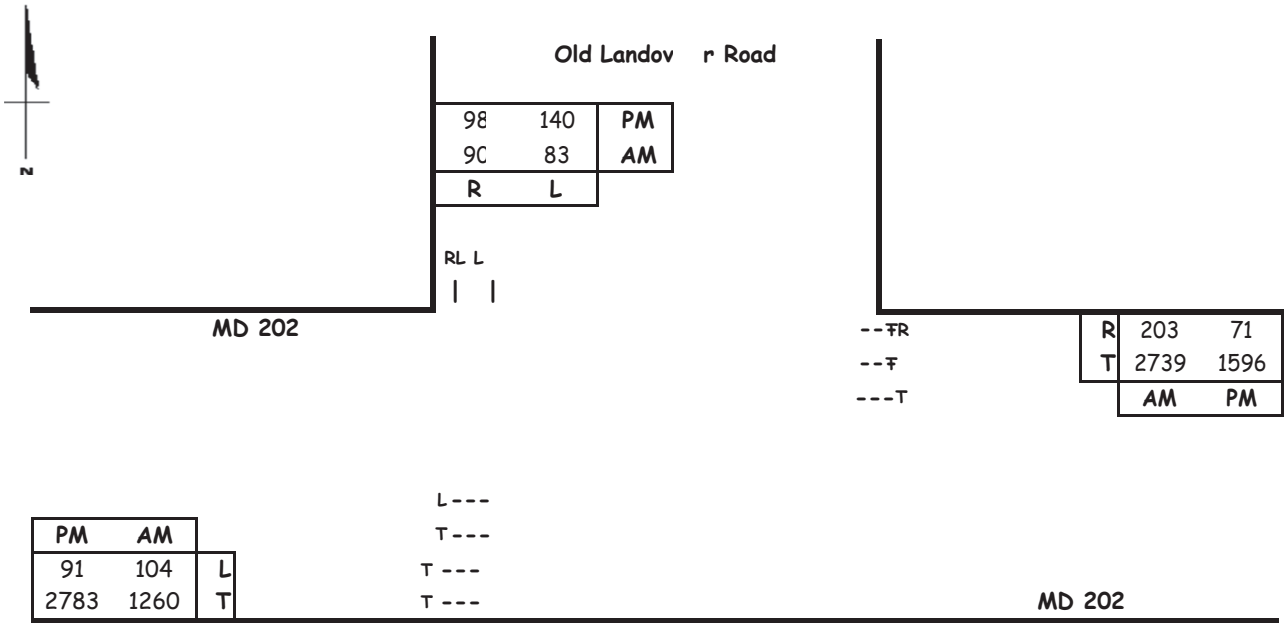
for Prince Georges County

Intersection of: MD 202 **Analyst:** Lenhart Traffic Consulting

and: Old Landover Road

Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	173	0.55	95				95
EB	1260	0.37	466				1193
WB	2942	0.37	1089	104	1.00	104	
						CLV TOTAL=	**1288**
						Level of Service (LOS)=	**C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	238	0.55	131				131
EB	2783	0.37	1030				1030
WB	1667	0.37	617	91	1.00	91	
						CLV TOTAL=	**1161**
						Level of Service (LOS)=	**C**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

MD 202 &
Old Landover Road
(Existing Traffic)

Intersection
1

CRITICAL LANE VOLUME (CLV) METHODOLOGY

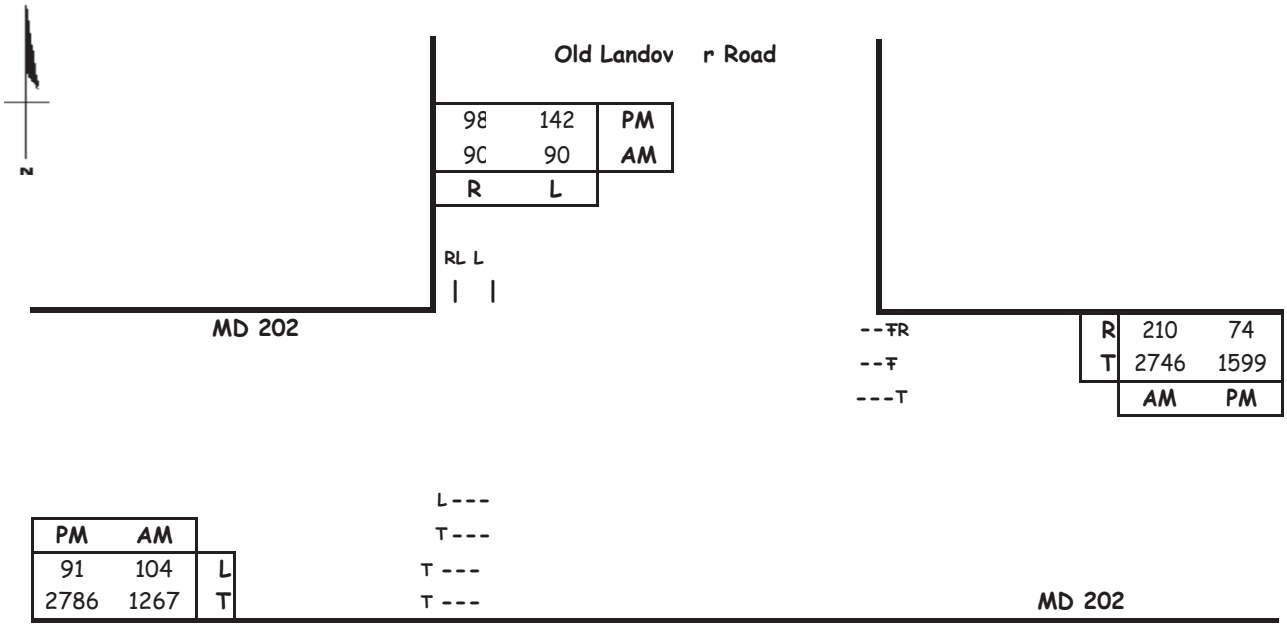
for Prince Georges County

Intersection of: MD 202 **Analyst:** Lenhart Traffic Consulting

and: Old Landover Road

Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	180	0.55	99				99
EB	1267	0.37	469				1198
WB	2956	0.37	1094	104	1.00	104	
					CLV TOTAL=		**1297**
					Level of Service (LOS)=		**C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	240	0.55	132				132
EB	2786	0.37	1031				1031
WB	1673	0.37	619	91	1.00	91	
					CLV TOTAL=		**1163**
					Level of Service (LOS)=		**C**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

MD 202 &
Old Landover Road
(Existing Traffic)

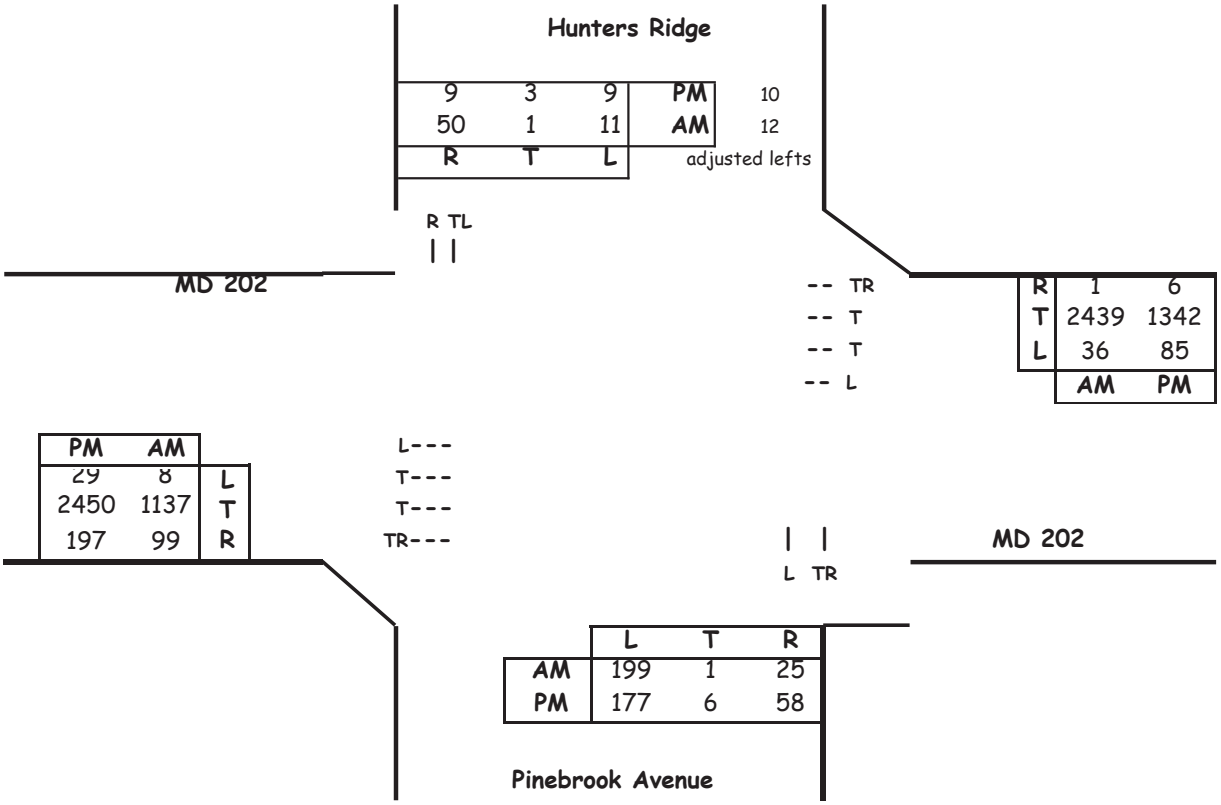
Intersection
1

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: MD 202
Minor Street: Pinebrook Avenue
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF = Total	AM CLV
NB	26	1.00	26	11	1 11	241
SB	42	1.00	42	199	1 199	
EB	1236	0.37	457	36	1 36	911
WB	2440	0.37	903	8	1 8	

CLV TOTAL= **1152**
Level of Service (LOS)= **C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF = Total		+ Opposing Lefts VOL	x LUF = Total	PM CLV
NB	64	1.00	64	9	1 9	190
SB	13	1.00	13	177	1 177	
EB	2647	0.37	979	85	1 85	1064
WB	1348	0.37	499	29	1 29	

CLV TOTAL= **1254**
Level of Service (LOS)= **C**

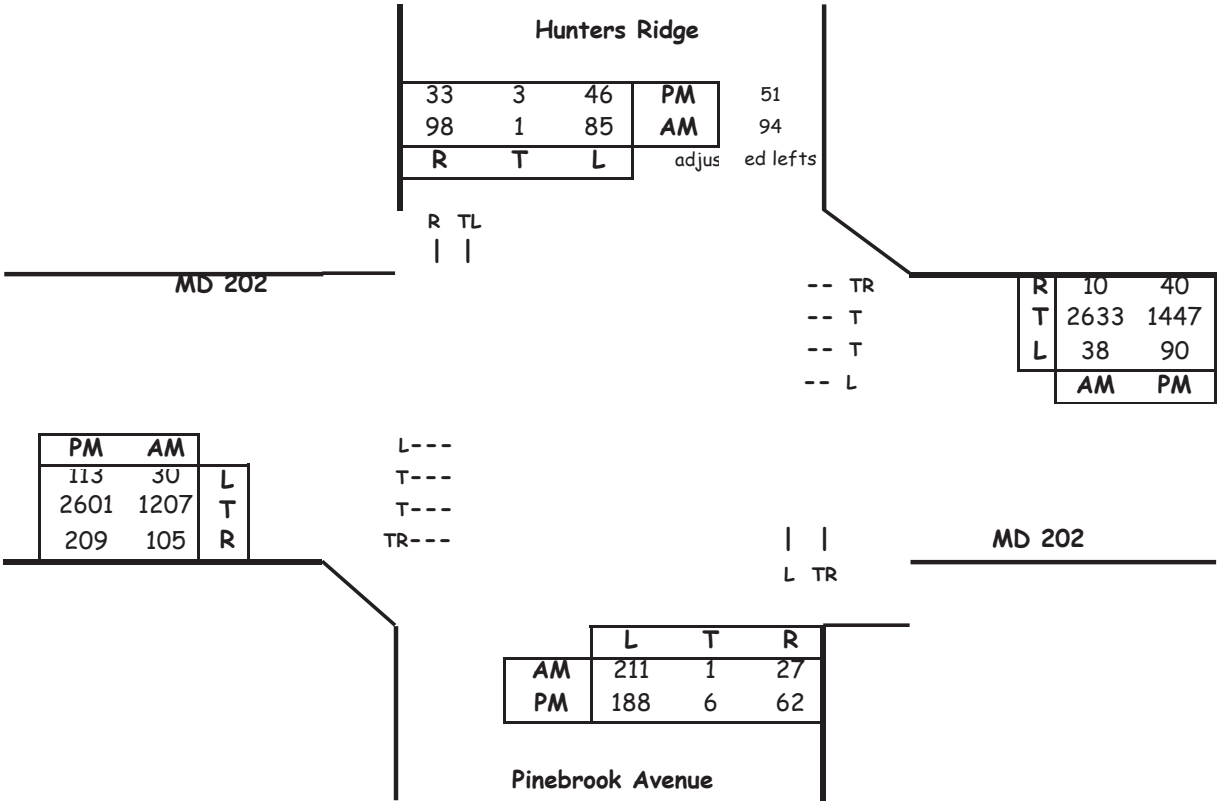
Critical Lane Volume Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		MD 202 & Pinebrook Avenue (Existing Traffic)	**Intersection** **2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: MD 202
Minor Street: Pinebrook Avenue
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	28	1.00	28	85	1	85	306
SB	95	1.00	95	211	1	211	
EB	1312	0.37	485	38	1	38	1008
WB	2643	0.37	978	30	1	30	

CLV TOTAL= **1314**
Level of Service (LOS)= **D**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF = Total	+ Opposing Lefts VOL	x LUF = Total	PM CLV
NB	68	1.00 68	46	1 46	242
SB	54	1.00 54	188	1 188	
EB	2810	0.37 1040	90	1 90	1130
WB	1487	0.37 550	113	1 113	

CLV TOTAL= **1372**
Level of Service (LOS)= **D**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

MD 202 &
Pinebrook Avenue
(Existing Traffic)

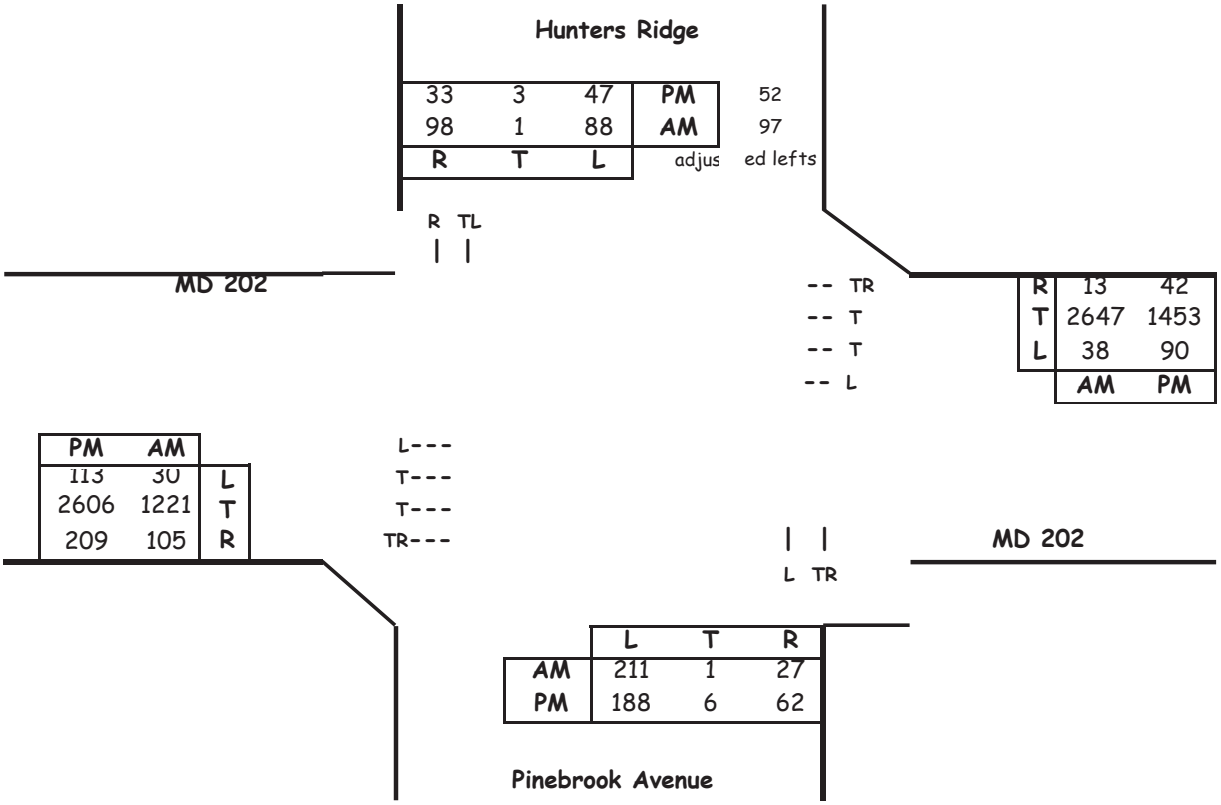
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: MD 202
Minor Street: Pinebrook Avenue
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	28	1.00	28	88	1	88	309
SB	98	1.00	98	211	1	211	
EB	1326	0.37	491	38	1	38	1014
WB	2660	0.37	984	30	1	30	

CLV TOTAL= **1323**
Level of Service (LOS)= **D**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	68	1.00	68	47	1	47	243
SB	55	1.00	55	188	1	188	
EB	2815	0.37	1042	90	1	90	1132
WB	1495	0.37	553	113	1	113	

CLV TOTAL= **1375**
Level of Service (LOS)= **D**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

MD 202 &
Pinebrook Avenue
(Existing Traffic)

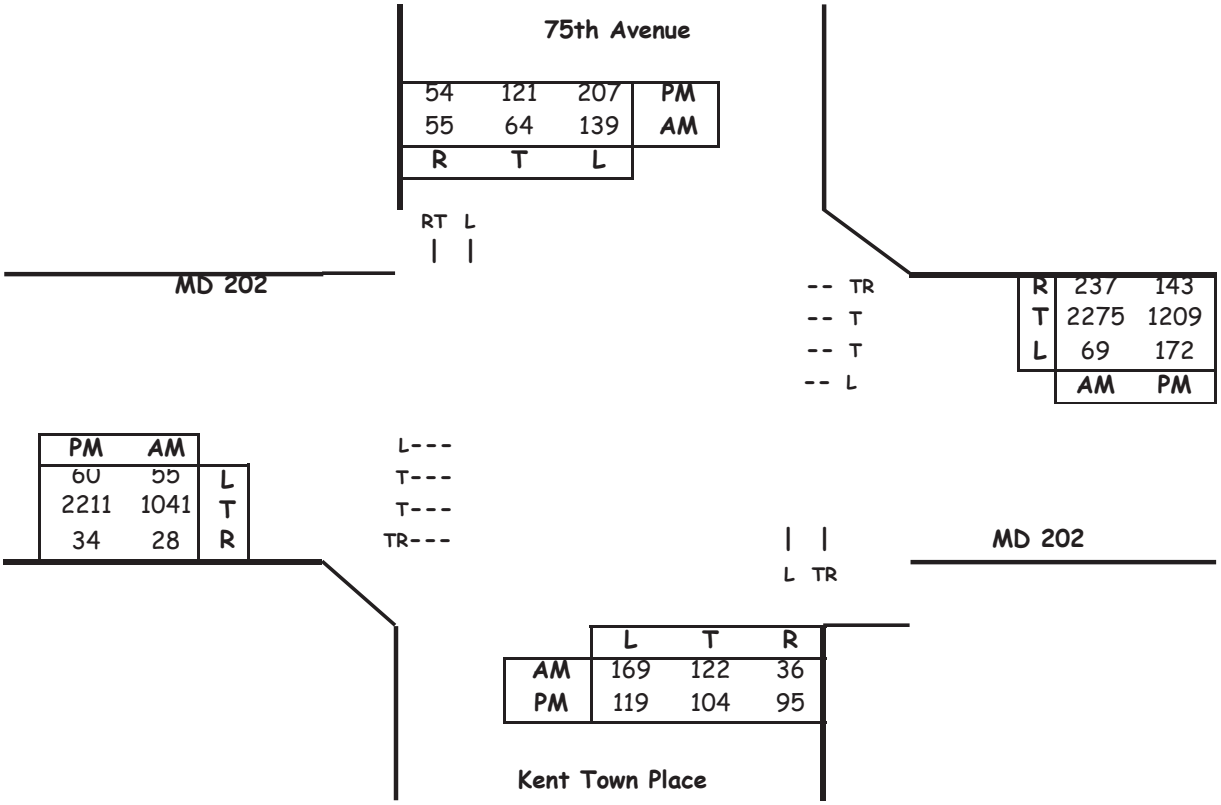
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: MD 202
Minor Street: Kent Town Place
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	158	1.00	158	139	1	139	297
SB	119	1.00	119	169	1	169	
EB	1069	0.37	396	69	1	69	984
WB	2512	0.37	929	55	1	55	

CLV TOTAL= **1281**
Level of Service (LOS)= **C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF = Total	+ Opposing Lefts VOL	x LUF = Total	PM CLV
NB	199	1.00 199	207	1 207	406
SB	175	1.00 175	119	1 119	
EB	2245	0.37 831	172	1 172	1003
WB	1352	0.37 500	60	1 60	

CLV TOTAL= **1409**
Level of Service (LOS)= **D**

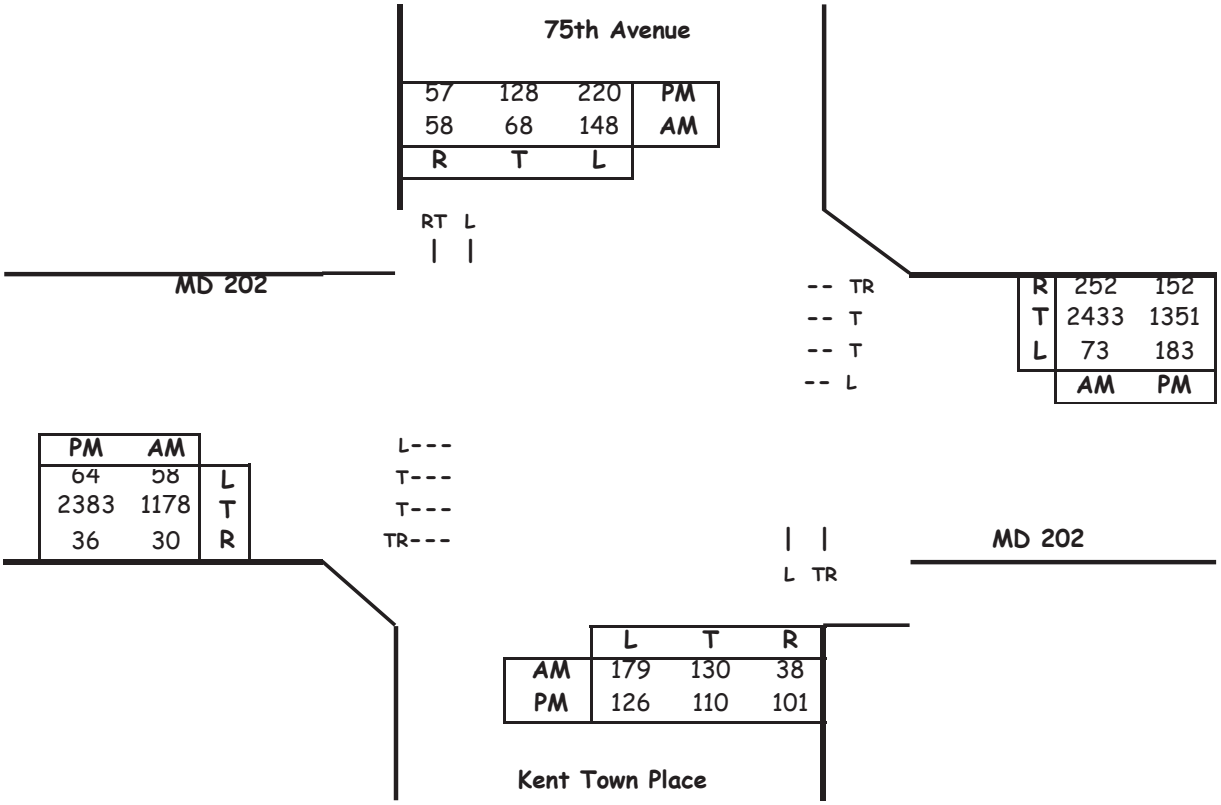
Critical Lane Volume Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		MD 202 & Kent Town Place (Existing Traffic)	**Intersection** ***5***

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: MD 202
Minor Street: Kent Town Place
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	168	1.00	168	148	1	148	316
SB	126	1.00	126	179	1	179	
EB	1208	0.37	447	73	1	73	1051
WB	2685	0.37	993	58	1	58	

CLV TOTAL= **1367**
Level of Service (LOS)= **D**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	211	1.00	211	220	1	220	431
SB	185	1.00	185	126	1	126	
EB	2419	0.37	895	183	1	183	1078
WB	1503	0.37	556	64	1	64	

CLV TOTAL= **1509**
Level of Service (LOS)= **E**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
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MD 202 &
Kent Town Place
(Existing Traffic)

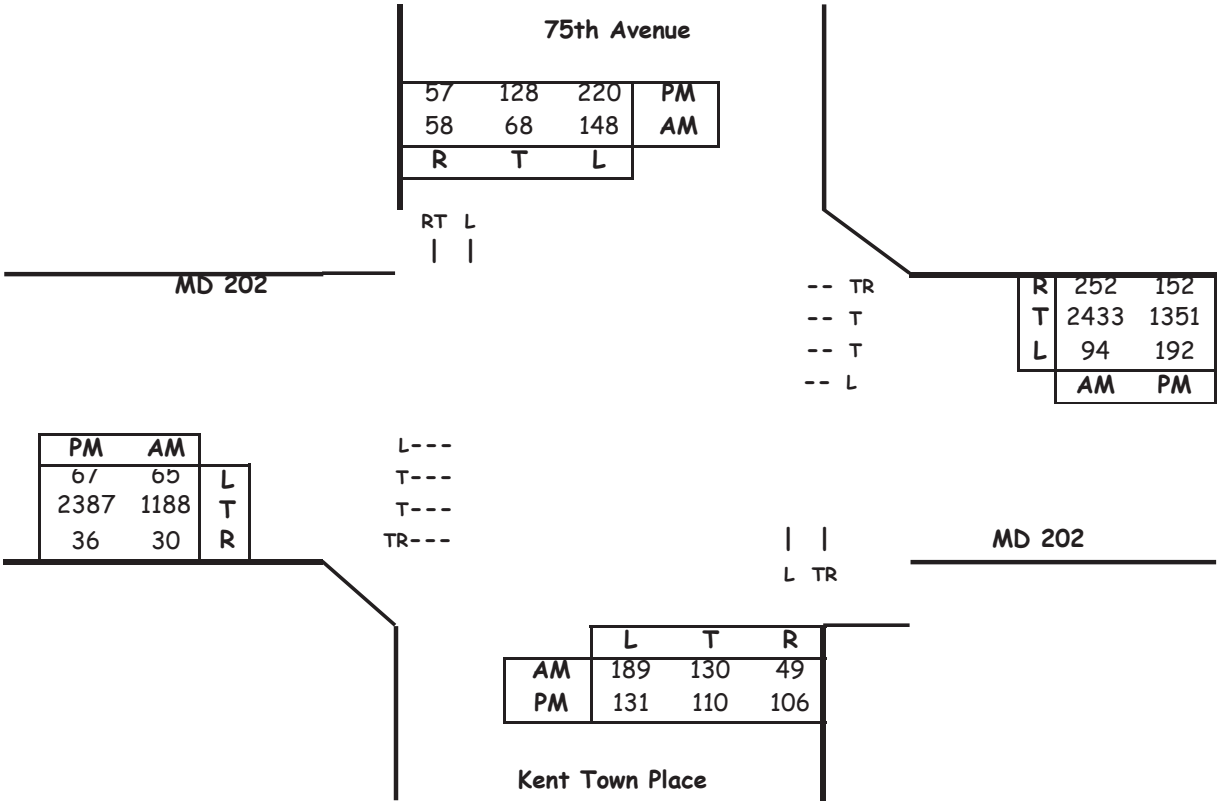
Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: MD 202
Minor Street: Kent Town Place
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	179	1.00	179	148	1	148	327
SB	126	1.00	126	189	1	189	
EB	1218	0.37	451	94	1	94	1058
WB	2685	0.37	993	65	1	65	

CLV TOTAL= **1385**
Level of Service (LOS)= **D**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF = Total	+ Opposing Lefts VOL	x LUF = Total	PM CLV
NB	216	1.00 216	220	1 220	436
SB	185	1.00 185	131	1 131	
EB	2423	0.37 897	192	1 192	1089
WB	1503	0.37 556	67	1 67	

CLV TOTAL= **1525**
Level of Service (LOS)= **E**

Critical Lane Volume Analysis

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MD 202 &
Kent Town Place
(Existing Traffic)

Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY

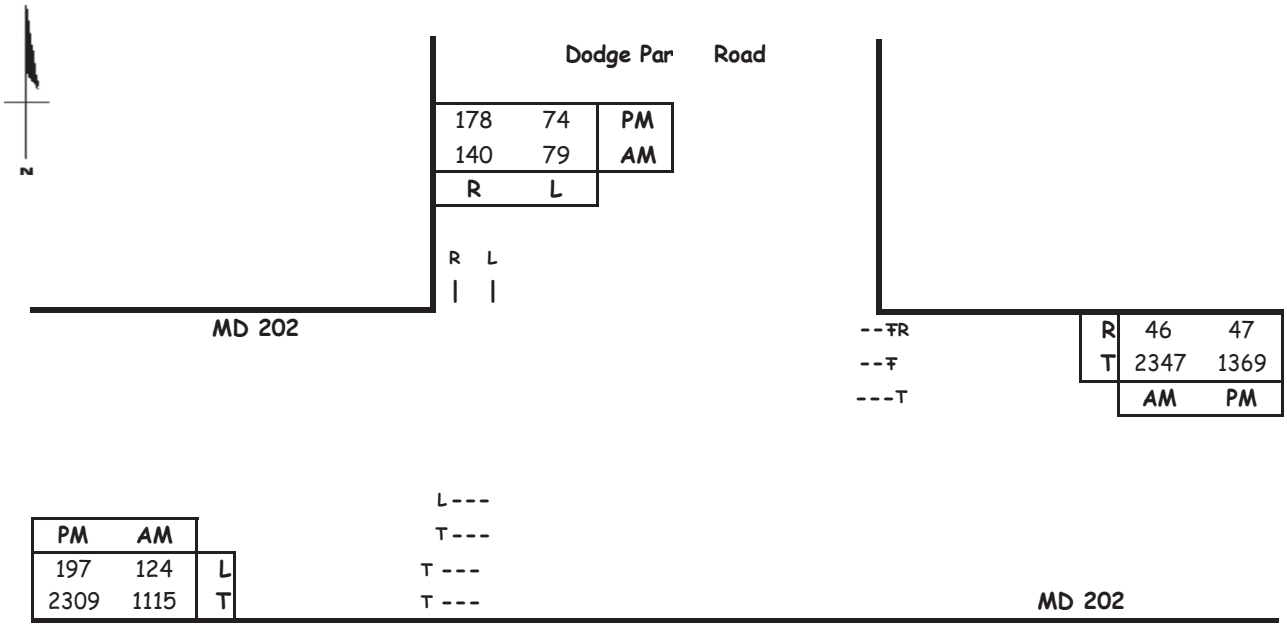
for Prince Georges County

Intersection of: MD 202 **Analyst:** Lenhart Traffic Consulting

and: Dodge ParkRoad

Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	79	1.00	79				79
EB	1115	0.37	413				1009
WB	2393	0.37	885	124	1.00	124	
					CLV TOTAL=		**1088**
					Level of Service (LOS)=		**B**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	74	1.00	74				74
EB	2309	0.37	854				854
WB	1416	0.37	524	197	1.00	197	
					CLV TOTAL=		**928**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
www.lenharttraffic.com

MD 202 &
Dodge Park Road
(Existing Traffic)

Intersection
1

CRITICAL LANE VOLUME (CLV) METHODOLOGY

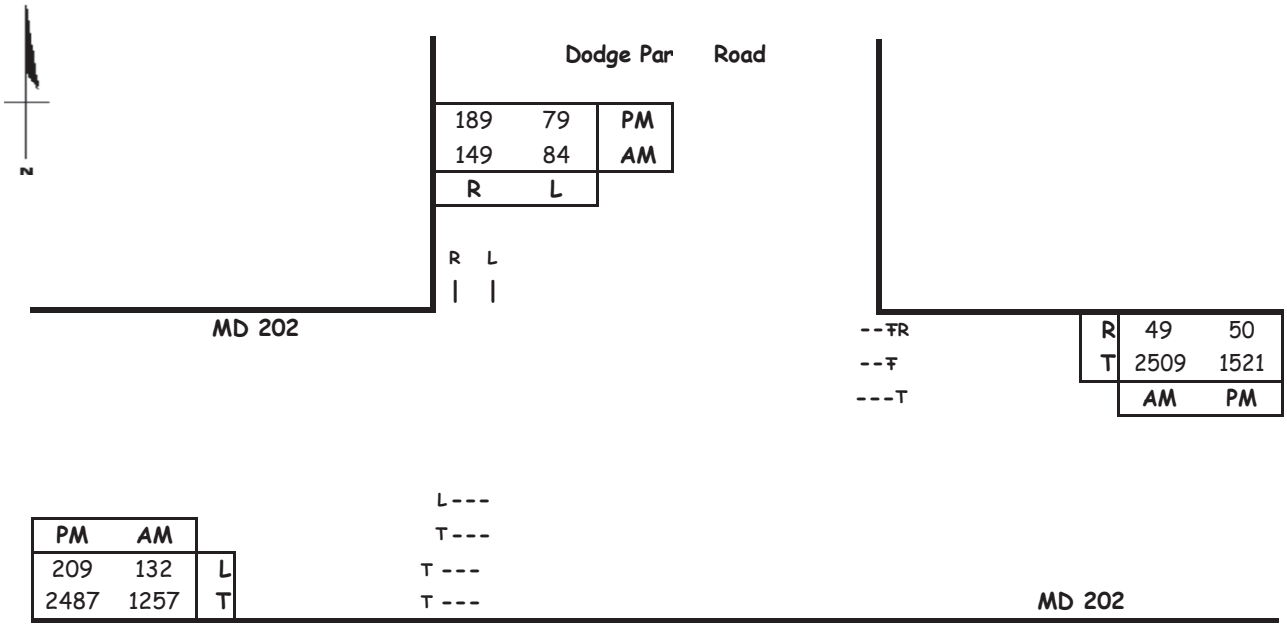
for Prince Georges County

Intersection of: MD 202 **Analyst:** Lenhart Traffic Consulting

and: Dodge ParkRoad

Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	84	1.00	84				84
EB	1257	0.37	465				1078
WB	2558	0.37	946	132	1.00	132	
					CLV TOTAL=		**1162**
					Level of Service (LOS)=		**C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	79	1.00	79				79
EB	2487	0.37	920				920
WB	1571	0.37	581	209	1.00	209	
					CLV TOTAL=		**999**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis

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MD 202 &
Dodge Park Road
(Existing Traffic)

Intersection
1

CRITICAL LANE VOLUME (CLV) METHODOLOGY

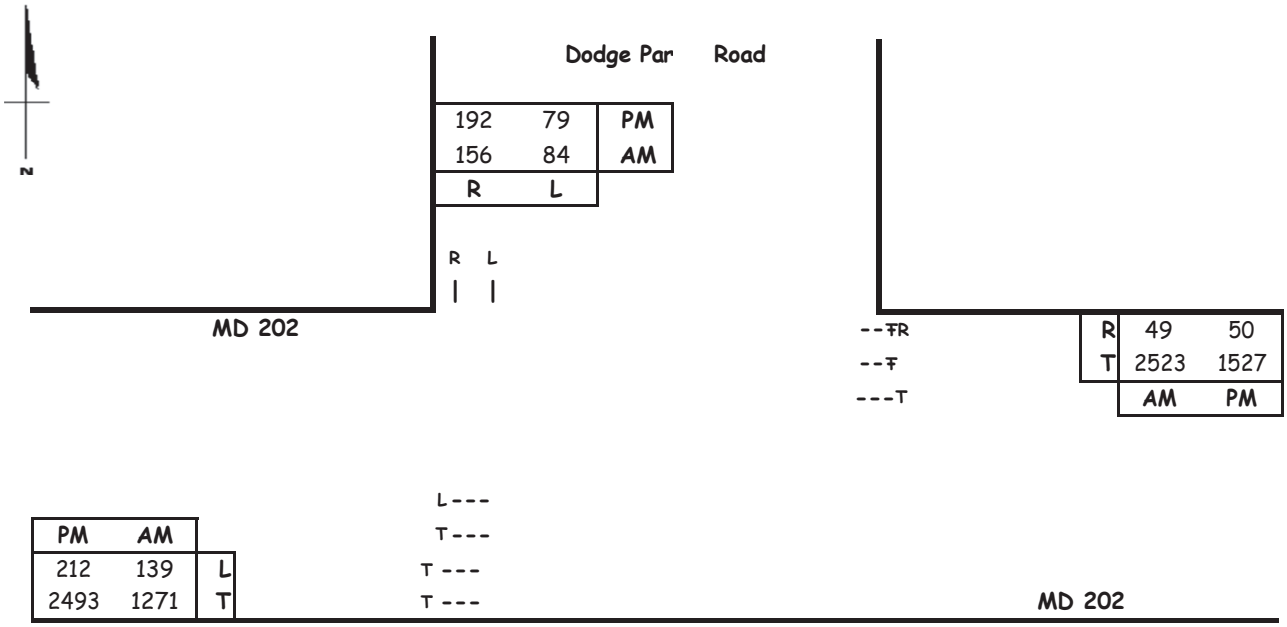
for Prince Georges County

Intersection of: MD 202 **Analyst:** Lenhart Traffic Consulting

and: Dodge ParkRoad

Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	84	1.00	84				84
EB	1271	0.37	470				1091
WB	2572	0.37	952	139	1.00	139	
					CLV TOTAL=		**1175**
					Level of Service (LOS)=		**C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	79	1.00	79				79
EB	2493	0.37	922				922
WB	1577	0.37	583	212	1.00	212	
					CLV TOTAL=		**1001**
					Level of Service (LOS)=		**B**

Critical Lane Volume Analysis

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MD 202 &
Dodge Park Road
(Existing Traffic)

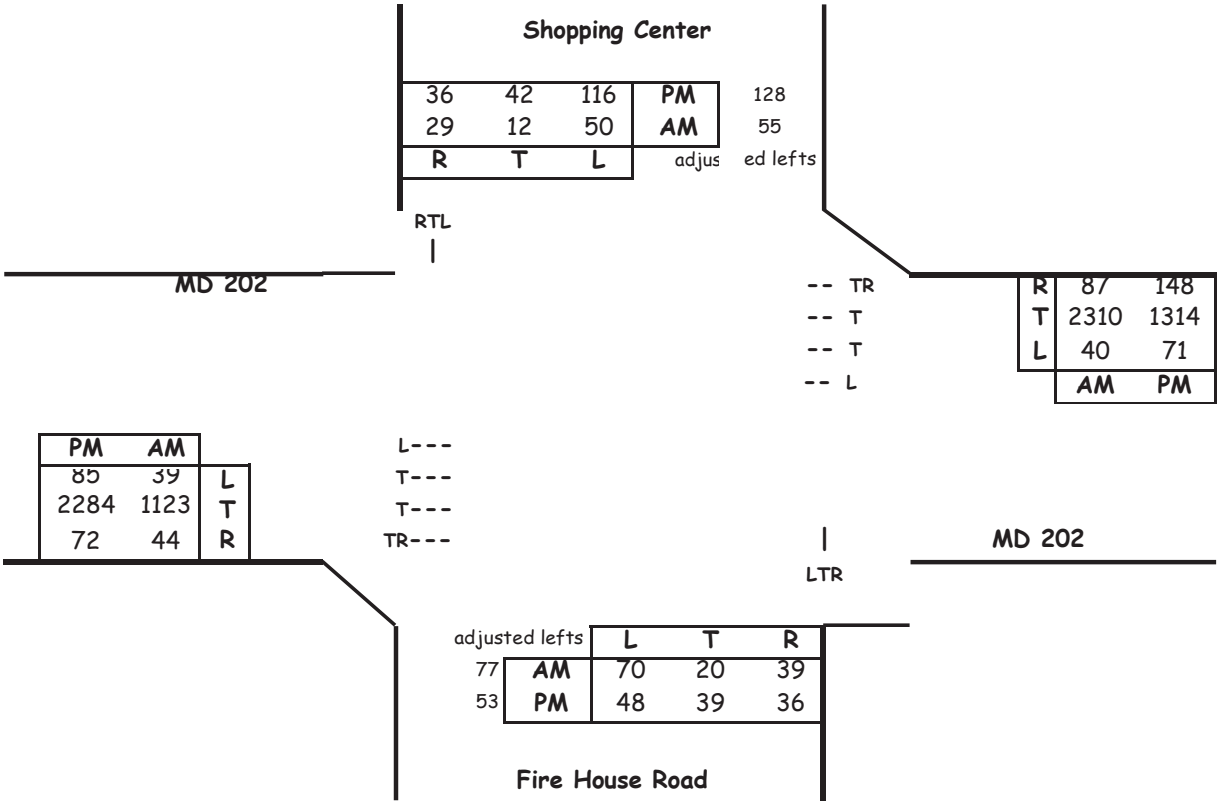
Intersection
1

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: MD 202
Minor Street: Fire House Road
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF = Total	AM CLV
NB	136	1.00	136	50	1 50	186
SB	96	1.00	96	70	1 70	
EB	1167	0.37	432	40	1 40	926
WB	2397	0.37	887	39	1 39	

CLV TOTAL= **1112**
Level of Service (LOS)= **B**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF = Total		+ Opposing Lefts VOL	x LUF = Total	PM CLV
NB	128	1.00	128	116	1 116	254
SB	206	1.00	206	48	1 48	
EB	2356	0.37	872	71	1 71	943
WB	1462	0.37	541	85	1 85	

CLV TOTAL= **1197**
Level of Service (LOS)= **C**

Critical Lane Volume Analysis

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SEVERNA PARK, MD 21146
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MD 202 &
Fire House Road
(Existing Traffic)

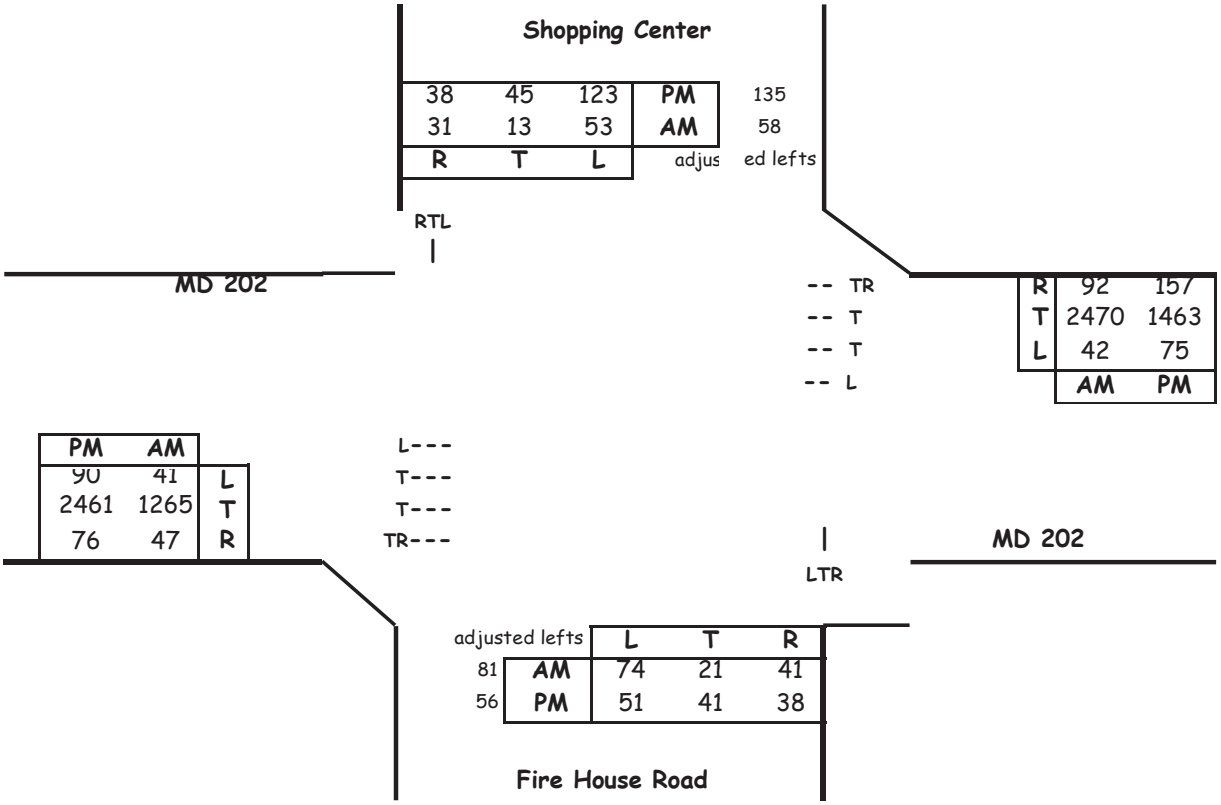
Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: MD 202
Minor Street: Fire House Road
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	143	1.00	143	53	1	53	196
SB	102	1.00	102	74	1	74	
EB	1312	0.37	485	42	1	42	989
WB	2562	0.37	948	41	1	41	

CLV TOTAL= **1185**
Level of Service (LOS)= ***C***

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF = Total	+ Opposing Lefts VOL	x LUF = Total	PM CLV
NB	135	1.00 135	123	1 123	269
SB	218	1.00 218	51	1 51	
EB	2537	0.37 939	75	1 75	1014
WB	1620	0.37 599	90	1 90	

CLV TOTAL= **1283**
Level of Service (LOS)= ***C***

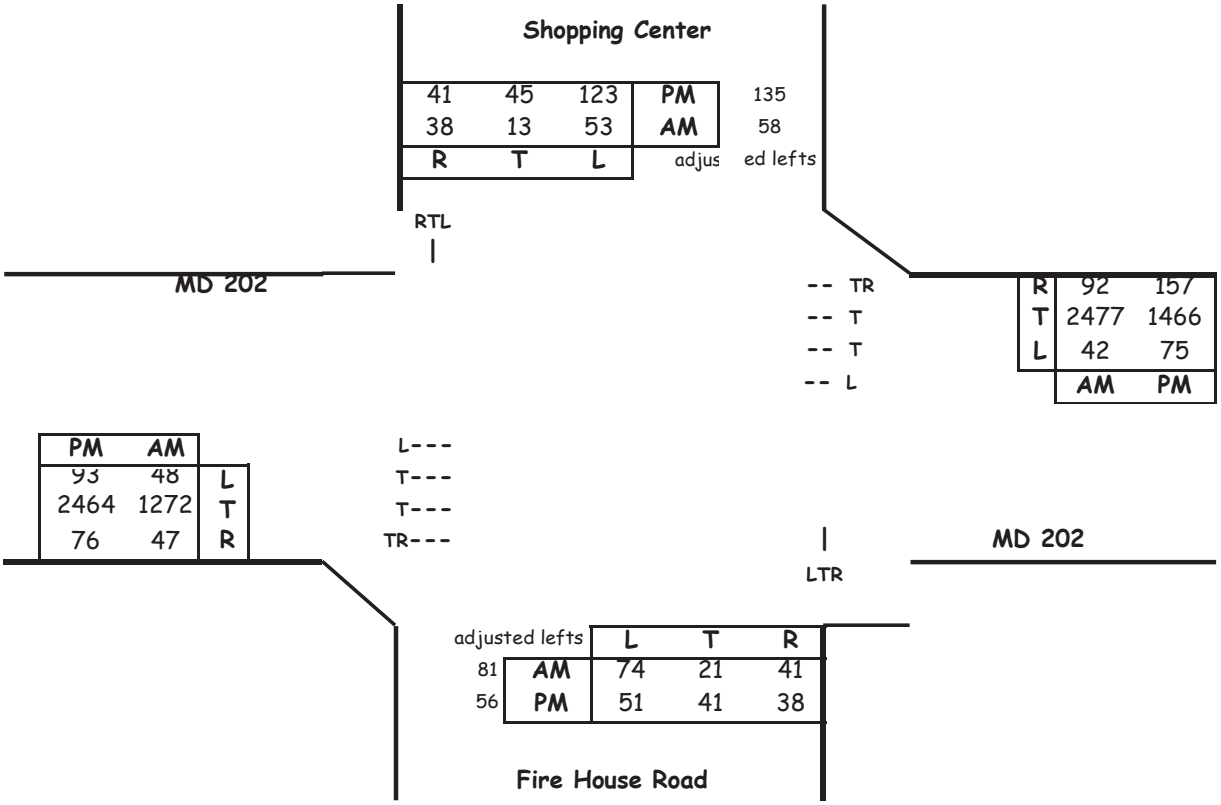
Critical Lane Volume Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		MD 202 & Fire House Road (Existing Traffic)	**Intersection** ***5***

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: MD 202
Minor Street: Fire House Road
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	143	1.00	143	53	1	53	196
SB	109	1.00	109	74	1	74	
EB	1319	0.37	488	42	1	42	999
WB	2569	0.37	951	48	1	48	

CLV TOTAL= **1195**
Level of Service (LOS)= ***C***

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF = Total	+ Opposing Lefts VOL	x LUF = Total	PM CLV
NB	135	1.00 135	123	1 123	272
SB	221	1.00 221	51	1 51	
EB	2540	0.37 940	75	1 75	1015
WB	1623	0.37 601	93	1 93	

CLV TOTAL= **1287**
Level of Service (LOS)= ***C***

Critical Lane Volume Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		MD 202 & Fire House Road (Existing Traffic)	**Intersection** ***5***

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1212	50	0	2237	0	4
Future Volume (Veh/h)	1212	50	0	2237	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1317	54	0	2432	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				367		
pX, platoon unblocked						
vC, conflicting volume			1371		2155	466
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1371		2155	466
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			497		41	543

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	527	527	317	811	811	811	4
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	54	0	0	0	4
cSH	1700	1700	1700	1700	1700	1700	543
Volume to Capacity	0.31	0.31	0.19	0.48	0.48	0.48	0.01
Queue Length 95th (ft)	0	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.7
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.7
Approach LOS							B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1216	0	0	0	0	0
Future Volume (Veh/h)	1216	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1322	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				189		
pX, platoon unblocked						
vC, conflicting volume			1322		1322	441
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1322		1322	441
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			519		148	564

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	529	529	264	0	0	0	0
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.31	0.31	0.16	0.00	0.00	0.00	0.27
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							A
Approach Delay (s)	0.0			0.0			0.0
Approach LOS							A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1197	11	0	2355	0	46
Future Volume (Veh/h)	1197	11	0	2355	0	46
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1301	12	0	2560	0	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	639			473		
pX, platoon unblocked			0.85		0.85	0.85
vC, conflicting volume			1313		2160	440
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			771		1763	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	95
cM capacity (veh/h)			717		64	927

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	520	520	272	853	853	853	50
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	12	0	0	0	50
cSH	1700	1700	1700	1700	1700	1700	927
Volume to Capacity	0.31	0.31	0.16	0.50	0.50	0.50	0.05
Queue Length 95th (ft)	0	0	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	9.1
Lane LOS							A
Approach Delay (s)	0.0			0.0			9.1
Approach LOS							A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	327	161	0
Future Volume (Veh/h)	0	0	0	327	161	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	355	175	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					105	
pX, platoon unblocked	0.99	0.99	0.99			
vC, conflicting volume	530	175	175			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	520	162	162			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	511	874	1403			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	355	175
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1403	1700
Volume to Capacity	0.06	0.00	0.10
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	327	161	0
Future Volume (Veh/h)	0	0	0	327	161	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	355	175	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					215	
pX, platoon unblocked						
vC, conflicting volume	530	175	175			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	530	175	175			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	510	868	1401			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	355	175
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1401	1700
Volume to Capacity	0.00	0.00	0.10
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	54	15	270	128	23
Future Volume (Veh/h)	8	54	15	270	128	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	59	16	293	139	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					568	
pX, platoon unblocked						
vC, conflicting volume	476	152	164			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	476	152	164			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	93	99			
cM capacity (veh/h)	541	895	1414			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	68	309	164
Volume Left	9	16	0
Volume Right	59	0	25
cSH	824	1414	1700
Volume to Capacity	0.08	0.01	0.10
Queue Length 95th (ft)	7	1	0
Control Delay (s)	9.8	0.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.8	0.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	7	7	116	12	13	2	181	36	13	3	57	2
Future Volume (vph)	7	7	116	12	13	2	181	36	13	3	57	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	8	126	13	14	2	197	39	14	3	62	2

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total (vph)	16	126	29	250	67
Volume Left (vph)	8	0	13	197	3
Volume Right (vph)	0	126	2	14	2
Hadj (s)	0.13	-0.57	0.08	0.16	0.03
Departure Headway (s)	4.8	3.2	4.7	4.2	4.3
Degree Utilization, x	0.02	0.11	0.04	0.29	0.08
Capacity (veh/h)	693	1121	710	833	819
Control Delay (s)	7.9	6.6	7.9	9.0	7.7
Approach Delay (s)	6.7		7.9	9.0	7.7
Approach LOS	A		A	A	A

Intersection Summary				
Delay	8.1			
Level of Service	A			
Intersection Capacity Utilization	34.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	4	0	0	50
Future Volume (Veh/h)	0	0	4	0	0	50
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	0	0	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	58	4			4	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	58	4			4	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	949	1080			1618	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	4	54
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1618
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2315	130	0	1330	0	24
Future Volume (Veh/h)	2315	130	0	1330	0	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2516	141	0	1446	0	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				367		
pX, platoon unblocked						
vC, conflicting volume			2657		3068	909
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2657		3068	909
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	91
cM capacity (veh/h)			155		9	278

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1006	1006	644	482	482	482	26
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	141	0	0	0	26
cSH	1700	1700	1700	1700	1700	1700	278
Volume to Capacity	0.59	0.59	0.38	0.28	0.28	0.28	0.09
Queue Length 95th (ft)	0	0	0	0	0	0	8
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	19.3
Lane LOS							C
Approach Delay (s)	0.0			0.0			19.3
Approach LOS							C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2321	22	0	0	0	7
Future Volume (Veh/h)	2321	22	0	0	0	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2523	24	0	0	0	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				189		
pX, platoon unblocked						
vC, conflicting volume			2547		2535	853
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2547		2535	853
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	97
cM capacity (veh/h)			172		22	302

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1009	1009	529	0	0	0	8
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	24	0	0	0	8
cSH	1700	1700	1700	1700	1700	1700	302
Volume to Capacity	0.59	0.59	0.31	0.00	0.00	0.00	0.03
Queue Length 95th (ft)	0	0	0	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	17.2
Lane LOS							C
Approach Delay (s)	0.0			0.0			17.2
Approach LOS							C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2420	19	0	1470	0	64
Future Volume (Veh/h)	2420	19	0	1470	0	64
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2630	21	0	1598	0	70
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	639			473		
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			2651		3173	887
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1569		2397	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	90
cM capacity (veh/h)			263		18	684

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1052	1052	547	533	533	533	70
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	21	0	0	0	70
cSH	1700	1700	1700	1700	1700	1700	684
Volume to Capacity	0.62	0.62	0.32	0.31	0.31	0.31	0.10
Queue Length 95th (ft)	0	0	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	10.9
Lane LOS							B
Approach Delay (s)	0.0			0.0			10.9
Approach LOS							B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	6	8	315	324	12
Future Volume (Veh/h)	10	6	8	315	324	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	7	9	342	352	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					105	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	718	358	365			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	632	232	239			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	397	727	1195			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	18	351	365
Volume Left	11	9	0
Volume Right	7	0	13
cSH	482	1195	1700
Volume to Capacity	0.04	0.01	0.21
Queue Length 95th (ft)	3	1	0
Control Delay (s)	12.8	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	12.8	0.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	315	324	0
Future Volume (Veh/h)	0	0	0	315	324	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	342	352	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					215	
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	694	352	352			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	653	293	293			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	411	710	1207			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	342	352
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1207	1700
Volume to Capacity	0.00	0.00	0.21
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	20.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	189	46	151	161	73
Future Volume (Veh/h)	55	189	46	151	161	73
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	205	50	164	175	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					568	
pX, platoon unblocked						
vC, conflicting volume	478	214	254			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	478	214	254			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	75	96			
cM capacity (veh/h)	525	825	1311			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	265	214	254
Volume Left	60	50	0
Volume Right	205	0	79
cSH	731	1311	1700
Volume to Capacity	0.36	0.04	0.15
Queue Length 95th (ft)	41	3	0
Control Delay (s)	12.7	2.1	0.0
Lane LOS	B	A	
Approach Delay (s)	12.7	2.1	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	31	209	8	16	4	154	45	12	4	45	5
Future Volume (vph)	14	31	209	8	16	4	154	45	12	4	45	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	34	227	9	17	4	167	49	13	4	49	5

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total (vph)	49	227	30	229	58
Volume Left (vph)	15	0	9	167	4
Volume Right (vph)	0	227	4	13	5
Hadj (s)	0.10	-0.57	0.01	0.15	0.00
Departure Headway (s)	4.7	3.2	4.6	4.3	4.3
Degree Utilization, x	0.06	0.20	0.04	0.27	0.07
Capacity (veh/h)	712	1121	724	816	794
Control Delay (s)	8.0	7.0	7.8	8.9	7.7
Approach Delay (s)	7.2		7.8	8.9	7.7
Approach LOS	A		A	A	A

Intersection Summary				
Delay	7.9			
Level of Service	A			
Intersection Capacity Utilization	33.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	1	24	0	5	129
Future Volume (Veh/h)	1	1	24	0	5	129
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	26	0	5	140
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	176	26			26	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	176	26			26	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	811	1050			1588	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	2	26	145
Volume Left	1	0	5
Volume Right	1	0	0
cSH	915	1700	1588
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.9	0.0	0.3
Lane LOS	A		A
Approach Delay (s)	8.9	0.0	0.3
Approach LOS	A		

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		20.8%	ICU Level of Service
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1360	53	0	2393	0	4
Future Volume (Veh/h)	1360	53	0	2393	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1478	58	0	2601	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				367		
pX, platoon unblocked						
vC, conflicting volume			1536		2374	522
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1536		2374	522
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			429		29	500

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	591	591	354	867	867	867	4
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	58	0	0	0	4
cSH	1700	1700	1700	1700	1700	1700	500
Volume to Capacity	0.35	0.35	0.21	0.51	0.51	0.51	0.01
Queue Length 95th (ft)	0	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.3
Approach LOS							B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1364	0	0	18	0	0
Future Volume (Veh/h)	1364	0	0	18	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1483	0	0	20	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				189		
pX, platoon unblocked						
vC, conflicting volume			1483		1490	494
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1483		1490	494
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			450		115	521

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	593	593	297	7	7	7	0
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.35	0.35	0.17	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							A
Approach Delay (s)	0.0			0.0			0.0
Approach LOS							A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1344	12	0	2518	0	49
Future Volume (Veh/h)	1344	12	0	2518	0	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1461	13	0	2737	0	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	639			473		
pX, platoon unblocked			0.82		0.82	0.82
vC, conflicting volume			1474		2380	494
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			789		1900	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	94
cM capacity (veh/h)			674		50	884

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	584	584	305	912	912	912	53
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	13	0	0	0	53
cSH	1700	1700	1700	1700	1700	1700	884
Volume to Capacity	0.34	0.34	0.18	0.54	0.54	0.54	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	9.3
Lane LOS							A
Approach Delay (s)	0.0			0.0			9.3
Approach LOS							A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	347	171	0
Future Volume (Veh/h)	0	0	0	347	171	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	377	186	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					105	
pX, platoon unblocked	0.99	0.99	0.99			
vC, conflicting volume	563	186	186			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	551	170	170			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	489	864	1390			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	377	186
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1390	1700
Volume to Capacity	0.00	0.00	0.11
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	347	171	0
Future Volume (Veh/h)	0	0	0	347	171	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	377	186	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					215	
pX, platoon unblocked						
vC, conflicting volume	563	186	186			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	563	186	186			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	487	856	1388			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	377	186
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1388	1700
Volume to Capacity	0.00	0.00	0.11
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	57	16	287	136	24
Future Volume (Veh/h)	8	57	16	287	136	24
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	62	17	312	148	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					568	
pX, platoon unblocked						
vC, conflicting volume	507	161	174			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	507	161	174			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	93	99			
cM capacity (veh/h)	519	884	1403			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	71	329	174
Volume Left	9	17	0
Volume Right	62	0	26
cSH	812	1403	1700
Volume to Capacity	0.09	0.01	0.10
Queue Length 95th (ft)	7	1	0
Control Delay (s)	9.9	0.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.9	0.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	38.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	7	7	123	13	14	2	192	38	14	3	61	2
Future Volume (vph)	7	7	123	13	14	2	192	38	14	3	61	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	8	134	14	15	2	209	41	15	3	66	2

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total (vph)	16	134	31	265	71
Volume Left (vph)	8	0	14	209	3
Volume Right (vph)	0	134	2	15	2
Hadj (s)	0.13	-0.57	0.09	0.16	0.03
Departure Headway (s)	4.8	3.2	4.8	4.3	4.3
Degree Utilization, x	0.02	0.12	0.04	0.31	0.09
Capacity (veh/h)	684	1121	701	831	804
Control Delay (s)	7.9	6.6	8.0	9.2	7.7
Approach Delay (s)	6.8		8.0	9.2	7.7
Approach LOS	A		A	A	A

Intersection Summary				
Delay	8.2			
Level of Service	A			
Intersection Capacity Utilization	35.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	4	0	0	53
Future Volume (Veh/h)	0	0	4	0	0	53
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	0	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	62	4			4	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	62	4			4	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	944	1080			1618	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	4	58
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1618
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2493	138	0	1480	0	25
Future Volume (Veh/h)	2493	138	0	1480	0	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2710	150	0	1609	0	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				367		
pX, platoon unblocked						
vC, conflicting volume			2860		3321	978
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2860		3321	978
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			129		6	250

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1084	1084	692	536	536	536	27
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	150	0	0	0	27
cSH	1700	1700	1700	1700	1700	1700	250
Volume to Capacity	0.64	0.64	0.41	0.32	0.32	0.32	0.11
Queue Length 95th (ft)	0	0	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	21.2
Lane LOS							C
Approach Delay (s)	0.0			0.0			21.2
Approach LOS							C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2500	23	0	68	0	7
Future Volume (Veh/h)	2500	23	0	68	0	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2717	25	0	74	0	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				189		
pX, platoon unblocked						
vC, conflicting volume			2742		2754	918
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2742		2754	918
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	97
cM capacity (veh/h)			144		16	274

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1087	1087	568	25	25	25	8
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	25	0	0	0	8
cSH	1700	1700	1700	1700	1700	1700	274
Volume to Capacity	0.64	0.64	0.33	0.01	0.01	0.01	0.03
Queue Length 95th (ft)	0	0	0	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	18.5
Lane LOS							C
Approach Delay (s)	0.0			0.0			18.5
Approach LOS							C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2605	20	0	1628	0	68
Future Volume (Veh/h)	2605	20	0	1628	0	68
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2832	22	0	1770	0	74
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	639			473		
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			2854		3433	955
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1891		2809	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			197		9	684

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1133	1133	588	590	590	590	74
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	22	0	0	0	74
cSH	1700	1700	1700	1700	1700	1700	684
Volume to Capacity	0.67	0.67	0.35	0.35	0.35	0.35	0.11
Queue Length 95th (ft)	0	0	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	10.9
Lane LOS							B
Approach Delay (s)	0.0			0.0			10.9
Approach LOS							B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	6	8	334	344	13
Future Volume (Veh/h)	11	6	8	334	344	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	7	9	363	374	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					105	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	762	381	388			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	671	242	250			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	373	709	1170			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	19	372	388
Volume Left	12	9	0
Volume Right	7	0	14
cSH	451	1170	1700
Volume to Capacity	0.04	0.01	0.23
Queue Length 95th (ft)	3	1	0
Control Delay (s)	13.3	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	13.3	0.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	334	344	0
Future Volume (Veh/h)	0	0	0	334	344	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	363	374	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					215	
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume	737	374	374			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	692	308	308			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	387	691	1183			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	363	374
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1183	1700
Volume to Capacity	0.00	0.00	0.22
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	201	49	160	171	77
Future Volume (Veh/h)	58	201	49	160	171	77
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	218	53	174	186	84
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					568	
pX, platoon unblocked						
vC, conflicting volume	508	228	270			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	508	228	270			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	73	96			
cM capacity (veh/h)	503	811	1293			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	281	227	270
Volume Left	63	53	0
Volume Right	218	0	84
cSH	713	1293	1700
Volume to Capacity	0.39	0.04	0.16
Queue Length 95th (ft)	47	3	0
Control Delay (s)	13.3	2.1	0.0
Lane LOS	B	A	
Approach Delay (s)	13.3	2.1	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	33	222	8	17	4	163	48	13	4	48	5
Future Volume (vph)	15	33	222	8	17	4	163	48	13	4	48	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	36	241	9	18	4	177	52	14	4	52	5

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total (vph)	52	241	31	243	61
Volume Left (vph)	16	0	9	177	4
Volume Right (vph)	0	241	4	14	5
Hadj (s)	0.10	-0.57	0.01	0.15	0.00
Departure Headway (s)	4.7	3.2	4.7	4.3	4.4
Degree Utilization, x	0.07	0.21	0.04	0.29	0.07
Capacity (veh/h)	704	1122	715	813	788
Control Delay (s)	8.1	7.1	7.9	9.1	7.7
Approach Delay (s)	7.2		7.9	9.1	7.7
Approach LOS	A		A	A	A

Intersection Summary				
Delay	8.0			
Level of Service	A			
Intersection Capacity Utilization	33.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	1	25	0	5	137
Future Volume (Veh/h)	1	1	25	0	5	137
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	27	0	5	149
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	186	27			27	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	186	27			27	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	801	1048			1587	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	2	27	154
Volume Left	1	0	5
Volume Right	1	0	0
cSH	908	1700	1587
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.0	0.0	0.3
Lane LOS	A		A
Approach Delay (s)	9.0	0.0	0.3
Approach LOS	A		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1370	60	0	2393	0	4
Future Volume (Veh/h)	1370	60	0	2393	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1489	65	0	2601	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				367		
pX, platoon unblocked						
vC, conflicting volume			1554		2388	529
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1554		2388	529
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			422		28	494

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	596	596	363	867	867	867	4
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	65	0	0	0	4
cSH	1700	1700	1700	1700	1700	1700	494
Volume to Capacity	0.35	0.35	0.21	0.51	0.51	0.51	0.01
Queue Length 95th (ft)	0	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.3
Approach LOS							B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1258	116	0	18	0	123
Future Volume (Veh/h)	1258	116	0	18	0	123
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1367	126	0	20	0	134
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				189		
pX, platoon unblocked						
vC, conflicting volume			1493		1437	519
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1493		1437	519
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	73
cM capacity (veh/h)			446		124	502

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	547	547	399	7	7	7	134
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	126	0	0	0	134
cSH	1700	1700	1700	1700	1700	1700	502
Volume to Capacity	0.32	0.32	0.23	0.00	0.00	0.00	0.27
Queue Length 95th (ft)	0	0	0	0	0	0	27
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	14.8
Lane LOS							B
Approach Delay (s)	0.0			0.0			14.8
Approach LOS							B

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1365	12	0	2539	0	49
Future Volume (Veh/h)	1365	12	0	2539	0	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1484	13	0	2760	0	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	639			473		
pX, platoon unblocked			0.81		0.81	0.81
vC, conflicting volume			1497		2410	501
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			804		1928	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	94
cM capacity (veh/h)			663		47	881

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	594	594	310	920	920	920	53
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	13	0	0	0	53
cSH	1700	1700	1700	1700	1700	1700	881
Volume to Capacity	0.35	0.35	0.18	0.54	0.54	0.54	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	9.3
Lane LOS							A
Approach Delay (s)	0.0			0.0			9.3
Approach LOS							A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	22	37	318	157	35
Future Volume (Veh/h)	50	22	37	318	157	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	24	40	346	171	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					105	
pX, platoon unblocked	0.98	0.98	0.98			
vC, conflicting volume	616	190	209			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	594	157	176			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	97	97			
cM capacity (veh/h)	443	867	1365			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	78	386	209
Volume Left	54	40	0
Volume Right	24	0	38
cSH	521	1365	1700
Volume to Capacity	0.15	0.03	0.12
Queue Length 95th (ft)	13	2	0
Control Delay (s)	13.1	1.1	0.0
Lane LOS	B	A	
Approach Delay (s)	13.1	1.1	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2	2	355	179	0
Future Volume (Veh/h)	0	2	2	355	179	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	2	386	195	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					215	
pX, platoon unblocked						
vC, conflicting volume	585	195	195			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	585	195	195			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	473	846	1378			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	2	388	195
Volume Left	0	2	0
Volume Right	2	0	0
cSH	846	1378	1700
Volume to Capacity	0.00	0.00	0.11
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.3	0.1	0.0
Lane LOS	A	A	
Approach Delay (s)	9.3	0.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	57	16	297	146	24
Future Volume (Veh/h)	8	57	16	297	146	24
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	62	17	323	159	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					568	
pX, platoon unblocked						
vC, conflicting volume	529	172	185			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	529	172	185			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	93	99			
cM capacity (veh/h)	504	872	1390			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	71	340	185
Volume Left	9	17	0
Volume Right	62	0	26
cSH	798	1390	1700
Volume to Capacity	0.09	0.01	0.11
Queue Length 95th (ft)	7	1	0
Control Delay (s)	10.0	0.5	0.0
Lane LOS	A	A	
Approach Delay (s)	10.0	0.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	7	10	130	13	17	2	199	38	14	3	61	2
Future Volume (vph)	7	10	130	13	17	2	199	38	14	3	61	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	11	141	14	18	2	216	41	15	3	66	2

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total (vph)	19	141	34	272	71
Volume Left (vph)	8	0	14	216	3
Volume Right (vph)	0	141	2	15	2
Hadj (s)	0.12	-0.57	0.08	0.16	0.03
Departure Headway (s)	4.8	3.2	4.8	4.3	4.3
Degree Utilization, x	0.03	0.13	0.05	0.32	0.09
Capacity (veh/h)	682	1121	698	827	797
Control Delay (s)	8.0	6.7	8.0	9.3	7.7
Approach Delay (s)	6.8		8.0	9.3	7.7
Approach LOS	A		A	A	A

Intersection Summary				
Delay	8.3			
Level of Service	A			
Intersection Capacity Utilization	35.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	0	4	0	11	49
Future Volume (Veh/h)	4	0	4	0	11	49
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	4	0	12	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	81	4			4	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81	4			4	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	914	1080			1618	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	4	4	65
Volume Left	4	0	12
Volume Right	0	0	0
cSH	914	1700	1618
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	9.0	0.0	1.4
Lane LOS	A		A
Approach Delay (s)	9.0	0.0	1.4
Approach LOS	A		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	19.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2497	140	0	1480	0	25
Future Volume (Veh/h)	2497	140	0	1480	0	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2714	152	0	1609	0	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				367		
pX, platoon unblocked						
vC, conflicting volume			2866		3326	981
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2866		3326	981
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			128		6	249

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1086	1086	695	536	536	536	27
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	152	0	0	0	27
cSH	1700	1700	1700	1700	1700	1700	249
Volume to Capacity	0.64	0.64	0.41	0.32	0.32	0.32	0.11
Queue Length 95th (ft)	0	0	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	21.2
Lane LOS							C
Approach Delay (s)	0.0			0.0			21.2
Approach LOS							C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2403	124	0	68	0	112
Future Volume (Veh/h)	2403	124	0	68	0	112
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2612	135	0	74	0	122
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				189		
pX, platoon unblocked						
vC, conflicting volume			2747		2704	938
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2747		2704	938
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	54
cM capacity (veh/h)			143		17	266

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1045	1045	657	25	25	25	122
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	135	0	0	0	122
cSH	1700	1700	1700	1700	1700	1700	266
Volume to Capacity	0.61	0.61	0.39	0.01	0.01	0.01	0.46
Queue Length 95th (ft)	0	0	0	0	0	0	57
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	29.6
Lane LOS							D
Approach Delay (s)	0.0			0.0			29.6
Approach LOS							D

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2614	20	0	1637	0	68
Future Volume (Veh/h)	2614	20	0	1637	0	68
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2841	22	0	1779	0	74
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	639			473		
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			2863		3445	958
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1905		2828	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			194		9	684

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1136	1136	590	593	593	593	74
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	22	0	0	0	74
cSH	1700	1700	1700	1700	1700	1700	684
Volume to Capacity	0.67	0.67	0.35	0.35	0.35	0.35	0.11
Queue Length 95th (ft)	0	0	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	10.9
Lane LOS							B
Approach Delay (s)	0.0			0.0			10.9
Approach LOS							B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	24	24	321	330	36
Future Volume (Veh/h)	34	24	24	321	330	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	26	26	349	359	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					105	
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	780	378	398			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	686	233	255			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	96	98			
cM capacity (veh/h)	358	714	1160			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	63	375	398
Volume Left	37	26	0
Volume Right	26	0	39
cSH	450	1160	1700
Volume to Capacity	0.14	0.02	0.23
Queue Length 95th (ft)	12	2	0
Control Delay (s)	14.3	0.8	0.0
Lane LOS	B	A	
Approach Delay (s)	14.3	0.8	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	1	337	348	0
Future Volume (Veh/h)	0	1	1	337	348	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	1	366	378	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					215	
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	746	378	378			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	704	315	315			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	382	687	1179			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	367	378
Volume Left	0	1	0
Volume Right	1	0	0
cSH	687	1179	1700
Volume to Capacity	0.00	0.00	0.22
Queue Length 95th (ft)	0	0	0
Control Delay (s)	10.2	0.0	0.0
Lane LOS	B	A	
Approach Delay (s)	10.2	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	201	49	164	176	77
Future Volume (Veh/h)	58	201	49	164	176	77
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	218	53	178	191	84
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					568	
pX, platoon unblocked						
vC, conflicting volume	517	233	275			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	517	233	275			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	73	96			
cM capacity (veh/h)	497	806	1288			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	281	231	275
Volume Left	63	53	0
Volume Right	218	0	84
cSH	708	1288	1700
Volume to Capacity	0.40	0.04	0.16
Queue Length 95th (ft)	48	3	0
Control Delay (s)	13.4	2.1	0.0
Lane LOS	B	A	
Approach Delay (s)	13.4	2.1	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	35	225	8	18	4	166	48	13	4	48	5
Future Volume (vph)	15	35	225	8	18	4	166	48	13	4	48	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	38	245	9	20	4	180	52	14	4	52	5

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total (vph)	54	245	33	246	61
Volume Left (vph)	16	0	9	180	4
Volume Right (vph)	0	245	4	14	5
Hadj (s)	0.09	-0.57	0.02	0.15	0.00
Departure Headway (s)	4.7	3.2	4.7	4.3	4.4
Degree Utilization, x	0.07	0.22	0.04	0.30	0.07
Capacity (veh/h)	702	1122	712	811	785
Control Delay (s)	8.1	7.1	7.9	9.1	7.7
Approach Delay (s)	7.3		7.9	9.1	7.7
Approach LOS	A		A	A	A

Intersection Summary				
Delay	8.1			
Level of Service	A			
Intersection Capacity Utilization	34.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	2	24	1	12	132
Future Volume (Veh/h)	6	2	24	1	12	132
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	2	26	1	13	143
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	196	26			27	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196	26			27	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			99	
cM capacity (veh/h)	787	1049			1587	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	9	27	156
Volume Left	7	0	13
Volume Right	2	1	0
cSH	833	1700	1587
Volume to Capacity	0.01	0.02	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	9.4	0.0	0.7
Lane LOS	A		A
Approach Delay (s)	9.4	0.0	0.7
Approach LOS	A		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix C

Background Developments

Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Background Development Location Map	**Exhibit C-1**

Trip Generaton Rates

Townhouse (Prince Georges County Rates)

Morning Trips = 0.70 x Units

Evening Trips = 0.80 x Units

Daily Trips = 8 x Units

Trip Distribution (In/Out)

20/80

65/35

Trip Generaton Totals

			AM Peak			PM Peak			Daily
			In	Out	Total	In	Out	Total	Total
Hunter's Ridge	Townhouse (Prince Georges County Rates)	360 units	50	202	252	187	101	288	2880
		Total Trips:	50	202	252	187	101	288	2880

360 Total Units

73 Completed

20 % Complete

Net Total Trips:	**40**	**162**	**201**	**150**	**81**	**230**	**2296**

NOTE: Trip Generation Rates obtained from the Prince George's County Guidelines

Traffic Impact Analysis	Trip Generation for Background Developments	**Exhibit C-2**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

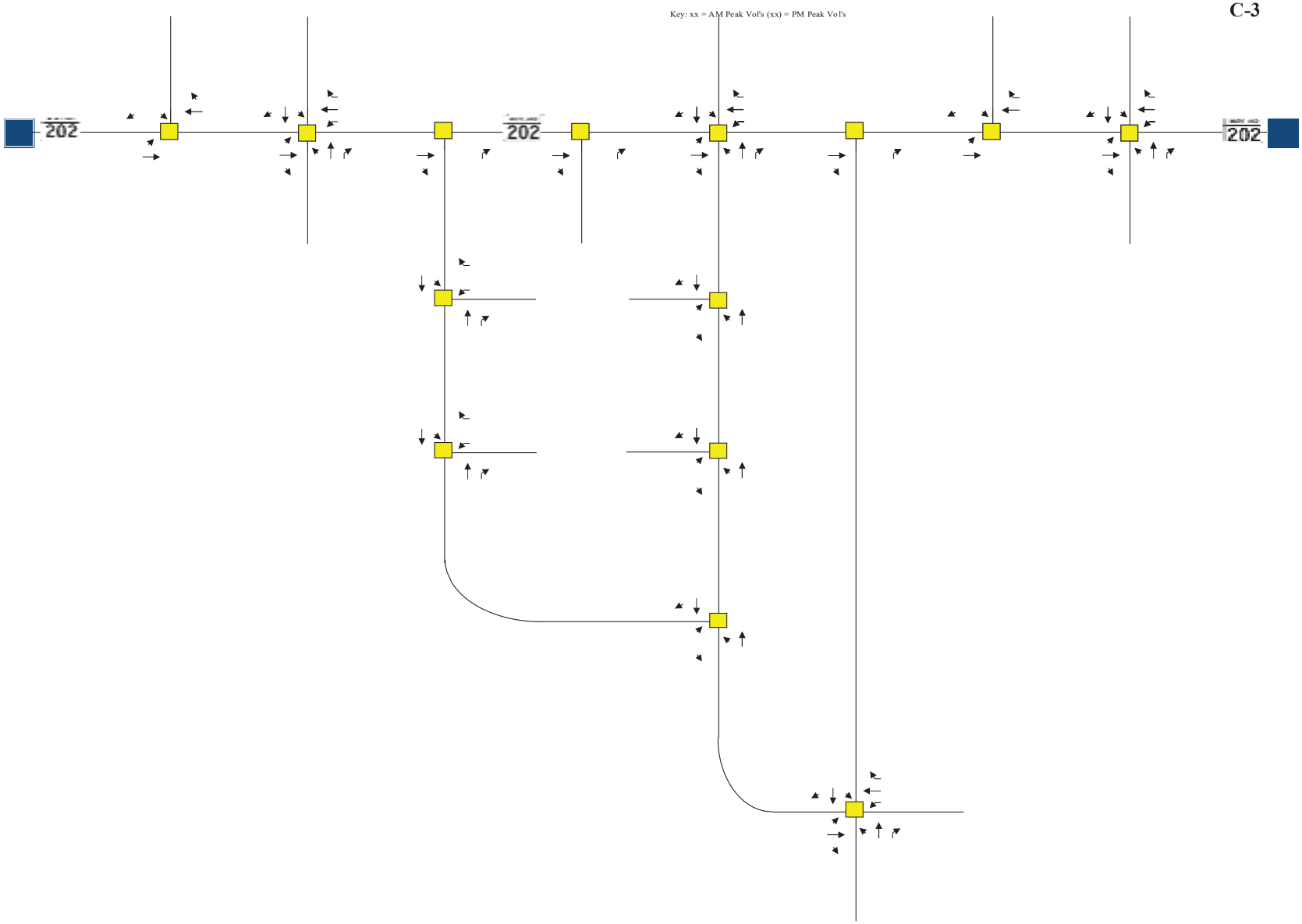
Notes:
1. There is an additional site access point (RI/RO along WB MD 202) for the Hunters Ridge development inbetween Intersections 2 and 3 which will account for some inbound and outbound traffic.

Background Development Trip Assignment -

Hunters Ridge

Exhibit C-3

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



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