M-NCPPC - Development Review Division

April 2020

Prince George's County Planning Department +14741 Governor Oden Bowie Drive, Upper Mariboro, Maryland 20772 + 301-952-3530

| | APPLICA | ATION FOR | M | 為是在方式及外別 |
|--|---|---|---------------------------------|----------------------|
| DO NOT WRITE IN THIS SP | ACE | | | |
| | Planning Board Review □ Planning Director Review □ | | | |
| Acceptance Date: | 70-day limitLimit waived—New limit | | | |
| | ate:No. of Signs Posted; Agenda Date: | | | |
| Application Fee:Posting Fee: Case Reviewer: | | | | |
| Subdivision Development Revie | | | | |
| Referral Mail-Out Date: | | | | |
| Date of Informational Mailing: | Date | of Acceptance Ma | iling: | |
| APPLICATION TYPE: SE | | | | |
| Payment option: Check (pay | yable to M-NCPPC) ☐ Credit | Card General | Plan Growth Policy: Establis | shed Communitia |
| PROJECT NAME: Royal Fa | | | | |
| Complete address (if applicable | 7401 and 7415 Landover Ro | ad, 2500 Kent Tov | | 41, 1461458, 1460781 |
| Geographic Location (distance | | | Police District #: III | |
| Southwest quadrant of the inter | | | | |
| Total Acreage: 4.48 acres | Aviation Policy Area: N/A | | Election District: 13 | |
| Tax Map/Grid:59-D1/D2 | Current Zone(s): C-S-C | | Council District: 5 | |
| WSSC Grid: 204NE06 | Existing Lots/Blocks/Parcels: Par H, G9, K | | Dev. Review District: N/A | |
| Planning Area: 72 | In Municipal Boundary: N/A Is development exempt from grading per pursuant to 32-127(a)(6)(A): □ Y ■ N | | | |
| (2002) General Plan Tier: ■ Developed □ Developing □ Rural Area of proposed LOD: | | | | |
| Proposed Use of Property and | Request of Proposal: | | d provide copies of resolutions | |
| Food and Beverage Store | in combination with a | approved applications affecting the subject property: | | |
| Gas Station. | | N/A | | |
| | | | | |
| Applicant Name, Address & Ph | ione: | | ime, Address & Phone: | |
| RF Landover, LLC | | McNamee Hosea | | |
| 3611 Roland Avenue | | 6411 Ivy Lane, Suite 200 Greenbelt, Maryland 20770 | | |
| Baltimore, MD 21211 | | Contact Name, Phone & E-mail: | | |
| Owner Name, Address & Phon (if same as applicant indicate same/corpora | | | Tedesco, Esq. | |
| Kent Village LTD Partnership | | | 2420, F: 301-982-9450 | |
| 7007 Heatherhill Road Bethesda, MD 20817 MTedesco@mhlawyers.com | | | | |
| SIGNATURE (Sign where appropri | | Disclosure for addi | itional owner's signatures) | |
| Kant Village Limited Permi | יואנים , ו | | | |
| puoled Beal | 7/23/202 | . 6. | | |
| Owner's Signature typed & signature Across Barks, General Parties | ed Date F | Applicant's | Signature typed & signed | Date |
| | | | | |
| Contract Purchaser's Signature | typed& Date | Applicant's | Signature typed & signed | Date |
| signed | | | | |

M-NCPPC – Development Review Division April 2020

Prince George's County Planning Department ♦14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772 ♦ 301-952-3530

| | APPLICA | ATION FOR | M | |
|---|--|---|--|--|
| DO NOT WRITE IN THIS SPACE | | | | |
| Application No.(s): | | Planning B | oard Review Planning Director Review | |
| | | | Limit waived–New limit | |
| | | | Agenda Date: | |
| | | | eviewer: | |
| Subdivision Development Revie | | | | |
| Referral Mail-Out Date: | | | | |
| Date of Informational Mailing: | Date | of Acceptance Mai | ling: | |
| APPLICATION TYPE: SE | | | | |
| | The second secon | | Plan Growth Policy: Established Communiti <u>a</u> | |
| PROJECT NAME:Royal Fa | | | Di . | |
| Geographic Location (distance | Hyattsville, Maryland 20785 | ad, 2500 Kent Tow | n Place Tax Account #: 1461441, 1461458, 1460781 | |
| Geographic Location (distance Southwest quadrant of the inter | | | Police District #: | |
| Total Acreage: 4.48 acres | Aviation Policy Area: N/A | | Election District: 13 | |
| Tax Map/Grid:59-D1/D2 | Current Zone(s): C-S-C | | Council District:5 | |
| WSSC Grid: 204NE06 | Existing Lots/Blocks/Parce | ls: Par H. G9. K | Dev. Review District: N/A | |
| Planning Area:72 | In Municipal Boundary: N | /^ | Is development exempt from grading permit | |
| | , IN | /A | pursuant to 32-127(a)(6)(A): ☐ Y ■ N | |
| (2002) General Plan Tier: ■ D | eveloped Developing | □ Rural | Area of proposed LOD: | |
| Proposed Use of Property and | Request of Proposal: | | provide copies of resolutions of previously | |
| Food and Beverage Store | in combination with a | approved applications affecting the subject property: | | |
| Gas Station. | | N/A | | |
| | | | | |
| Applicant Name, Address & Phone: | | Consultant Name, Address & Phone: | | |
| RF Landover, LLC | | McNamee Hosea | | |
| 3611 Roland Avenue | | 6411 Ivy Lane, Suite 200 Greenbelt, Maryland 20770 | | |
| 48-39-39-30-30-30-30-30-30-30-30-30-30-30-30-30- | | | | |
| Owner Name, Address & Phon (if same as applicant indicate same/corpora | | Contact Name, Phone & E-mail: Matthew C. Tedesco, Esq. | | |
| Kent Village LTD Partnership | | P: 301-441-2420, F: 301-982-9450 | | |
| 1 /III / Heatherniii Road | | MTedesco@mhlawyers.com | | |
| SIGNATURE (Sign where appropriate; include Application Form Disclosure for additional owner's signatures) | | | | |
| 10 Jat | | | | |
| 0 10: 1 10: | Detail Details | - /cl | m/19/20 6/29/20 | |
| Owner's Signature typed & signe | ed Date | Applicant's | Signature typed & signed Date | |
| | | ′ | President | |
| Contract Purchaser's Signature t | typed& Date | Applicant's | Signature typed & signed Date | |

| SUBDIVISION CASES - PRELIMINARY PLAN/CONSERVATION SKETCH PLAN: | | | | |
|--|--|--|--|--|
| Type of Application (Check all that apply) | | | | |
| Conventional ☐ Comprehensive Design ☐ | Conservation Sketch Plan ☐ Pre-Preliminary Plan ☐ | | | |
| Variation, Variance or Alternative Compliance Request(s) | Applicable Zoning/Subdivision Regulation Section(s): | | | |
| Yes □ No ■ | | | | |
| Total Number of Proposed: | | | | |
| Lots Outlots Parcels | Outparcels | | | |
| Number of Dwelling Units: | Gross Floor Area (Nonresidential portion only): | | | |
| Attached DetachedMultifamily | | | | |
| SUBDIVISION CASES - FINAL PLAT: | | | | |
| Water/Sewer: DER □ Health Dept. □ | Number of Plats: | | | |
| CSP/DSP/SDP No.: | WSSC Authorization No.: | | | |
| Preliminary Plan No.: | | | | |
| Approval Date of Preliminary Plan: | | | | |
| URBAN DESIGN AND ZONING CASES: | | | | |
| Details of Request: | Zoning Ordinance Section(s): | | | |
| Proposed 4,649 square foot Food and Beverage Store in combination with an eight fuel dispenser | 27-317, 27-358 and 27-355 | | | |
| Gas Station. | | | | |
| | | | | |
| | | | | |
| Total Number of Proposed: | Outparcels | | | |
| LotsOutlotsParcelsOutparcels | | | | |
| Number of Dwelling Units: | Gross Floor Area (Nonresidential portion only): | | | |
| Attached DetachedMultifamily | | | | |
| Variance Request Less than 300 feet from a Lot | Applicable Zoning/Subdivision Regulation Section(s): | | | |
| Yes ■ No □ with an outdoor playground | 27-235 and 27-230 | | | |
| Departure Request | Application Filed | | | |
| Yes □ No □ | Yes No No | | | |
| Alternative Compliance Request | Application Filed | | | |
| Yes □ No □ | Yes □ No □ | | | |

APPLICATION FORM DISCLOSURE

List all persons having at least five percent (5%) interest in the subject property ONLY required for Special Exception and Zoning Map Amendment Applications.

| Owner(s) Name - printed | Signature and Date | Residence Address |
|-----------------------------------|-------------------------------|--|
| Kent Village LTD Partnership | huld Bend. | 7007 Heatherhill Road Bethesda, MD 20817 |
| | | |
| | | |
| | | |
| | | |
| If the property is owned by a cor | noration please fill in below | J |

If the property is owned by a corporation, please fill in below.

| Officers | Date Assumed Duties | Residence Address | Business Address |
|----------|---------------------------|-------------------|------------------|
| | | | |
| | | | |
| | | | |
| | | | |

| Board of Directors | Date Assumed Duties | DateTermExpires | Residence Address | Business Address |
|--------------------|---------------------------|---|-------------------|------------------|
| <i>"</i> " | | | | |
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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION 14741 GOVERNOR ODEN BOWIE DRIVE **UPPER MARLBORO, MD 20772 DEVELOPMENT REVIEW DIVISION** 301-952-3530

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772 www.pgplanning.org

July 30, 2021

Maurene Epps-McNeil Zoning Hearing Examiner County Administration Building Upper Marlboro, MD 20772

RE: SE-4834 and Royal Farms #411 (Kent Village

Dear Ms. Epps-McNeil:

On July 29, 2021, after review of the technical staff report, the Prince George's County Planning Board approved the transmittal of the recommendation. Therefore, the application is hereby transmitted directly to the District Council/Zoning Hearing Examiner, and the technical staff's recommendation constitutes the Planning Board's recommendation.

Very truly yours,

James Hunt/mas
James R. Hunt,

Chief

Development

Review

Enclosure

cc: Persons of Record



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 Royal Farms #411 (Kent Village)

SE-4834

07/29/2021

| 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 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 |

HAWTHORN

Planning Board Date:

Table of Contents

| FIND | INGS | 4 |
|------|---|------|
| 1. | Location and Site Description | 4 |
| 2. | History and Previous Approvals | 4 |
| 3. | Neighborhood and Surrounding Uses | 4 |
| 4. | Request | 4 |
| 5. | Development Data Summary | 4 |
| 6. | Required Findings | 5 |
| 7. | Variance Request | .11 |
| 8. | Parking Regulations | .12 |
| 9. | 2010 Prince George's County Landscape Manual Requirements | .12 |
| 10. | . Tree Canopy Coverage | .12 |
| 11. | Prince George's County Woodland and Wildlife Habitat Conservation Ordinance | .12 |
| 12. | . Signage | .12 |
| 13. | . Referral Comments | . 13 |
| RECO | OMMENDATION | .13 |

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 | Food and Beverage Store |
| | Establishment | 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.*

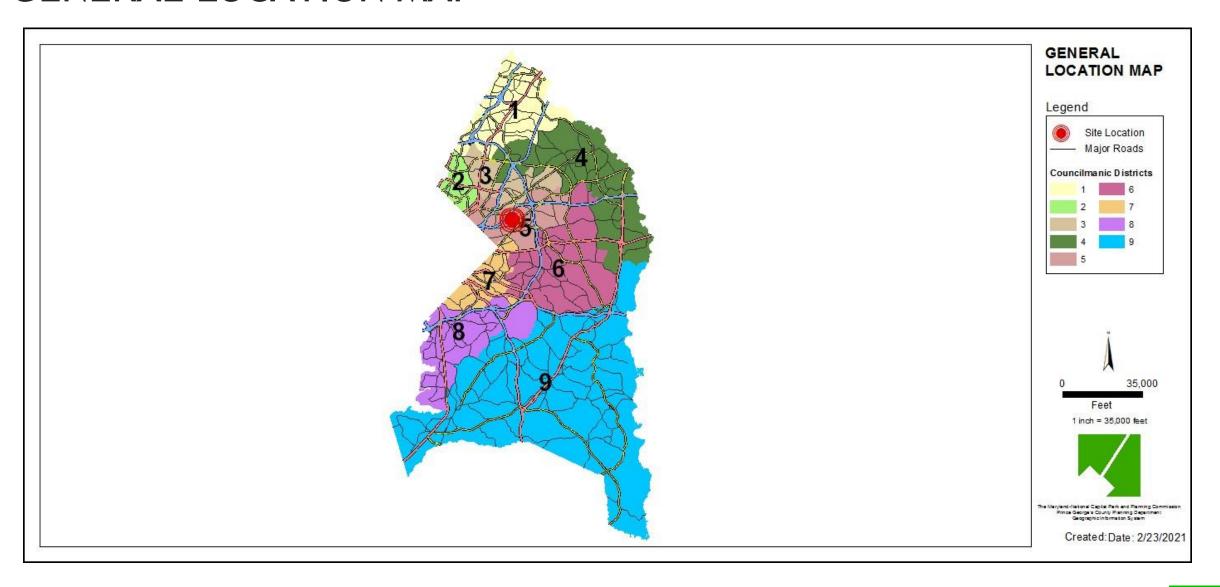
ITEM: 4E

CASE: SE-4834

ROYAL FARMS #411, KENT VILLAGE



GENERAL LOCATION MAP



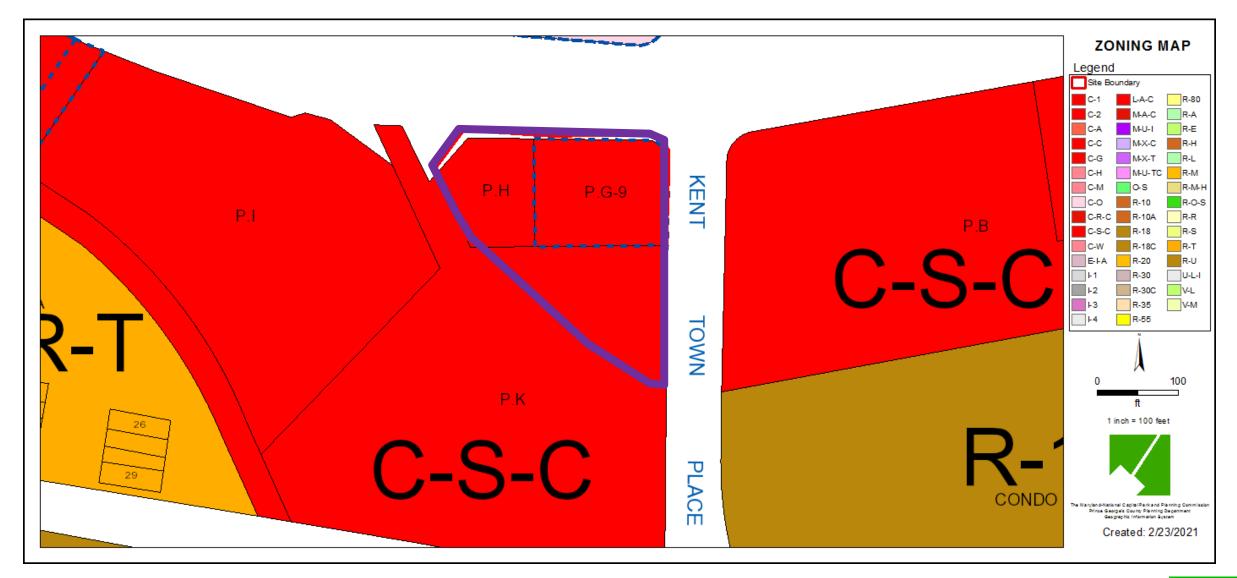


SITE VICINITY





ZONING MAP



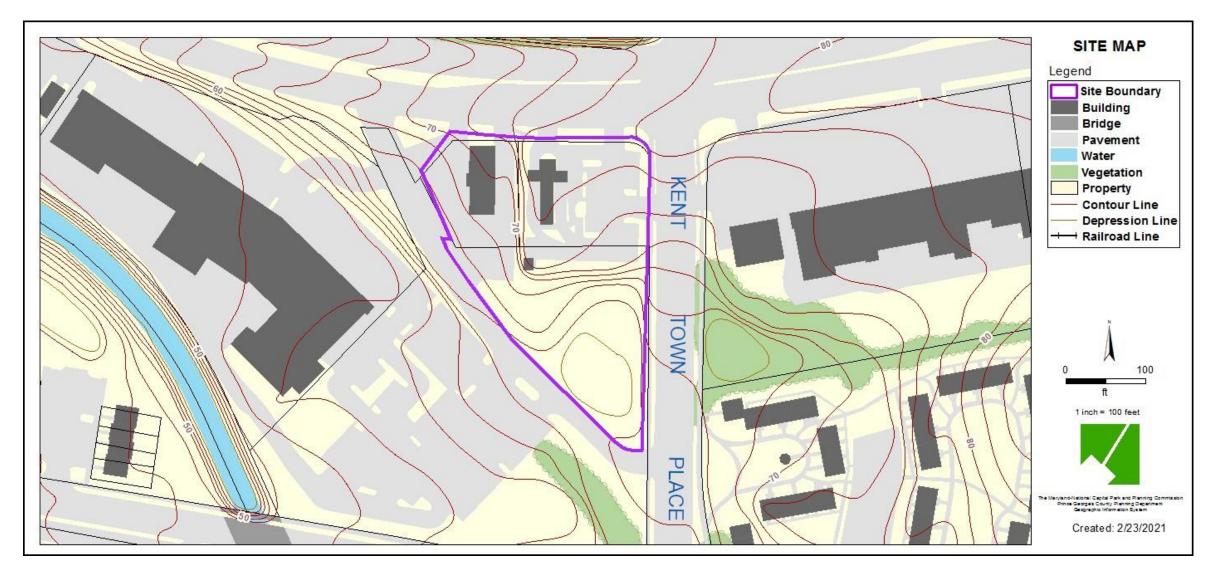


AERIAL MAP



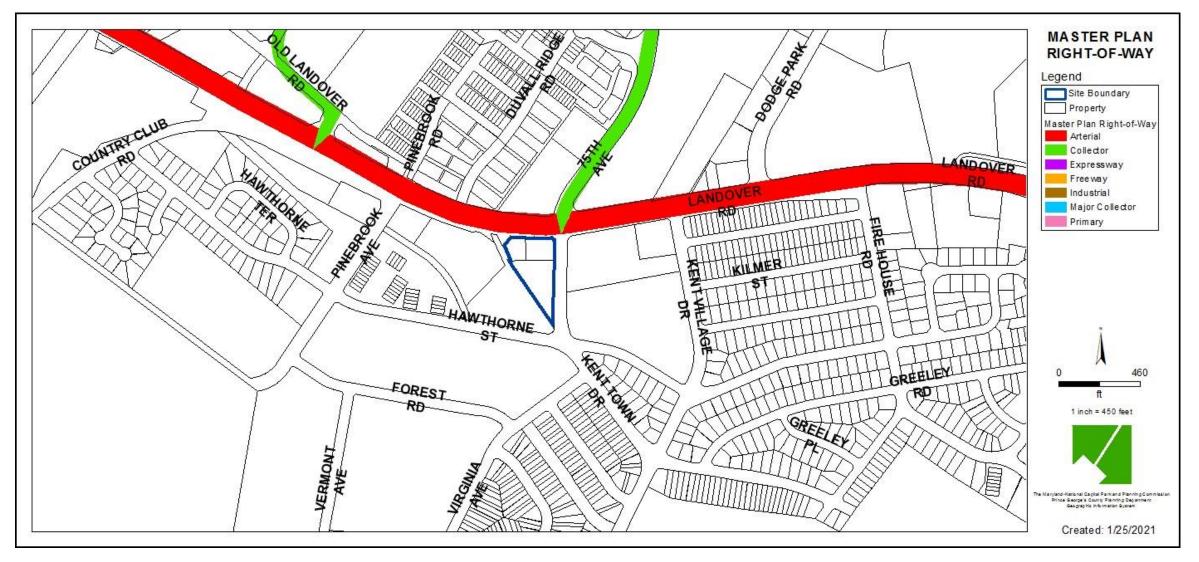


SITE MAP





MASTER PLAN RIGHT-OF-WAY MAP

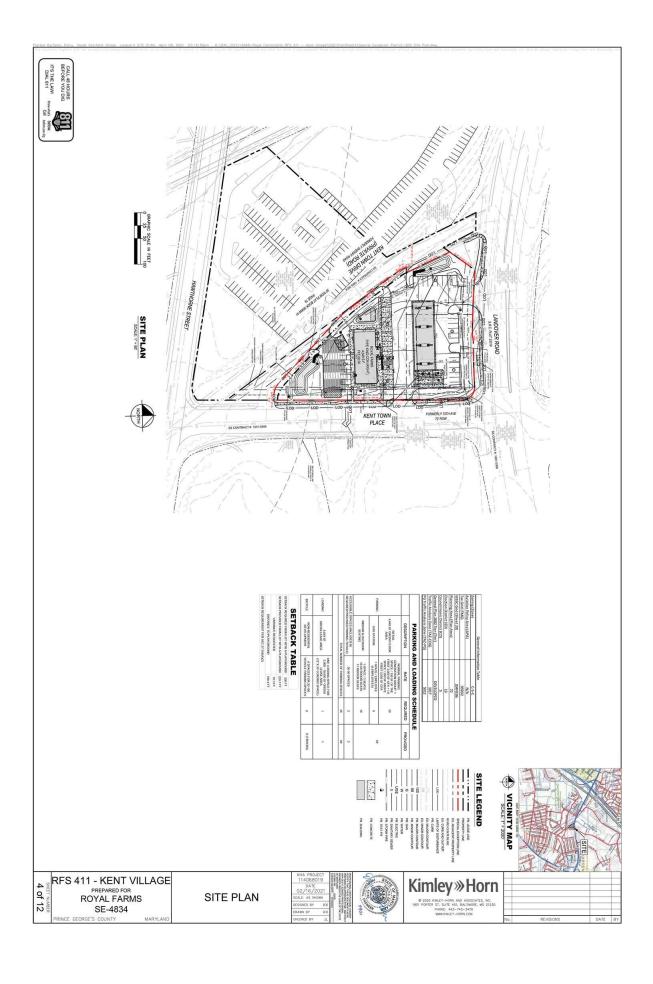




BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

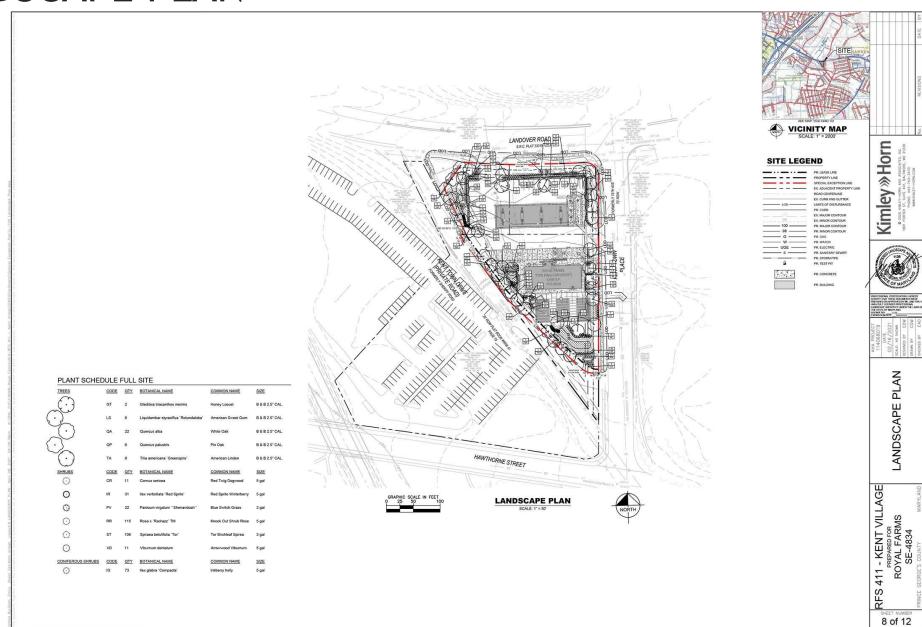






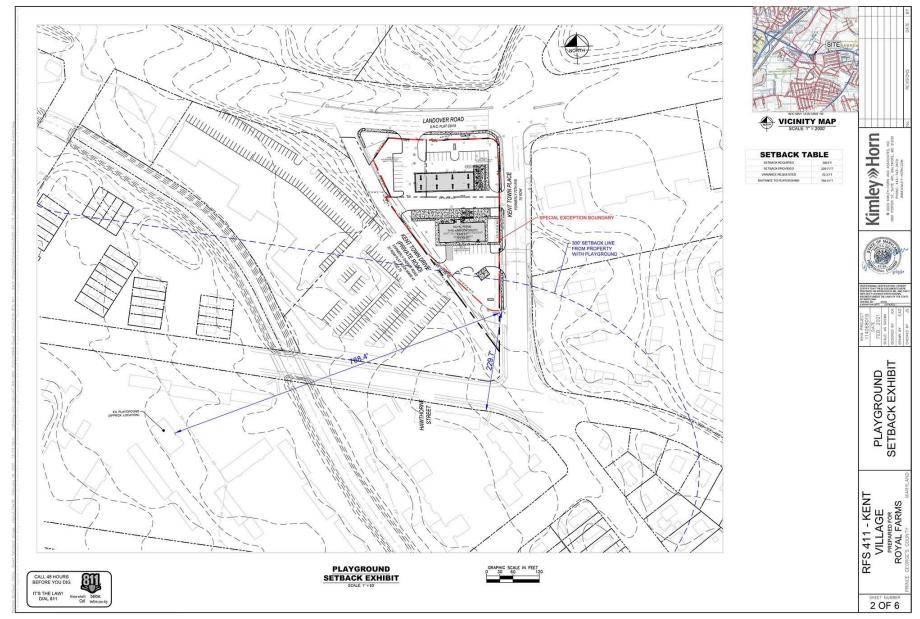


LANDSCAPE PLAN





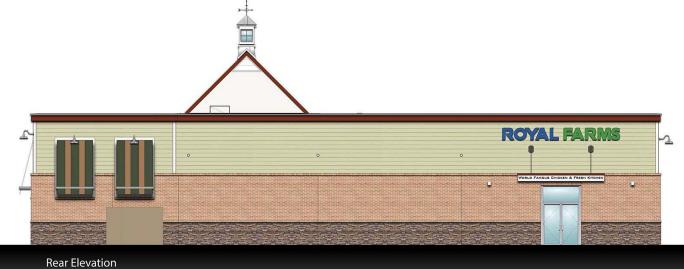
PLAYGROUND SETBACK EXHIBIT



FRONT AND REAR ELEVATIONS



1/4" = 1'-0"





Slide 12 of 14

RIGHT AND LEFT ELEVATIONS



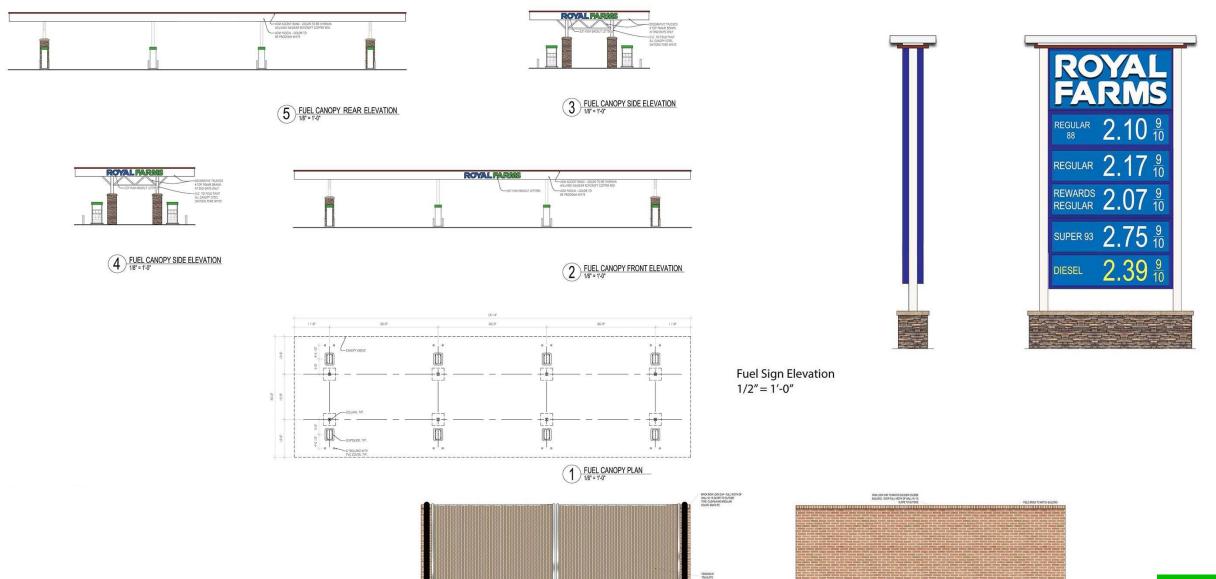


Royal Farms #411 7415 Landover Road, Hyattsville MD 20785 Proposed Elevations July 10, 2020





GAS CANOPIES, SIGNAGE AND SCREENING ENCLOSURES



THE DEVELOPMEN REVIEW DIVISION

Slide 14 of 14

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. <u>DESCRIPTION OF PROPERTY</u>

- 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 on 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 residential apartments and multifamily unit uses in R-18, C-S-C and C-O Zones; to the east by Kent Town Place and beyond by a shopping center and residential c ondom iniu ms in C-S-C and R-18 Zones; to the south by Hawthorne Street and beyond by residential a partments in the R-18 Zone; and to the west by a shopping center in the C-S-C Zone.

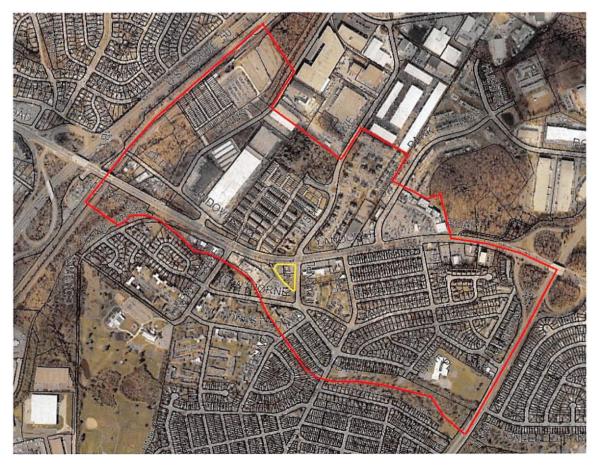
For zoning purposes, the applic ant's proposed neighborhood, as graphically depicted below, is defined by the following bound ary:

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. <u>APPLICANT'S PROPOSAL</u>

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 and future 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.

5

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 17(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 of uses 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 of residents/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 veh ic les at the su bject property, and note to this effect is provided on the site plan.

(5) Access dr iveways shall not be less than 30 feet wide unl ess a less er 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 tota l 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.

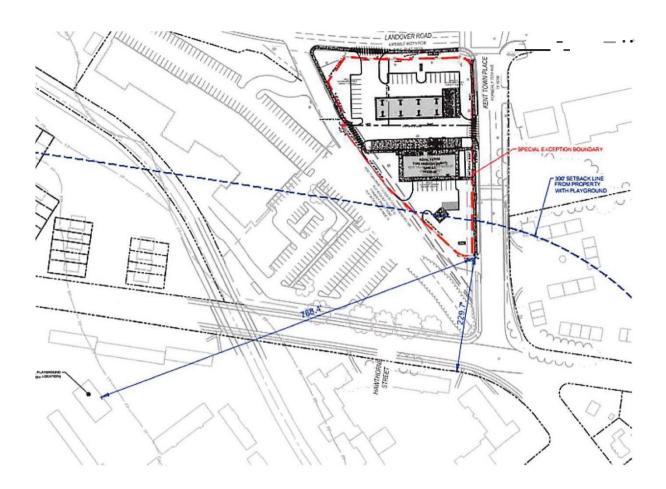
(5) The retail sale of alcoholic beverages from a food and beverage store approved in accordance with this Section is prohibited; except that the District Council may permit an existing use to be relocated from one C-M zoned lot to another within an urban renewal area established pursuant to the Federal 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. VARIA CE REO UES T FROM THE REOUIREME TS OF SECTIO 27-358(a)(2)

Section 27-358(a)(2) requires that the su bject property (i.e., the special except ion area) hall be located at least th ree hundred (300) feet from any lot on which a school, ou tdoor playground, library, or hosp ital is located. The special exception boundary ho wever, is located across Havvt home Street and a private road, about 229 feet north of the corner of a large parcel (Block F, 12.9 lAcre). Block F, which ione large parcel consisting of 12.91 acres is developed with the Kent Village Apaltment Complex which is a mix of two to four story multi-family buildings constructed circal 960s that includes an outdoor playground. The playground is generally located in the center of Block F - sun-otmded by said resident ial buildings, and to the west of a large storm drainchantel the 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 cloest point of the special exception bound ary. See Playground Se tback 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 in the bisect Block F). (The pla yground internal 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 ternal to B lock Fis not visible).

As a result of extraord in ary is sues associated with the su bject property and the environs surround ing the property to include an outdoor playground that is located in the middle of a 12.91 acres complex that is walled off by development the applic antirequesting a variance of about 70 feet to Section 27-358(a)(2) pursuant to Section 27-235.

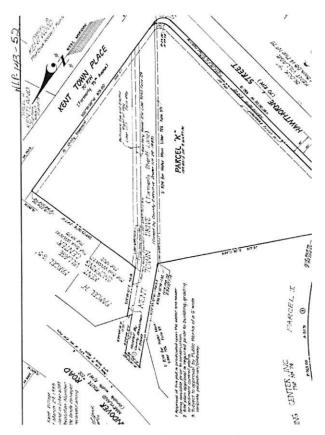
Sec. 27-235. - District Council authority.

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 in a 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.





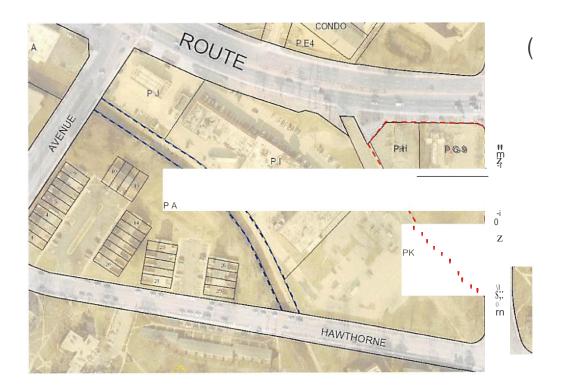
Un like the subject property, which comprises the boundary of the special exception area - being made up of three different parcels, the other adjacent commercially zoned properties are traditionally shaped rectangles or squares - having been platted and developed decades ago. Conversely, the special exception area, which makes up the subject property, is oddly shaped due to extraor dinary 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 result in the uniques hape of the special exception area.

Moreover the basis for the requested variance from the Section 27-358(a)(2) requirement is extraord i nary; in that, the property for which the playground is located on is one - very large - block parcel cons is ting of 12.9 1 acres - comprising of an entire block, and but for the playground not being loc ated on its own parce l, t h is variance would not otherwise be required, as the playground it self is more than 788 feet from the closest point of the special except ion area. Indeed, the playground is not even v is i ble from Ha wtho rne Street-let alone the propose d s pec ial e xception area, as evidenced by the streetview pho tos prov ided above. Fina lly, the applicant has spec ifica lly designed the si te to ens u re that the gas pumps are located alo ng MD 202 to the north side of the spec ia 1 except io n area and separated by the con ven ie nc e store at the sout h s ide of the sit e - crea ti ng an add itiona l physical ban-ier betwee n Bloc k F. It is important to also no te, as depic ted in the aeria l photograph below, that the playgro und is internal to Block F and is su rrounded - on all sides - by the Kent Village Apartme nt Comple x. In other words, as the proposed s ite is designe d and as Bloc k F has been deve lo ped, the pla yg rou nd is in no way impacted by the spec ial except io n use given the extraord i nary situat io n of the deve lopments 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 faci lity. 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 ich was plated in No vember, $1\,94\,7$, were to be subdivided and platted today, Block F would have been parceled out and the playground would likely be on its own parcel and /or the very large storm drain facility would have been an outparcel or out lot, as it was to the south and west of Parcels 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 property3• 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.

-

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.").

⁴When 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 Fand is surrounded - on all sides - by the Kent Village Apartment Complex. In other words, as the proposed site is designed and as Block Fhas 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 specifically 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. <u>CONCLUSION</u>

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 HOCE

Bv:

Matthew C. Tedesco, Esq.

Date: Deeemher 23, 2020

<u>'February 24, 2021</u> 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 Royal Farms #411 (Kent Village)

SE-4834

| 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 |

Table of Contents

| FIND | DINGS | 4 |
|------|---|------|
| 1. | Location and Site Description | 4 |
| 2. | History and Previous Approvals | 4 |
| 3. | Neighborhood and Surrounding Uses | 4 |
| 4. | Request | 4 |
| 5. | Development Data Summary | 4 |
| 6. | Required Findings | 5 |
| 7. | Variance Request | 11 |
| 8. | Parking Regulations | . 12 |
| 9. | 2010 Prince George's County Landscape Manual Requirements | . 12 |
| 10 | . Tree Canopy Coverage | . 12 |
| 11 | . Prince George's County Woodland and Wildlife Habitat Conservation Ordinance | . 12 |
| 12 | . Signage | . 12 |
| 13 | . Referral Comments | . 13 |
| RECO | OMMENDATION | . 13 |

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.

3

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 | Food and Beverage Store |
| | Establishment | Gas Station |
| Acreage | 1.87 | 4.84 |
| Lots | 0 | 0 |
| Gross Floor Area | 4,011 sq. ft. | 4,649 sq. ft. |
| Dwellings | 0 | 0 |

4

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 planand 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 Braden IV, Sam To: **PGCReferrals** Cc:

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

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[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

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













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



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-3411 | Sam.BradenIV@ppd.mncppc.org



ince George's warms

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-

envdrdreferrals@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Giles, Mary C. <mcgiles@co.pg.md.us>; mtayyem@co.pg.md.us; Snyder, Steven G. <SGSnyder@co.pg.md.us>; Formukong, Nanji W. <nwformukong@co.pg.md.us>; rlattivor@co.pg.md.us; mabdullah@co.pg.md.us; SYuen@co.pg.md.us; tltolson@pg.co.md.us; swthweatt@co.pg.md.us; aoadepoju@co.pg.md.us; #dsgintake@wsscwater.com; Wkynard@pepcoholdings.com; pmartinez@washgas.com; mayor@cheverly-md.gov; townadministrator@cheverly-md.gov; eestes@cityofglenarden.org; etobias@cityofglenarden.org; chollingsworth@hyattsville.org; Planning@hyattsville.org; 'Lndvrhlls@aol.com' <Lndvrhlls@aol.com>; j.schomisch@landoverhills.us **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 <u>SE-4834 - Royal Farms #411 (Kent Village)</u> 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 <u>PGCReferrals@ppd.mncppc.org</u>;
- 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



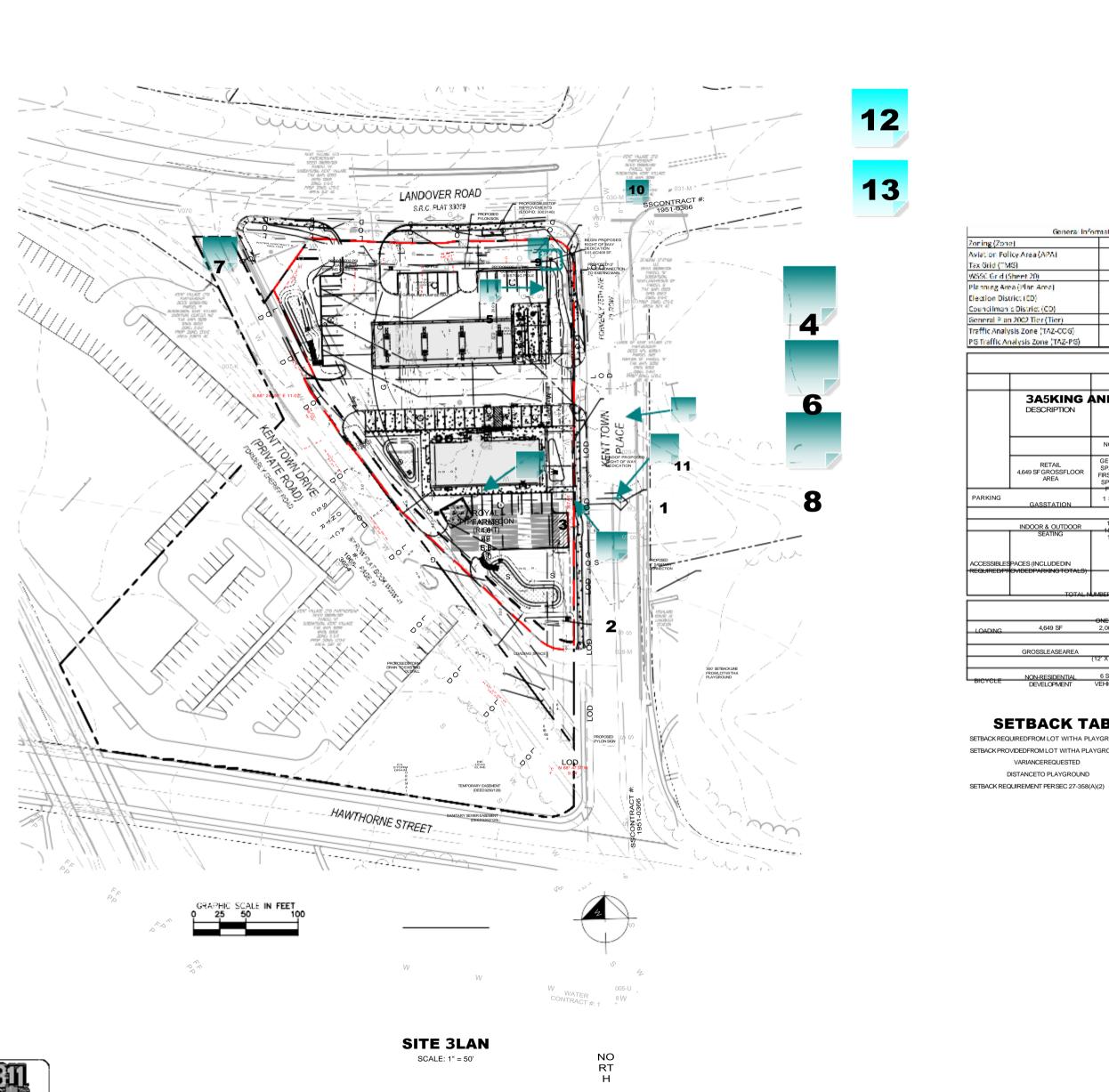


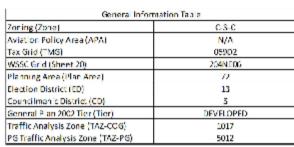








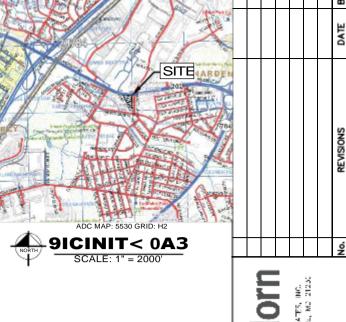




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|---------|--|--|---------------------|-----------------------|
| | | | | |
| | | NORMAL PARKING | | |
| | RETAIL 4,649 SF GROSSFLOOR AREA | GENERATION GROUP: 1 SPACE/ 150 SF OF THE FIRST 3,000 SF GFA + 1.0 SPACE/ 200 SF ABOVE | 28 | |
| PARKING | GASSTATION | FIRST 3,000 SF GFA 1 SPACE/EMPLOYEE (8 EMPLOYEES) | 8 | 49 |
| | INDOOR & OUTDOOR SEATING | 1 SPACE/ 3 SEATS 18 OUTDOOR SEATS 11 INDOOR SEATS | 10 | |
| | PACES (INCLUDEDIN OVIDEDPARKING TOTALS) | 26-50 SPACES | 2 | 2 |
| | TOTAL N | LIMBER OF PARKING SPACES | 46 | 49 |

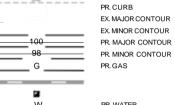
SETBACK TABLE

SETBACK REQUIREDFROM LOT WITHA PLAYGROUND 300 FT SETBACK PROVIDEDFROM LOT WITHA PLAYGROUND 229.7 FT VARIANCEREQUESTED DISTANCETO PLAYGROUND



<u>SITE LEGEND</u>

SPECIAL EXCEPTION LINE EX. ADJACENT PROPERTY LINE ROADCENTERLINE EX. CURBANDGUTTER LIMITSOF DISTURBANCE



PR. WATER PR. ELECTRIC

PR. SANITARY SEWER PR. STORM PIPE PR. TEST PIT

PR. CONCRETE

Ĭ

SITEPLAN

_ CALL 48 HOURS BEFOREYOU DIG

> IT'STHELAW! DIAL811

4 of 12
SE-4834_Backup 41 of 192

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 - Separati | ion |
| • | |
| | 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 - Genera | ıl everinde |
| | 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 Ea | asement 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.

9 - Water Connection

| Created by: Jessica Wright | |
|-------------------------------------|---|
| On: 04/29/2021 08:52 AM | |
| Are you connecting to an exisitng o | n-site water line? |
| Otherwise, connect to the WSSC v | vater 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

| (| O 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 Countystaff.
- 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 | | | | |
|------|---------|------|------|-------|--|
| | | | | - | |

14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772 TTY: (301) 952-3796

Prince George's County Planning Department **Development Review Division**

301-952-3530

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 \square YES \bowtie NO DSP REQUIRED: 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.

<u>Parking and Loading</u> – 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.

<u>Lighting</u> – photometric plan needs correction. See minor issues comments.

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

<u>Pedestrian circulation</u> – Why no sidewalk proposed along Kent Town Drive?

<u>Architecture</u> – 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 Sch | edule 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 |
| | Zoue 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 | |
| B. TOTAL AREA EXISTING TREES (non-WC acres) = | 0.00 | acres | (|
| C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES = | 5.6 | 1 | 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) |
|---|--|--------------------|--------------------|
| D 11 1 1 1 1 20 1 1 1 10 | 2-1/2 - 3" = 50 | | (|
| Deciduous - columnar shade tree (50' or less height) | 3 - 3 1/2" = 75 | | (|
| Deciduous - ornamental tree (20' or less height with equal spread). | 1-1/2 - 1/3/4" = 75 | | (|
| Minimum planting size 7-9' in height | 2 - 2 1/2" = 100 | | |
| Minimum planting size 7-9 in neight | 3-3 1/2" = 125 | | |
| D. H | 1-1 1/2" = 125 | | |
| Deciduous - minor shade tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height | 2-2 1/2" = 150 | | |
| greater). Minimum planting size 8-10 in neight | 3 - 3 1/2" = 175 | | - |
| Decidnous - major shade tree (50' and greater lit. with spread equal to or | 2-2-1/2" = 200 | 44 | 880 |
| greater than ht) Minimum planting size 12 to 14' in height | 3 - 3 1/2" = 250 | | |
| | 6 - 8' = 40 | | |
| Evergreen - columnar tree (less than 30' height with spread less than 15') | 8 - 10' = 50 | | |
| | 10 - 12' = 75 | | |
| | 6 - 8' = 75 | | |
| Evergreen - small tree (30-40' height with spread of 15-20') | 8 - 10' = 100 | | |
| | 10 - 12' = 125 | | |
| | 6 - 8' = 125 | | |
| Evergreen - medium tree (40-50' height with spread of 20-30') | 8 - 10' = 150 | | |
| | 10 - 12' = 175 | 1 | |
| | 6 - 8' = 150 | | |
| Evergreen - large tree (50' height or greater with spread of over 30') | 8 - 10' = 200 | | |
| | 10 - 12' = 250 | | |
| TOTAL NUMBER OF TREES/TCC CREDIT (SF) | | 44 | 880 |

MAJOR ISSUES:

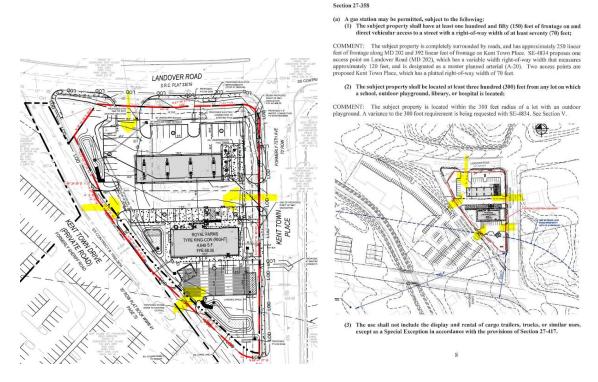
1. Variance request per 27-358(a)(2), for a 229-foot setback (in lieu of the 300 feet required) between the gas station and lot with a playground must be highly scrutinized. There has been a LOT of Planning

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 F | | | | | |
| VARIANCE REQUESTED | | | | | |
| DISTANCE TO PLAYGROUND 788.4 F | | | | | |
| 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.
- **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:



- **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-48 | 834 | Reviewer: Mary Rea | |
|------------------------------|----------------------|---|---|
| PROJECT NAME: | Royal Farms #411 Kei | ent Village | |
| SDRC Date: | April 30, 2021 | | |
| APPLICABLE MASTER | R PLANS: | | |
| GREEN INFRASTRUCT AREAS: | ΓURE □ REG | \square EVAL \square GAP \boxtimes NONE | |
| ALL ZONES: C-S-C | | | |
| NRI: | \boxtimes EL | ☐ Full ☐ Intermed ☐ Limited ☐ CBCA ☐ N/A | A |
| WCO-EX: | | □ Numbered □ N/A | |
| EPS PLANS: | □ TCP1 | \square TCP2 \square CP \boxtimes N/A | |
| Specimen Trees: | ☐ Yes | ⊠ No | |
| Variance Required: | \square WCO | □ CBCA ⊠ N/A | |
| REASON FOR VARIAN | NCE: | | |
| PMA: | ☐ Yes | ⊠ No | |
| PMA LOJ REQUIRED: | ☐ Yes | ⊠ No | |
| ROADS ARTERIAL OF HIGHER: | R ⊠ Yes | □ No | |
| SPECIAL ROADWAYS | S: | | |
| MARLBORO CLAY: | □ Yes | ⊠ No | |
| CHRISTIANA CLAY: | ⊠ Yes | □ No | |
| STORMWATER CONC | EPT: Approved | \square Approved \square Both \square N/A | |
| | Plan | Letter | |
| MAJOR ISSUES/REVIS | SIONS: | | |
| | | | |

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

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 #88

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

Tyler Smith, Historic Preservation Section, Countywide Planning Division 748

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 Countywide Planning Division, Transportation Planning Section (301) 952-3680 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 | n/a | | | | |
| Meeting Date | | | | | |

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 ft Smith, Noelle Staff also recommend a pedestrian connection from MD 202 to the build 2021-04-26 16:19:00 crosswalks and ADA curb ramps. Additionally, continental style crosswalks and ADA curb ramps. crossing all vehicular access points. Please provided widths of all sidewalcan we recommend sidewalk on private

reads?Idon't think so, correct?

Prior Approvals

There are no prior approvals that include pedestrian or bicycle transportation related conditions.

Master Plan Recommendations

This development case is subject to 2009 Approved Countywide Master Alan 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:
 - o 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
 - o Standard five-foot-wide sidewalk along the entire frontal Smith, Noelle
 - o Continental style crosswalks crossing all vehicular accest 2021-04-26 16:21:00
 - o A pedestrian connection between MD 202 and the building entrance
 - Minimum two Inverted-U style bicycle racks, or style sin corresponds with question above.
 convenient to the building entrance

- Pedestrian scale lighting on siteIndicate widths of all sidewalks on plan sheets

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

TTY: (301) 952-3796

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:

- 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.



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





Division of Environmental Health/Disease Control

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.



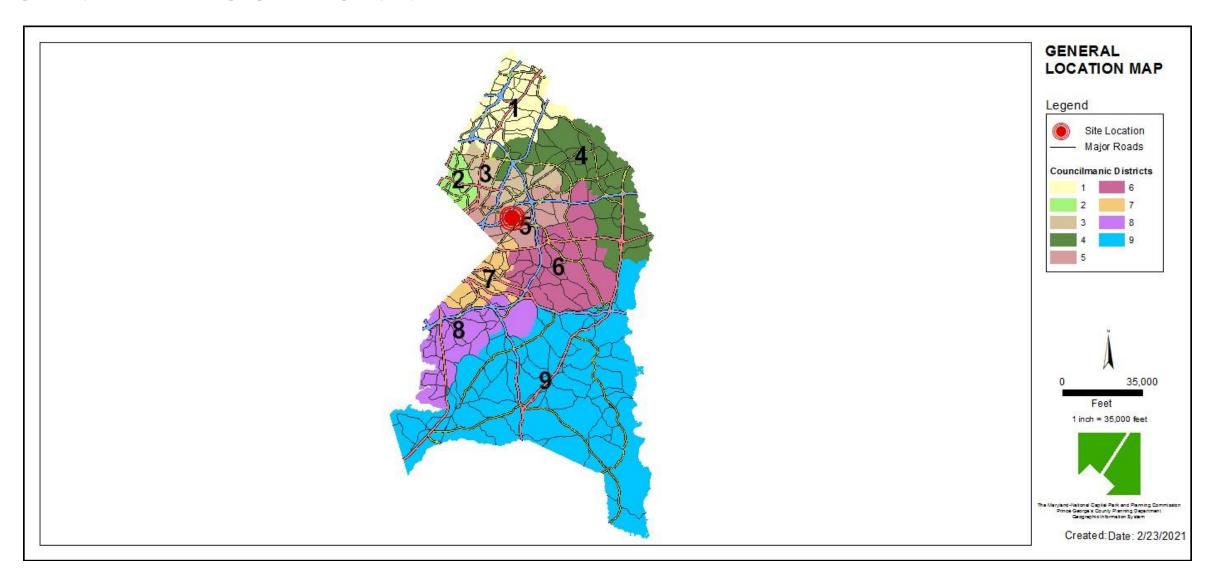
ITEM:

CASE: SE-4834

ROYAL FARMS #411, KENT VILLAGE



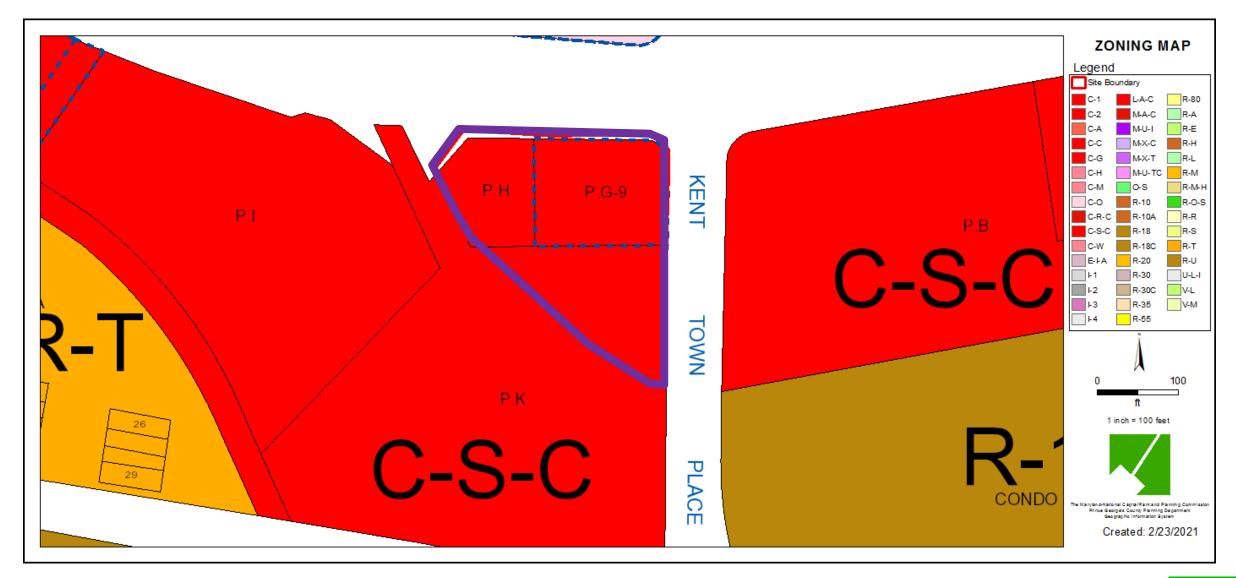
GENERAL LOCATION MAP



SITE VICINITY



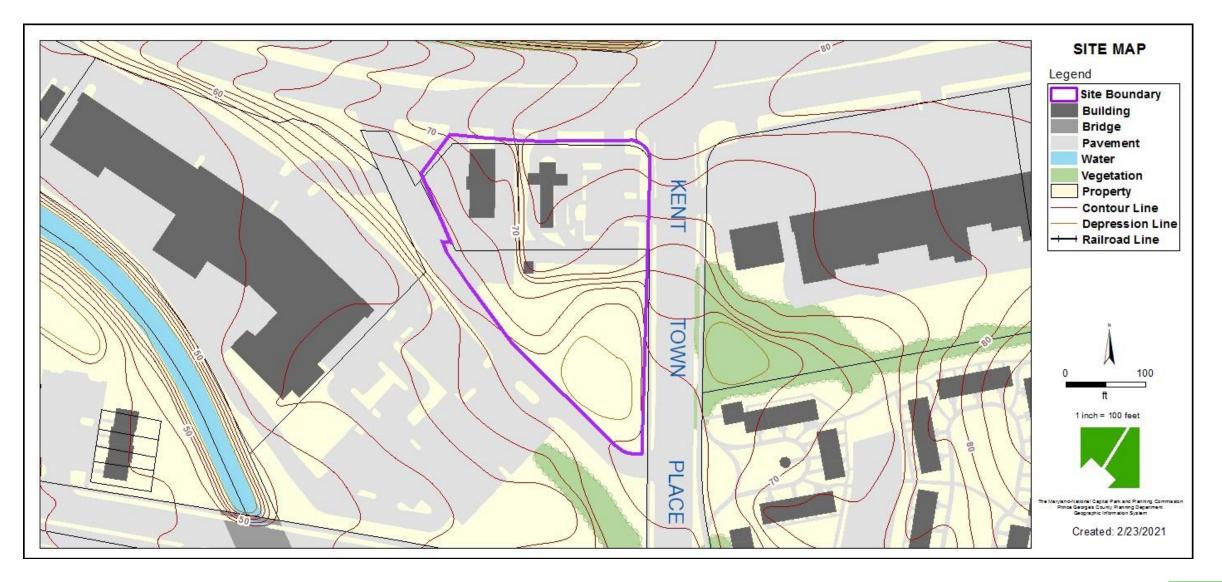
ZONING MAP



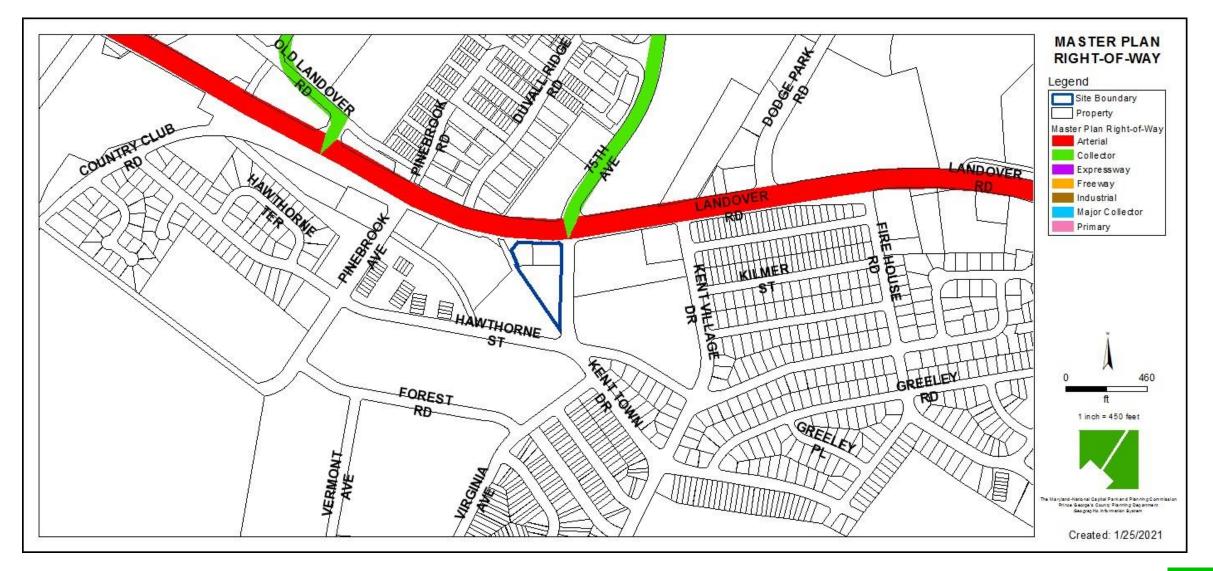
AERIAL MAP



SITE MAP



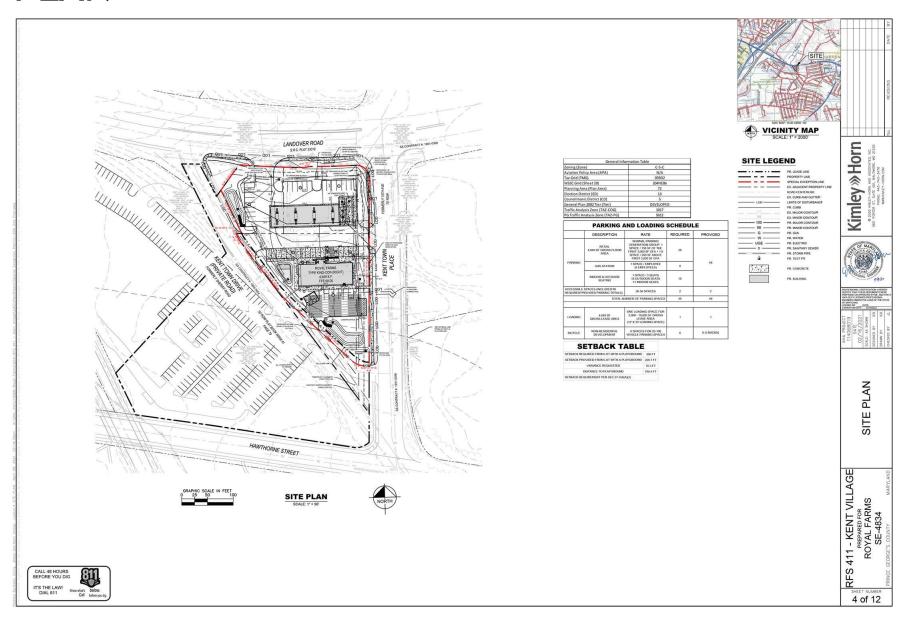
MASTER PLAN RIGHT-OF-WAY MAP



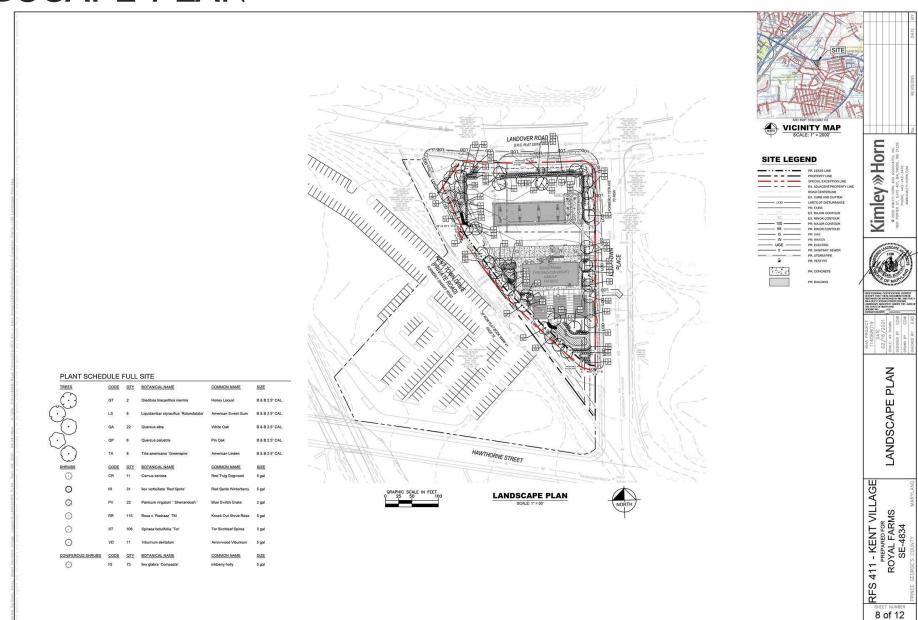
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



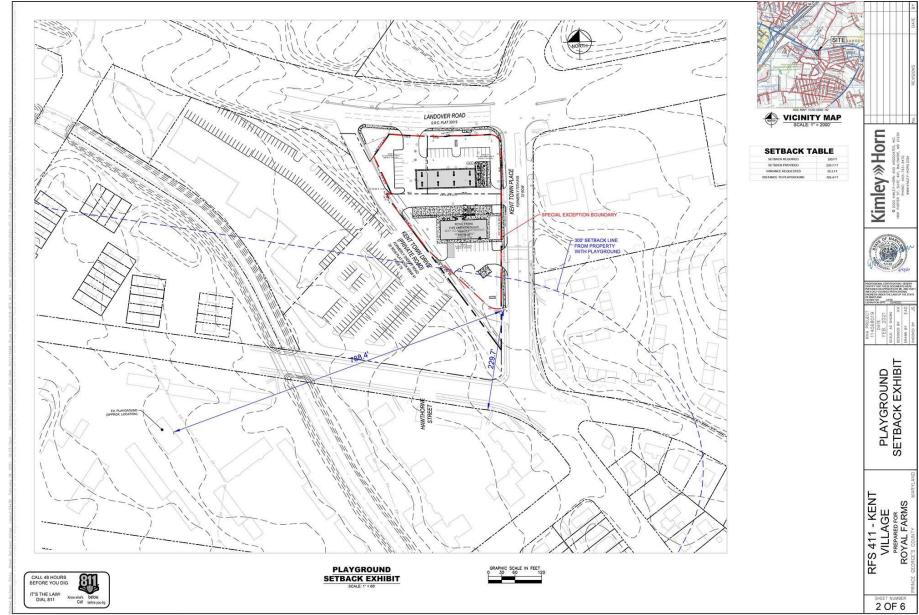
SITE PLAN



LANDSCAPE PLAN



PLAYGROUND SETBACK EXHIBIT



FRONT AND REAR ELEVATIONS





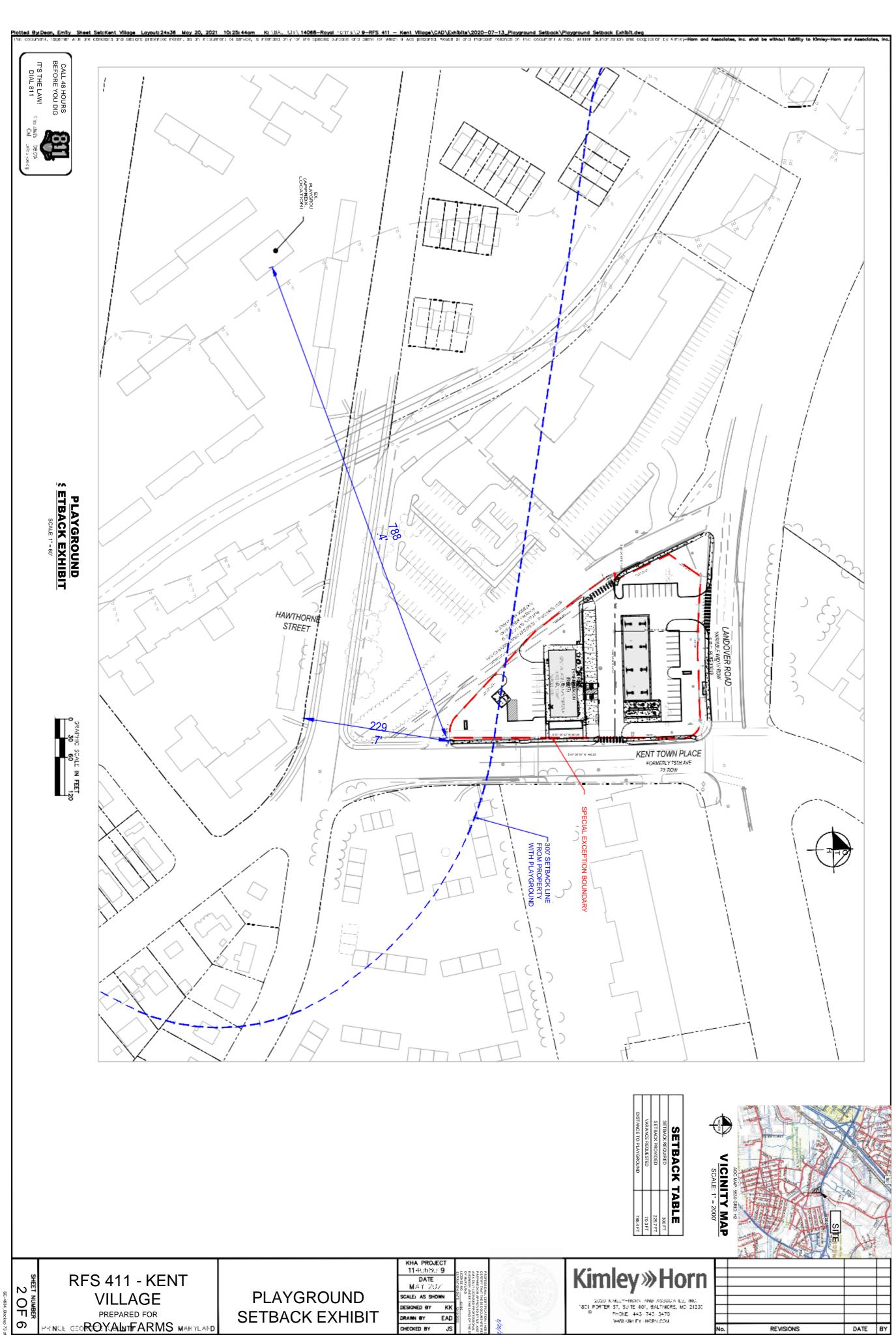
RIGHT AND LEFT ELEVATIONS



ROYAL FARMS

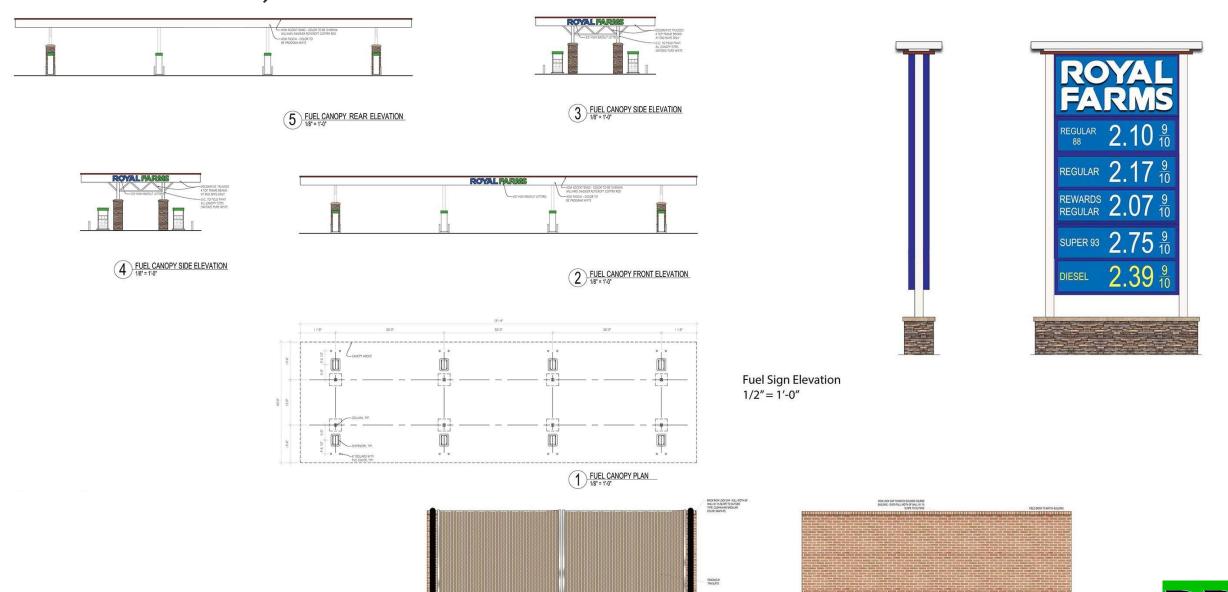
Royal Farms #411 7415 Landover Road, Hyattsville MD 20785 Proposed Elevations July 10, 2020





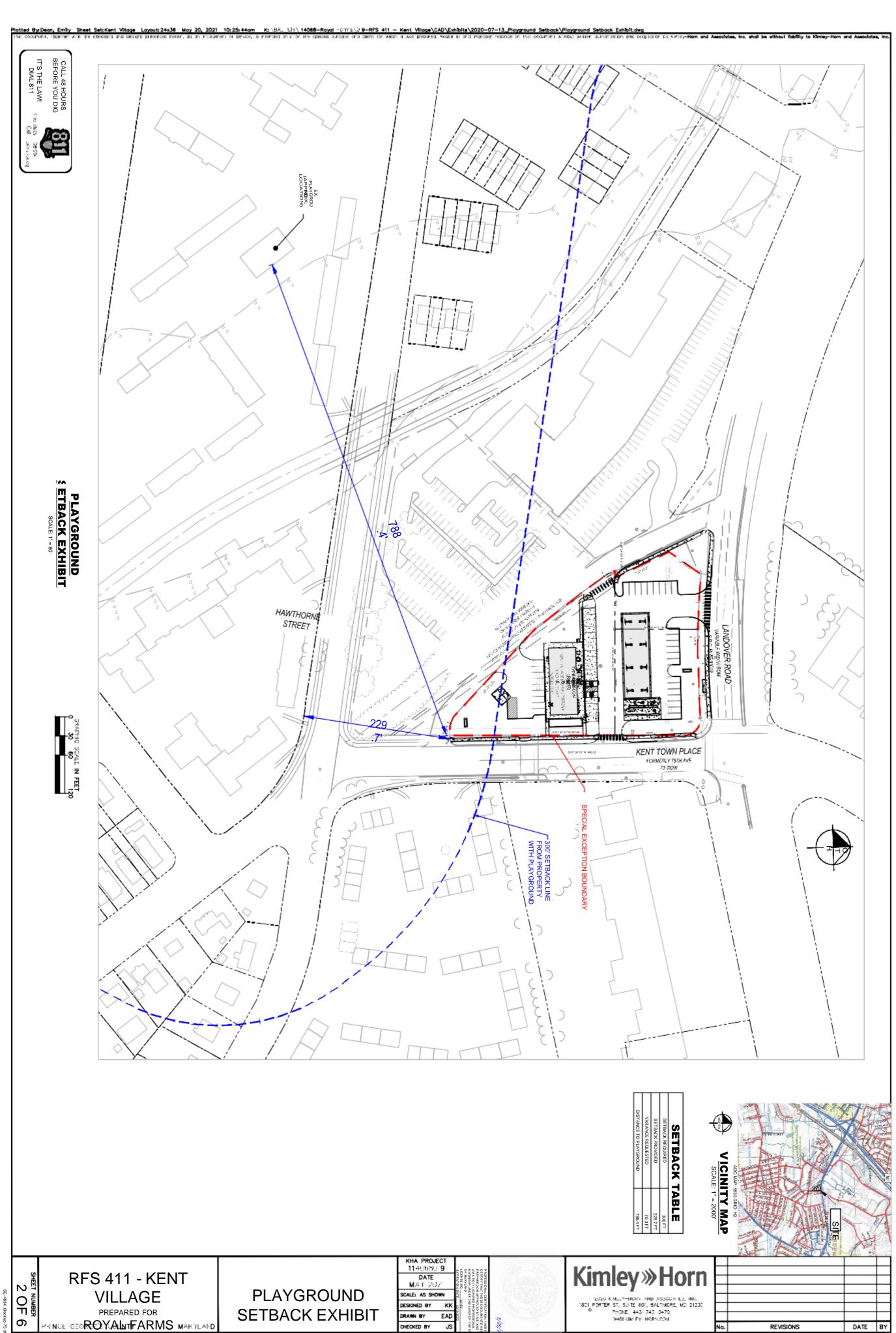
SE-4834_Backup 72

GAS CANOPIES, SIGNAGE AND SCREENING ENCLOSURES



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

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



CHECKED BY

REVISIONS DATE BY



Larry Hogan Governor Boyd K. Rutherford Lt. Governor Gregory Slater Secretary Tim Smith, P.E.

Administrator

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.

Mr. Nick Driban

SHA Tracking No.: 20APPG009XX

Page 2 of 2 July 21, 2020

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,

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 o | f C | ontents | Page |
|-----------|-----|--|------|
| Section 1 | | Introduction | 4 |
| | 1.1 | Project Description | |
| | 1.2 | Scope of Study | |
| Section 2 | | Existing Conditions | 6 |
| | 2.1 | Description of Road Network | |
| | 2.2 | Lane Configurations | |
| | 2.3 | Existing Traffic Counts | |
| Section 3 | | Background Conditions | 12 |
| | 3.1 | Annual Growth | |
| | 3.2 | Approved Background Developments | |
| | 3.3 | Background Peak Hour Volumes | |
| Section 4 | | Total Conditions | 16 |
| | 4.1 | Site Trip Generation | |
| | 4.2 | Site Trip Distribution & Trip Assignment | |
| | 4.3 | Total Peak Hour Volumes | |
| | 4.4 | Projected Level of Service | |
| Section 5 | | Conclusions / Recommendations | 23 |
| | 5.1 | Results of Analysis | |

Appendices

- A Supplemental Info, Turning Movement Counts B Level of Service (CLV & Synchro) Worksheets
- C Background Developments

| List of Exh | Page | |
|-------------|---|----|
| Exhibit 1 | Site Location Map | 5 |
| Exhibit 2 | Lane Use & Traffic Control Devices | 7 |
| Exhibit 3a | Ex. Site Trip Assignment - Inbound Trips | 8 |
| Exhibit 3b | Ex. Site Trip Assignment - Outbound Trips | 9 |
| Exhibit 3c | Ex. Site Trip Assignment - Pass-by Trips | 10 |
| Exhibit 3d | Existing Peak Hour Volumes | 11 |
| Exhibit 4a | Base Peak Hour Volumes | 13 |
| Exhibit 4b | Trip from Background Developments | 14 |
| Exhibit 5 | Background Peak Hour Volumes | 15 |
| Exhibit 6 | Trip Generation for Site | 17 |
| Exhibit 7a | Pr. Site Trip Assignment – Inbound Trips | 18 |
| Exhibit 7b | Pr. Site Trip Assignment – Outbound Trips | 19 |
| Exhibit 7c | Pr. Site Trip Assignment – Pass-by Trips | 20 |
| Exhibit 8 | Total Peak Hour Volumes | 21 |
| Exhibit 9 | Results of Level of Service Analyses | 22 |

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.

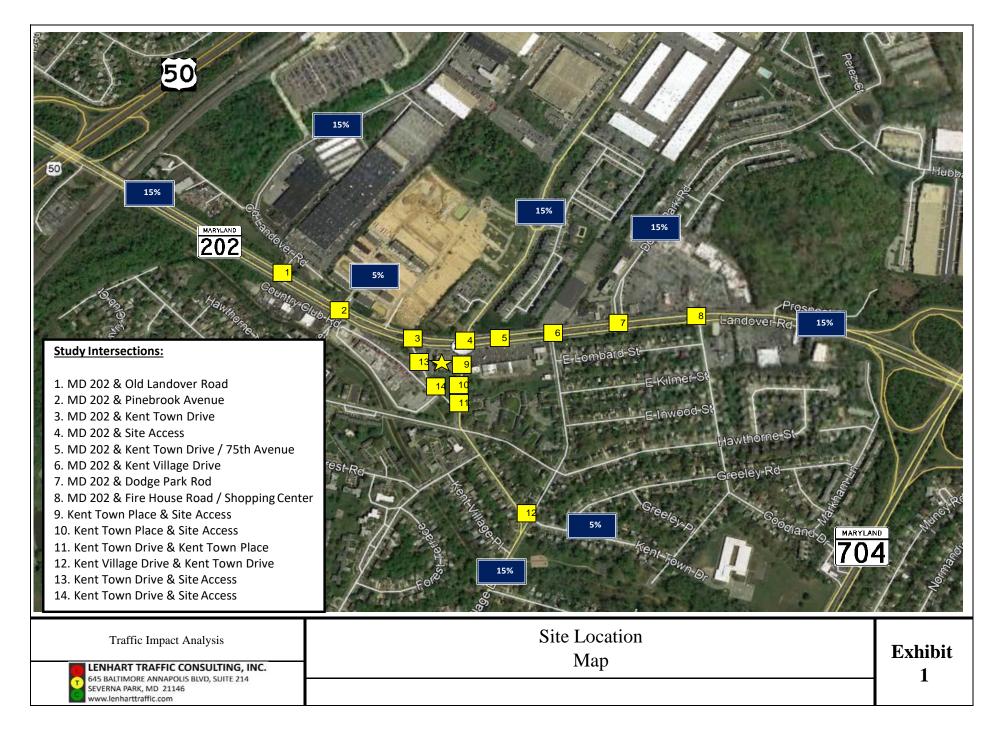
The purpose of this Traffic Impact Analysis is to evaluate the impacts of the proposed development on traffic operations within the study area.

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.



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

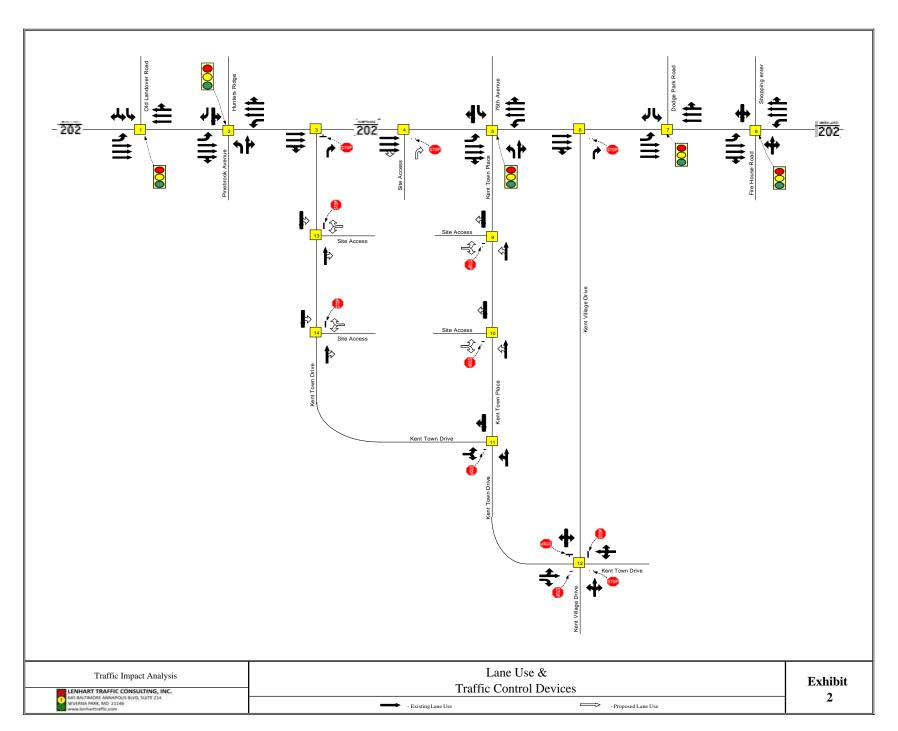
The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

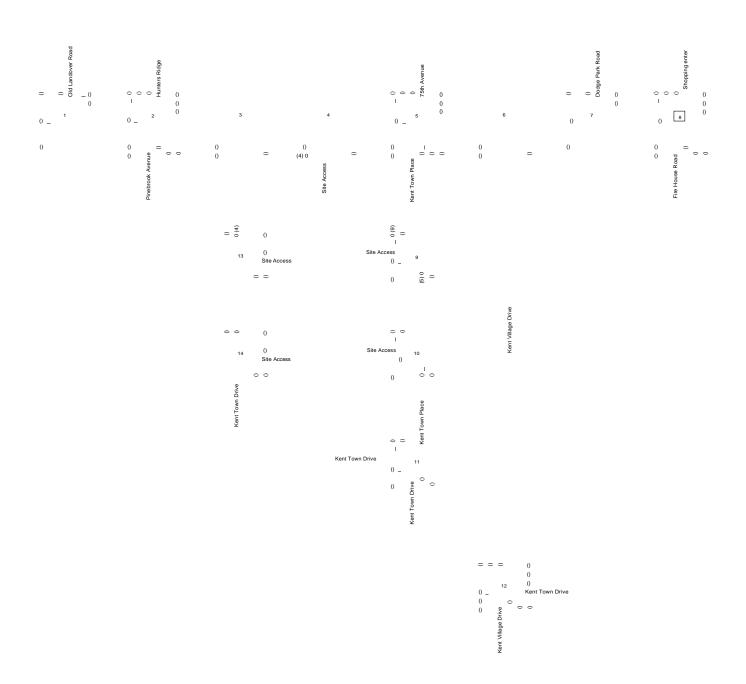
2.3 Existing Traffic Counts

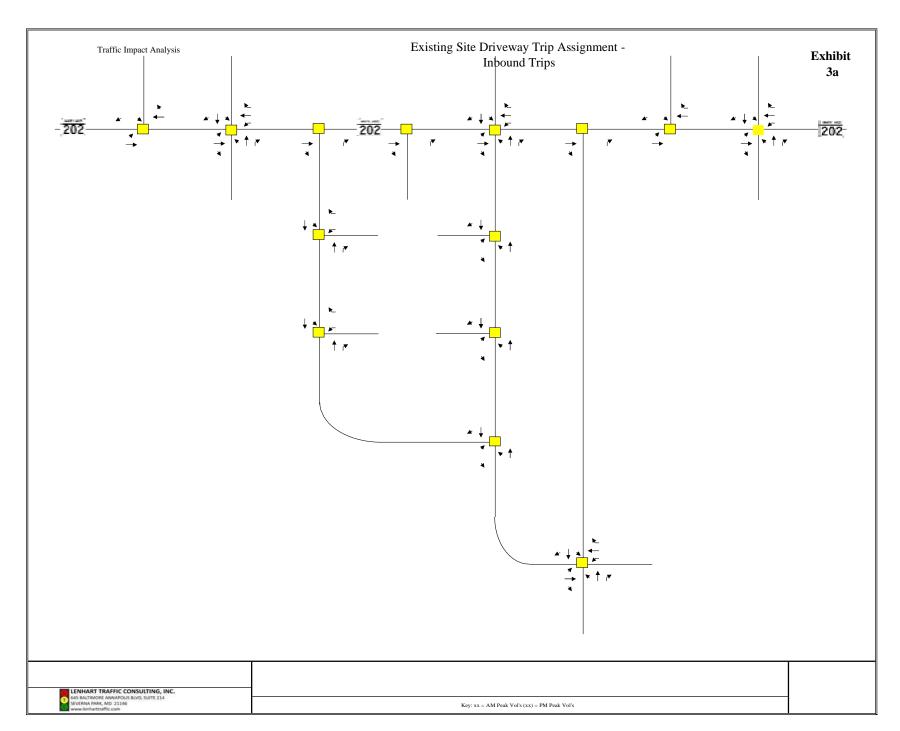
The turning movement counts for the existing site access points were assumed based on the trip generation for the existing uses detailed on Exhibit 6. As stated on Exhibit 6, the existing businesses do not operate during the morning peak hours so no trips were assigned for the morning peak hour. The 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.**

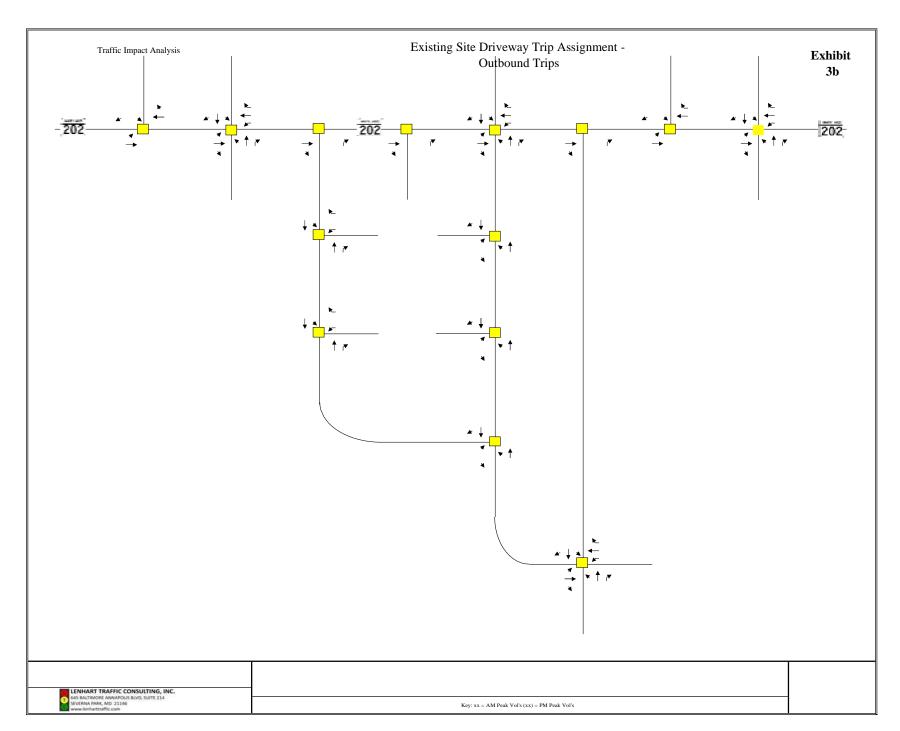
The existing intersections were evaluated using the HCM and CLV methodologies, as required under M-NCPPC guidelines. The results are shown on Exhibit 9. HCM and CLV worksheets are included in Appendix B.





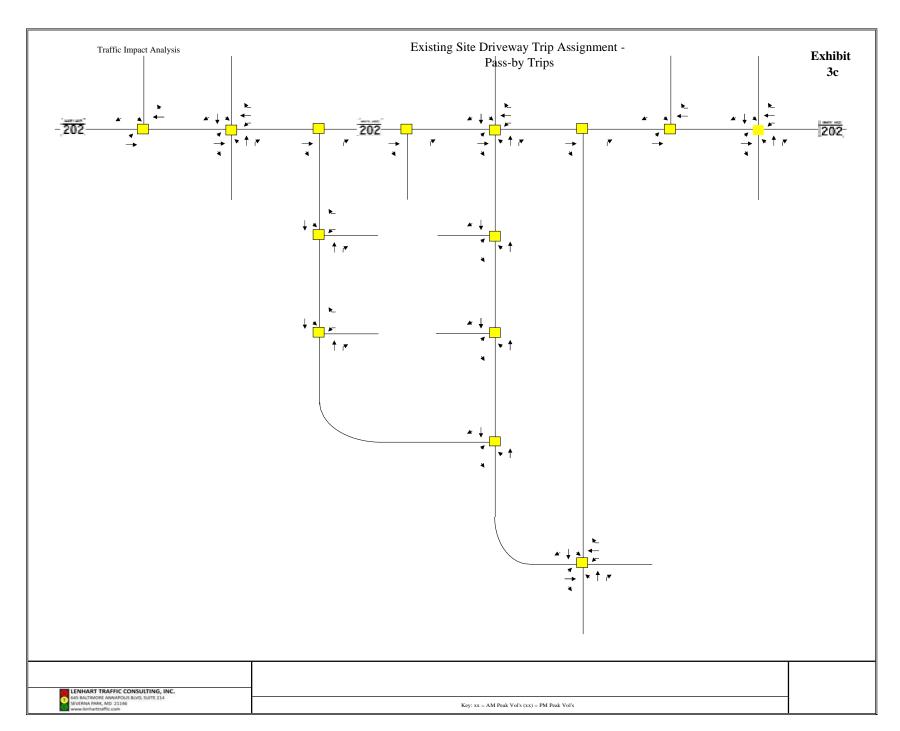


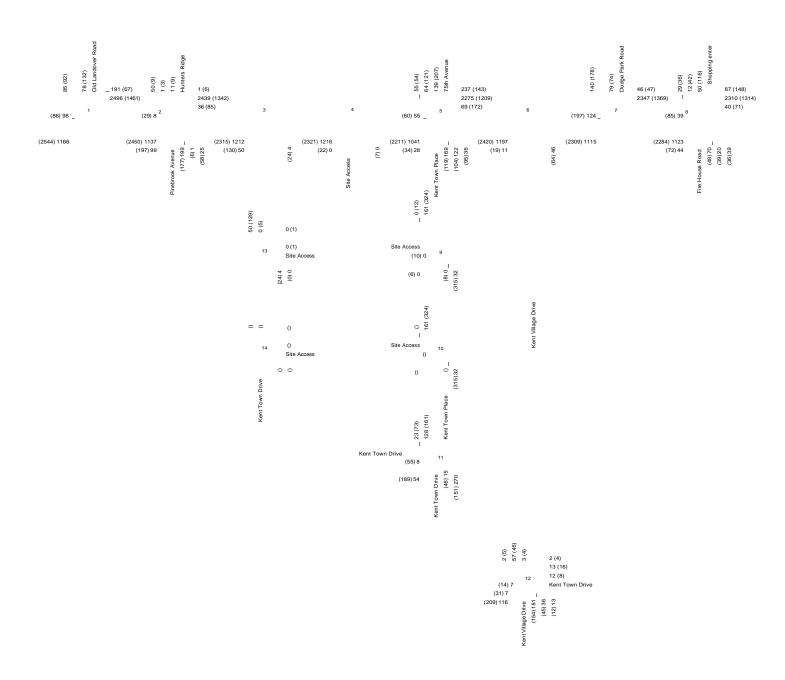






Key: xx = AM Peak Vol's (xx) = PM Peak Vol's





Existing Peak Hour Volumes Exhibit 3d 202

LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOUS BLVD, SUITE 214 SEVERNA PARK, MD 21146 Woods lenhartraffic room

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**.

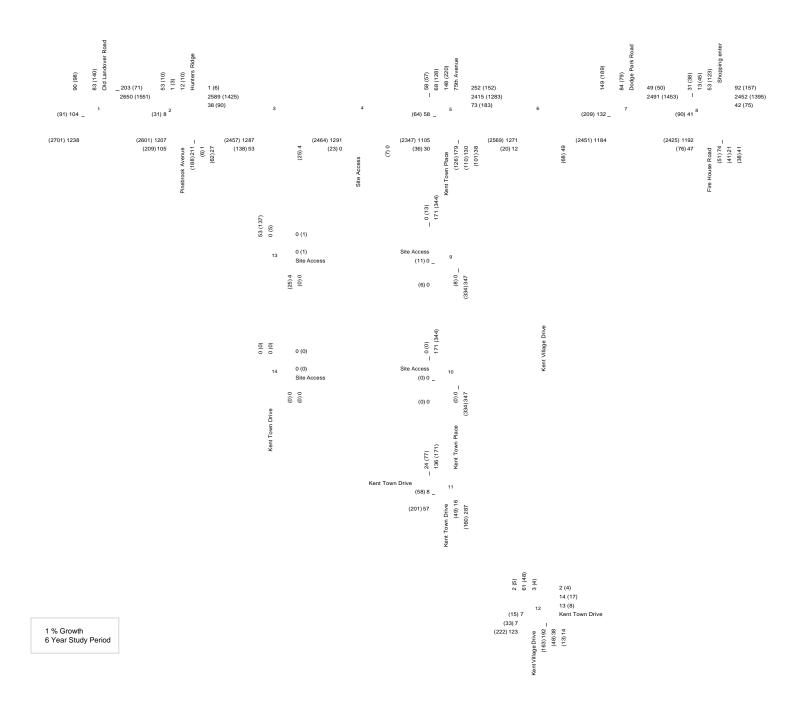
3.2 Approved Background Developments

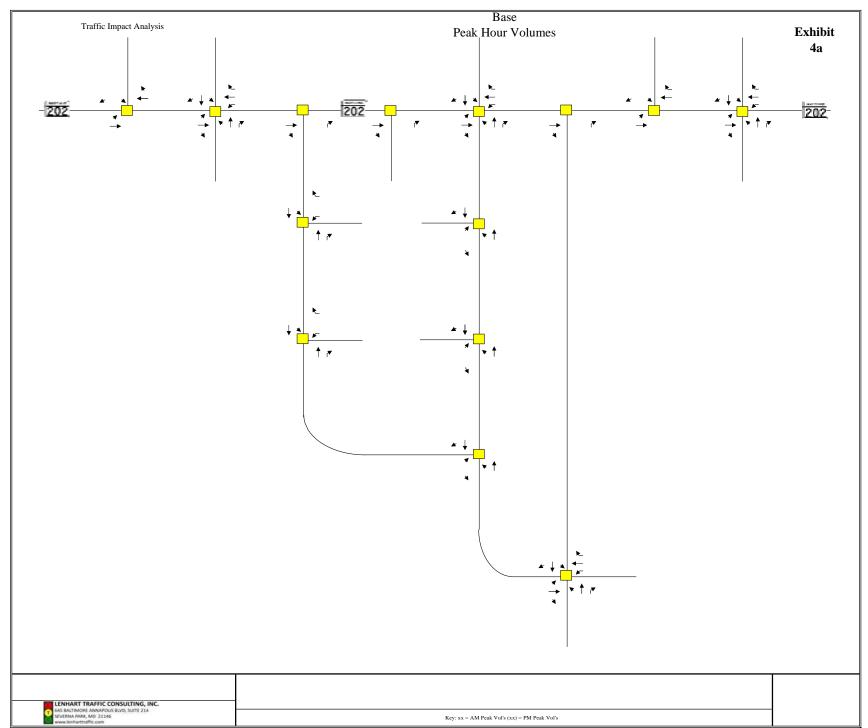
Background developments were identified in the scoping agreement and approved and confirmed by M-NCPPC. The study includes a two year buildout as required by M-NCPPC guidelines and all background developments are treated as fully built in that two year buildout. Only the Hunter's Ridge development was 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.

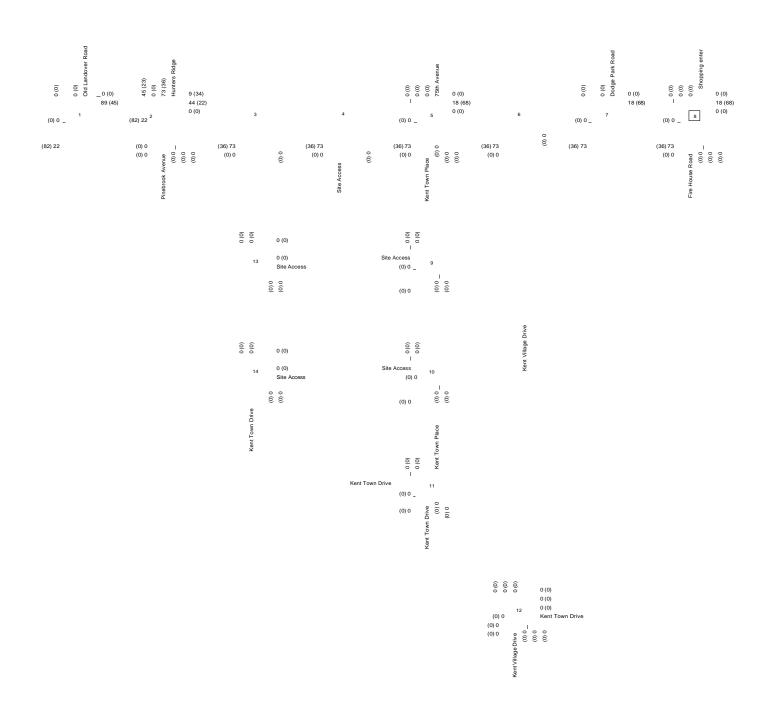
3.3 Background Peak Hour Volumes

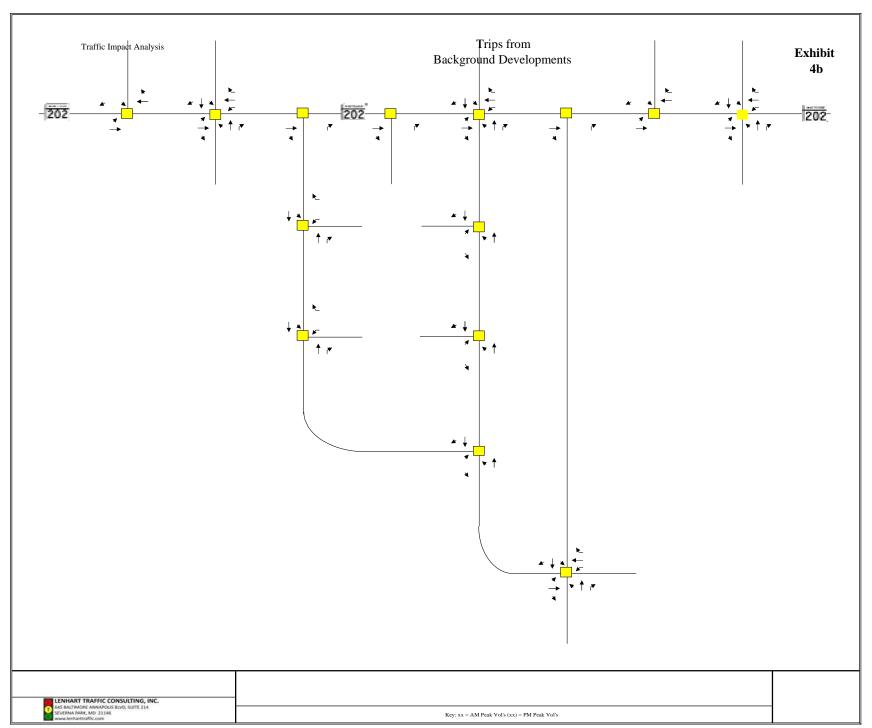
The background peak hour volumes are shown on **Exhibit 5** and consist of the increase in volumes due to growth as well as the addition of the background development.

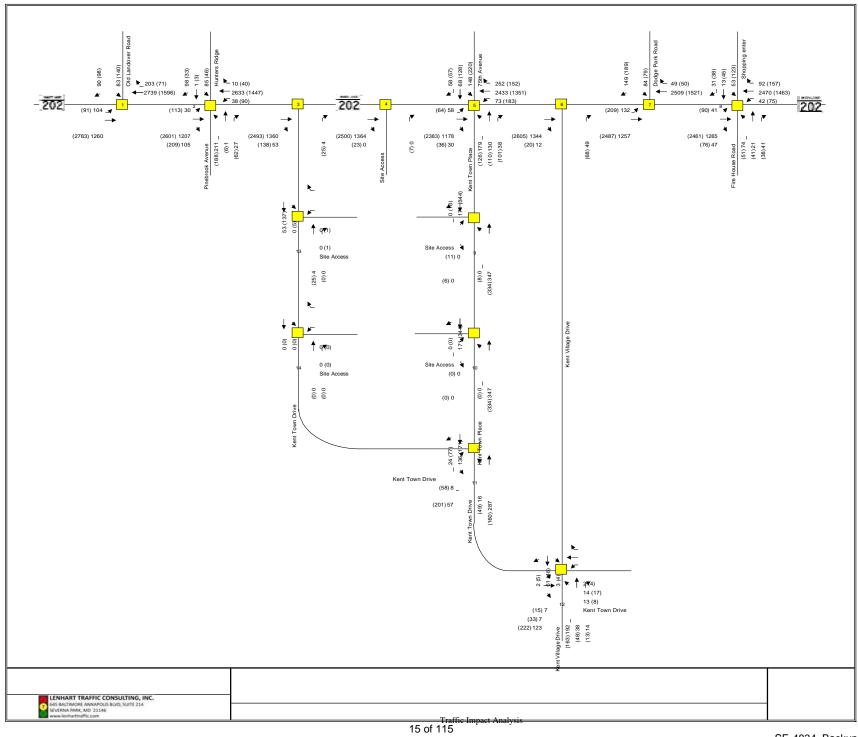
Results of the CLV and HCM analyses for the background peak hour volumes are shown on Exhibit 9. HCM and CLV worksheets are included in Appendix B.











Backgro und Peak Hour Volumes

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

Exhibit 5

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

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

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)

50/50

Morning Trips = $40.19 \times ksf$ Evening Trips = 32.67 x ksf 51/49 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

19

41

Existing Trip Generation Totals

| | | | AM Peak | | PM Peak | | | |
|----------|---|--|---------|-----|---------|-----|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| | 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 |
| Existing | Fast Casual Restaurant (ksf, ITE-930) | 2296 sq.ft. | 3 | 2 | 5 | 18 | 14 | 32 |
| | Pass-by Tr | ip 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):

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 Perce | entage (76% for both AM and PM) | -153 | -153 | -306 | -130 | -131 | -261 |
| | | Total Proposed Primary Trips: | 48 | 18 | 96 | 41 | 41 | 82 |

| _ | | | | | | |
|--------------------------|----|----|----|----|----|----|
| Proposed Primary Trips: | 48 | 48 | 96 | 41 | 41 | 82 |
| Proposed Existing Trips: | 0 | 0 | 0 | 22 | 19 | 41 |
| Not New Primary Trings | 40 | 10 | 06 | 10 | 22 | 41 |

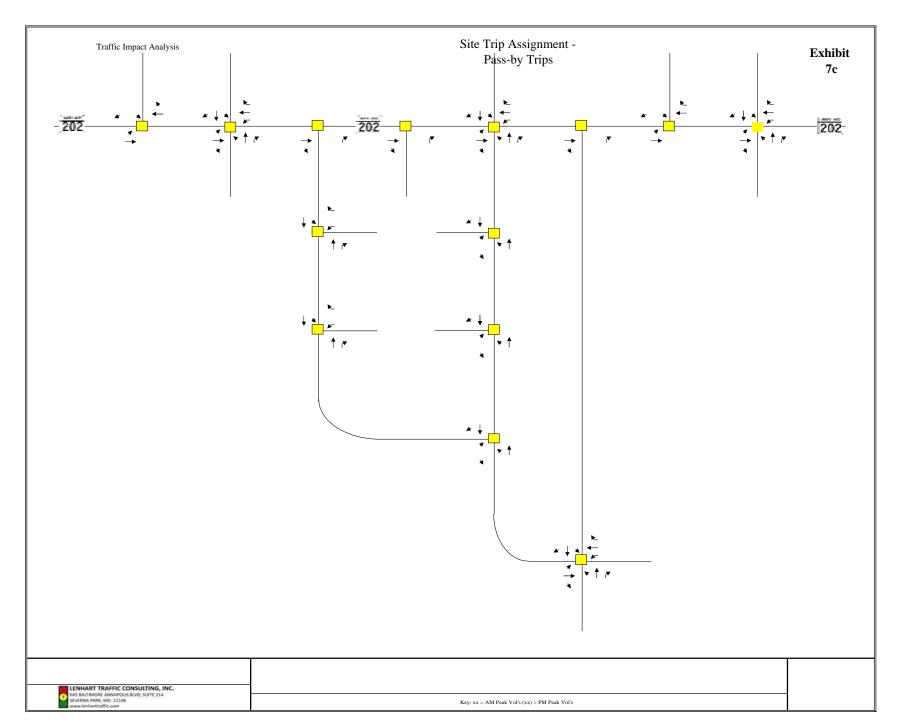
NOTES: 1. Trip Generation Rates obtained from the ITE Trip Generation Manual, 10th Edition

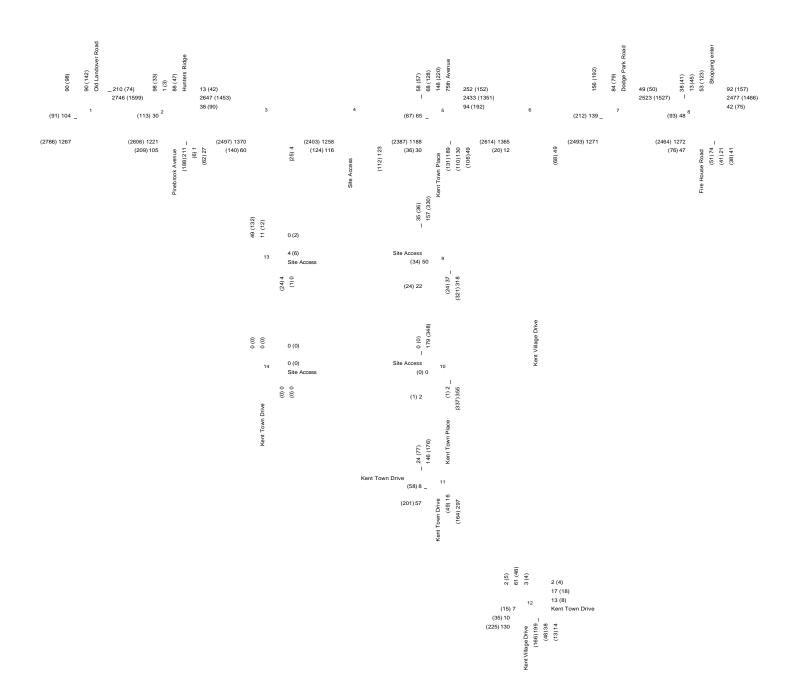
2. The existing businesses at the site do not open during the AM peak hour. Therefore, no credit was assumed for the AM peak hour.

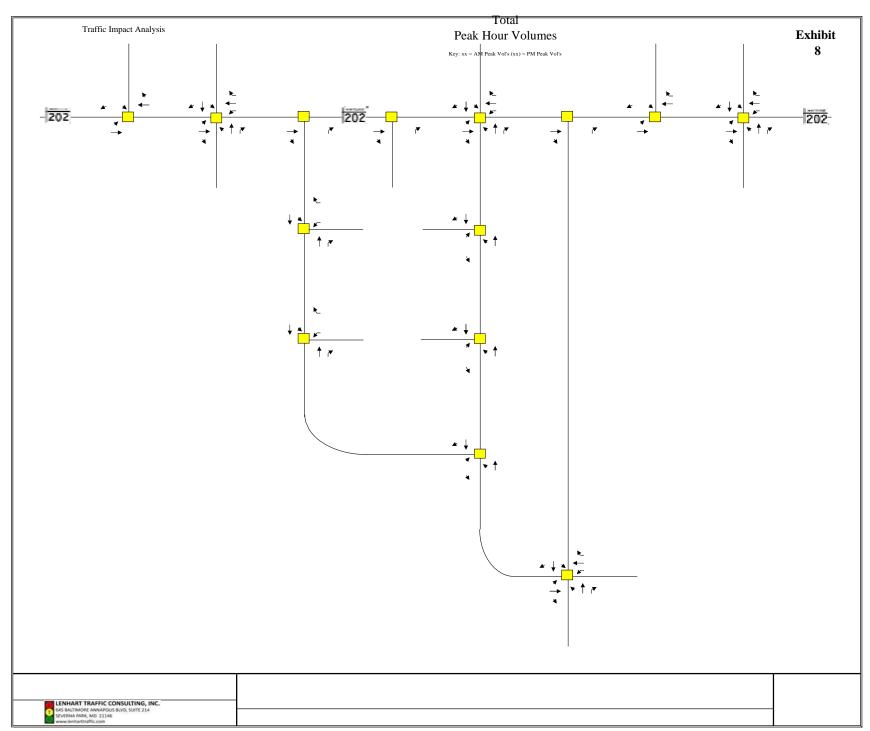
Trip Generation for Traffic Impact Analysis **Exhibit** Site LENHART TRAFFIC CONSULTING, INC. 6 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com











Level of Service Results

| Level of Ser | - | | | |
|--|--|---|--|---------------------------------------|
| Morning Peak Hour | Existing LOS | Background LOS | Total LOS | Meets Standard? |
| 1). MD 202 & Old Landover Road | C /1182 | C / 1288 | C / 1297 | Υ |
| 2). MD 202 & Pinebrook Avenue | C / 1152 | D / 1314 | D / 1323 | Υ |
| 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test | | | | Y |
| Northbound Approach | B /11.7 | B / 12.3 | B / 12.3 | Υ |
| 4). MD 202 & Site Access | | | | Υ |
| 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 | Υ |
| 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test | | | | Υ |
| Northbound Approach | A / 9.1 | A / 9.3 | A / 9.3 | Y |
| 7). MD 202 & Dodge Park Road | B / 1088 | C / 1162 | C / 1175 | Υ |
| 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access | B /1112 | C / 1185 | C / 1195 | Y |
| Tier 1 - HCM Delay Test | | | | |
| Eastbound Approach (Site Access) | n/a | n/a | B / 13.1 | Υ |
| Northbound Approach 10). Kent Town Place & Site Access | n/a | n/a | A / 1.1 | Y |
| Tier 1 - HCM Delay Test | | | | |
| Eastbound Approach (Site Access) | n/a | n/a | A / 9.3 | Υ |
| Northbound Approach 11). Kent Town Drive & Kent Town Place | n/a | n/a | A / 0.1 | Y |
| Tier 1 - HCM Delay Test | | | | |
| Eastbound Approach | A / 9,8 A / 0.5 | A / 9.9 A / 0.5 | A / 10.0 A / 0.5 | Y |
| Northbound Approch 12). Kent Village Drive & Kent Town Drive | A / 0.5 | A / 0.5 | A / 0.5 | Y |
| Tier 1 - HCM Delay Test | | | | l ' |
| Eastbound Approach Westbound Approach | A / 7.9 | A / 7.9 | A / 8.0 | Y |
| Northbound Approach | A / 7.9 A / 9.0 | A / 8.0 A / 9.2 | A / 8.0 A / 9.3 | Y |
| Southbound Approach | A / 7.7 | A / 7.7 | A / 7.7 | Y |
| 13). Kent Town Drive & Site Access | | | | Υ |
| 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 | Υ |
| 14). Kent Town Drive & Site Access Tier 1 - HCM Delay Test | | | | Υ |
| Westbound Approach (Site Access) | n/a | n/a | A / 0.0 | Υ |
| Northbound Approach | n/a | n/a | A / 0.0 | Υ |
| | | | | |
| Evening Peak Hour | Existing LOS | Background LOS | Total LOS | Meets Standard? |
| Evening Peak Hour | | | | Meets Standard? |
| 1). MD 202 & Old Landover Road | LOS B / 1064 | LOS C / 1161 | LOS C /1163 | Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue | LOS | Los | LOS | Y |
| 1). MD 202 & Old Landover Road | LOS B / 1064 | LOS C / 1161 | LOS C /1163 | Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach | LOS B / 1064 | LOS C / 1161 | LOS C /1163 | Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access | B /1064 C /1254 | C /1161 D /1372 | C /1163 D /1375 | Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach | B /1064 C /1254 | C /1161 D /1372 | C /1163 D /1375 | Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue | B / 1064 C / 1254 C / 19.3 | C /1161 D /1372 C /21.2 | C /1163 D /1375 | Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive | B / 1064 C / 1254 C / 19.3 | C /11.61 D /1372 C /21.2 C /18.5 | C /1163 D /1375 C /21.2 D /29.6 | Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 | C /1161 D /1372 C /21.2 C /18.5 E /1509 | C /1163 D /13/5 C /21.2 D /29.6 E /1525 | Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road | C /17.2 D /1409 B /10.9 A /928 | C /1161 D /1372 C /21.2 C /18.5 E /1509 B /10.9 A /999 | C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Pair Road 8). MD 202 & Fire House Road / Shopping Center | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 | C /1161 D /1372 C /21.2 C /18.5 E /1509 | C /1163 D /13/5 C /21.2 D /29.6 E /1525 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 7). MD 202 & Kent Park Road 7). MD 202 & Frier House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test North Place & Site Access Tier 1 - HCM Delay Test | C /17.2 D /1409 B /10.9 A /928 | C /1161 D /1372 C /21.2 C /18.5 E /1509 B /10.9 A /999 | C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 | C /1161 D /1372 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 | C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /10.01 C /1287 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach (Site Access) Northbound Approach (Site Access) | C /17.2 D /1409 B /10.9 A /928 C /11.97 | C /1161 D /1372 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 | C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test | B / 1064 C / 1254 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 | C /1161 D /1372 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.3 | C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 B / 14.3 A / 0.8 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive 6). MD 202 & Kent Village Drive 7ier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 | C /1161 D /1372 C /21.2 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.0 | C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 B / 14.3 A / 0.8 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Frier House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach Northbound Approach (Site Access) | B / 1064 C / 1254 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 | C /1161 D /1372 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.3 | C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 B / 14.3 A / 0.8 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive 6). MD 202 & Kent Village Drive 7ier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 | C /1161 D /1372 C /21.2 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.3 | LOS C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 10). Kent Town Place & Site Access Northbound Approach 11). Kent Town Place & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 | C /1161 D /1372 C /21.2 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.3 | LOS C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Villiage Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach Northbound Approach Northbound Approach Northbound Approach Northbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 | C /1161 D /1372 C /21.2 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.0 | C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 B / 14.3 A / 0.8 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Ter 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Pair Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Place & Site Access Northbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach Northbound Approach Northbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 B / 12.7 A / 2.1 | C /1161 D /1372 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.3 A / 0.0 B / 13.3 A / 0.0 | LOS C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 10.01 C / 1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 B / 13.4 A / 2.1 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 11). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 B / 12.7 A / 2.1 | C /1161 D /1372 C /21.2 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.3 A / 0.0 B / 13.3 A / 0.0 | LOS C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 B / 10.8 B / 10.2 A / 0.0 B / 13.4 A / 2.1 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Place & Site Access Northbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach 12). Kent Village Drive & Kent Town Drive Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach Westbound Approach Northbound Approach Northbound Approach Northbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 B / 12.7 A / 2.1 | C /1161 D /1372 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.3 A / 0.0 B / 13.3 A / 0.0 | LOS C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 B / 13.4 A / 2.1 A / 8.1 A / 7.9 A / 9.1 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
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| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive 775th Avenue 6). MD 202 & Kent Town Drive 775th Avenue 6). MD 202 & Kent Town Drive 775th Avenue 6). MD 202 & Kent Person Perso | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 B / 12.7 A / 2.1 A / 8.0 A / 7.8 A / 8.9 | C /1161 D /1372 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.3 A / 0.0 B / 13.3 A / 0.0 A / 0.0 | LOS C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 B / 13.4 A / 2.1 A / 8.1 A / 7.9 A / 9.1 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive 75th Avenue 6). MD 202 & Kent Town Drive 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach Northbound Approach Northbound Approach Northbound Approach Northbound Approach Vestbound Approach Vestbound Approach Vestbound Approach Northbound Approach | B / 1064 C / 1254 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 A / 0.0 A / 0.0 A / 2.1 | EOS C /1161 D /1372 C /21.2 C /18.5 E /1509 B /10.9 A /999 C /1283 B / 13.3 A / 0.3 A / 0.0 A / 0.0 B / 13.3 A / 0.1 A / 0.0 A / 0.0 A / 0.0 A / 0.0 | LOS C /1163 D /1375 C /21.2 D /29.6 E /1525 B /10.9 B /1001 C /1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 B / 13.4 A / 2.1 A / 8.1 A / 7.9 A / 9.1 A / 7.7 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
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| Traffic Impact Analysis | Results of Level of Service Analyses | Exhibit |
|---|--------------------------------------|---------|
| LENHART TRAFFIC CONSULTING, INC. 1 645 BALTIMORIE ANNAPOLIS BIVD, SUITE 214 SEVERNA PRIKE, MD 21146 | Level of Service Analyses | 9 |

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 form must be completed prior to commencing a traffic impact study (.TIS). The 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 for incf usion in the TIS. Failure to conduct the study in accofdant e with the guidelines and the signed 5coping agreement may be gro1.1nds for rejection of the study, thereby necessitating an addendum or a new study prior to the starr of staff review.

| 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) | No If No , please provide explanati on on separate sheet. | | | | |
| Are there (iiverted trips? (circle on e) | Yes R If Nes, please provide explanation on separate sheet. | | | | |
| Will a TOO credit be used? (Section 4 of the Guidelines) (circle one) | Yes R 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 operatin!! agency. | | | | |
| Wfil a bike/ped facilities credit be usecl? (Section 6 of1:he Guidelines, (circle one) | Yes Need/nexus must be justified in study, and it must be supported by operating agency. | | | | |
| Are add iti onal trip reductions (internal tr ips, t ransit t rip s etc.) proposed? (circle ohe) | Yes O If Yes, please provide explanation on separate sheet.(Internal Trios) | | | | |

Transporfqtipn Review Guidelines- Part 1

Page 17

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

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

SIGNED:

APPROVED:

26 of 115

TPS Coordinator (or Supervisor)

mill M -11

Traffic Consultant

February 18, 2020

Date

Transportation Submittal Checklist for Development Applications

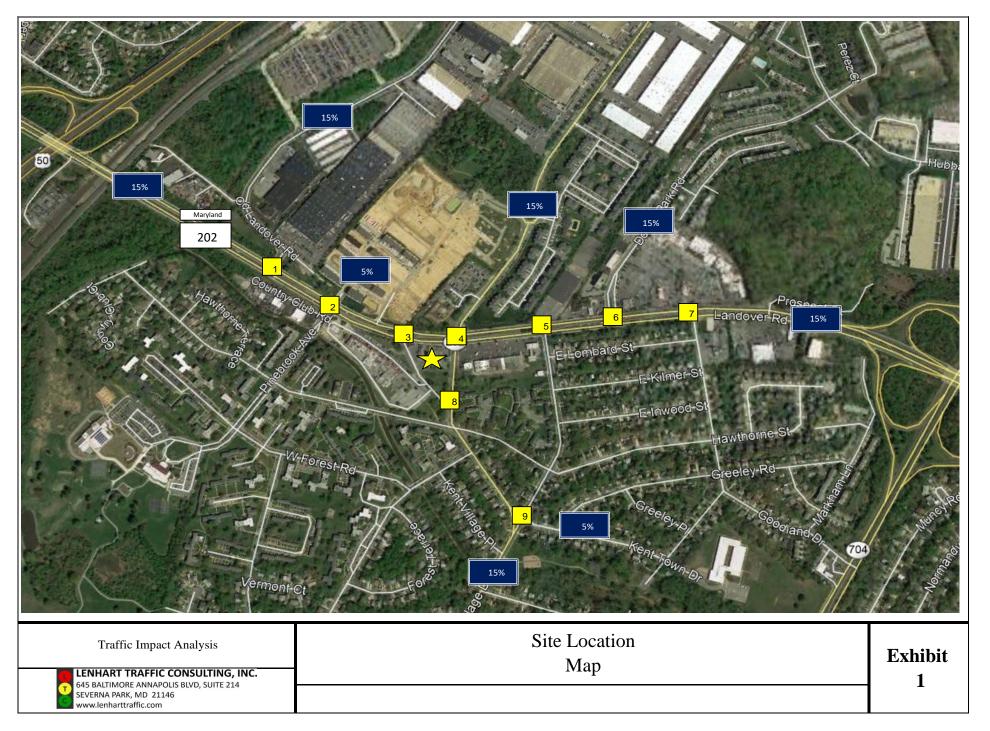
| Project Name: Royal Farms 411 -Kent Village | Date: 2-18-2020 |
|---|--|
| Applicant Name: Royal Farms, Inc | Contact/Agent: Mike Lenhart |
| Phone Number <u>410-987-3888</u> | Fax Number 443-782-2288 |
| Acreage: | E-mail Address mlenhart@lenharttraffic.com |
| Type of Application: PPS | |
| Associated/Previous Project Numbers | |
| layout of the proposed uses, proposed point | r-sized paper. The conceptual plan must show a general nts of access, and sufficient detail of nearby public streets, s to allow the property to be located and assessed by staff. |
| Please describe the current development | nuonosal in tarms of size. |
| • | proposal in terms of size: |
| Market Residential: Single family residences (numb | |
| Apartment or Condominium res Market Non-Residential: | sidences (number) |
| Square feet office (c | describe) |
| • | describe) |
| special groups, and other types of proposals. Pleanumber of units, number of students, or any other | es, private schools, hotels, housing for elderly citizens or other ase describe the size of the proposal, and include square feet, er 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

| Estimated Trip Generation | AM: | | PM: | Other: | | |
|---|------------------------------------|--------------------------------|---|--|--|--|
| | | | 1 | | | |
| Data Need | Yes | No | | Requirement for this Application | | |
| Traffic Study | | | the attached | se have a traffic consultant scope the needed study using I Scoping Agreement. Scoping Agreements must be sent to ppd.mncppc.org. The traffic study must be submitted with ion. | | |
| 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 | | | | se see comment line below. | | |
| Transportation Adequacy Finding Not Required by Application or De Minimus | | | None, unles | ss other information is requested by comments above. | | |
| Insufficient information to make determination | | | If Yes, pleasinformation | se see comment line below and resubmit with sufficient. | | |
| | | | | | | |
| Transportation Staffpe | erson Sign | ature | Date | | | |
| Transportation Staffpe | erson's Na | ame (pri | nted) | | | |
| Transportation Staffpe | erson's Ph | one and | E-mail | | | |
| complete review of the apinformation is determined | plicatior during a eserve th | n is pro a detai ne righ | ovided. Howelled review of | dist, an initial assessment of the data required to ever, if the development proposal changes or if new f the application after its formal acceptance, the additional information in accordance with the | | |
| | ection a | t 301-9 | 952-3084. Pl | portation submittal requirements, contact the ease identify the area in which your development is | | |



Trip Generation Rates

Convenience (Super) Market/Gas Station (Fueling Positions/Square Footage, ITE-960)

Trip Distribution (In/Out)

25/75

Morning Trips = 16.1 x Fueling Positions + 135 x ksf - 483

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)

25/75 Morning Trips = 40.19 x ksf Evening Trips = 32.67 x ksf 63/37

Fast Casual Restaurant (ksf, ITE-930)

Trip Distribution (In/Out) 25/75

Morning Trips = 2.07 x ksf Evening Trips = 14.13 x ksf 63/37

Existing Trip Generation Totals

| | | | AM Peak | | PM Peak | | | |
|----------|--|--|---------|-----|---------|-----|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| | 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 |
| Existing | 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 Tring: | 10 | 10 | 27 | 22 | 10 | 41 |

Proposed Trip Generation Totals

| | | AM Peak | | PM Peak | | | |
|--|--------------------------------------|---------|------|---------|------|------|-------|
| | | In | Out | Total | In | Out | Total |
| 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: 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 |
|--|--------------------------|---------|
| LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com | Site | 2 |

LANDOVER ROAD VARIABLE WIDTH ROW

ii" ≝ ** - *

DEVELOPMENT SUMMARY

7415 LANDOVER ROA D, HYATTSVILLE, MD 20785 MAP: XXXX GRID : XXXX PARCEL: XXXX

EXISTING SITE AREA: EXISTING USE: PROPOSED SITE AREA: PROPOSED USE:

196,534 SO.FT. COMMERCIIIL 70,736 SQ. FT. GAS STATOPM (SPECIAL EXEMPTION)

1 SPACE PER 3 SEATS
• 29 SEATS = 10 SPACES REQUIRED
1 SPACE PER EtvPLOYEE

(SELF SERVICE) • 8 Effil PL O'Y'EES = 8 SPACES REQUIRED 18 SPACES REQUIRED TOTAL:

LOADING: 1 LOADING SPACE FOR $2,\!000$ - $10,\!000$ SQ. FT. (12';,:33')

3 SP.ACES PER 51-75 SPACES HA ND ICAPPED :

58 SURFACE PARKING SPACES INCLUDING 3 HARMICAP SPACES I HG VAN ACCESSIBLE SPACES 2 STANDARD HG SPACE 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'















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BEFORE YOU DIG

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DIAL 811

Know what's below.
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SHOPPING CENTER (>60,000 SF) IMPACT CATAGORY: H --- - -- --4-.₅M

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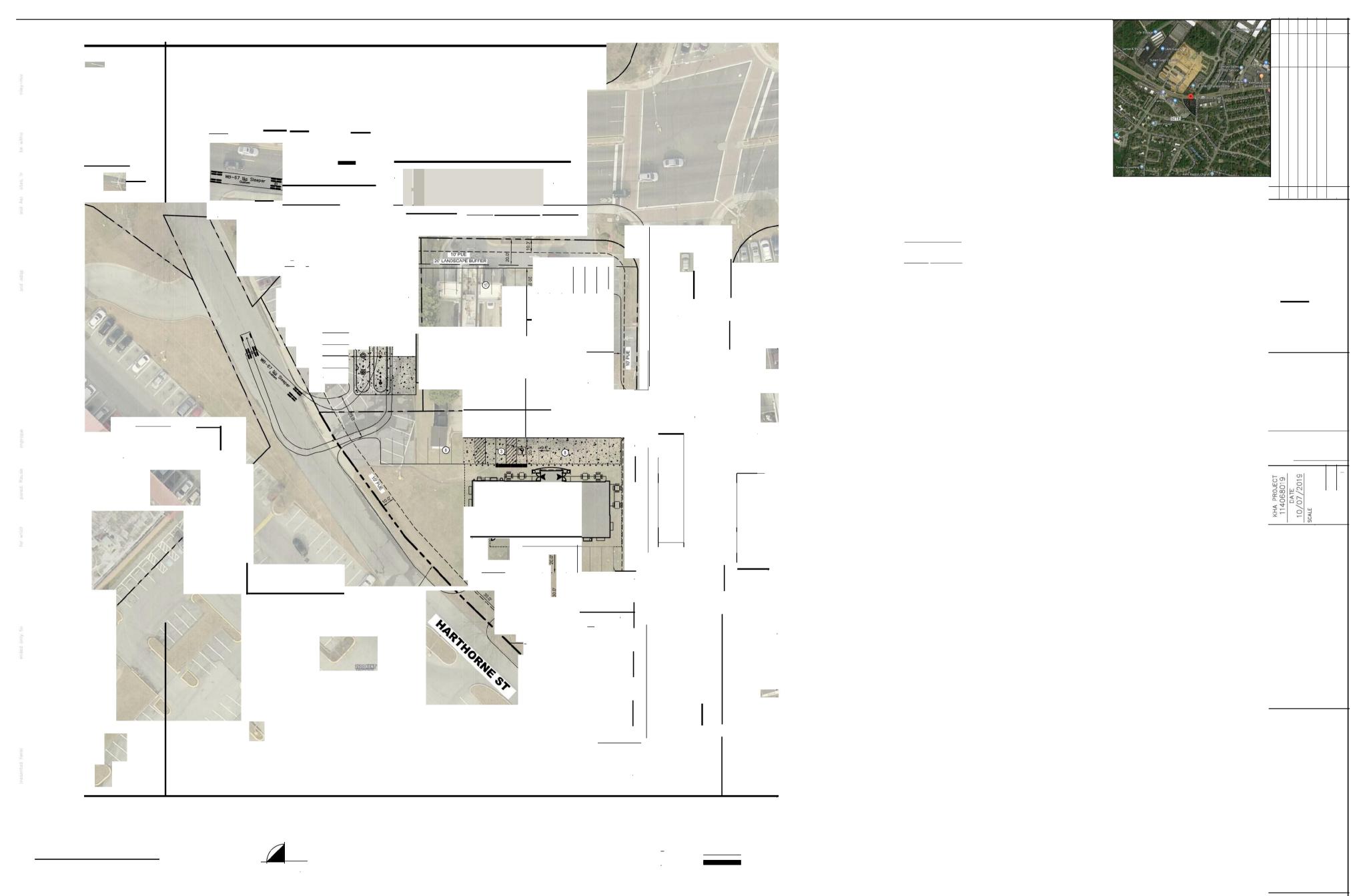
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CONCEPT SKETCH PLAN 1

GRAPHIC SCALE IN FEET

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SHEET NUMBER CSP -1



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% |
| | 60,000 — 50,000 — | | | | |
| mes | 40,000 — | | | | |
| ADT Volumes | 30,000 — | | | | |
| Αľ | 20,000 — | | | | |
| | 10,000 — | | | | |
| | 0 + 2008 | 2009 2010 20 | 11 2012 2013 2 | | 5 2017 2018 |

TRAFFIC GROWTH MD 202 west of Old Landover Road

| N/A Northbound | | nd | | | andover outhbou | | | | E | MD 202 astboun | | | 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 | Tota |
| 6:30-6:45 | | | | | 0 | 11 | | 18 | 1 | 0 | 22 | 175 | | 0 | 0 | | 423 | 42 | 0 | 69 |
| 6:45-7:00 | | | | | 0 | 12 | | 10 | 0 | 0 | 27 | 205 | | 0 | 0 | | 517 | 35 | 0 | 80 |
| 7:00-7:15 | | | | | 0 | 17 | | 16 | 0 | 0 | 24 | 207 | | 0 | 0 | | 602 | 55 | 0 | 92 |
| 7:15-7:30 | | | | | 0 | 20 | | 13 | 0 | 0 | 23 | 265 | | 0 | 0 | | 656 | 44 | 0 | 10 |
| 7:30-7:45 | | | | | 0 | 16 | | 21 | 0 | 0 | 16 | 258 | | 0 | 0 | | 638 | 49 | 0 | 99 |
| 7:45-8:00 | | | | | 0 | 21 | | 27 | 0 | 0 | 27 | 337 | | 0 | 0 | | 618 | 46 | 0 | 10 |
| 8:00-8:15 | | | | | 0 | 21 | | 24 | 0 | 1 | 31 | 306 | | 0 | 0 | | 584 | 52 | 0 | 10 |
| 8:15-8:30 | | | | | 0 | 8 | | 25 | 0 | 1 | 25 | 342 | | 0 | 0 | | 542 | 49 | 0 | 99 |
| 8:30-8:45 | | | | | 0 | 12 | | 13 | 0 | 0 | 17 | 332 | | 0 | 0 | | 470 | 27 | 0 | 87 |
| 8:45-9:00 | | | | | 0 | 13 | | 14 | 0 | 1 | 27 | 306 | | 0 | 0 | | 434 | 29 | 0 | 82 |
| 9:00-9:15 | | | | | 0 | 7 | | 11 | 1 | 0 | 14 | 320 | | 0 | 0 | | 398 | 25 | 0 | 77 |
| 9:15-9:30 | | | | | 0 | 8 | | 11 | 0 | 0 | 15 | 325 | | 0 | 0 | | 394 | 26 | 0 | 77 |

| | | | | | Но | urly T | otals | | | | | | | | |
|-----------|-------------|-----------------|--------|------|--------------|--------|--------|------|------------|------|--------|-----------|-------|------|-------|
| 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 | No | orthbound | | S | outhbound | | | E | Eastbound | | | Westbou | nd | | |
| Peak Hour | U-Turn Left | Thru Right Peds | U-Turn | Left | Thru Right F | 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 |

| | | | | | | / | Weekda | y Ever | ing Pe | ak Hour | (4 pm | - 7 pm | 1) | | | | | | | İ |
|-----------|--------|------|-----------------|------------|--------|------|--------------------|--------|--------|---------|-------|-------------------|----------|-----|--------|------|-------------------|-------|------|-------|
| | | No | N/A orthbour | nd | | | andover outhbou | | | | Е | MD 202 astboun | | | | W | MD 202 estbour | | | |
| Time: | U-Turn | Left | Thru | Right Peds | U-Turn | Left | Thru | Right | Peds | U-Turn | Left | Thru | Right Pe | eds | 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 |

| | | | | Hou | ırly T | otals | | | | | | | | | |
|-----------|-----------------------------|--------|------|---------------|--------|--------|------|------------|------|--------|--------|-------|------|------|-------|
| 4:00-5:00 | | 0 | 114 | 106 | 1 | 4 | 73 | 2456 | 0 | 0 | 1 | 484 | 76 | 0 | 4314 |
| 4:15-5:15 | | 0 | 121 | 96 | 1 | 4 | 73 | 2496 | 0 | 0 | 1 | 491 | 70 | 0 | 4352 |
| 4:30-5:30 | | 0 | 132 | 92 | 1 | 8 | 78 | 2544 | 0 | 0 | 1 | 461 | 67 | 0 | 4383 |
| 4:45-5:45 | | 0 | 140 | 97 | 1 | 8 | 83 | 2546 | 0 | 0 | 1 | 433 | 61 | 0 | 4369 |
| 5:00-6:00 | | 0 | 141 | 100 | 0 | 8 | 82 | 2497 | 0 | 0 | 1 | 444 | 65 | 1 | 4338 |
| 5:15-6:15 | | 0 | 149 | 108 | 0 | 9 | 83 | 2400 | 0 | 0 | 1 | 459 | 74 | 1 | 4283 |
| 5:30-6:30 | | 0 | 144 | 102 | 1 | 8 | 77 | 2341 | 0 | 0 | 1 | 419 | 69 | 1 | 4162 |
| 5:45-6:45 | | 0 | 132 | 92 | 1 | 6 | 75 | 2170 | 0 | 0 | 1 | 409 | 71 | 1 | 3957 |
| 6:00-7:00 | | 0 | 127 | 82 | 1 | 8 | 69 | 2003 | 0 | 0 | 1 | 313 | 67 | 0 | 3670 |
| PM | Northbound | | s | outhbound | | | | Eastbound | | | Wes | tboun | d | | |
| Peak Hour | U-Turn Left Thru Right Peds | U-Turn | Left | Thru Right Pe | eds | U-Turn | Left | Thru Right | Peds | U-Turn | Left T | hru R | ight | Peds | Total |
| 4:30-5:30 | | 0 | 132 | 92 | 1 | 8 | 78 | 2544 | 0 | 0 | 1 | 461 | 67 | 0 | 4383 |

Peak Hour

 $Turning\,Movement\,Count$

Intersection: MD 202 & Old Landover Roa

Weather: Clear Count by: ZW

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

Count Day/Date: Thursday, February 13, 2020

| | | | ebrook / orthbou | | | | | nters Ric | • | | | E | MD 202 astboun | | | | v | MD 202 /estbour | | | |
|-----------|--------|------|---------------------|-------|------|--------|------|-----------|-------|------|--------|------|-------------------|-------|------|--------|------|--------------------|-------|------|-----|
| 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 | Tot |
| 6:30-6:45 | 0 | 31 | 0 | 6 | 0 | 0 | 4 | 1 | 8 | 2 | 1 | 2 | 169 | 14 | 0 | 2 | 1 | 425 | 2 | 2 | 66 |
| 6:45-7:00 | 0 | 53 | 0 | 9 | 2 | 0 | 4 | 0 | 7 | 1 | 0 | 3 | 192 | 22 | 0 | 0 | 5 | 492 | 1 | 0 | 78 |
| 7:00-7:15 | 0 | 55 | 0 | 3 | 1 | 0 | 4 | 0 | 8 | 3 | 0 | 4 | 198 | 22 | 0 | 1 | 7 | 594 | 1 | 2 | 89 |
| 7:15-7:30 | 0 | 53 | 0 | 7 | 0 | 0 | 2 | 0 | 17 | 2 | 0 | 1 | 254 | 30 | 0 | 1 | 7 | 630 | 0 | 2 | 10 |
| 7:30-7:45 | 0 | 49 | 0 | 5 | 0 | 0 | 4 | 0 | 11 | 2 | 0 | 2 | 261 | 11 | 1 | 4 | 6 | 627 | 0 | 1 | 98 |
| 7:45-8:00 | 0 | 51 | 1 | 7 | 1 | 0 | 3 | 1 | 10 | 1 | 1 | 1 | 322 | 34 | 1 | 2 | 3 | 602 | 1 | 1 | 10 |
| 8:00-8:15 | 2 | 44 | 0 | 6 | 0 | 0 | 2 | 0 | 12 | 2 | 0 | 3 | 300 | 24 | 0 | 3 | 10 | 580 | 0 | 2 | 98 |
| 8:15-8:30 | 0 | 40 | 0 | 8 | 1 | 0 | 3 | 1 | 10 | 2 | 2 | 2 | 324 | 22 | 0 | 2 | 4 | 539 | 1 | 2 | 95 |
| 8:30-8:45 | 0 | 30 | 0 | 10 | 2 | 0 | 1 | 0 | 10 | 0 | 0 | 3 | 310 | 31 | 0 | 2 | 7 | 457 | 1 | 0 | 86 |
| 8:45-9:00 | 0 | 38 | 0 | 13 | 1 | 0 | 1 | 0 | 18 | 2 | 0 | 3 | 284 | 32 | 0 | 2 | 7 | 407 | 0 | 2 | 80 |
| 9:00-9:15 | 0 | 32 | 0 | 12 | 2 | 0 | 4 | 0 | 7 | 2 | 0 | 5 | 299 | 23 | 0 | 3 | 6 | 384 | 0 | 2 | 7 |
| 9:15-9:30 | 0 | 24 | 0 | 10 | 2 | 0 | 2 | 0 | 5 | 3 | 1 | 0 | 306 | 26 | 0 | 4 | 9 | 390 | 1 | 1 | 7 |

| | | | | | | | | | | Hourly 1 | Γotals | | | | | | | | | | |
|-----------|--------|------|---------|-------|------|--------|------|---------|-------|----------|--------|------|----------|-------|------|--------|------|----------|------|------|-------|
| 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 | | N | orthbou | nd | | | S | outhbou | nd | | | - | Eastboun | d | | | ٧ | Vestboun | d | | |
| Peak Hour | U-Turn | Left | Thru F | Right | Peds | U-Turn | Left | Thru F | Right | Peds | U-Turn | Left | Thru R | light | Peds | U-Turn | Left | Thru R | ight | 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 |

| | | | | | | | \ | Veekda | ay Ever | ning Pe | ak Hour | (4 pm | 1 - 7 pm | 1) | | | | | | | 1 |
|-----------|--------|------|----------|-------|------|--------|------|-----------|---------|---------|---------|-------|----------|-------|------|--------|------|--------------------|-------|------|-------|
| | | | ebrook a | | | | | nters Ric | • | | | | MD 202 | | | | | MD 202 Vestbour | | | |
| 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 1 | 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 | | N | orthbou | nd | | | s | outhbou | nd | | | ı | Eastboun | d | | | V | Vestboun | d | | |
| Peak Hour | U-Turn | Left | Thru F | Right | Peds | U-Turn | Left | Thru F | Right | Peds | U-Turn | Left | Thru R | ight | Peds | U-Turn | Left | Thru R | ight | 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

 $Turning\,Movement\,Count$

Intersection, MD 202 & Pinebrook Av

Weather: Clear Count by: DSS

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

Count Day/Date: Thursday, February 13, 2020

| | | | | | | | Week | day Mo | rning Peak | Hour (6: | 30 am | ı - 9:30 | am) | | | | | | | 1 |
|-----------|--------|------|---------------------|-------|------|--------|------|----------------|------------|----------|-------|-------------------|-------|------|--------|------|--------------------|-------|------|-------|
| | | | t Town [orthbou | | | | | N/A thbound | | | Е | MD 202 astboun | | | | | MD 202 /estbour | | | |
| 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 1 | 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 | | No | rthbound | | | Sout | hbound | | 1 | Eastbound | ı | | | v | estbound/ | | |
| Peak Hour | U-Turn L | .eft | Thru Right | Peds | U-Turn | Left | Thru Right Peds | U-Turn | Left | Thru Ri | ght | Peds | U-Turn | Left | Thru Right | Peds | Total |
| 7:30-8:30 | | | 4 | 2 | | | 0 | | | 1212 | 50 | 0 | | | 2237 | 0 | 3505 |

| I | | | | | | | We | ekday | Evening Pe | ak Hour | (4 pm | 1 - 7 pm | 1) | | | | | | | |
|-----------|--------|------|----------------------|-------|------|--------|------|----------------|------------|---------|-------|--------------------|-------|------|--------|------|--------------------|-------|------|-------|
| | | | t Town [orthbour | | | | | N/A thbound | | | F | MD 202 Eastboun | | | | | MD 202 /estbour | | | |
| 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 1 | Γotals | | | | | | | - |
|-----------|-------------|------------|------|-------------|-----------------|--------|-------------|-------|------|--------|---------------|----------|-------|
| 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 | | Sou | thbound | | Eastbour | nd | | | Westbound | I | |
| Peak Hour | U-Turn Left | Thru Right | Peds | U-Turn Left | Thru Right Peds | U-Turn | Left Thru F | Right | Peds | U-Turn | Left Thru Rig | ght Peds | Total |
| 4:30-5:30 | l | 24 | 5 | | 9 | | 2315 | 130 | 0 | | 1330 | 0 | 3813 |

Weather: Clear Count by: DSS

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

Count Day/Date: Thursday, February 13, 2020

| | | | nt Town orthbour | | | | | outhbou | | | | E | MD 202 astboun | | | | v | MD 202 /estbour | | | |
|-----------|--------|------|---------------------|-------|------|--------|------|---------|-------|------|--------|------|-------------------|-------|------|--------|------|--------------------|-------|------|------|
| 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 | Tota |
| 6:30-6:45 | 0 | 26 | 19 | 8 | 0 | 0 | 22 | 17 | 14 | 1 | 1 | 10 | 145 | 8 | 0 | 1 | 12 | 355 | 35 | 1 | 67 |
| 6:45-7:00 | 0 | 36 | 18 | 6 | 0 | 0 | 12 | 9 | 13 | 1 | 0 | 11 | 179 | 5 | 0 | 1 | 10 | 461 | 47 | 1 | 80 |
| 7:00-7:15 | 0 | 39 | 18 | 6 | 1 | 0 | 28 | 13 | 16 | 2 | 0 | 14 | 192 | 3 | 0 | 2 | 3 | 566 | 45 | 3 | 94 |
| 7:15-7:30 | 0 | 45 | 31 | 5 | 0 | 0 | 32 | 19 | 11 | 0 | 0 | 12 | 222 | 6 | 0 | 2 | 9 | 585 | 58 | 1 | 10 |
| 7:30-7:45 | 0 | 42 | 36 | 9 | 0 | 0 | 36 | 14 | 11 | 0 | 2 | 8 | 236 | 5 | 0 | 2 | 11 | 568 | 62 | 2 | 10 |
| 7:45-8:00 | 0 | 38 | 25 | 13 | 0 | 0 | 38 | 15 | 19 | 0 | 0 | 14 | 303 | 8 | 0 | 5 | 14 | 570 | 55 | 2 | 11 |
| 8:00-8:15 | 0 | 44 | 30 | 9 | 0 | 0 | 33 | 16 | 14 | 1 | 0 | 19 | 280 | 9 | 1 | 10 | 16 | 552 | 62 | 1 | 10 |
| 8:15-8:30 | 0 | 36 | 25 | 13 | 0 | 0 | 35 | 24 | 16 | 1 | 0 | 12 | 297 | 5 | 0 | 2 | 16 | 463 | 54 | 0 | 99 |
| 8:30-8:45 | 0 | 27 | 23 | 5 | 0 | 0 | 27 | 17 | 8 | 0 | 0 | 15 | 298 | 4 | 0 | 3 | 17 | 432 | 50 | 1 | 92 |
| 8:45-9:00 | 0 | 18 | 18 | 10 | 1 | 0 | 27 | 14 | 7 | 2 | 0 | 15 | 266 | 7 | 1 | 2 | 10 | 386 | 55 | 0 | 83 |
| 9:00-9:15 | 0 | 23 | 17 | 14 | 0 | 0 | 34 | 13 | 19 | 2 | 0 | 18 | 266 | 10 | 2 | 4 | 11 | 341 | 51 | 1 | 8: |
| 9:15-9:30 | 0 | 31 | 13 | 10 | 1 | 0 | 25 | 8 | 10 | 2 | 0 | 13 | 296 | 3 | 0 | 6 | 13 | 363 | 42 | 1 | 83 |

| | | | | | | | | | | Hourly 1 | otals | | | | | | | | | | |
|-----------|--------|------|----------|-------|------|--------|------|---------|-------|----------|--------|------|----------|------|------|--------|------|----------|-------|------|-------|
| 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 | | N | orthbour | nd | | | S | outhbou | nd | | | - 1 | Eastboun | d | | | ٧ | Vestbour | ıd | | |
| Peak Hour | U-Turn | Left | Thru R | light | Peds | U-Turn | Left | Thru R | Right | Peds | U-Turn | Left | Thru R | ight | 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 |

| | | | | | | | ١ | Veekda | ay Ever | ning Pe | ak Hour | (4 pm | 1 - 7 pm | 1) | | | | | | |] |
|-----------|--------|------|---------|-------|------|--------|------|----------|---------|---------|---------|-------|--------------------|-------|------|--------|------|--------------------|-------|------|-------|
| | | | nt Town | | | | | oth Aven | | | | E | MD 202 Eastboun | | | | v | MD 202 Vestbour | | | |
| 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 1 | otals | | | | | | | | | | |
|-----------|--------|------|----------|------|------|--------|------|---------|-------|----------|--------|------|----------|------|------|--------|------|----------|-------|------|-------|
| 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 | | N | orthbour | nd | | | S | outhbou | nd | | | - 1 | Eastboun | d | | | V | Vestbour | d | | |
| Peak Hour | U-Turn | Left | Thru R | ight | Peds | U-Turn | Left | Thru R | light | Peds | U-Turn | Left | Thru R | ight | 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 |

Weather: Clear Count by: DSS

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

Count Day/Date: Thursday, February 13, 2020 County: Prince George's

| | | | nt Village orthbour | | | | | N/A thbound | | | E | MD 202 astboun | | | | v | MD 202 /estboun | | | |
|-----------|--------|------|------------------------|-------|------|--------|------|----------------|------------|--------|------|-------------------|-------|------|--------|------|--------------------|-------|------|------|
| 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 | Tota |
| 6:30-6:45 | 0 | 0 | | 10 | 1 | | | | 0 | 0 | | 165 | 0 | 0 | 0 | 0 | 460 | | 0 | 63 |
| 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 | 82 |
| 7:15-7:30 | 0 | 0 | | 12 | 3 | | | | 0 | 0 | | 260 | 5 | 0 | 0 | 0 | 615 | | 0 | 89 |
| 7:30-7:45 | 0 | 0 | | 10 | 0 | | | | 1 | 0 | | 275 | 0 | 1 | 0 | 0 | 590 | | 0 | 87 |
| 7:45-8:00 | 0 | 0 | | 15 | 1 | | | | 0 | 0 | | 343 | 3 | 0 | 0 | 0 | 605 | | 0 | 96 |
| 8:00-8:15 | 0 | 0 | | 9 | 0 | | | | 0 | 0 | | 319 | 3 | 0 | 0 | 0 | 545 | | 0 | 87 |
| 8:15-8:30 | 0 | 0 | | 7 | 2 | | | | 0 | 0 | | 355 | 6 | 0 | 0 | 0 | 496 | | 1 | 86 |
| 8:30-8:45 | 0 | 0 | | 8 | 0 | | | | 0 | 0 | | 325 | 3 | 1 | 0 | 0 | 488 | | 0 | 82 |
| 8:45-9:00 | 0 | 0 | | 8 | 1 | | | | 1 | 0 | | 303 | 4 | 0 | 0 | 0 | 436 | | 0 | 75 |
| 9:00-9:15 | 0 | 0 | | 9 | 1 | | | | 1 | 0 | | 308 | 1 | 0 | 0 | 0 | 397 | | 0 | 71 |
| 9:15-9:30 | 0 | 0 | | 16 | 3 | | | | 1 | 0 | | 328 | 5 | 1 | 0 | 0 | 386 | | 1 | 73 |

| | | | | | | | | | | Hourly T | otals | | | | | | | | | | |
|-----------|--------|------|-----------|-------|------|--------|------|----------|------|----------|--------|------|-----------|------|------|--------|------|----------|------|------|-------|
| 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 | | N | lorthbour | nd | | | S | outhbour | nd | | | - 1 | Eastbound | d | | | ١ | Vestboun | d | | |
| Peak Hour | U-Turn | Left | Thru R | Right | Peds | U-Turn | Left | Thru R | ight | Peds | U-Turn | Left | Thru R | ight | Peds | U-Turn | Left | Thru R | ight | 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 |

| | | | | | | | We | ekday | Evening Pe | ak Hour | (4 pm | ı - 7 pm | 1) | | | | | | |] |
|-----------|--------|------|------------------------|-------|------|--------|------|----------------|------------|---------|-------|-------------------|-------|------|--------|------|--------------------|-------|------|-------|
| | | | nt Village orthboun | | | | | N/A thbound | | | Е | MD 202 astboun | | | | v | MD 202 Vestbour | | | |
| 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 1 | otals | | | | | | | | | | |
|-----------|--------|------|---------|-------|------|--------|------|---------|-------|----------|--------|------|----------|------|------|--------|------|----------|------|------|-------|
| 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 | | N | orthbou | nd | | | S | outhbou | nd | | | - 1 | Eastboun | d | | | ١ | Vestboun | d | | |
| Peak Hour | U-Turn | Left | Thru F | Right | Peds | U-Turn | Left | Thru R | light | Peds | U-Turn | Left | Thru R | ight | Peds | U-Turn | Left | Thru R | ight | 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 |

Weather: Clear Count by: DSS

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

Count Day/Date: Thursday, February 13, 2020

| | | | N/A hbound | | | | dge Park outhbou | | | | E | MD 202 astboun | | | | | MD 202 /estbour | | | |
|-----------|--------|------|---------------|------------|--------|------|---------------------|-------|------|--------|------|-------------------|-------|------|--------|------|--------------------|-------|------|-----|
| 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 | Tot |
| 6:30-6:45 | | | | 0 | 0 | 7 | | 17 | 0 | 3 | 8 | 169 | | 0 | 0 | | 393 | 6 | 0 | 60 |
| 6:45-7:00 | | | | 0 | 0 | 12 | | 27 | 1 | 2 | 11 | 196 | | 0 | 0 | | 486 | 1 | 0 | 7: |
| 7:00-7:15 | | | | 0 | 0 | 12 | | 25 | 1 | 2 | 17 | 223 | | 0 | 0 | | 602 | 7 | 0 | 8 |
| 7:15-7:30 | | | | 0 | 0 | 16 | | 26 | 0 | 4 | 29 | 226 | | 0 | 0 | | 611 | 12 | 0 | 9 |
| 7:30-7:45 | | | | 0 | 0 | 19 | | 40 | 1 | 1 | 32 | 257 | | 0 | 0 | | 554 | 14 | 0 | 9 |
| 7:45-8:00 | | | | 0 | 1 | 32 | | 48 | 1 | 4 | 26 | 314 | | 0 | 0 | | 608 | 12 | 0 | 10 |
| 8:00-8:15 | | | | 0 | 0 | 11 | | 26 | 0 | 2 | 26 | 318 | | 0 | 2 | | 574 | 8 | 0 | 9 |
| 8:15-8:30 | | | | 0 | 0 | 9 | | 28 | 4 | 2 | 24 | 330 | | 1 | 1 | | 498 | 11 | 0 | 9 |
| 8:30-8:45 | | | | 0 | 0 | 10 | | 23 | 1 | 1 | 28 | 304 | | 0 | 1 | | 475 | 5 | 0 | 8 |
| 8:45-9:00 | | | | 0 | 0 | 9 | | 23 | 0 | 1 | 16 | 292 | | 0 | 0 | | 430 | 12 | 0 | 7 |
| 9:00-9:15 | | | | 0 | 0 | 16 | | 35 | 1 | 1 | 26 | 311 | | 0 | 0 | | 362 | 11 | 0 | 7 |
| 9:15-9:30 | | | | 1 | 0 | 19 | | 37 | 0 | 2 | 17 | 316 | | 0 | 1 | | 372 | 10 | 0 | 7 |

| | | | | | | | | | | Hourly 1 | otals | | | | | | | | | | |
|-----------|--------|------|-----------|-------|------|--------|------|---------|-------|----------|--------|------|----------|------|------|--------|------|----------|-------|------|-------|
| 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 | | N | lorthbour | nd | | | S | outhbou | nd | | | - 1 | Eastboun | d | | | ١ | Nestboun | d | | |
| Peak Hour | U-Turn | Left | Thru R | light | Peds | U-Turn | Left | Thru F | Right | Peds | U-Turn | Left | Thru R | ight | Peds | U-Turn | Left | Thru R | 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 |

| | | | | | | ' | Weekda | ay Ever | ing Pe | ak Hour | (4 pm | 1 - 7 pm | 1) | | | | | | | ł |
|-----------|--------|------|--------|------------|--------|------|----------|---------|--------|---------|-------|----------|-------|------|--------|------|----------|-------|------|----------|
| | | | N/A | | | Do | dge Park | Rd | | | | MD 202 | | | | | MD 202 | | | ł |
| | | Nort | hbound | | | S | outhbou | nd | | | | Eastboun | ıd | | | v | estbour/ | nd | | <u> </u> |
| 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 1 | Γotals | | | | | | | | | | |
|-----------|--------|------|----------|------|------|--------|------|---------|-------|----------|--------|------|-----------|------|------|--------|------|----------|-------|------|-------|
| 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 | | N | orthbour | nd | | | S | outhbou | nd | | | E | Eastbound | d | | | 1 | Nestboun | d | | |
| Peak Hour | U-Turn | Left | Thru R | ight | Peds | U-Turn | Left | Thru I | Right | Peds | U-Turn | Left | Thru R | ight | Peds | U-Turn | Left | Thru R | light | 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 |

Weather: Clear Count by: DSS

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

Count Day/Date: Thursday, February 13, 2020

| | | | e House orthbou | | | | | pping Ce outhbou | | | | E | MD 202 astboun | | | | | MD 202 /estbour | | | |
|-----------|--------|------|--------------------|-------|------|--------|------|---------------------|-------|------|--------|------|-------------------|-------|------|--------|------|--------------------|-------|------|-----|
| 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 | Tot |
| 6:30-6:45 | 0 | 11 | 2 | 4 | 1 | 0 | 6 | 1 | 9 | 0 | 0 | 7 | 162 | 6 | 1 | 1 | 4 | 393 | 14 | 1 | 62 |
| 6:45-7:00 | 0 | 13 | 1 | 6 | 2 | 0 | 4 | 3 | 8 | 0 | 0 | 9 | 202 | 4 | 2 | 5 | 6 | 458 | 19 | 0 | 73 |
| 7:00-7:15 | 0 | 18 | 2 | 5 | 0 | 0 | 8 | 1 | 8 | 0 | 0 | 8 | 215 | 7 | 1 | 1 | 2 | 590 | 21 | 0 | 88 |
| 7:15-7:30 | 0 | 24 | 5 | 18 | 1 | 0 | 10 | 2 | 6 | 0 | 1 | 9 | 227 | 7 | 1 | 0 | 8 | 601 | 17 | 3 | 9: |
| 7:30-7:45 | 0 | 18 | 7 | 3 | 1 | 0 | 11 | 3 | 8 | 0 | 0 | 7 | 259 | 10 | 4 | 0 | 6 | 550 | 19 | 0 | 90 |
| 7:45-8:00 | 0 | 14 | 3 | 9 | 1 | 0 | 12 | 3 | 5 | 0 | 2 | 11 | 330 | 16 | 3 | 3 | 9 | 617 | 29 | 0 | 10 |
| 8:00-8:15 | 0 | 14 | 5 | 9 | 2 | 0 | 17 | 4 | 10 | 0 | 1 | 8 | 307 | 11 | 9 | 2 | 12 | 542 | 22 | 1 | 9 |
| 8:15-8:30 | 0 | 12 | 7 | 12 | 1 | 0 | 19 | 4 | 8 | 0 | 1 | 13 | 325 | 7 | 4 | 1 | 8 | 491 | 22 | 1 | 9 |
| 8:30-8:45 | 0 | 13 | 2 | 8 | 1 | 0 | 15 | 8 | 2 | 1 | 0 | 16 | 285 | 6 | 5 | 3 | 7 | 463 | 23 | 0 | 8 |
| 8:45-9:00 | 0 | 4 | 6 | 7 | 0 | 0 | 9 | 5 | 8 | 0 | 0 | 9 | 277 | 8 | 3 | 3 | 10 | 425 | 20 | 0 | 7 |
| 9:00-9:15 | 0 | 13 | 4 | 10 | 2 | 0 | 21 | 8 | 7 | 0 | 0 | 12 | 311 | 6 | 1 | 2 | 7 | 374 | 18 | 1 | 7 |
| 9:15-9:30 | 0 | 9 | 5 | 7 | 1 | 0 | 14 | 1 | 7 | 0 | 2 | 16 | 311 | 6 | 3 | 2 | 6 | 345 | 21 | 2 | 7 |

| | | | | | | | | | | Hourly T | otals | | | | | | | | | | |
|-----------|--------|------|----------|-------|------|--------|------|---------|-------|----------|--------|------|----------|------|------|--------|------|----------|-------|------|-------|
| 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 | | N | orthbour | nd | | | S | outhbou | nd | | | - 1 | Eastboun | d | | | ١ | Vestboun | d | | |
| Peak Hour | U-Turn | Left | Thru R | light | Peds | U-Turn | Left | Thru R | light | Peds | U-Turn | Left | Thru R | ight | Peds | U-Turn | Left | Thru R | light | 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 |

| | | | | | | | ١ | Veekda | ay Ever | ning Pe | ak Hour | (4 pm | n - 7 pm | 1) | | | | | | | ĺ |
|-----------|--------|------|--------------------|-------|------|--------|------|----------|---------|---------|---------|-------|--------------------|-------|------|--------|------|--------------------|-------|------|-------|
| | | | e House orthbou | | | | | pping Ce | | | | E | MD 202 Eastboun | | | | v | MD 202 Vestbour | | | |
| 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 T | 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 | | | | | | nd | | | - | Eastboun | d | | | V | Vestbour | d | | | | |
| Peak Hour | U-Turn | Left | Thru R | Right | Peds | U-Turn | Left | Thru R | light | Peds | U-Turn | Left | Thru R | ight | 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 |

Weather: Clear Count by: DSS

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

Count Day/Date: Thursday, February 13, 2020

| | | | | | | | Wee | ekday N | /lorning | Peak | Hour (6: | 30 am | - 9:30 | am) | | | | | | |
|-----------|--------|------|---------------------|-------|------|--------|------|---------------|----------|------|----------|-------|---------------------|-------|------|--------|------|-----------------|------------|------|
| | | | t Town P orthbou | | | | | Town Pouthbou | | | | | t Town I astbour | | | | v | N/A Vestbour | nd | |
| 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 | Tota |
| 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 | | | | | 13 |
| 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 | | | | | 133 |
| 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 | | | | | 10: |
| 9:00-9:15 | 0 | 5 | 39 | | 0 | 0 | | 31 | 7 | 0 | 0 | 6 | | 12 | 3 | | | | | 10 |
| 9:15-9:30 | 0 | 4 | 42 | | 0 | 0 | | 15 | 9 | 0 | 0 | 3 | | 20 | 0 | | | | | 93 |

| | | | | | | | | | Hourly 7 | Γotals | | | | | | | |
|-----------|--------|------|------------|------|--------|------|---------|------|----------|--------|------|------------|------|--------|------|-----------------|-------|
| 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 | | N | orthbound | | | So | uthbour | nd | | | E | Eastbound | | | We | stbound | |
| Peak Hour | U-Turn | Left | Thru Right | Peds | U-Turn | Left | Thru R | ight | 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 |

| | | | | | | | V | Veekda | ay Ever | ing Pe | ak Hour | (4 pm | ı - 7 pm | 1) | | | | | | 7 |
|-----------|--------|------|--------|-------|------|--------|------|---------------|---------|--------|---------|-------|---------------------|-------|------|--------|------|----------------|------------|-------|
| | | | Town P | | | | | Town Fouthbou | | | | | t Town [astboun | | | | v | N/A /estbou | nd | |
| 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 | 16 | 8 49 | 0 | 0 | 45 | 177 | 1 | | | | 635 |
| 4:15-5:15 | 0 | 42 | 146 | 1 | 0 | 16 | 55 52 | 0 | 0 | 47 | 177 | 1 | | | | 631 |
| 4:30-5:30 | 0 | 39 | 149 | 1 | 0 | 16 | 57 | 0 | 0 | 49 | 188 | 1 | | | | 653 |
| 4:45-5:45 | 0 | 38 | 140 | 1 | 0 | 17 | 6 70 | 0 | 0 | 57 | 181 | 1 | | | | 664 |
| 5:00-6:00 | 0 | 46 | 151 | 0 | 0 | 16 | 31 73 | 0 | 0 | 55 | 189 | 0 | | | | 675 |
| 5:15-6:15 | 0 | 46 | 165 | 0 | 0 | 15 | 61 | 0 | 0 | 53 | 192 | 0 | | | | 671 |
| 5:30-6:30 | 0 | 48 | 158 | 0 | 0 | 15 | 6 58 | 0 | 0 | 55 | 193 | 0 | | | | 668 |
| 5:45-6:45 | 0 | 45 | 168 | 0 | 0 | 14 | 19 39 | 0 | 0 | 52 | 199 | 0 | | | | 652 |
| 6:00-7:00 | 0 | 38 | 152 | 0 | 0 | 16 | 38 38 | 0 | 0 | 53 | 183 | 1 | | | | 625 |
| PM | | N | lorthbound | | | South | bound | | | | Eastbound | | | Wes | stbound | |
| Peak Hour | U-Turn | Left | Thru Right | Peds | U-Turn | Left Th | ru Right | Peds | U-Turn | Left | Thru Right | Peds | U-Turn | Left | Thru Right Peds | Total |
| 5:00-6:00 | 0 | 46 | 151 | 0 | 0 | 16 | 1 73 | 0 | 0 | 55 | 189 | 0 | | | | 675 |

Count by: ZW

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

Count Day/Date: Thursday, February 13, 2020 County: Prince George's

Weather: Clear

| | | | nt Village orthbour | | | | | nt Village outhbou | | | | | ent Town astboun | | | | | nt Town /estbour | | | |
|-----------|--------|------|------------------------|-------|------|--------|------|-----------------------|-------|------|--------|------|---------------------|-------|------|--------|------|---------------------|-------|------|------|
| 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 | Tota |
| 6:30-6:45 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 20 | 0 | 0 | 2 | 4 | 1 | 3 | 6 |
| 6:45-7:00 | 0 | 25 | 4 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 2 | 1 | 19 | 1 | 0 | 0 | 3 | 1 | 0 | 63 |
| 7:00-7:15 | 0 | 28 | 11 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 2 | 22 | 0 | 0 | 1 | 4 | 2 | 0 | 7 |
| 7:15-7:30 | 0 | 45 | 10 | 5 | 0 | 0 | 1 | 10 | 1 | 0 | 0 | 2 | 4 | 30 | 0 | 0 | 1 | 3 | 2 | 1 | 11 |
| 7:30-7:45 | 0 | 57 | 10 | 1 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 2 | 0 | 24 | 0 | 0 | 0 | 3 | 1 | 0 | 10 |
| 7:45-8:00 | 0 | 46 | 7 | 1 | 1 | 0 | 1 | 14 | 1 | 3 | 0 | 1 | 2 | 37 | 1 | 0 | 1 | 4 | 0 | 0 | 11 |
| 8:00-8:15 | 0 | 41 | 8 | 3 | 0 | 0 | 1 | 13 | 0 | 4 | 0 | 1 | 3 | 26 | 1 | 0 | 5 | 1 | 0 | 3 | 10 |
| 8:15-8:30 | 0 | 37 | 11 | 8 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 3 | 2 | 29 | 0 | 0 | 6 | 5 | 1 | 1 | 12 |
| 8:30-8:45 | 0 | 24 | 10 | 4 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 2 | 1 | 31 | 1 | 0 | 0 | 1 | 1 | 0 | 8 |
| 8:45-9:00 | 0 | 24 | 9 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 1 | 3 | 1 | 23 | 0 | 0 | 0 | 3 | 5 | 0 | 7 |
| 9:00-9:15 | 0 | 23 | 4 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 1 | 1 | 20 | 0 | 0 | 4 | 2 | 0 | 0 | 6 |
| 9:15-9:30 | 0 | 22 | 13 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |

| | | | | | | | | | | Hourly I | otais | | | | | | | | | | |
|-----------|--------|------|----------|-------|------|--------|------|---------|------|----------|--------|------|----------|-------|------|--------|------|----------|-------|------|-------|
| 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 | | N | orthbour | nd | | | S | outhbou | nd | | | | Eastboun | ıd | | | ٧ | Vestboun | d | | |
| Peak Hour | U-Turn | Left | Thru R | Right | Peds | U-Turn | Left | Thru R | ight | Peds | U-Turn | Left | Thru F | Right | Peds | U-Turn | Left | Thru R | light | 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 |

| | | | | | | | \ | Veekda | ay Ever | ning Pe | ak Hour | (4 pm | 1 - 7 pm | 1) | | | | | | | 1 |
|-----------|--------|------|-----------------------|-------|------|--------|------|-----------------------|---------|---------|---------|-------|----------------------|-------|------|--------|------|----------------------|-------|------|-------|
| | | | nt Village orthbou | | | | | nt Village outhbou | | | | | ent Town Eastbour | | | | | ent Town Vestbour | | | |
| 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 1 | otals | | | | | | | | | | |
|-----------|--------|------|----------|-------|------|--------|------|---------|-------|----------|--------|------|----------|-------|------|--------|------|----------|-------|------|-------|
| 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 | | N | orthbour | nd | | | S | outhbou | nd | | | | Eastboun | ıd | | | ٧ | Vestboun | ıd | | |
| Peak Hour | U-Turn | Left | Thru R | light | Peds | U-Turn | Left | Thru R | light | Peds | U-Turn | Left | Thru F | Right | Peds | U-Turn | Left | Thru F | 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 |

Weather: Clear Count by: DSS

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

Count Day/Date: Thursday, February 13, 2020

Appendix B

Level of Service (CLV & Synchro) Worksheets

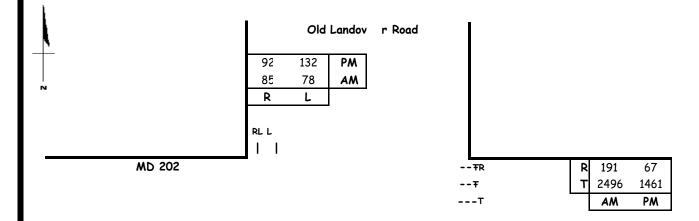
for Prince Georges County

Intersection of: MD 202

Analyst: Lenhart Traffic Consulting

and: Old Landover RoadConditions: Existing Traffic

Lane Use + Traffic Volumes



ι-------

 PM
 AM
 T - -

 86
 98
 L
 T - -

 2544
 1166
 T
 T - -

Capacity Analysis

| | | | Morning | Peak I | -lour | | |
|-----|------|-----------|---------|--------|-----------|-------|------|
| | | Thru Volu | mes | + C | pposing L | efts | AM |
| Dir | VOL | x LUF | = Total | VOL | x LUF = | Total | CLV |
| SB | 163 | 0.55 | 90 | | | | 90 |
| ЕВ | 1166 | 0.37 | 431 | | | | 1092 |
| WB | 2687 | 0.37 | 994 | 98 | 1.00 | 98 | |
| | | | | CL | V TOT | AL= | 1182 |

Level of Service (LOS)=

| | | | Evening | Peak F | lour | | |
|-----|--------------|-------|---------|------------------|---------|--------|------|
| | Thru Volumes | | | + Opposing Lefts | | | PM |
| Dir | VOL | x LUF | = Total | VOL | × LUF = | Total | CLV |
| SB | 224 | 0.55 | 123 | | | | 123 |
| ЕВ | 2544 | 0.37 | 941 | 24 | 4.00 | | 941 |
| WB | 1528 | 0.37 | 565 | 86 | 1.00 | 86 | |
| | | | | CI | VIOL | ۸I – ا | 1064 |

CLV TOTAL= 1064
Level of Service (LOS)= B

MD 202

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
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MD 202 &
Old Landover Road
(Existing Traffic)

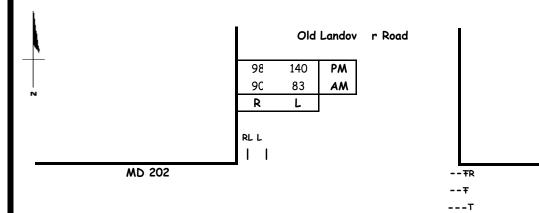
for Prince Georges County

Intersection of: MD 202

Analyst: Lenhart Traffic Consulting

and: Old Landover RoadConditions: Existing Traffic

Lane Use + Traffic Volumes



L---

| PM | AM | |
|------|------|---|
| 91 | 104 | L |
| 2783 | 1260 | Т |

T---T---

MD 202

203

2739

AM

71

1596

PM

Capacity Analysis

| | | | Morning | Peak H | -lour | | |
|----------|--------------|-------|-------------|--------|---------|---------|------|
| | Thru Volumes | | | + O | AM | | |
| Dir | VOL | x LUF | = Total | VOL | x LUF = | = Total | CLV |
| SB | 173 | 0.55 | 95 | | | | 95 |
| EB WB | 1260 2942 | 0.37 | 466 1089 | 104 | 1.00 | 104 | 1193 |
| .,, | -/ 12 | | 1007 | | V TOT | | 1288 |

Level of Service (LOS)=

| | Evening Peak Hour | | | | | | | | | | | |
|-----|-------------------|-----------|---------|-----|---------|-------|------|--|--|--|--|--|
| | | Thru Volu | mes | + C | PM | | | | | | | |
| Dir | VOL | x LUF | = Total | VOL | x LUF = | Total | CLV | | | | | |
| SB | 238 | 0.55 | 131 | | | | 131 | | | | | |
| ЕВ | 2783 | 0.37 | 1030 | | | | 1030 | | | | | |
| WB | 1667 | 0.37 | 617 | 91 | 1.00 | 91 | 1030 | | | | | |
| | | | | CI | VITOTA | 41 - | 1161 | | | | | |

Level of Service (LOS)= C

Critical Lane Volume Analysis

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MD 202 &
Old Landover Road
(Existing Traffic)

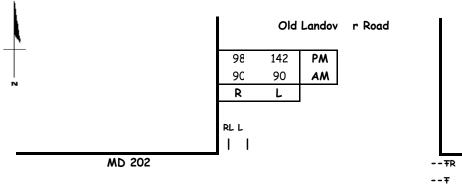
for Prince Georges County

Intersection of: MD 202

Analyst: Lenhart Traffic Consulting

and: Old Landover RoadConditions: Existing Traffic

Lane Use + Traffic Volumes



--∓R R 210 74 --∓ T 2746 1599 ---T AM PM

L---

 PM
 AM

 91
 104
 L

 2786
 1267
 T

T---T---

MD 202

Capacity Analysis

| | | | Morning | Peak H | -lour | | | | | |
|-----|-----------------|-----------|---------|--------|---------|---------|------|--|--|--|
| | | Thru Volu | nes | + O | AM | | | | | |
| Dir | VOL | x LUF | = Total | VOL | x LUF = | : Total | CLV | | | |
| SB | 180 | 0.55 | 99 | | | | 99 | | | |
| ЕВ | 1267 | 0.37 | 469 | 404 | 4.00 | 404 | 1198 | | | |
| WB | 2956 | 0.37 | 1094 | 104 | 1.00 | 104 | | | | |
| | CLV TOTAL= 1297 | | | | | | | | | |

Level of Service (LOS)=

| | | | Evening | Peak H | lour | | |
|-----|------|-----------|---------|--------|---------|-------|------|
| | ٦ | Thru Volu | nes | + C | PM | | |
| Dir | VOL | x LUF | = Total | VOL | × LUF = | Total | CLV |
| SB | 240 | 0.55 | 132 | | | | 132 |
| ЕВ | 2786 | 0.37 | 1031 | | | | |
| WB | 1673 | 0.37 | 619 | 91 | 1.00 | 91 | 1031 |

CLV TOTAL= 1163
Level of Service (LOS)= C

Critical Lane Volume Analysis

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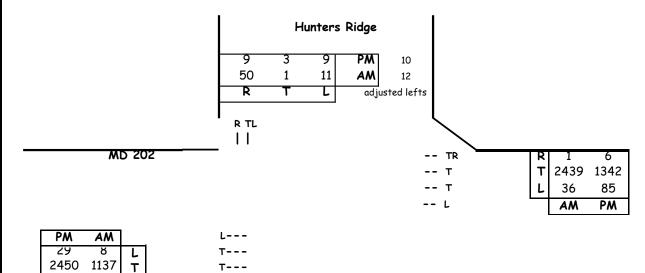
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MD 202 &
Old Landover Road
(Existing Traffic)

Main Line: MD 202 Analyst: Lenhart Traffic

Minor Street: Pinebrook Avenue Study Period: Existing Traffic

Lane Use + Traffic Volumes



| | | ı | R |
|-------------|----|---|----|
| AM 1 | 99 | 1 | 25 |
| PM 1 | 77 | 6 | 58 |

I I

L TR

Critical Lane Volume Analysis

197

99

R

| | Morning Peak Hour | | | | | | | | | | | |
|-----|-------------------|----------|---------|-----|-------|---------|------|--|--|--|--|--|
| | Tł | nru Volu | mes | + 0 | Lefts | AM | | | | | | |
| Dir | VOL : | x LUF | = Total | VOL | x LUF | = Total | 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 | | | | | | |
| | | | | CLΛ | / TOT | AI - 1 | 1152 | | | | | |

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

TR---

| | Evening Peak Hour | | | | | | | | | | | |
|-----|-------------------|-----------|---------|-----|-------|---------|------|--|--|--|--|--|
| | Tł | ıru Volum | ies | + 0 | PM | | | | | | | |
| Dir | VOL | x LUF : | = Total | VOL | x LUF | = Total | 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 | / TOT | A1 - 4 | 1254 | | | | | |

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

MD 202

Critical Lane Volume Analysis

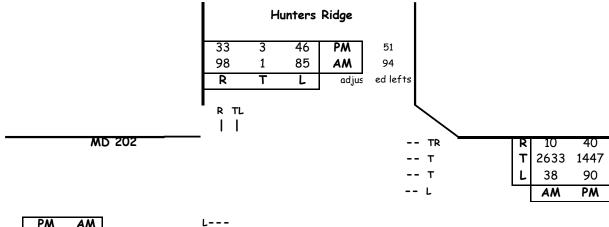
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SEVERNA PARK, MD 21146
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MD 202 &
Pinebrook Avenue
(Existing Traffic)

Main Line: MD 202 Analyst: Lenhart Traffic

Minor Street: Pinebrook Avenue **Study Period:** Existing Traffic

Lane Use + Traffic Volumes



| PM | AM | | L | | | | | | |
|------|------|---|----|---------|---------|-----|------|-----|--------|
| 113 | 30 | L | T | | | | | | |
| 2601 | 1207 | Т | T | | | | | | |
| 209 | 105 | R | TR | | | | 1 1 | | MD 202 |
| | | | _ | | | | L TI | R . | |
| | | | | | | | | | |
| | | | ì | | L | Т | R | | |
| | | | | AM | 211 | 1 | 27 | | |
| | | | | PM | 188 | 6 | 62 | | |
| | | | | | | | | | |
| | | | | Dinaha | ook Ave | | | | |
| | | | | rinebro | ok Ave | nue | | | |

Critical Lane Volume Analysis

| | Morning Peak Hour | | | | | | | | | | | |
|-----|-------------------|----------|---------|------|-------|---------|------|--|--|--|--|--|
| | Т | hru Volu | mes | + 0 | AM | | | | | | | |
| Dir | VOL | x LUF | = Total | VOL | x LUF | = Total | 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 | | | | | | |
| | | | | CL V | / TOT | AI - 1 | 1314 | | | | | |

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

| | | E | vening | Peak I | Hour | | |
|-----|------|-----------|---------|--------|-------|---------|------|
| | Tł | ıru Volun | nes | + 0 | PM | | |
| Dir | VOL | x LUF | = Total | VOL | x LUF | = Total | CLV |
| NB | 68 | 1.00 | 68 | 46 | 1 | 46 | |
| | | | | | | | 242 |
| SB | 54 | 1.00 | 54 | 188 | 1 | 188 | |
| ЕВ | 2810 | 0.37 | 1040 | 90 | 1 | 90 | |
| | | | | | | | 1130 |
| WB | 1487 | 0.37 | 550 | 113 | 1 | 113 | |
| | | | | CLV | / TOT | A1 - 1 | 1272 |

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

Critical Lane Volume Analysis

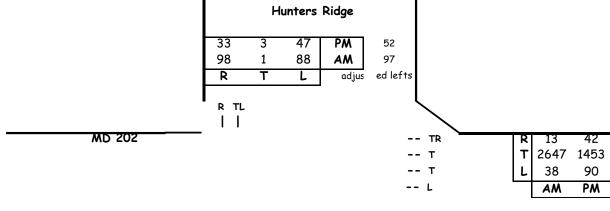


MD 202 &
Pinebrook Avenue
(Existing Traffic)

Main Line: MD 202 Analyst: Lenhart Traffic

Minor Street: Pinebrook Avenue Study Period: Existing Traffic

Lane Use + Traffic Volumes



| PM | AM |] | L | | | | | | |
|------|------|---|----|----|-----|---|----|-----|--------|
| 113 | 30 | L | T | | | | | | |
| 2606 | 1221 | Т | T | | | | | | |
| 209 | 105 | R | TR | | | | | | WD 202 |
| | | | | | | | LT | R - | |
| | | | | | | | | | |
| | | | ì | | L | Т | R | | |
| | | | | AM | 211 | 1 | 27 | | |
| | | | | PM | 188 | 6 | 62 | | |
| | | | | - | • | | | | |
| | | | | | | | | | |

Critical Lane Volume Analysis

| | Morning Peak Hour | | | | | | | | | | | | | |
|-----|-------------------|----------|---------|-----|-------|---------------------------|------|--|--|--|--|--|--|--|
| | TI | nru Volu | mes | + 0 | Lefts | AM | | | | | | | | |
| Dir | VOL : | x LUF | = Total | VOL | x LUF | = Total | CLV | | | | | | | |
| NB | 28 | 1.00 | 28 | 88 | 1 | 88 | | | | | | | | |
| | | | | | | | 309 | | | | | | | |
| SB | 98 | 1.00 | 98 | 211 | 1 | 211 | | | | | | | | |
| ЕВ | 1326 | 0.37 | 491 | 38 | 1 | 38 | | | | | | | | |
| | | | | | | | 1014 | | | | | | | |
| WB | 2660 | 0.37 | 984 | 30 | 1 | 30 | | | | | | | | |
| | | | | CLV | / TOT | # 1 To Table 1 To Table 1 | | | | | | | | |

| CLV TOTAL= | |
|--------------------------|---|
| Level of Service (LOS)= | D |

| | Evening Peak Hour | | | | | | | | | |
|-----|-------------------|-----------|---------|-----|------------------|---------|------|--|--|--|
| | Tł | ıru Volun | nes | + 0 | + Opposing Lefts | | | | | |
| Dir | VOL | x LUF | = Total | VOL | x LUF | = Total | CLV | | | |
| NB | 68 | 1.00 | 68 | 47 | 1 | 47 | | | | |
| | | | | | | | 243 | | | |
| SB | 55 | 1.00 | 55 | 188 | 1 | 188 | | | | |
| ЕВ | 2815 | 0.37 | 1042 | 90 | 1 | 90 | | | | |
| | | | | | | | 1132 | | | |
| WB | 1495 | 0.37 | 553 | 113 | 1 | 113 | | | | |
| | • | • | · | CLV | / TOT | A1 - 4 | 1275 | | | |

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

Critical Lane Volume Analysis

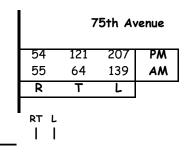
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MD 202 &
Pinebrook Avenue
(Existing Traffic)

Main Line: MD 202 Analyst: Lenhart Traffic

Minor Street: Kent Town Place Study Period: Existing Traffic

Lane Use + Traffic Volumes



MD 202

| PM | AM | | L |
|------------|------------|---|----|
| 60 | ეე 1041 | L | T |
| 60 2211 | 1041 | Т | T |
| 34 | 28 | R | TR |
| | | | |
| | | | ì |

MD 202

L TR

95

I I

Kent Town Place

169

119

AM

PM

122

104

Critical Lane Volume Analysis

| | Morning Peak Hour | | | | | | | | | |
|-----|-------------------|----------|---------|------|-------|---------|-----|--|--|--|
| | TI | nru Volu | mes | + 0 | Lefts | AM | | | | |
| Dir | VOL : | x LUF | = Total | VOL | x LUF | = Total | CLV | | | |
| NB | 158 | 1.00 | 158 | 139 | 1 | 139 | | | | |
| | | | | | | | 297 | | | |
| SB | 119 | 1.00 | 119 | 169 | 1 | 169 | | | | |
| ЕВ | 1069 | 0.37 | 396 | 69 | 1 | 69 | | | | |
| | | | | | | | 984 | | | |
| WB | 2512 | 0.37 | 929 | 55 | 1 | 55 | | | | |
| | | | | CL V | / TOT | A1 - 1 | 201 | | | |

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

| | Evening Peak Hour | | | | | | | | | |
|-----|-------------------|-----------|---------|-----|-------|---------|------|--|--|--|
| | Tł | ıru Volum | ies | + 0 | Lefts | PM | | | | |
| Dir | VOL | x LUF : | - Total | VOL | x LUF | = Total | CLV | | | |
| NB | 199 | 1.00 | 199 | 207 | 1 | 207 | | | | |
| | | | | | | | 406 | | | |
| SB | 175 | 1.00 | 175 | 119 | 1 | 119 | | | | |
| ЕB | 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

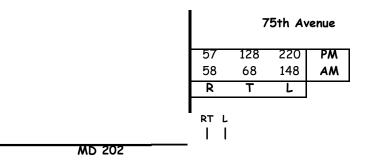
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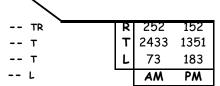
MD 202 &
Kent Town Place
(Existing Traffic)

Main Line: MD 202 Analyst: Lenhart Traffic

Minor Street: Kent Town Place Study Period: Existing Traffic

Lane Use + Traffic Volumes





MD 202

| PM | AM | | L |
|----|------------|----|----|
| 64 | ეგ 1170 | ٦٢ | T |
| | 1178 | • | T |
| 36 | 30 | R | TR |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

L T R

AM 179 130 38

PM 126 110 101

Kent Town Place

| | L TR

Critical Lane Volume Analysis

| | Morning Peak Hour | | | | | | | | | |
|-----|-------------------|----------|---------|------|-------|---------|------|--|--|--|
| | TI | nru Volu | mes | + 0 | Lefts | AM | | | | |
| Dir | VOL : | x LUF | = Total | VOL | x LUF | = Total | 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 | | | | |
| | | | | CL \ | / TOT | 41 - 4 | 1247 | | | |

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

| | Evening Peak Hour | | | | | | | | | |
|-----|-------------------|-------------------|-----|-----|-------------------|-----|------|--|--|--|
| | Tł | ıru Volum | ies | + 0 | Lefts | PM | | | | |
| Dir | VOL | VOL × LUF = Total | | VOL | VOL x LUF = Total | | | | | |
| NB | 211 | 1.00 | 211 | 220 | 1 | 220 | | | | |
| | | | | | | | 431 | | | |
| SB | 185 | 1.00 | 185 | 126 | 1 | 126 | | | | |
| ЕB | 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

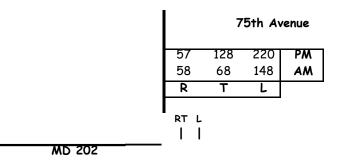
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MD 202 &
Kent Town Place
(Existing Traffic)

Main Line: MD 202 Analyst: Lenhart Traffic

Minor Street: Kent Town Place Study Period: Existing Traffic

Lane Use + Traffic Volumes



MD 202

| PM | AM | | L |
|------------|------|---|----|
| 6/ | 65 | L | Т |
| 2387 | 1188 | Т | T |
| 2387 36 | 30 | R | TR |
| | | | |
| | | | |
| | | | |
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| | | | |
| | | | |

| | L TR

Critical Lane Volume Analysis

| | Morning Peak Hour | | | | | | | | |
|-----|-------------------|----------|---------|-----|-------|---------|------|--|--|
| | TI | hru Volu | mes | + 0 | Lefts | AM | | | |
| Dir | VOL . | x LUF | = Total | VOL | x LUF | = Total | CLV | | |
| NB | 179 | 1.00 | 179 | 148 | 1 | 148 | | | |
| | | | | | | | 327 | | |
| SB | 126 | 1.00 | 126 | 189 | 1 | 189 | | | |
| ЕВ | 1218 | 0.37 | 451 | 94 | 1 | 94 | | | |
| | | | | | | | 1058 | | |
| WB | 2685 | 0.37 | 993 | 65 | 1 | 65 | | | |
| | | | | CLV | / TOT | 41 4 | 1205 | | |

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

| Evening Peak Hour | | | | | | | | | |
|-------------------|--------------|---------|---------|-----|-------|---------|------|--|--|
| | Thru Volumes | | | + 0 | PM | | | | |
| Dir | VOL | x LUF : | = Total | VOL | x LUF | = Total | CLV | | |
| NB | 216 | 1.00 | 216 | 220 | 1 | 220 | | | |
| | | | | | | | 436 | | |
| SB | 185 | 1.00 | 185 | 131 | 1 | 131 | | | |
| ЕB | 2423 | 0.37 | 897 | 192 | 1 | 192 | | | |
| | | | | | | | 1089 | | |
| WB | 1503 | 0.37 | 556 | 67 | 1 | 67 | | | |
| CLV TOTAL 1525 | | | | | | | | | |

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

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)

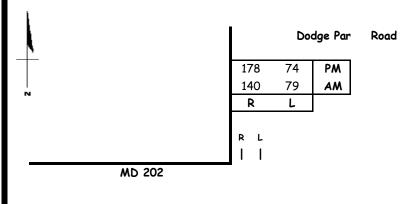
for Prince Georges County

Intersection of: MD 202

Analyst: Lenhart Traffic Consulting

and: Dodge ParkRoadConditions: Existing Traffic

Lane Use + Traffic Volumes



L---

T---

--∓R R 46 47 --∓ T 2347 1369 ---T AM PM

 PM
 AM

 197
 124
 L

 2309
 1115
 T

T ---T --- MD 202

Capacity Analysis

| | Morning Peak Hour | | | | | | | | | |
|-----|--------------------|--------------|---------|-----|------------------|-------|------|--|--|--|
| | | Thru Volumes | | | + Opposing Lefts | | | | | |
| Dir | VOL | x LUF | = Total | VOL | x LUF = | Total | CLV | | | |
| SB | 79 | 1.00 | 79 | | | | 79 | | | |
| EB | 1115 | 0.37 | 413 | | | | 1009 | | | |
| WB | 2393 | 0.37 | 885 | 124 | 1.00 | 124 | | | | |
| | C(V, TOTA) = 1.088 | | | | | | | | | |

Level of Service (LOS)=

| Evening Peak Hour | | | | | | | | |
|-------------------|-----------------|-----------|---------|-----|---------|---------|-----|--|
| | - | Thru Volu | mes | + 0 | PM | | | |
| Dir | VOL | x LUF | = Total | VOL | × LUF = | : Total | CLV | |
| SB | 74 | 1.00 | 74 | | | | 74 | |
| ЕВ | 2309 | | 854 | | | | 854 | |
| WB | 1416 | 0.37 | 524 | 197 | 1.00 | 197 | | |
| | CLV TOTAL = 928 | | | | | | | |

CLV TOTAL= 928
Level of Service (LOS)= A

Critical Lane Volume Analysis

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

MD 202 & Dodge Park Road (Existing Traffic)

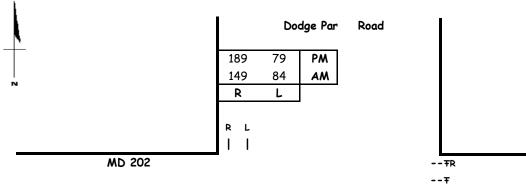
for Prince Georges County

Intersection of: MD 202

Analyst: Lenhart Traffic Consulting

and: Dodge ParkRoadConditions: Existing Traffic

Lane Use + Traffic Volumes



--∓R R 49 50 --∓ T 2509 1521 ---T AM PM

MD 202

L---T---

 PM
 AM
 T - -

 209
 132
 L
 T - -

 2487
 1257
 T
 T - -

Capacity Analysis

| | Morning Peak Hour | | | | | | | | | |
|-----|-------------------|-----------|---------|-----|---------|-------|------|--|--|--|
| | | Thru Volu | mes | + O | AM | | | | | |
| Dir | VOL | x LUF | = Total | VOL | x LUF : | Total | CLV | | | |
| SB | 84 | 1.00 | 84 | | | | 84 | | | |
| EB | 1257 | 0.37 | 465 | | | | 1078 | | | |
| WB | 2558 | 0.37 | 946 | 132 | 1.00 | 132 | | | | |
| | C(V,TOTA) = 1.162 | | | | | | | | | |

Level of Service (LOS)=

| | Evening Peak Hour | | | | | | | | | |
|-----|-------------------|-------|---------|-----|---------|---------|-----|--|--|--|
| | Thru Volumes | | | + 0 | PM | | | | | |
| Dir | VOL | x LUF | = Total | VOL | x LUF = | : Total | CLV | | | |
| SB | 79 | 1.00 | 79 | | | | 79 | | | |
| ЕВ | 2487 | 0.37 | 920 | | | | | | | |
| WB | 1571 | 0.37 | 581 | 209 | 1.00 | 209 | 920 | | | |

CLV TOTAL= 999
Level of Service (LOS)= A

Critical Lane Volume Analysis

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

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MD 202 &
Dodge Park Road
(Existing Traffic)

CRITICAL LANE VOLUME (CLV) METHODOLOGY

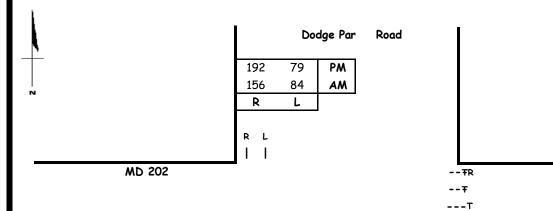
for Prince Georges County

Intersection of: MD 202

Analyst: Lenhart Traffic Consulting

and: Dodge ParkRoadConditions: Existing Traffic

Lane Use + Traffic Volumes



L---

| Т- | | AM | PM |
|----|---|-------------|------|
| Т | L | 139 1271 | 212 |
| Т | Т | 1271 | 2493 |

MD 202

49

2523

AM

50

1527

PM

Capacity Analysis

| | Morning Peak Hour | | | | | | | | | | | |
|-----|-------------------|-------------------------------|------------|-----|---------|---------|------|--|--|--|--|--|
| | | Thru Volumes + Opposing Lefts | | | AM | | | | | | | |
| Dir | VOL | x LUF | = Total | VOL | x LUF = | = Total | CLV | | | | | |
| SB | 84 | 1.00 | 84 | | | | 84 | | | | | |
| EB | 1271 2572 | 0.37 | 470 952 | 139 | 1.00 | 139 | 1091 | | | | | |
| WB | 25/2 | 0.57 | 902 | 139 | 1.00 | 139 | | | | | | |
| | CLV TOTAL= 1175 | | | | | | | | | | | |

Level of Service (LOS)=

| | Evening Peak Hour | | | | | | | | | | | |
|-----|-------------------|-----------|---------|------------------|---------|---------|------|--|--|--|--|--|
| | | Thru Volu | mes | + Opposing Lefts | | | PM | | | | | |
| Dir | VOL | x LUF | = Total | VOL | × LUF = | : Total | CLV | | | | | |
| SB | 79 | 1.00 | 79 | | | | 79 | | | | | |
| ЕВ | 2493 | 0.37 | 922 | | | | 922 | | | | | |
| WB | 1577 | 0.37 | 583 | 212 | 1.00 | 212 | 1001 | | | | | |

CLV TOTAL= 1001
Level of Service (LOS)= B

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
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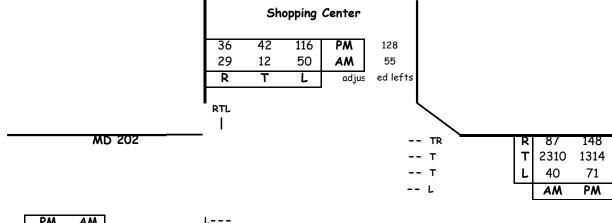
MD 202 & Dodge Park Road (Existing Traffic)

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: MD 202 Analyst: Lenhart Traffic

Minor Street: Fire House Road Study Period: Existing Traffic

Lane Use + Traffic Volumes



| PM | AM | | L | | | | |
|------|------|---|----------------|------|-------------|----|--------|
| 85 | 39 | L | T | | | | |
| 2284 | 1123 | Т | T | | | | |
| 72 | 44 | R | TR | | | 1 | MD 202 |
| | | | _ | | L | TR | |
| | | | | | | | |
| | | | adjusted lefts | 1. 7 | Γ R | | - |
| | | | 77 AM | 70 2 | <u>n 30</u> | - | |

77 AM 70 20 39
53 PM 48 39 36

Fire House Road

Critical Lane Volume Analysis

| | Morning Peak Hour | | | | | | | | | | |
|-----|-------------------|----------|---------|-----|---------|---------|-----|--|--|--|--|
| | Tł | nru Volu | mes | + 0 | pposing | Lefts | AM | | | | |
| Dir | VOL : | x LUF | = Total | VOL | x LUF | = Total | CLV | | | | |
| NB | 136 | 1.00 | 136 | 50 | 1 | 50 | | | | | |
| | | | | | | | 186 | | | | |
| SB | 96 | 1.00 | 96 | 70 | 1 | 70 | | | | | |
| ЕВ | 1167 | 0.37 | 432 | 40 | 1 | 40 | | | | | |
| | | | | | | | 926 | | | | |
| WB | 2397 | 0.37 | 887 | 39 | 1 | 39 | | | | | |
| | | | | CLV | / TOT | A I 1 | 112 | | | | |

CLV TOTAL= 1112
Level of Service (LOS)= B

| | Evening Peak Hour | | | | | | | | | | | |
|-----|-------------------|-----------|---------|------|---------|---------|-----|--|--|--|--|--|
| | Tł | ıru Volum | ies | + 0 | pposing | Lefts | PM | | | | | |
| Dir | VOL | x LUF : | - Total | VOL | x LUF | = Total | CLV | | | | | |
| NB | 128 | 1.00 | 128 | 116 | 1 | 116 | | | | | | |
| | | | | | | | 254 | | | | | |
| SB | 206 | 1.00 | 206 | 48 | 1 | 48 | | | | | | |
| ЕВ | 2356 | 0.37 | 872 | 71 | 1 | 71 | | | | | | |
| | | | | | | | 943 | | | | | |
| WB | 1462 | 0.37 | 541 | 85 | 1 | 85 | | | | | | |
| | | | | AL 1 | / TOT | | 107 | | | | | |

CLV TOTAL= 1197
Level of Service (LOS)= C

Critical Lane Volume Analysis

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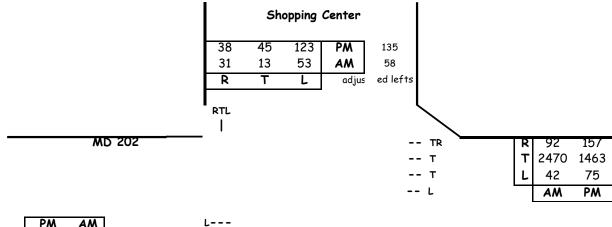
MD 202 & Fire House Road (Existing Traffic)

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: MD 202 Analyst: Lenhart Traffic

Minor Street: Fire House Road Study Period: Existing Traffic

Lane Use + Traffic Volumes



| PM | ΑM | | L | | |
|------|------|---|---------------------------------------|---|--------|
| 90 | 41 | L | T | | |
| 2461 | 1265 | Т | T | | |
| 76 | 47 | R | TR | 1 | MD 202 |
| | | | _ | LTR | |
| | | | | • | |
| | | | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | | |
| | | | adjusted lefts L | T R | |
| | | | Q1 AAA 7 / | 21 /1 | |

81 AM 74 21 41 56 PM 51 41 38 Fire House Road

Critical Lane Volume Analysis

| | Morning Peak Hour | | | | | | | | | | |
|-----|-------------------|----------|---------|-----|---------|---------|-----|--|--|--|--|
| | T | nru Volu | mes | + 0 | pposing | Lefts | AM | | | | |
| Dir | VOL : | x LUF | = Total | VOL | x LUF | = Total | CLV | | | | |
| NB | 143 | 1.00 | 143 | 53 | 1 | 53 | | | | | |
| | | | | | | | 196 | | | | |
| SB | 102 | 1.00 | 102 | 74 | 1 | 74 | | | | | |
| ЕВ | 1312 | 0.37 | 485 | 42 | 1 | 42 | | | | | |
| | | | | | | | 989 | | | | |
| WB | 2562 | 0.37 | 948 | 41 | 1 | 41 | | | | | |
| | | | | CLV | / TOT | AI - 1 | 195 | | | | |

CLV TOTAL= 1185
Level of Service (LOS)= C

| | Evening Peak Hour | | | | | | | | | | |
|-----|-------------------|-------------------|-----|-----|---------|---------|------|--|--|--|--|
| | Th | ıru Volum | nes | + 0 | pposing | Lefts | PM | | | | |
| Dir | VOL | VOL × LUF = Total | | | x LUF | = Total | CLV | | | | |
| NB | 135 | 1.00 | 135 | 123 | 1 | 123 | | | | | |
| | | | | | | | 269 | | | | |
| SB | 218 | 1.00 | 218 | 51 | 1 | 51 | | | | | |
| ЕВ | 2537 | 0.37 | 939 | 75 | 1 | 75 | | | | | |
| | | | | | | | 1014 | | | | |
| WB | 1620 | 0.37 | 599 | 90 | 1 | 90 | | | | | |
| | | | | CLV | / TOT | AI 4 | 1202 | | | | |

CLV TOTAL= 1283
Level of Service (LOS)= C

Critical Lane Volume Analysis

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645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
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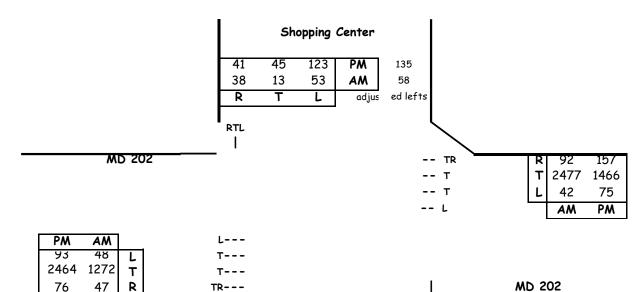
MD 202 & Fire House Road (Existing Traffic)

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: MD 202 Analyst: Lenhart Traffic

Minor Street: Fire House Road Study Period: Existing Traffic

Lane Use + Traffic Volumes



| adjust | ed lefts | L | Т | R | | | | | |
|-----------------|----------|----|----|----|--|--|--|--|--|
| 81 | AM | 74 | 21 | 41 | | | | | |
| 56 | PM | 51 | 41 | 38 | | | | | |
| Fire House Road | | | | | | | | | |

Critical Lane Volume Analysis

| | Morning Peak Hour | | | | | | | | | | |
|-----|-------------------|----------|---------|-----|---------|----------|-----|--|--|--|--|
| | Tł | nru Volu | mes | + 0 | pposing | Lefts | AM | | | | |
| Dir | VOL > | x LUF | = Total | VOL | x LUF | = Total | CLV | | | | |
| NB | 143 | 1.00 | 143 | 53 | 1 | 53 | | | | | |
| | | | | | | | 196 | | | | |
| SB | 109 | 1.00 | 109 | 74 | 1 | 74 | | | | | |
| ЕВ | 1319 | 0.37 | 488 | 42 | 1 | 42 | | | | | |
| | | | | | | | 999 | | | | |
| WB | 2569 | 0.37 | 951 | 48 | 1 | 48 | | | | | |
| | | | | CLV | / TOT | <u> </u> | 195 | | | | |

CLV TOTAL= 1195
Level of Service (LOS)= C

| | Evening Peak Hour | | | | | | | | | | | |
|-----|-------------------|-----------|---------|-----|---------|---------|------|--|--|--|--|--|
| | Th | ıru Volum | ies | + 0 | pposing | Lefts | PM | | | | | |
| Dir | VOL | x LUF : | - Total | VOL | x LUF | = Total | CLV | | | | | |
| NB | 135 | 1.00 | 135 | 123 | 1 | 123 | | | | | | |
| | | | | | | | 272 | | | | | |
| SB | 221 | 1.00 | 221 | 51 | 1 | 51 | | | | | | |
| ЕВ | 2540 | 0.37 | 940 | 75 | 1 | 75 | | | | | | |
| | | | | | | | 1015 | | | | | |
| WB | 1623 | 0.37 | 601 | 93 | 1 | 93 | | | | | | |
| | | | | CLI | / TOT | 41 4 | 1207 | | | | | |

LTR

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)

| | - | * | 1 | • | 1 | - | | |
|--------------------------|----------|------|-------|------------|---------|-----------|------|---|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | |
| Lane Configurations | ተተጉ | | | ^ ^ | | 7 | | - |
| 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 | | Τ |
| 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 | EB3 | 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 | | | | | | | В | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 11.7 | |
| Approach LOS | | | | | | | В | |
| Intersection Summary | | | | | | | | |
| Average Delay | | | 0.0 | | | | | |
| Intersection CapacityUti | lization | | 46.6% | 10 | CU Leve | el of Ser | vice | |
| Analysis Period (min) | | | 15 | | | | | |

| Movement EBT EBR WBL WBT NBL NBR Lane Configurations 115 116 0 |
|--|
| Traffic Volume (veh/h) 1216 0 0 0 0 0 0 0 Future Volume (Veh/h) 1216 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| Traffic Volume (veh/h) 1216 0 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) |
| Future Volume (Veh/h) 1216 0 0 0 0 0 0 0 Sign Control Free Free Stop Grade 0% 0% 0% 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Hourly flow rate (vph) 1322 0 0 0 0 0 0 Pedestrians Lane Width (ft) Walking Speed (ft/s) |
| Sign Control Free Free Stop Grade 0% 0% 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Hourly flow rate (vph) 1322 0 0 0 0 Pedestrians Lane Width (ft) Walking Speed (ft/s) 0 0 0 0 |
| Grade 0% 0% 0% Peak Hour Factor 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) |
| 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) |
| Hourly flow rate (vph) 1322 0 0 0 0 0 Pedestrians Lane Width (ft) Walking Speed (ft/s) |
| Pedestrians Lane Width (ft) Walking Speed (ft/s) |
| 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 |
| 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 |
| Control Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0 |
| Lane LOS A |
| Approach Delay (s) 0.0 0.0 |
| Approach LOS A |
| Intersection Summary |
| Average Delay 0.0 |
| Intersection Capacity Utilization 26.8% ICU Level of Service |
| Analysis Period (min) 15 |

| | - | * | 1 | - | 1 | 1 | | | |
|---------------------------|----------|------|-------|------------|---------|-----------|------|---|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Lane Configurations | ተተው | _ | _ | ^ ^ | _ | 7 | | | |
| 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) | | | | . 13110 | | | | | |
| Upstream signal (ft) | 639 | | | 473 | | | | | |
| pX, platoon unblocked | 000 | | 0.85 | 170 | 0.85 | 0.85 | | | |
| vC, conflicting volume | | | 1313 | | 2160 | 440 | | | |
| vC1, stage 1 conf vol | | | 1010 | | 2100 | 7-10 | | | |
| vC2, stage 2 conf vol | | | | | | | | | |
| vCu, unblocked vol | | | 771 | | 1763 | 0 | | | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | | | |
| tC, 2 stage (s) | | | 7.1 | | 0.0 | 0.0 | | | |
| 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 Valume to Canacitu | 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 | 0.0 | | | 0.0 | | | A | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 9.1 | | |
| Approach LOS | | | | | | | Α | | |
| Intersection Summary | | | | | | | | | |
| Average Delay | | | 0.1 | | | | | | |
| Intersection CapacityUti | lization | | 48.8% | 10 | CU Leve | el of Ser | vice | Α | |
| Analysis Period (min) | | | 15 | | | | | | |

| | ٠ | • | 4 | † | ↓ | 4 | |
|---------------------------|-----------|------|-------|----------|----------|--------------|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | ** | | | ર્ન | 7 | | |
| 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 | | | | |
| | ED 4 | NB 1 | SB 1 | | | | |
| Direction, Lane # | EB 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 | Α | | | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | Α | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Uti | ilization | | 20.5% | le | CULeve | el of Servic | e |
| Analysis Period (min) | | | 15 | , | | , or octale | J |
| Arialysis Feriou (IIIII) | | | 13 | | | | |

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|---------------------------|-----------|------|-------|----------|----------|--------------|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | ** | | | ર્ન | 1 | | |
| 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 | Α | 0.0 | | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | А | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Uti | ilization | | 20.5% | I | CU Leve | el of Servic | е |
| Analysis Period (min) | | | 15 | | 23 2010 | 51 551110 | |
| ranging remod (min) | | | 10 | | | | |

| | ۶ | * | 4 | † | ļ | 4 |
|---------------------------|-----------|------|-------|----------|---------|---------------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | 4 | 1> | |
| 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 | Α | Α | | | | |
| Approach Delay (s) | 9.8 | 0.5 | 0.0 | | | |
| Approach LOS | Α | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.5 | | | |
| Intersection Capacity Uti | ilization | | 36.9% | I | CU Leve | el of Service |
| Analysis Period (min) | | | 15 | | | |
| ary old i driod (iriiiri) | | | .0 | | | |

| | ۶ | → | * | • | + | • | 1 | † | / | / | ļ | 1 |
|--------------------------|-----------|----------|-------|------|---------|-----------|------|----------|----------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | _ | ર્લ | 7 | | 4 | | | 4 | | | 4 | |
| 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 | Α | | Α | Α | Α | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Delay | | | 8.1 | | | | | | | | | |
| Level of Service | | | Α | | | | | | | | | |
| Intersection Capacity Ut | ilization | | 34.2% | I | CU Leve | el of Ser | vice | | Α | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

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|---|------------|------|----------|------|---------|-------------|----------------|--|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | | |
| Lane Configurations | W | | 1 | | | 4 | | |
| 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 | 0.0 | 0.0 | | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | | |
| Approach LOS | A | 0.0 | 0.0 | | | | | |
| Intersection Summary | | | | | | | | |
| | | | 0.0 | | | | | |
| Average Delay Intersection Capacity Ut | tilization | | | 17 | | el of Servi | 00 | |
| | unzalion | | 6.7% | IC | JU Leve | ei oi Seivi | U U | |
| Analysis Period (min) | | | 15 | | | | | |

| | • | * | † | - | - | | |
|--------------------------|-----------|------|----------|------|--------|------------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | Y | | 1> | | | 4 | |
| 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 | | |
| , | | ND 1 | CD 1 | | | | |
| 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 | Α | | | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | Α | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Ut | ilization | | 0.0% | IC | CULeve | el of Serv | /ice |
| Analysis Period (min) | | | 15 | | | J. J. JOIN | .00 |
| ranarysis i Griod (min) | | | 10 | | | | |

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|---------------------------------------|----------|------|-------|------------------------|------|------|------|---|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Lane Configurations | ^ | | _ | ተተተ | | 7 | | | |
| 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 | | | | 007 | | | | | |
| vC, conflicting volume | | | 2657 | | 3068 | 909 | | | |
| vC1, stage 1 conf vol | | | 2007 | | 0000 | 303 | | | |
| vC2, stage 2 conf vol | | | | | | | | | |
| vCu, unblocked vol | | | 2657 | | 3068 | 909 | | | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | | | |
| tC, 2 stage (s) | | | 7.1 | | 0.0 | 0.0 | | | |
| 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 | | | | | | | С | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 19.3 | | |
| Approach LOS | | | | | | | С | | |
| Intersection Summary | | | | | | | | | |
| Average Delay | | | 0.1 | | | | | | |
| Intersection CapacityUti | lization | | 57.6% | 6 ICU Level of Service | | | | В | |
| Analysis Period (min) | | | 15 | | | | | | |
| , , , , , , , , , , , , , , , , , , , | | | | | | | | | |

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|--------------------------|----------|------|-------|--------|---------|-----------|------|---|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Lane Configurations | ^ | _ | _ | 444 | | 7 | | | |
| 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) | | | | 1.0110 | | | | | |
| Upstream signal (ft) | | | | 189 | | | | | |
| pX, platoon unblocked | | | | 100 | | | | | |
| vC, conflicting volume | | | 2547 | | 2535 | 853 | | | |
| vC1, stage 1 conf vol | | | 2011 | | 2000 | 000 | | | |
| vC2, stage 2 conf vol | | | | | | | | | |
| vCu, unblocked vol | | | 2547 | | 2535 | 853 | | | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | | | |
| tC, 2 stage (s) | | | 7.1 | | 0.0 | 0.0 | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 | | | |
| p0 queue free % | | | 100 | | 100 | 97 | | | |
| cM capacity (veh/h) | | | 172 | | 22 | 302 | | | |
| , | ED 4 | ED 0 | | WD 4 | | | ND 4 | | |
| 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 | | | | | | | С | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 17.2 | | |
| Approach LOS | | | | | | | С | | |
| Intersection Summary | | | | | | | | | |
| Average Delay | | | 0.1 | | | | | | |
| Intersection CapacityUti | lization | | 55.3% | I | CU Leve | el of Ser | vice | В | |
| Analysis Period (min) | | | 15 | | | | | | |
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|--|----------|------|--------------|------|---------|-----------|------|---|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Lane Configurations | ተተው | _ | | ተተተ | _ | 7 | | | |
| 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 | | | | | | | В | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 10.9 | | |
| Approach LOS | | | | | | | В | | |
| Intersection Summary | | | | | | | | | |
| A D I | | | | | | | | | |
| Average Delay | | | 0.2 | | | | | | |
| Average Delay Intersection CapacityUti | lization | | 0.2 57.8% | 10 | CU Leve | el of Ser | vice | В | |

| | ٠ | • | 4 | † | ļ | 4 | |
|---------------------------|----------|------|-------|----------|---------|-------------|----|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | 14 | | | 4 | 1 | | |
| 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 | В | Α | | | | | |
| Approach Delay (s) | 12.8 | 0.3 | 0.0 | | | | |
| Approach LOS | В | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.4 | | | | |
| Intersection Capacity Uti | lization | | 33.0% | I | CULeve | el of Servi | ce |
| Analysis Period (min) | | | 15 | | 20 2070 | 5. 50. 71 | |
| Analysis i chou (min) | | | 10 | | | | |

| | ٠ | • | 4 | † | ↓ | 4 | |
|---------------------------|-----------|-------|-------|----------|----------|-------------|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | ** | | | र्स | 7 | | |
| 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 | | | | |
| | ED 4 | NID 4 | | | | | |
| 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 | Α | | | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | Α | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Uti | ilization | | 20.4% | le | CULeve | l of Servic | e |
| Analysis Period (min) | | | 15 | | 20 2070 | | |
| Analysis i chou (min) | | | 10 | | | | |

| | ۶ | • | 4 | 1 | ļ | 4 |
|---------------------------|-----------|------|-------|------|---------|---------------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | 4 | 1> | |
| 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 | В | Α | | | | |
| Approach Delay (s) | 12.7 | 2.1 | 0.0 | | | |
| Approach LOS | В | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 5.2 | | | |
| Intersection Capacity Uti | ilization | | 48.1% | I | CU Leve | el of Service |
| Analysis Period (min) | | | 15 | | | |
| , | | | | | | |

| | ۶ | → | * | • | ← | • | 4 | † | ~ | 1 | Ţ | 4 |
|---------------------------|-----------|----------|-------|------|----------|-----------|------|------|------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | _ | र्स | 7 | | 4 | | | 4 | | | 4 | |
| 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 | Α | | Α | Α | Α | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Delay | | | 7.9 | | | | | | | | | |
| Level of Service | | | Α | | | | | | | | | |
| Intersection Capacity Uti | ilization | | 33.2% | IC | CU Leve | el of Ser | vice | | Α | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

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|--------------------------|-----------|------|----------|------|--------|------------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | Y | | 1> | | | ર્ન | |
| 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 | Α | | Α | | | | |
| Approach Delay (s) | 8.9 | 0.0 | 0.3 | | | | |
| Approach LOS | Α | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.3 | | | | |
| Intersection Capacity Ut | ilization | | 20.8% | IC | U Leve | el of Serv | /ice |
| Analysis Period (min) | | | 15 | | | | |
| | | | | | | | |

| Movement WBL WBR NBT NBR SBL SBT Lane Configurations Y Image: Control of the cont |
|---|
| 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 Free Grade 0% 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) |
| 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 Free Grade 0% 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) |
| Future Volume (Veh/h) 0 0 0 0 0 0 Sign Control Stop Free Free Free Grade 0% 0% 0% Peak Hour Factor 0.92 |
| Grade 0% 0% 0% Peak Hour Factor 0.92 |
| Grade 0% 0% 0% Peak Hour Factor 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) |
| Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) |
| Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) |
| Walking Speed (ft/s) Percent Blockage Right turn flare (veh) |
| Percent Blockage Right turn flare (veh) |
| Right turn flare (veh) |
| • |
| Median type None None |
| |
| Median storage veh) |
| Upstream signal (ft) |
| pX, platoon unblocked |
| vC, conflicting volume 0 0 |
| vC1, stage 1 conf vol |
| vC2, stage 2 conf vol |
| vCu, unblocked vol 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 |
| Analysis Period (min) 15 |

| | - | * | 1 | + | 1 | 1 | | | |
|--------------------------|----------|------|-------|------------|---------|-----------|------|---|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Lane Configurations | ተተው | | | ^ ^ | _ | 7 | | | |
| 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) | 1 10110 | | | 140110 | | | | | |
| Upstream signal (ft) | | | | 367 | | | | | |
| pX, platoon unblocked | | | | 307 | | | | | |
| vC, conflicting volume | | | 1536 | | 2374 | 522 | | | |
| vC1, stage 1 conf vol | | | 1330 | | 2374 | 322 | | | |
| vC2, stage 2 conf vol | | | | | | | | | |
| vCu, unblocked vol | | | 1536 | | 2374 | 522 | | | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | | | |
| tC, 3 stage (s) | | | 7.1 | | 0.0 | 0.5 | | | |
| 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 | | | | | | | В | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 12.3 | | |
| Approach LOS | | | | | | | В | | |
| Intersection Summary | | | | | | | | | |
| Average Delay | | | 0.0 | | | | | | |
| Intersection CapacityUti | lization | | 49.6% | [0 | CU Leve | el of Ser | vice | Α | |
| Analysis Period (min) | | | 15 | | | | | | |
| | iization | | | 10 | CO Leve | 51 01 561 | vice | ^ | |

| Movement | | - | * | 1 | ← | 1 | - | | |
|---|--------------------------|----------|------|-------|----------|---------|-----------|------|--|
| Lane Configurations | Movement | EBT | EBR | WBL | WBT | NBL | NBR | | |
| 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 storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1483 1490 494 vC1, stage 1 conf vol vC2, stage 2 conf vol vC3, stage 2 conf vol vC4, unblocked vol tC, single (s) 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 Right 0 0 0 0 0 0 0 0 0 CSH 1700 1700 1700 1700 1700 1700 1700 Volume Right 0 0 0 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 Control Delay (s) 0.0 0.0 0.0 0.0 Approach LOS Intersection Summary Average Delay 0.0 | | | | | | | | | |
| Future Volume (Veh/h) 1364 0 0 18 0 0 Sign Control Free Grade 0% 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 0 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) 2.2 3.5 3.3 p0 queue free % 100 100 100 100 cM capacity (veh/h) 450 115 521 Direction, Lane # EB1 EB2 EB3 WB1 WB2 WB3 NB1 Volume Total 593 593 297 7 7 7 0 0 Volume Left 0 0 0 0 0 0 0 0 0 0 0 CSH 1700 1700 1700 1700 1700 1700 1700 170 | | | 0 | 0 | | 0 | | | |
| Sign Control Free Grade Free Own Stop Own Ow | | | | 0 | | 0 | 0 | | |
| Grade 0% 0% 0% 0% Peak Hour Factor 0.92 < | , | | | | Free | Stop | | | |
| Peak Hour Factor | | | | | | | | | |
| Pedestrians | Peak Hour Factor | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | |
| Pedestrians | Hourly flow rate (vph) | 1483 | 0 | 0 | 20 | 0 | 0 | | |
| Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) Dyx, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) 2.2 3.5 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 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | |
| Percent Blockage Right turn flare (veh) Median type None None None Median type None 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 VC2, stage 2 conf vol VC4, unblocked vol 1483 1490 494 VC5, single (s) 4.1 6.8 6.9 VC5, 2 stage (s) VC5, 3 st | Lane Width (ft) | | | | | | | | |
| 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 vC2, stage 2 conf vol vCu, unblocked vol 4.1 6.8 6.9 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 Right 0 0 0 0 0 0 0 Volume to Capacity 0.35 0.35 0.17 0.00 0.00 0.00 0.00 0.0 | Walking Speed (ft/s) | | | | | | | | |
| Median type None None Median storage veh) 189 Upstream signal (ft) 189 pX, platoon unblocked 1483 1490 494 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 1483 1490 494 vC1, stage 1 conf vol vCu, unblocked vol 4.1 6.8 6.9 tC, single (s) 4.1 6.8 6.9 tC, 2 stage (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 Right 0 0 0 0 0 0 0 Volume to Capacity 0.35 0.35 0.17 0.00 0.00 0.00 Volume to Capacity 0.35 | Percent Blockage | | | | | | | | |
| Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tF (s) | Right turn flare (veh) | | | | | | | | |
| Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 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 0 0 0 0 0 0 0 0 0 0 0 0 | Median type | None | | | None | | | | |
| pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tF (s) p0 queue free % cM capacity (veh/h) tolume Total tolume Left tolume Right tolume to Capacity tolume to Capacity tolume Los | Median storage veh) | | | | | | | | |
| VC, conflicting volume VC1, stage 1 conf vol VC2, stage 2 conf vol VCu, unblocked vol tC, single (s) tF (s) p0 queue free % capacity (veh/h) tVolume Total Volume Left Volume Right O SH 1700 1700 1700 1700 1700 1700 1700 170 | Upstream signal (ft) | | | | 189 | | | | |
| 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) EB 1 EB 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 0 Volume to Capacity 0.35 0.35 0.17 0.00 0.00 0.00 0 <td>pX, platoon unblocked</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | pX, platoon unblocked | | | | | | | | |
| 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 0 Volume to Capacity 0.35 0.35 0.17 0.00 1700 1700 1700 1700 1700 1700 100 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 | vC, conflicting volume | | | 1483 | | 1490 | 494 | | |
| vCu, unblocked vol 1483 1490 494 tC, single (s) 4.1 6.8 6.9 tC, 2 stage (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 0 Volume to Capacity 0.35 0.35 0.17 0.00 0.00 0.00 0< | | | | | | | | | |
| tC, single (s) tC, 2 stage (s) tF (s) | | | | | | | | | |
| tC, 2 stage (s) tF (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 7 0 Volume Left 0 0 0 0 0 0 0 0 0 Volume Right 0 0 0 0 0 0 0 0 0 cSH 1700 1700 1700 1700 1700 1700 1700 170 | _ · · · | | | 4.1 | | 6.8 | 6.9 | | |
| p0 queue free % cM capacity (veh/h) 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 0 Volume Right 0 | | | | | | | | | |
| 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 0 Volume Right 0 <td>` '</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | ` ' | | | | | | | | |
| 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 0 Volume Right 0 | | | | | | | | | |
| Volume Total 593 593 297 7 7 7 0 Volume Left 0 | cM capacity (veh/h) | | | 450 | | 115 | 521 | | |
| Volume Left 0 <th< th=""><th>·</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th<> | · | | | | | | | | |
| Volume Right 0 1700 | | | | | | | | | |
| cSH 1700 | | | | | | | | | |
| Volume to Capacity 0.35 0.35 0.17 0.00 0.00 0.00 0.00 Queue Length 95th (ft) 0 | | | | | | | | | |
| Queue Length 95th (ft) 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | | | | | | | | | |
| Control Delay (s) 0.0 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 0.0 Approach LOS A Intersection Summary Average Delay 0.0 | | | | | | | | | |
| Lane LOS A Approach Delay (s) 0.0 0.0 Approach LOS A Intersection Summary 0.0 | | | | | | | | | |
| Approach Delay (s) 0.0 0.0 Approach LOS A Intersection Summary 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Approach LOS A Intersection Summary Average Delay 0.0 | | | | | | | | | |
| Intersection Summary Average Delay 0.0 | | 0.0 | | | 0.0 | | | | |
| Average Delay 0.0 | Approach LOS | | | | | | | Α | |
| • | Intersection Summary | | | | | | | | |
| Intersection Capacity Itilization 29.7% ICLU evel of Service | Average Delay | | | 0.0 | | | | | |
| intersection dapacity of inization 2017/0 100 Level of Oct vide | Intersection CapacityUti | lization | | 29.7% | I | CU Leve | el of Ser | vice | |
| Analysis Period (min) 15 | | | | 15 | | | | | |

| | - | • | 1 | ← | 4 | - | | |
|--------------------------|----------|------|-------|----------|---------|-----------|------|---|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | |
| Lane Configurations | ^ | | | ^ | | 7 | | |
| 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 | | | | | | | Α | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 9.3 | |
| Approach LOS | | | | | | | Α | |
| Intersection Summary | | | | | | | | |
| Average Delay | | | 0.1 | | | | | |
| Intersection CapacityUti | lization | | 52.0% | IC | CU Leve | el of Ser | vice | Α |
| Analysis Period (min) | | | 15 | | | | | |
| , | | | | | | | | |

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|---------------------------|-----------|------|-------|----------|----------|--------------|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | *** | | | ર્ન | 1 | | |
| 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 | Α | | | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | Α | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Uti | ilization | | 21.6% | l i | CILLAVO | el of Servic | Δ |
| Analysis Period (min) | mZaliUII | | 15 | | CO Leve | i di deivid | G |
| Analysis Fellou (IIIII) | | | 15 | | | | |

| | ۶ | • | 4 | † | ļ | 4 | |
|---------------------------|----------|------|-------|----------|---------|-------------|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | 1 | | | ર્ન | 1 | | |
| 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 | 0.0 | 0.0 | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | Α | 0.0 | 0.0 | | | | |
| • | Λ | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Uti | lization | | 21.6% | I | CU Leve | l of Servic | е |
| Analysis Period (min) | | | 15 | | | | |

| | • | * | 4 | † | Ţ | 4 |
|---------------------------|-----------|------|-------|------|---------|------------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | *** | | | ર્ન | 1 | |
| 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 | Α | Α | | | | |
| Approach Delay (s) | 9.9 | 0.5 | 0.0 | | | |
| Approach LOS | Α | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.5 | | | |
| Intersection Capacity Uti | ilization | | 38.6% | I | CU Leve | of Service |
| Analysis Period (min) | | | 15 | | | |
| | | | | | | |

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|--------------------------|-----------|----------|-------|------|---------|-----------|------|----------|------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ર્લ | 7 | | 4 | <u> </u> | | 4 | | | 4 | |
| 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 | Α | | Α | Α | Α | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Delay | | | 8.2 | | | | | | | | | |
| Level of Service | | | Α | | | | | | | | | |
| Intersection Capacity Ut | ilization | | 35.1% | 10 | CU Leve | el of Ser | vice | | Α | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

| | 1 | • | 1 | 1 | 1 | ļ | |
|--------------------------|-----------|------|------|------|---------|------------|-----|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | Y | | 1 | | | र्स | Ī |
| 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) | 0.00 | 0.00 | 0.00 | | | | |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Lane LOS | Α | 0.0 | 0.0 | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | Α | 0.0 | 0.0 | | | | |
| • • | | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Ut | ilization | | 6.7% | IC | CU Leve | el of Serv | ice |
| Analysis Period (min) | | | 15 | | | | |

| | • | * | † | - | - | | |
|-----------------------------|-----------|------|----------|------|---------|------------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | Y | | 1> | | | 4 | |
| 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 | Α | | | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | Α | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Ut | ilization | | 0.0% | IC | CU Leve | el of Serv | /ice |
| Analysis Period (min) | | | 15 | | | | |
| runary old i oriod (illiil) | | | 10 | | | | |

| | - | 7 | 1 | • | 1 | - | | | |
|------------------------|----------|------|--------------|---------|---------|-----------|------|---|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Lane Configurations | ተተው | | | ተተተ | | 7 | | | |
| 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) | . 10.10 | | | . 10110 | | | | | |
| Upstream signal (ft) | | | | 367 | | | | | |
| pX, platoon unblocked | | | | 007 | | | | | |
| vC, conflicting volume | | | 2860 | | 3321 | 978 | | | |
| vC1, stage 1 conf vol | | | 2000 | | 0021 | 010 | | | |
| vC2, stage 2 conf vol | | | | | | | | | |
| vCu, unblocked vol | | | 2860 | | 3321 | 978 | | | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | | | |
| tC, 2 stage (s) | | | 7.1 | | 0.0 | 0.0 | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 | | | |
| p0 queue free % | | | 100 | | 100 | 89 | | | |
| cM capacity (veh/h) | | | 129 | | 6 | 250 | | | |
| , | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | | |
| Direction, Lane # | | | | | | | | | |
| 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 | | | | | | | С | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 21.2 | | |
| Approach LOS | | | | | | | С | | |
| Approach LOO | | | | | | | _ | | |
| Intersection Summary | | | | | | | | | |
| | | | 0.1 | | | | | | |
| Intersection Summary | lization | | 0.1 61.2% |](| CU Leve | el of Ser | | В | |

| Ann | | - | * | 1 | • | 1 | 1 | | | |
|--|--------------------------|-------------|------|-------|------|---------|-----------|------|---|--|
| Lane Configurations Traffic Volume (velwh) 2500 23 0 68 0 7 Future Volume (Velwh) 2500 23 0 68 0 7 Sign Control Free Grade 0% 0% 0% 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 | Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Traffic Volume (veh/h) | Lane Configurations | ቀ ቀሴ | | | 444 | | 7 | | | |
| Future Volume (Veh/h) 2500 23 0 68 0 7 Sign Control Free Stop Stop Control Free Stop O% 0% 0% 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 | | | 23 | 0 | | 0 | | | | |
| Sign Control Free Grade O% O% O% O% O% O% O% O | | | | | | | | | | |
| Grade 0% 0% 0% 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) px, platono unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC3, stage 1 conf vol vC4, unblocked vol C, single (s) C, 2 stage (s) Ef (s) Pirection, 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 Right 0 0 0 25 0 0 0 8 CSH 1700 1700 1700 1700 1700 274 Volume Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | • | | | |
| Peak Hour Factor 0.92 0.92 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) pX, platoon unblocked vC, conflicting volume | | | 0.92 | 0.92 | | | 0.92 | | | |
| Pedestrians Lane Width (ft) Walking Speed (ft/s) | | | | | | | | | | |
| Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol C, 2 stage (s) Ef (s) | | | | | | | | | | |
| Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) Dy, platon unblocked VC, conflicting volume VC1, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage (s) IC, 2 stage (s) IC, 2 stage (s) IC, Single (s) CM capacity (veh/h) Intersection Capacity Utilization Intersection Summary I | | | | | | | | | | |
| Reget turn flare (veh) Median type None None Median storage veh) Upstream signal (ft) 189 pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vCQ, unblocked vol tC, single (s) 2742 2754 918 VC1, stage 2 conf vol vCQ, unblocked vol tC, single (s) 4.1 6.8 6.9 IC, single (s) 4.1 6.8 6.9 IC, 2 stage (s) 4.1 6.8 6.9 IF (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 8 Volume Right 0 0 0 0 0 0 0 Volume to Capacity 0.64 0.64 0.33 0.01 0.01 0.03 2 Control Delay (s) 0.0 0 0 0 0 0 2 App | . , | | | | | | | | | |
| Right turn flare (veh) Median type | | | | | | | | | | |
| Median type None None Median storage veh) 189 Upstream signal (ft) 189 pX, platoon unblocked 2742 2754 918 vC1, stage 1 conf vol 2742 2754 918 vC2, stage 2 conf vol 2742 2754 918 vC1, single (s) 4.1 6.8 6.9 tC, 2 stage (s) 100 100 97 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 volume Left 0 0 0 0 0 0 274 Volume Right 0 0 25 0 0 0 0 274 Volume Length 95th (ft) 0 0 0 0 0 0< | | | | | | | | | | |
| Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC3, stage 2 conf vol vC4, single (s) tC, single (s) tC7, stage (s) tF (s) p0 queue free % 100 100 100 100 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 0 0 0 0 0 0 0 0 0 0 0 0 | . , | None | | | None | | | | | |
| Upstream signal (ft) | | | | | | | | | | |
| pX, platoon unblocked vC, conflicting volume 2742 2754 918 VC1, stage 1 conf vol vC2, stage 2 conf vol vCQ, unblocked vol 2742 2754 918 CC, single (s) 4.1 6.8 6.9 CC, stage (s) CC, 2 stage (s) CC, 3 stage (s) CC, 2 stage (s) CC, 3 stage (s) CC, 2 stage (s) CC, 3 stage (s) CC, 3 stage (s) CC, 3 stage (s) CC, 4 stage (s) CC, 5 s | | | | | 189 | | | | | |
| VC, conflicting volume VC1, stage 1 conf vol VC2, stage 2 conf vol VC3, unblocked vol VC3, unblocked vol VC4, unblocked vol VC5, stage (s) VC7, stage (s) VC8, stage (s) VC9, unblocked vol VC9, stage (s) VC9, unblocked vol VC9, unblocked vol VC9, stage (s) VC9, unblocked vol VC9, unb | | | | | 100 | | | | | |
| 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 tCt, 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 0 Volume Right 0 0 25 0 0 0 8 cSH 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 18.5 Lane LOS Approach LOS Intersection Summary Average Delay Intersection Capacity Utilization 58.8% ICU Level of Service B | | | | 2742 | | 2754 | 918 | | | |
| VC2, stage 2 conf vol vCu, unblocked vol VCu, unblocked vol VCu, unblocked vol VCu, unblocked vol VC, single (s) VC, 2 stage (s) VC, 3 stage (s) VC, 4 stage (| | | | 2172 | | 2704 | 010 | | | |
| vCu, unblocked vol 2742 2754 918 tC, single (s) 4.1 6.8 6.9 tC, 2 stage (s) 100 100 97 vCM 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 cc cSH 1700 1700 1700 1700 1700 1700 274 Volume to Capacity 0.64 0.64 0.33 0.01 0.01 0.03 Queue Length 95th (ft) 0 0 0 0 0 2 Control Delay (s) 0.0 0.0 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 | | | | | | | | | | |
| tC, single (s) | | | | 2742 | | 2754 | 918 | | | |
| tC, 2 stage (s) tF (s) | | | | | | | | | | |
| tF (s) | | | | 7.1 | | 0.0 | 0.0 | | | |
| Direction, Lane # EB 1 EB 2 EB 3 WB 1 WB 2 WB 3 NB 1 | | | | 22 | | 3.5 | 3 3 | | | |
| 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 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 Control Delay (s) 0.0 0.0 0.0 0.0 0.0 18.5 Lane LOS Approach Delay (s) 0.0 0.0 0.0 0.0 18.5 Approach LOS Intersection Summary Average Delay 0.1 Intersection CapacityUtilization 58.8% ICU Level of Service B | | | | | | | | | | |
| 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 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 18.5 Lane LOS Approach Delay (s) 0.0 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 | | | | | | | | | | |
| Volume Total 1087 1087 568 25 25 25 8 Volume Left 0 | | | | | 14/5 | | | | | |
| Volume Left 0 <th< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th<> | | | | | | | | | | |
| Volume Right 0 0 25 0 0 0 8 cSH 1700 1700 1700 1700 1700 274 Volume to Capacity 0.64 0.64 0.33 0.01 0.01 0.03 Queue Length 95th (ft) 0 0 0 0 0 2 Control Delay (s) 0.0 0.0 0.0 0.0 18.5 Lane LOS C 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 | | | | | | | | | | |
| CSH | | | | | | | | | | |
| 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 2 Control Delay (s) 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 | | | | | | | | | | |
| Queue Length 95th (ft) 0 0 0 0 0 2 Control Delay (s) 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 | | | | | | | | | | |
| Control Delay (s) 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 | | | | | | | | | | |
| Lane LOS C Approach Delay (s) 0.0 18.5 Approach LOS C Intersection Summary C Average Delay 0.1 Intersection CapacityUtilization 58.8% ICU Level of Service B | | | | | | | | | | |
| Approach Delay (s) 0.0 0.0 18.5 Approach LOS C Intersection Summary Average Delay 0.1 Intersection CapacityUtilization 58.8% ICU Level of Service B | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Approach LOS C Intersection Summary Average Delay 0.1 Intersection CapacityUtilization 58.8% ICU Level of Service B | | | | | | | | | | |
| Intersection Summary Average Delay O.1 Intersection CapacityUtilization 58.8% ICU Level of Service B | | 0.0 | | | 0.0 | | | | | |
| Average Delay 0.1 Intersection CapacityUtilization 58.8% ICU Level of Service B | Approach LOS | | | | | | | С | | |
| Intersection CapacityUtilization 58.8% ICU Level of Service B | Intersection Summary | | | | | | | | | |
| · · · · · · · · · · · · · · · · · · · | Average Delay | | | 0.1 | | | | | | |
| | Intersection CapacityUti | lization | | 58.8% | 10 | CU Leve | el of Ser | vice | В | |
| | Analysis Period (min) | | | 15 | | | | | | |

| | - | * | 1 | + | 1 | 1 | | | |
|--------------------------|------------|------|-------|------------|---------|-----------|------|---|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Lane Configurations | ^ ^ | _ | | ተተተ | _ | 7 | | | |
| 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) | 3 | | | , . | | | | | |
| 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 | | | | | | | В | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 10.9 | | |
| Approach LOS | | | | | | | В | | |
| Intersection Summary | | | | | | | | | |
| Average Delay | | | 0.2 | | | | | | |
| Intersection CapacityUti | lization | | 61.7% | 10 | CU Leve | el of Ser | vice | В | |
| Analysis Period (min) | | | 15 | • | | | | | |
| | | | | | | | | | |

| | • | • | 4 | † | ļ | 4 | |
|--------------------------|-----------|------|-------|----------|---------|--------------|-----|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | ** | | | 4 | 1> | | |
| 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 | В | Α | | | | | |
| Approach Delay (s) | 13.3 | 0.3 | 0.0 | | | | |
| Approach LOS | В | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.5 | | | | |
| Intersection Capacity Ut | ilization | | 34.0% | I | CILLAVA | el of Servic | - Δ |
| Analysis Period (min) | ZaliUII | | 15 | , | CO LEVE | or Octal | |
| Analysis Fellou (IIIII) | | | 13 | | | | |

| | ١ | * | 1 | † | ţ | 4 |
|--------------------------|-----------|------|-------|----------|---------|------------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ** | | | र्स | 7 | |
| 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 | Α | | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | |
| Approach LOS | А | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.0 | | | |
| Intersection Capacity Ut | ilization | | 21.4% | I | CU Leve | of Service |
| Analysis Period (min) | | | 15 | | | |
| ary 515 1 51154 (111111) | | | 10 | | | |

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|---------------------------|-----------|------|-------|----------|----------|------------|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | N. | | | ર્ન | 1 | | |
| 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 | 0.10 | | | | |
| Control Delay (s) | 13.3 | 2.1 | 0.0 | | | | |
| Lane LOS | 13.3 B | Α. Ι | 0.0 | | | | |
| Approach Delay (s) | 13.3 | 2.1 | 0.0 | | | | |
| Approach LOS | 13.3 B | ۷.۱ | 0.0 | | | | |
| Approach LOS | Б | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 5.4 | | | | |
| Intersection Capacity Uti | lization | | 50.4% | I | CU Leve | of Service | е |
| Analysis Period (min) | | | 15 | | | | |

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|--------------------------|-----------|----------|-------|------|---------|-----------|------|------|------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ર્ન | 7 | | 4 | | | 4 | | | 4 | |
| 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 | Α | | Α | Α | Α | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Delay | | | 8.0 | | | | | | | | | |
| Level of Service | | | Α | | | | | | | | | |
| Intersection Capacity Ut | ilization | | 33.9% | 10 | CU Leve | el of Ser | vice | | Α | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

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|---|-----------|------|-------|------|--------|------------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | M | | 4 | | | ર્ન | |
| 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 | Α | | Α | | | | |
| Approach Delay (s) | 9.0 | 0.0 | 0.3 | | | | |
| Approach LOS | А | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.3 | | | | |
| Intersection Capacity Ut | ilization | | 21.3% | IC | U Leve | el of Serv | /ice |
| Analysis Period (min) | | | 15 | | | | |
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|--------------------------|-----------|------|----------|------|---------|------------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | W | | f) | | | ર્ન | |
| 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 | | | | |
| | 0 | | | | | | |
| Volume Left | | 0 | 0 | | | | |
| Volume Right | 1700 | 1700 | 1700 | | | | |
| 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 | 0.0 | 0.0 | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | Α | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Ut | ilization | | 0.0% | IC | CU Leve | el of Serv | vice |
| Analysis Period (min) | | | 15 | | | | |
| , () | | | | | | | |

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|--------------------------|----------|------|-------|------|---------|-----------|------|---|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Lane Configurations | ተተው | | _ | ተተተ | | 7 | | | |
| 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 | EB3 | 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 | | | | | | | В | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 12.3 | | |
| Approach LOS | | | | | | | В | | |
| Intersection Summary | | | | | | | | | |
| Average Delay | | | 0.0 | | | | | | |
| Intersection CapacityUti | lization | | 49.6% | [0 | CU Leve | el of Ser | vice | Α | |
| Analysis Period (min) | | | 15 | | | | | | |

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|--------------------------|----------|------|-------|------------|---------|-----------|------|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | |
| Lane Configurations | ^ | | | ^ ^ | _ | 7 | | |
| 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 | EB3 | 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 | | | | | | | В | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 14.8 | |
| Approach LOS | | | | | | | В | |
| Intersection Summary | | | | | | | | |
| Average Delay | | | 1.2 | | | | | |
| Intersection CapacityUti | lization | | 41.2% | IC | CU Leve | el of Ser | vice | |
| Analysis Period (min) | | | 15 | | | | | |
| J | | | | | | | | |

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|--------------------------|----------|------|-------|------------|---------|-----------|------|---|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Lane Configurations | ተተው | | | ^ ^ | | 7 | | | |
| 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 | EB3 | 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 | | | | | | | Α | | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 9.3 | | |
| Approach LOS | | | | | | | А | | |
| Intersection Summary | | | | | | | | | |
| Average Delay | | | 0.1 | | | | | | |
| Intersection CapacityUti | lization | | 52.4% | [(| CU Leve | el of Ser | vice | Α | |
| Analysis Period (min) | | | 15 | | | | | | |
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|--|-----------|------|-------|------|---------|------------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | *** | | | ર્ન | 1 | |
| 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 | В | Α | | | | |
| Approach Delay (s) | 13.1 | 1.1 | 0.0 | | | |
| Approach LOS | В | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.1 | | | |
| Intersection Capacity Uti | ilization | | 43.3% | I | CU Leve | of Service |
| Analysis Period (min) | | | 15 | | | |
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|--------------------------|-----------|------|-------|----------|---------|--------------|------|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | |
| Lane Configurations | W | | | ર્ન | 7 | | | |
| 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 | Α | Α | | | | | | |
| Approach Delay (s) | 9.3 | 0.1 | 0.0 | | | | | |
| Approach LOS | Α | | | | | | | |
| Intersection Summary | | | | | | | | |
| Average Delay | | | 0.1 | | | | | |
| Intersection Capacity Ut | ilization | | 30.3% | I | CU Leve | I of Service | Α | |
| Analysis Period (min) | | | 15 | | | | | |

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|---------------------------|-----------|----------|-------|----------|---------|--------------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | M | | | 4 | 1 | |
| 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 | 020 | | 100 | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 529 | 172 | 185 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | <u> </u> | <u> </u> | | | | |
| 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 | Α | Α | | | | |
| Approach Delay (s) | 10.0 | 0.5 | 0.0 | | | |
| Approach LOS | Α | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.5 | | | |
| Intersection Capacity Uti | ilization | | 39.3% | I | CULeve | el of Servic |
| Analysis Period (min) | | | 15 | | 20 2000 | 31 301 VIO |
| Analysis i chou (min) | | | 10 | | | |

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|--------------------------|-----------|----------|-------|------|---------|-----------|------|------|------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | _ | ર્લ | 7 | | 4 | | | 4 | | | 4 | |
| 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 | Α | | Α | Α | Α | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Delay | | | 8.3 | | | | | | | | | |
| Level of Service | | | Α | | | | | | | | | |
| Intersection Capacity Ut | ilization | | 35.6% | IC | CU Leve | el of Ser | vice | | Α | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

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|--------------------------|-----------|------|-------|------|---------|------------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | N. | | 1 | | | ર્ન | |
| 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 | | | | |
| | 0.00 | 0.00 | 0.01 | | | | |
| Volume to Capacity | 0.00 | 0.00 | 1 | | | | |
| Queue Length 95th (ft) | 9.0 | 0.0 | 1.4 | | | | |
| Control Delay (s) | | 0.0 | | | | | |
| Lane LOS | A | 0.0 | A | | | | |
| Approach LOS | 9.0 | 0.0 | 1.4 | | | | |
| Approach LOS | Α | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 1.7 | | | | |
| Intersection Capacity Ut | ilization | | 19.9% | IC | CU Leve | el of Serv | rice |
| Analysis Period (min) | | | 15 | | | | |
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|--------------------------|------------|------|------|------|-----------|------------|-------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | N. | | 13 | | | ર્ન | |
| 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 | 0.0 | 0.0 | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | A | 0.0 | 0.0 | | | | |
| Intersection Summary | | | | | | | |
| • | | | 0.0 | | | | |
| Average Delay | tilization | | | 10 | NIII assa | ol of Com | uio o |
| Intersection Capacity Ut | unzation | | 0.0% | IC | O Leve | el of Serv | rice |
| Analysis Period (min) | | | 15 | | | | |

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|--------------------------|----------|------|-------|------|---------|-----------|------|---|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | | |
| Lane Configurations | ^ | | | ተተተ | | 7 | | | |
| 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 | | | | 001 | | | | | |
| vC, conflicting volume | | | 2866 | | 3326 | 981 | | | |
| vC1, stage 1 conf vol | | | 2000 | | 0020 | 301 | | | |
| vC2, stage 2 conf vol | | | | | | | | | |
| vCu, unblocked vol | | | 2866 | | 3326 | 981 | | | |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 | | | |
| tC, 2 stage (s) | | | 7.1 | | 0.0 | 0.0 | | | |
| 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 | | | | | | | С | | |
| Intersection Summary | | | | | | | | | |
| Average Delay | | | 0.1 | | | | | | |
| Intersection CapacityUti | lization | | 61.4% | 10 | CU Leve | el of Ser | vice | В | |
| Analysis Period (min) | | | 15 | | | | | | |

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|---|----------|------|-------|------------|---------|-----------|------|--|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | |
| Lane Configurations | 444 | | | ^ ^ | | 7 | | |
| 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 CapacityUti | lization | | 62.8% | 10 | CU Leve | el of Ser | vice | |
| Analysis Period (min) | | | 15 | | | | | |
| , | | | - | | | | | |

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|--------------------------|-----------|------|-------|------|---------|-----------|------|---|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR | | |
| Lane Configurations | ^ | | _ | 444 | _ | 7 | | |
| 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 | | | | | | | В | |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 10.9 | |
| Approach LOS | | | | | | | В | |
| Intersection Summary | | | | | | | | |
| Average Delay | | | 0.2 | | | | | |
| Intersection CapacityUti | ilization | | 61.8% | [(| CU Leve | el of Ser | vice | В |
| Analysis Period (min) | | | 15 | | | | | |

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|---------------------------|-----------|------|-------|----------|----------|------------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | 4 | f | |
| 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 | В | Α | | | | |
| Approach Delay (s) | 14.3 | 0.8 | 0.0 | | | |
| Approach LOS | В | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.4 | | | |
| Intersection Capacity Uti | ilization | | 46.7% | I | CU Leve | of Service |
| Analysis Period (min) | | | 15 | | | |

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|---------------------------|-----------|----------|-------|------|---------|---------------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | *** | | | ર્ન | 1 | |
| 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 | , , , | 0.0 | 0.0 | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 704 | 315 | 315 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | <u> </u> | <u> </u> | | | | |
| 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 | В | Α | | | | |
| Approach Delay (s) | 10.2 | 0.0 | 0.0 | | | |
| Approach LOS | В | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.0 | | | |
| Intersection Capacity Uti | ilization | | 28.5% | I | CU Leve | I of Service |
| Analysis Period (min) | | | 15 | | | . 51 501 1100 |
| Analysis i Griou (min) | | | 13 | | | |

| | • | • | 4 | † | ļ | 4 | |
|--------------------------|-----------|------|-------|----------|---------|--------------|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | *A | | | 4 | 1 | | |
| 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 | В | Α | | | | | |
| Approach Delay (s) | 13.4 | 2.1 | 0.0 | | | | |
| Approach LOS | В | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 5.4 | | | | |
| Intersection Capacity Ut | ilization | | 50.9% | I | CULeve | el of Servic | e |
| Analysis Period (min) | | | 15 | | 20 2070 | 5. 50. 10 | _ |
| Analysis i choa (min) | | | 10 | | | | |

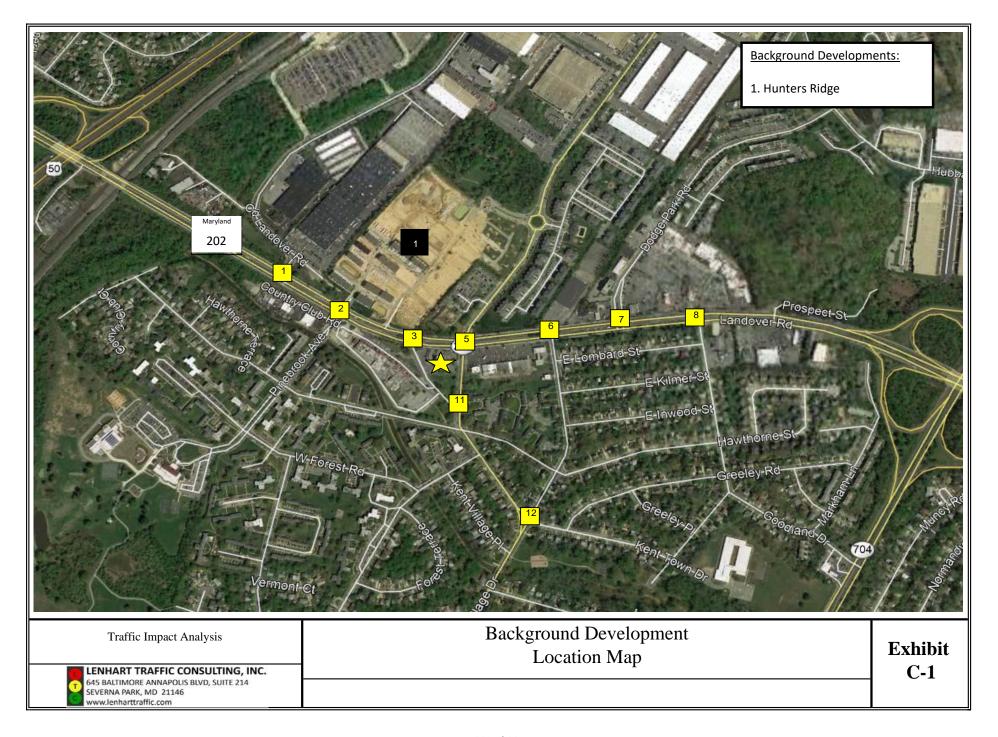
| | ۶ | → | * | 1 | • | • | 1 | † | - | - | ļ | 1 |
|--------------------------|-----------|----------|-------|------|---------|-----------|------|----------|------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | _ | ર્લ | 7 | | 4 | | | 4 | | _ | 4 | |
| 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 | Α | | Α | Α | Α | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Delay | | | 8.1 | | | | | | | | | |
| Level of Service | | | Α | | | | | | | | | |
| Intersection Capacity Ut | ilization | | 34.1% | IC | CU Leve | el of Ser | vice | | Α | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

| | • | • | 1 | - | - | Ţ | |
|--------------------------|------------|------|-------|------|---------|------------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | N. | | f) | | | 4 | |
| 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 | 130 | | | | |
| Volume Right | 2 | 1 | 0 | | | | |
| cSH | 833 | 1700 | 1587 | | | | |
| Volume to Capacity | 0.01 | 0.02 | 0.01 | | | | |
| Queue Length 95th (ft) | 1 | 0.02 | 1 | | | | |
| Control Delay (s) | 9.4 | 0.0 | 0.7 | | | | |
| Lane LOS | | 0.0 | Ο.7 | | | | |
| Approach Delay (s) | 9.4 | 0.0 | 0.7 | | | | |
| Approach LOS | 9.4 A | 0.0 | 0.7 | | | | |
| Approach LOS | А | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 1.0 | | | | |
| Intersection Capacity Ut | tilization | | 24.3% | IC | CU Leve | el of Serv | /ice |
| Analysis Period (min) | | | 15 | | | | |

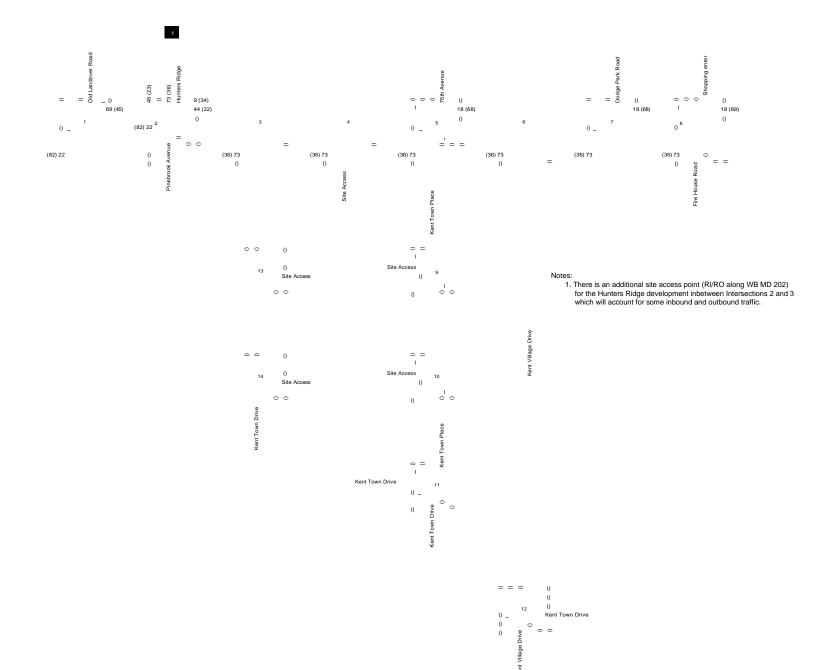
| | • | • | 1 | - | 1 | ţ | |
|--------------------------|-----------|------|------|------|---------|------------|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | N/ | | 1 | | | ર્સ | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Future Volume (Veh/h) | 0 | 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) | 0.00 | 0.00 | 0.00 | | | | |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Lane LOS | Α | 0.0 | 0.0 | | | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | | | | |
| Approach LOS | Α | 0.0 | 0.0 | | | | |
| | , , | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.0 | | | | |
| Intersection Capacity Ut | ilization | | 0.0% | IC | CU Leve | el of Serv | /ice |
| Analysis Period (min) | | | 15 | | | | |

Appendix C

Background Developments



Trip Generaton Rates Trip Distribution (In/Out) **Townhouse (Prince Georges County Rates)** Morning Trips = 0.70 x Units 20/80 Evening Trips = 0.80 x Units 65/35 Daily Trips = 8 x Units **Trip Generaton Totals** AM Peak PM Peak Daily Total Out Total Total Out 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: 40 162 201 150 230 2296 81 NOTE: Trip Generation Rates obtained from the Prince George's County Guidelines Trip Generation for Traffic Impact Analysis **Exhibit Background Developments C-2** Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning



Background Development Trip Assignment -Exhibit Hunters Ridge C-3 Key: xx = AM Peak Vol's (xx) = PM Peak Vol's 202 202 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOUS BLVD, SUITE 214 SEVERNA PARK, MD 21146

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

ATTOREY/AGENT: Matthew C. Tedesco, Esq.

McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A.

641 1 Ivy Lane, Suite 200 Greenbelt, Maryland 20770 (301) 441-2420 Voice (301) 982-9450 Fax

MTedesco@mhlawyers.com

CIVIL ENGNEER: Kimley-Horn

Attn: Emily Dean, P.E. 1801 Porter Street, Suite 401 Baltimore, Maryland 21230

(443) 884-5085

Emily.Dean@kimley-horn.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.

1. <u>DESCRIPTION OF PROPERTY</u>

- 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, H and P/O K.

- 6. Total Area 4.479 Acres. (special exception boundary)
- 7. Tax Map/Grid 5902.
- 8. Location The site is located on the southwest quadrant of the intersection of Landover Road (MD 2020) and Kent Town Road.
- 9. Zoned: C-S-C.
- 10. 200 Sheet 204NE06

11. COMMUNITY/NEIGHBORHOOD

The subject 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 north by Landover Road (MD Route 202) and beyond by residential apartments and multifamily unit uses in R-18, C-S-C and C-O Zones; to the east by Kent Town Place and beyond by a shopping center and residential condominiums in C-S-C and R-18 Zones; to the south by Hawthorne Street and beyond by residential apartments in the R-18 Zone; and to the west by a shopping center in the C-S-C Zone.

For zoning purposes, the applicant's proposed neighborhood, as graphically depicted below, is defined by the following boundary:

North: Generally, extending from the north end of the Landover Metro Station parking lot to the rear of Dodge Park Shopping Center.

East: MD 704 (Martin Luther King Highway).

South: Cattail Branch.

West: Penn Line Rail Road.

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

111. <u>APPLICANT'S PROPO</u>SAL

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, H and part of K, which are reflected on plats WWW 41 at Page 79; WWW 57 at Page 22; and NLP 142 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] 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 (VID 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 so mewhat 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 27-317(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 27358(a)¹ 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 and future 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 Fanns' 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 land owners from adverse impacts of adjoining development.

¹ 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 yeater 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 modern 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 trams 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 27-317(a)(l) 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 of uses 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 ZI-IE 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 of residents/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 modern 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 (NR1-046-2020) 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 10,000 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 REOUIREMENTS

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:

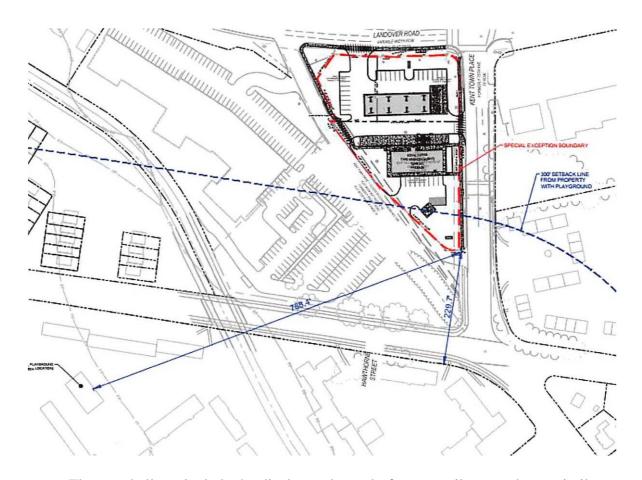
Section 27-358

- (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 5 1' 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 facade, 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 of land, or upset the balance of land use, in the area for other trades and commercial uses.

COMMENT: The Zoning Ordinance and the County Code do not define the term "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 27-108.01 (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 determining 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 determined 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. Furthermore, the use will not unduly restrict the availability of land 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 modern 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 traffc 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. Furthermore, 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 permitted 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 former reasonably convenient or useful. Further the proposed size of the new facility is appropriate for the site and conforms 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 of land use in the area. SE-4834 proposes access driveways on Landover Road, an internal road, and Kent Town Place.

(4) In the I-I 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.

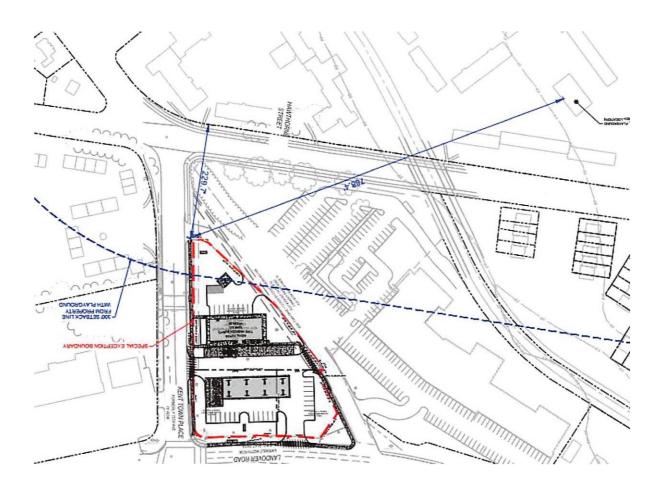
COMMENT: Alcoholic beverages will not be sold within the proposed food or beverage store.

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

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 Hawthorne 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 said residential buildings, and to the west of a large storm drain channel the 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 looking southwest. (The playground internal to Block F is not visible).



Hawthorne Street looking south (east of the large storm drain the bisect Block F). (The playground internal to Block F is not visible).



Hawthorne Street looking southwest across the large storm drain facility that bisects Block F. (The playground internal to Block F is not visible).



Hawthorne Street looking southeast. (The playground internal to Block F is not visible).

As a result of extraordinary issues associated with the subject property and the environs surrounding the property, to include an outdoor playground that is located in the middle of a 12.91 acres complex that is walled off by development, the applicant is requesting a variance of about 70 feet to Section 58(a)(2) pursuant to Section 27-235.

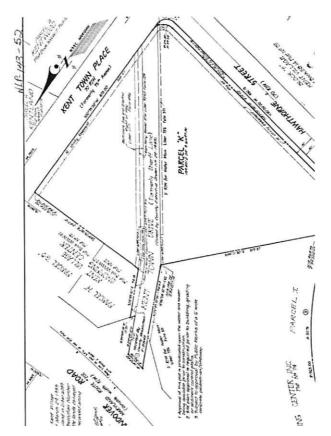
Sec. 27-235. - District Council authority.

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 shall 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 parcels is oddly shaped and impacted by extraordinary 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.





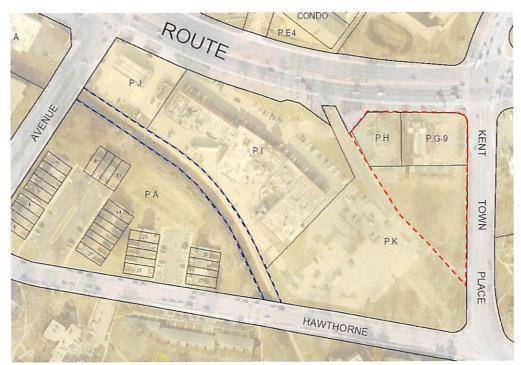
Unlike the subject property, which comprises the boundary of the special exception area — being made up of three different parcels, the other adjacent commercially zoned properties are traditionally shaped rectangles or squares — having been platted and developed decades ago. Conversely, the special 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 result 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 streetview 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 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.





Indeed, the applicant contends that if Block F, which was plated in November, 1947, were to be subdivided and platted today, Block F would have been parceled out and the playground would likely be on its own parcel and/or the very large storm drain facility would have been an outparcel or outlot, as it was to the south and west of Parcels 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 F is 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 property²; 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 27-35 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:

- 1) 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 obscene and public safety and welfare secured.

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

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² 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.").

³ 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.").

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 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 specifically 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 infill 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 corner 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. <u>CONCLUSION</u>

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

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Matthew C. Tedesco, Esq.

Date: February 24, 2021

May 20, 2021

STATE ETHICS COMMISSION 45 CALVERT STREET, 3RD FLOOR ANNAPOLIS, MD 21401 410-260-7770 I-877-669-6085 This Form Is To Be Filed With:

CLERK OF THE COUNTY COUNCIL

COUNTY ADMINISTRATION BUILDING

ROOM 2198

UPPER MARLBORO, MD 20772

301-952-3600

Business Entity¹ Affidavit (Form PG 2)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires this affidavit to be filed where a business entity is deemed to be an applicant in an application filed with the District Council. This can occur, for example, when a business entity is a title owner or contract purchaser of land that is the subject of an application, a trustee having an interest in the land (except those described in a mortgage or deed of trust), or the holder of 5 percent or more interest in an entity having an interest in the land (provided that it has substantive involvement in the disposition of the land, or substantive activities pertaining specifically to land development in Prince George's County). Applicant can also include a business entity in which a 5 percent or greater interest is held by another applicant.

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that there may be situations where there is more than one applicant involved, requiring one or more submissions of this form (or Form PG 1 Individual Applicant Affidavit). You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website http://ethics.maryland.gov/public-ethics-law/. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at http://ethics.maryland.gov/download/local-gov/local-gov-forms/PG%20County%20Zoning%20Memo.pdf, that contains additional filing information, including timing requirements.

If the applicant business entity is a corporation listed on a national stock exchange or regulated by the Securities Exchange Commission, then its officers, its directors, or its shareholders having a 5 percent or greater interest in the corporation are required to file an affidavit only if these persons have made a payment or have solicited a payment as outlined in the Public Ethics Law and if the corporation itself completes Part B of the affidavit. If required to file, these persons will file the Individual Applicant Affidavit, Form PG 1.

Filing Deadline

You must file a signed original of this affidavit with the Clerk of the County Council no later than 30 days prior to the District Council's consideration of the application. You must file a supplemental affidavit as expeditiously as possible whenever a payment/contribution is made after the original affidavit was filed and prior to Council's consideration. Please note that under § 5-835(a) of the Public Ethics Law, payments/contributions during the pendency of an application are generally prohibited.

PART A. Business Entity Applicant

| Name of Applicant R | F Landover, LLC | Case No. (where applicable) |
|---|--|-------------------------------------|
| | 3611 Roland Avenue, Baltimore, MD 21211 | |
| Identity of the Property/ Subject of Application | Royal Farms #411 Kent Village | Type of Application(see § 5-833(d)) |
| | blic Ethics Law defines a business entity as a corporation of a sole proprieto | northerchin a ioi |



McNamee Hosea

mhlawyers.com

March 30, 2021

Via First Class Mail

TO:

Adjoining Property Owners, Municipalities within One Mile, Persons of Record, and

Registered Associations

FROM:

Matthew C. Tedesco, Esq.

RE:

SE-4834, Royal Farms #411 (Kent Town)

Dear Parties of Record, Adjoining Property Owners, and Registered Associations & Municipalities:

This letter is to inform you that the Maryland-National Capital Park and Planning Commission ("M-NCPPC") is ready to accept the subject application. The address of the subject property is 7401 and 7415 Landover Road and 2500 Kent Town Place, Hyattsville, Maryland 20785, which is located at the southwest quadrant of the intersection of Landover Road and Kent Town Road. The nature of the review is for the development of a food and beverage store in combination with a gas station. Once the application is formally accepted, it will be scheduled for a future Planning Board hearing. If you have not already registered to become a person of record, you are encouraged to do so at this time. As a person of record, you will receive a notice of the Planning Board hearing date, the technical staff report, and the Planning Board resolution. You may register online at http://www.pgplanning.org/1586/Become-a-Person-of-Record or you may submit your name, address and the above-referenced application number and name by mailing a written request to:

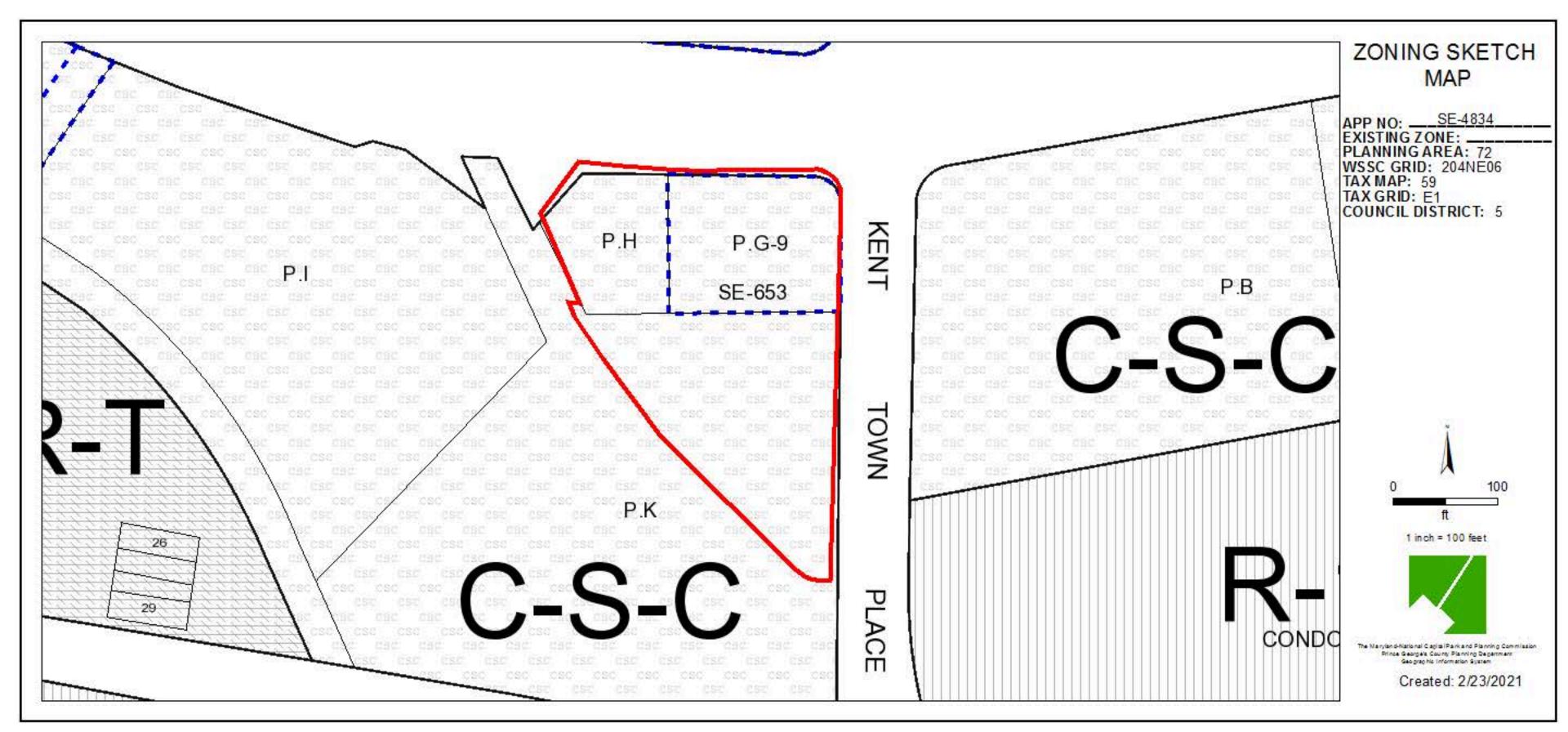
The Maryland-National Capital Park and Planning Commission
Development Review Division
14741 Governor Oden Bowie Drive
County Administration Building, 4th Floor
Upper Marlboro, MD 20772

If you have already registered to become a person of record from an earlier mailing for this application SE-4834, you do not have to register again. Being a person of record on a separate application on the same property does not make you a person of record for the subject application. You must request to become a person of record for each separate application (separate applications have different application numbers).

If you have any questions about this application, you may contact me at 301-441-2420 or the M-NCPPC case reviewer, Sam Bradley, IV, at 301-952-3530.

Sincerely,

Matthew C. Tedesco





McNamee Hosea

6411 Ivy Lane, Suite 200 0 301.441.2420 Greenbelt, Maryland 20770 F 301.982.9450

mhlawyers.com

E-mail: BSpell@mhlawyers.com Direct Dial: Extension 267

Bryan C. Spell
Land Use Coordinator/Law Clerk

April 9, 2021

Via Hand Delivery

Cheryl Summerlin Supervisor, Applications Development Review Division M-NCPPC County Administration Building Upper Marlboro, MD 20772

Re: SE-4834, Royal Farms #411, Kent Village, Acceptance Submission

Dear Cheryl:

On behalf of the applicant, please find enclosed herein the following items for acceptance:

- Application;
- Zoning Sketch Map;
- Statement of Justification;
- Playground Setback Exhibit;
- NRI Equivalency Letter (NRI-046-2020);
- Woodland Conservation Letter of Exemption (S-036-2020);
- State Ethics Affidavits;
- Historic Preservation/Archeology Pre-Submittal Checklist;
- Informational Notification Letter, Affidavit and Receipt with List of Addresses;
- Acceptance Notification Letter, Affidavit and Receipt with List of Addresses;
- Special Exception Site Plan Set;
- Architectural Elevations (Color and Black and White);
- Boundary Survey;
- Needs Analysis;
- WSSC Receipt; and
- Copy of Prior Approved Resolution.

If you have any questions, please do not hesitate to contact me at 301-441-2420.

Sincerely,

Bryan C. Spell

Enclosures



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department Historic Preservation Section

(301) 952-3680 www.mncppc.org

Historic Preservation/Archeology Pre-Submittal Checklist for Development Applications

| Project Name: Royal Farms 411 | Applicant's Name: Two Farms Inc | | | | |
|---|--|--|--|--|--|
| Application Type: Special Exception | Project Number (if applicable): SE-4834 | | | | |
| Bryan Spell/McNamee Hosea Contact/Agent: | Phone/Fax: 301-441-2420/301-982-9450 | | | | |
| E-mail Address: bspell@mhlawyers.com | Associated/Previous Project Numbers: N/A | | | | |
| made landscape features, on the property | | | | | |
| Provide chain of title information on the property to at least 1900. Provide a list and location of any known historic resources or cemeteries on or adjacent to the property. | | | | | |

To be completed by Historic Preservation Section staff.

| Required Information | Yes | No | N/A | Requirement for this Applicant |
|---|-----|----|-----|---|
| Photographs of all structures or structural remains | X | | | If checked Yes or N/A, no further information needed. |
| Chain of title | X | | | If checked Yes or N/A, no further information needed. |
| List of known historic resources and cemeteries | | | X | If checked Yes or N/A, no further information needed. |

| Additional Information Required: No add | litional informati | on needed. This proposal will not |
|---|--------------------|-----------------------------------|
| affect any historic or archeological | resources. | |
| Jennifer Stabler Historic Preservation Staff Signature | 6/19/2020 Date | |
| Jennifer Stabler Historic Preservation Staff Name (printed) | | |
| 301-952-5595; jennifer.stabler@pp | pd.mncppc.org | |

AFFIDAVIT

The purpose of this affidavit is to certify that pursuant to The Process Guidelines for Development Review Applications, Informational Mailing letters regarding the application for SE-4834, Royal Farm #41 1 (Kent Village), were mailed to all adjoining property owners, registered associations, municipalities within one mile, and previous parties of record (if applicable) on March 26, 2020.

I, Suzanne A. Nickle, solemnly affirm under the penalties of perjury that the contents of the foregoing paper are true to the best of my knowledge, information and belié(.

Suzanne A. Nickle

STATE MARYLAND * OF MARYLAND FRINCE GEORGES* COUNTY OTO wit:

On this 26^{dl} day of March, 2020, before me, the undersigned officer, personally appeared Suzanne A. Nickle, known to me (or satisfactorily proven) to be the person whose name is subscribed to the within Instrument and acknowledged that she executed the same for the purposes therein contained.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission Expires: 252023

ADRIANNA ESPINOSA
Notary PublicMaryland
Prince George's County
My Commission Expires
Januar 25, 2023

Belva J. Jenkins 7474 Landover Rd Hyattsville, MD 20785 Kent Village LTD Partnership 7007 Heatherhill Rd. Bethesda, MD 20817 Stadium Station LLC Kelly Beachell Gasner P.O. Box 471380

District Heights, MD 20753

Columbia Rd. Ste. M

Columbia, MD 21046

Quynn Johnson 6990 Hawhorne St. Landover, MD 20785 Paul J. Sliwka P.O. Box McLean, VA 22101

Uri Elfasi 8912 Falls Farm Dr. Potomac,

MD 20854

Jenni Brown

4824 Riverside Dr.**#55** Galesville, MD 20765

Sigma Housing LLC 938 E Swan Creed Road Suite 281

Juile 201

Fort Washington, MD 20744

Restoration Capital LLC Profit 42637 Bradfords Telegraph Ct.

Chantilly, VA 20152

Highland THS Landover LLC 5504

Grove St.

Chevy Chase, MD 20815 Ridges

at Landover Metro SFMC INC AAMC 9464 Innovation Dr Manassas, VA 20110 E. Espinal 2404 Artesia

Leonel

n Lane Bowie, MD 20716

Glenmore

Assoc Ltd Ptnshp Hai Management

Inc. 10220 Old

senoj 5 LLC 206 Riggs Rd

Ν

W

Washington, DC 20011 William Simpson 2511 Kent Town Pl. Unit 2511B Landover, MD 20785

Syed Ashfakul Islam 6170 Howells Rd. Alexandria, VA 22310

Bunthoeun Thou 4094 Majestic Ln. Ste. 233 Fairfax, VA 22033

Justin Cooper 6946 Hawthorne St. Landover, MD 20785

Lakish K. Cox 6984 Hawthorne St, Landover, MD 20785

isabela Hidalgo 2505 Kent Town Pl. Unit A Landover, MD 20785 Ralph Corley Jr. et al 2614 Kent Village Dr. Landover, 20785 Mercy Ugboaja 13502 Lord Sterling Pl. Unit 7 2

Upper Marlboro, MD 20772

Senoj 4 LLC 206 Riggs Rd. NE Washington, DC 20011

Jose J. Amaya et al 18569 Sierra Springs Street Leesburg, VA 20176

Dawn M. Carter 2517A Kent Town PI Landover, MD 20785

RC Income Fund LLC 4000 Legato Rd. Ste. 1100 Fairfax, VA 22033

Adrian Gayle 6984 Hawthorne St. Landover, MD 20785

MD MD

Jessica V. Walters 6924 Hawthorne St. Landover, 20785 Indra J. Pace 2501 Kent Town Pl.

Landover, MD 20785

Jens Piferoen 6944 Hawthorne St. Landover, MD 20785

Danielle F. Johnson 421 Garrett A. Morgan Blvd. Hyattsville, MD 20785

Angel Capital LLC 7925 Jones Branch Dr. Ste. 4350 McLean, VA 22102

Fatemeh Razjouyan et al 2614 Kent Village Dr. Unit 2614 B Landover, MD 20785

Nana K. Asante Ohene 6938 Hawthorne St. Landover, MD 20785 Phoenix Property Developers 750
Harness Creek View Dr.
Annapolis, MD 21403
Cherree Sanders
2517 Kent Town PI
Unit 2517 B
Landover, MD 20785

Betty Crichloweberhar dt 5505 44th Ave. Hyattsville, MD 20781

Thou Home Investment LLC 4094 Majestic Ln. Ste. 233 Fairfax, VA 22033

Sean Balile 2850 Rosemary Ln Falls Church, VA 22042

JPD Solutions LLC 6820 Brentwood Dr. Upper Marlboro, MD 20772

Jaime A. Perez et al

1005 Tottenham Ct. Sterling, VA 20164 Lashon Crockett 5802 Eastpine Dr. Riverdale, MD 20737

Secretary of Housing Union Center Plaza Phase I I 820 1st st. NE 3rd Fir.

Washington, DC 20002

Jacqueline V. Coles

6884 Hawthorne St. Unit 6884

Landover, MD 20785

Tiffany Murrell 6886 Hawthorne St. Landover, 20785 Dharmen K. Udeshi et al

6872 Hawthorn Street Landover, MD 20785

Kevin Sligh 6988 Hawthorne St. Landover, MD 20785

Landover, IVID 20765

Mihisha R. Henderson-Evans 2519A Kent Town Pl. Landover, MD 20785

Tina Fryar 6305 Summerhill Rd. Temple Hills, MD 20748

Richard B. Leavy 1501 Highland Dr. Silver Spring, MD 20910 Getachew Teshome 4965 Ellis Ln Ellicot City, MD 21043

Alreta S. Hill 6804 Carroll way Upper Marlboro, MD 20772

Jamar Crawford et al 9502 Baymar Ct. Clinton, MD 20735

Isolyn Associates LLC P.O. Box 835

MD MD

Clinton, MD 20735

6892 Hawthorne St. Landover, MD 20785

Devan Langford 6916 Hawthorne St.

Landover, MD 20785

Kent Town Place LLC

400 7th st. SE

Washington, DC 20003

Fikru Mehari Gebrehiwot

7016 Wren Ln Lanham, 20706 Queen E. Queen 6882 Hawthorne St. Landover, MD 20785

Taryn Jackson 13102 Ripon PI

Upper Marlboro, MD 20772

Syed A. Islam

307 Youkum Parkway Apartment

1101

Alexandria, VA 22304

Donnell Bullock 2604 Kent Village Dr. Landover, MD 20785

Linda J. Tolbert 13723 Hebron Ln.

Upper Marlboro, MD 20774

Jason E. Lewis

2504 Kent Village Dr. Unit 250B

Landover, MD 20785

George Clarke 6928 Hawthorne St. Landover, MD 20785

Marcell Washington 2503 Kent Pl. Unit 2503B

Landover, MD 20785

JPD Solutions LLC 6820 Brentwood Dr.

Upper Marlboro, MD 20774

Ann Alexander

Jose J. A. Guevar a et al 6896 Hawth orne St. Landov er, MD

20785

Jeffrey Schomisch Mayor of Landover 6904 Taylor Street Landover Hills, MD 20784

Woodmore North Homeowners Association 1296 Cronson Blvd. #4284 Crofton, MD 21114

Folusho F. Oluayeni 2507A Kent Town Place C/O Unit A Landover, MD 20785

Hynesboro Park
Greenwood Forest
Neighborhood Association
9214 5th st.
Lanham, MD 20706

Restoration Cptl LLC Prft Sh PI. 42637 Bradsford Telegraph Ct. Chantilly, VA 20152 CUGINI LLC 605 Farmhurst Rd. Pikesville, MD 21208

Ardmore Springsdale Civic
Association
9801 Apollo Drive #7377
Largo, 20792
Lisa S. Stafford
10811 Eastland
Cir. Upper
Marlboro, MD
20772

Isolyn and Associates LLC P.O. Box 835 Clinton, MD 20735

> Valerie T. Jefferson 6966 Hawthorne St. Landover, MD 20785

Christopher Y. Mbaku 7003 Cipriano Rd. Lanham, MD 20706

Edward Estes

MD MD

Mayor of Glenarden 8600 Glenarden Parkway Glenarden, MD 20706

6915 Laurel Bowie Rd. Ste. 101 Bowie, MD 20715

Laila E. Riazi Mayor of Cheverly 6401 Forest Road Cheverly, MD 20785 Silverbrook Homeowners Association 4900 Forest Creek Court Bowie, MD 20720

Carsondale Civic Association 9007 Wallace Road Lanham, MD 20706

Glenarden Civic Association 900 **Smithview Place** upper Marlboro, MD 20774

Jamie A. Perez PO Box 481 Sterling, VA 20167

Lanham Station Area Citizens Association 5308 Lanham Station Road Lanham, MD 20706

Enterprise Estates Civic Association 11704 Whittier Road 20721 Bowie, Village at Collington Condominium 12200 Tech

C/O Tidewater Property Mgmt,

2200 Defense Highway C/O Sentry Management, Ste. 405 Crofton, MD 21114

Glenarden Towns Homeowners

Silver Spring, MD 20904

Road

#325

Columbia Park Association 1616 East Washington Avenue Hyattsville, MD 20785 Randolph Village Civic

Association

Glensford Condominium

Association 8422 Dunbar Ave. Hyattsville, MD 20785 4th Ward Civic Association (Town of Cheverly) 1709 62nd Avenue Hyattsville, MD 20785

Coalition

of

Central PGC

Communi

ty

Associati ons 708 Quarry

Ave.

Capitol Heights, MD 20743

Landover Revitalization Coalition P.O. Box 1643 Hyattsville, MD 20785

Palmer Park Citizens Association 1920 Ray Leonard Road Hyattsville, MD 20785

Brighton Place Homeowners Association 12200 Tech Road, Ste. 325 Silver Spring, MD 20904 Glenn Estates Homeowners Association C/O Front Street Management — Timothy Smith P.O. Box 893 Lanham, MD 20703

MD MD

Bladenwoods Condominiums 5211 Newton Street #303 Blandensburg, MD 20710 Radiant Valley Civic Association 6821 Barton Road Hyattsville, 20784 Cheverly Recreation Council 3012 Park way Hyattsville, MD 20785

Progressive Cheverly 3020 Park way Hyattsville, MD 20785

> Lakeview Homeowners Association 11018 Lake Victoria Lane Bowie, MD 20720

LLG Recreation Association 6915 Laurel Bowie Road Suite 101 Bowie, MD 20715

> Seniors R Us 1918 Golden Morning Drive Bowie, MD 20721

Lewisdale Citizens' Association 6613 22nd Place Hyattsville, MD 20782

> Vista Estates West Homeowners Association C/O Caster Management, LLC #4284 1296 Cronson Blvd. Crofton, MD 21114

Holmehurst South Civic Association 4523 Woodgate Way Bowie, MD 20720

> Willow Wood Estates Civic Association 10205 Bald Hill Road Bowie, MD 20721

Palisades Homeowners Association C/O Andrea Clark—Chambers Mgmt 14106 Jones Bridge Road Upper Marlboro, MD 20774

Centennial Village HOA 400 Serendipity Drive Millersville, MD 21108 Greater Capitol Heights
Improvement Corporation, Inc.
415 Zelma Avenue
Capitol Heights, MD 20743
Prince George's Chamber of
Commerce David Harrington,
President and CEO
4640 Forbes Boulevard, Suite 130
Lanham, Maryland 20706

Willow Grove Citizens Association
P.O. Box 310
Glenn Dale, MD 20769
Greater Prince George's
Business Roundtable M.H. Jim
Estepp, President and CEO
10201 Martin Luther King, Jr.
Highway, Suite 220
Bowie, MD 20720

McNamee Hosea

Attorneys & Advisors

McNamee Hosea 6411 Ivy Lane, suite 200 0

0 301.441.2420

Greenbelt, Maryland 20770 F 301.982.9450



mhlawyers.com

March 26, 2020

Via First Class Mail

TO: Adjoining Property Owners, Municipalities Within One Mile, Previous Parties of Record, and/or

Registered Associations

FROM: Matthew C. Tedesco, Esq.

SE-4834; Royal Farms #41 1 (Kent Village)

Dear Party of Record, Adjoining Property Owners, and Registered Associations & Municipalities:

A special exception for the above-referenced project will be submitted for review to the Development Review Division of the Maryland-National Capital Park and Planning Commission ("M-NCPPC").

The included addresses are 7401 and 7415 Landover Road, and 2500 Kent Town Place, Hyattsville, MD 20785, which are located at the southwest quadrant of the intersection of Landover Road and Kent Town Road. The nature of the review is for the development of a food or beverage store in combination with a gas station.

If you wish to become a Person of Record to this application, you may submit your request online at http://www.pgplanning.org11586/Become-a-Person-of-Record or by written request to the Development Review Division of the M-NCPPC, 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772. Please reference the Pre-Application Number and the Name of Project in your request. At this time no government agency has reviewed the application. After the application has been filed, you may contact the M-NCPPC at 301952-3530.

IMPORTANT: This notice is your opportunity to interact with the applicant prior to the acceptance of the subject application. Once an application is accepted, it may be subject to mandatory action time frames that are established by law. Contacting the applicant as soon as possible after receiving this notice will help facilitate your ability to receive information and/or establish a time when the applicant may meet with you or your civic group to provide information and answer questions about the development proposed. Any concerns regarding an applicant's failure to provide information or engage in dialogue about the proposed development should be directed in writing to the same mailing address listed for becoming a party of record. Please be sure to include the application number with any such correspondence.

If you are interested in receiving more information about this application, reviewing a copy of a site plan, or meeting to discuss the project, you may contact Matthew Tedesco at 301-441-2420.

Sincerely,

Matthew C. Tedesco

AFFIDAVIT

The purpose of this affidavit is to certify that pursuant to the Process Guidelines for Development Review Applications, Formal Acceptance Letters, regarding the application for SE-4834, Royal Farms #411 (Kent Town), were mailed on March 30, 2021.

I, Nyat K. Ghidei, hereby swear and affirm that the attached letter was sent regular mail to the adjoining property owners, parties of record, municipalities within a mile, registered associations, and previous parties of record (if applicable) on the attached list.

STATE OF MARYLAND *
COUNTY OF PRINCE GEORGE'S * To wit:

On this 30th day of March, 2021, before me, the undersigned officer, personally appeared Nyat K. Ghidei, known to me (or satisfactorily proven) to be the person whose name is subscribed to the within Instrument and acknowledged that she executed the same for the purposes therein contained.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission Expires: (0/5/2)

BRYAN SPELL Notary Public-Maryland Charles County My Commission Expires June 05, 2021

Notary Public

Prince George's Chamber of Commerce David Harrington, President and CEO 4640 Forbes Boulevard, Suite 130 Lanham, MD 20706

Ridges at Landover Metro SFMC Inc AAMC 9464 Innovation Dr Manassas, VA 20110

Stadium Station LLC Kelly Beachell Gasner PO Box 471380 District Heights, MD 20753

Restoration CPTL LLC PRFT SH PL

42637 Bradfords Telegraph Ct.

Chantilly, VA 20152

Adrian Gayle 6948 Hawthorne St. Landover, MD 20785

Tiffany Murrell 6886 Hawthorne St. Landover, MD 20785

Uri Elfasi 8912 Falls Farm Dr. Potomac, MD 20854

Cugini LLC 605 Farmhurst Rd. Pikesville, MD 21208

Jaime A. Perez PO Box 481 Sterling, VA 20167

Dharmen K. Udeshi, etal 6872 Hawthorne St. Landover, MD 20785 Greater Prince George's Business Roundtable M.H. Jim Estepp, President and CEO 10201 Martin Luther King, Jr. Highway, Suite 220

Bowie, MD 20720

Kent Village LTD Partnership 7007 Heatherhill Rd. Bethesda, MD 20817

Richard B. Levy 1501 Highland Dr. Silver Spring, MD 20910

Tianpu Invest LLC PO Box 59657 Potomac, MD 20859

Indra J. Pace 2501 Kent Town Pl. Landover, MD 20785

George Clarke 6928 Hawthorne St. Landover, MD 20785

Senoj I LLC 206 Riggs Rd. NE Washington, DC 20011

Sean Balile 2850 Rosemary Ln. Falls Church, VA 22042

RC Income Fund LLC 4000 Legato Rd. Suite 1100 Fairfax, VA 22033

Christopher Y. Mbaku, etal 7003 Cipriano Rd. Lanham, MD 20706 Belva J. Jenkins 7474 Landover Rd. Hyattsville, MD 20785

Glenmore Assoc. LTD PTNSHP HAI Management Inc. 10220 Old Columbia Rd. Ste. M Columbia, MD 21046

Jaime A. Perez, etal 1005 Tottenham Ct. Sterling, VA 20164

Queen E. Queen 6882 Hawthorne St. Landover, MD 20785

Highland THS Landover LLC 5504 Grove St. Chevy Chase, MD 20815

Sigma Housing LCL 938 E Swan Creek Rd. Ste. 281 Fort Washington, MD 20785

Menia Zeigler 6918 Hawthorne St., Unit 6918 Landover, MD 20785

Kaye Gilchrist 2500 Kent Village Dr. Landover, MD 20785

Leonel E. Espinal 2404 Artesian LN Bowie, MD 20716

Isabel Hidalgo 2505 Kent Town Pl. Unit A Landover, MD 20785 Michael Lohri 2602 Kent Village Dr. Unit 2602B Hyattsville, MD 20785

Danielle F. Johnson 421 Garrett A. Morgan Blvd. Hyattsville, MD 20785 Kevin Alexander Aguilar 2602 Kent Village Dr. Unit A Landover, MD 20785

Quynn Johnson 6990 Hawthorne St. Landover, MD 20785 Folusho F. Oluayeni 8501 Hallie Rose Pl. Alexandria, VA 22309 Tianpu Invest LLC PO Box 59657 Potomac, MD 20859

Valerie T. Jefferson 6966 Hawthorne St. Landover, MD 20785 Ann Alexander 6892 Hawthorne St. Landover, MD 20785 Anna M. Bollini 2612 Kent Village Dr. Landover, MD 20785

Thou Homes Invvestment LLC 4094 Majestic Ln. Suite 233 Fairfax, VA 22033 Isolyn Associates LC PO Box 835 Clinton, MD 20735 Pierre Rogers 2519 Kent Town Pl. Unit A Landover, MD 20785

Paul J. Sliwaka PO BOX McLean, VA 22101 Dawn M. Carter 4723 Morning Glory TRL Bowie, MD 20720 Jessica V. Walters 9632 Glassy Creek Way Upper Marlboro, MD 20772

Anna M. Bollini 824 Otis Pl. NW Washington, DC 20010 Jamar Crawford etal 9502 Baymar Ct. Clinton, MD 20735 Betty Crichlowerberhardt 5504 44th Ave. Hyattsville, MD 20781

Lakish K. Cox 6984 Hawthorne St. Landover, MD 20785 Paul Branch 6884 Hawhtorne St., Unit 6884 Landover, MD 20785 Fatemeh Raziouyan, etal 4722 Minor Cir. Alexandria, VA 22312

Marcell Washington 2503 Kent Town Pl. Landover, MD 20785 Nathaniel Carter Jr. 9514 Barton Oaks Ct. Upper Marlboro, MD 20772 Devan Langford 6916 Hawthorne St. Landover, MD 20785

Mercy Ugboaja 13502 Lord Sterling Pl., Unit 72 Upper Marlboro, MD 20772 Lashon Crockett 5802 Eastpine Dr. Riverdale, MD 20737 Temitope O. Oke 2506 Kent Village Dr. Landover, MD 20785

Cherree Sanders 2517 Kent Town Pl. Unit 2517 B Landover, MD 20785

Justin Copper 6946 Hawthorne St. Landover, MD 20785 Syed Ashfakul Islam 6170 Howells Rd. Alexandra, VA 22310 Senoj 5 LLC 206 Riggs Rd. NW Washington, DC 20011 Kevin Sligh 6988 Hawhtorne St. Landover, MD 20785 Ralph Corley Jr., etal 2614 Kent Village Dr. Landover, MD 20785

Getachew Teshome 4965 Ellis Ln. Ellicott City, MD 21043

Linda J. Tolbert 13723 Hebron Ln. Upper Marlboro, MD 20772 William Simpson 2511 Kent Town Pl. Unit 2511B Landover, MD 20785

Taryn Jackson 13102 Ripon Pl. Upper Marlboro, MD 20774 Jenni Brown 4824 Riverside Dr. #55 Galesville, MD 20765 Donnell Bullock 2604 Kent Village Dr. Landover, MD 20785

Lisa S. Stafford 10811 Eastland Cir. Upper Marlboro, MD 20772 Obinze Sunday Asagwara 2600 Kent Village Dr. Unit 2600 Landover, MD 20785

Jens Piferoen 6944 Hawthorne St. Landover, MD 20785

Areta S. Hill 6804 Carroll Way Upper Marlboro, MD 20772 Nana K. Asante Ohene 6938 Hawthorne St. Landover, MD 20785 Jose J. A. Guevara, etal 6896 Hawthorne St. Landover, MD 20785

AC 6976 LLC 412 H St. NE Washington, DC 20002

Lynx Investment LLC 3810 Lightfoot St., Ste. 109 Chantilly, VA 20151 Bunthoeun Thou 4094 Majestic Ln. Suite 233 Fairfax, VA 22033

Restoration Capital LLC Profit 42637 Bradsfords Telegraph Ct. Chantilly, VA 20152

Tina Fryar 6305 Summerhill Rd. Temple Hills, MD 20748 Edward Estes Mayor 8600 Glenarden Parkway Glenarden, MD 20706

Jeffrey Schomisch Mayor 6904 Taylor Street Landover Hills, MD 20784 Laila E. Riazi Mayor 6401 Forest Road Cheverly, MD 20785

Enterprises Estates Civic Association 11704 Whittier Road Bowie, MD 20721

Village at Collington Condominium C/O Tidewater Property MGMT 12200 Tech Road #325 Silver Spring, MD 20904

Randolph Village Civic Association 8422 Dunbar Avenue Hyattsville, MD 20785 Glensford Condominium 6915 Laurel Bowie Road, Suite 101 Bowie, MD 20785

Coalition of Central PGC Community Associations 708 Quarry Avenue Capitol Heights, MD 20743

Silverbrook Homeowners Association 4900 Forest Creek Court Bowie, MD 20720 Landover Revitalization Coalition PO Box 1643 Hyattsville, MD 20785 Glenarden Civic Association 900 Smithview Place Upper Marlboro, MD 20774 Palmer Park Citizens Association 1920 Ray Leonard Road Hyattsville, MD 20785 Lanham Station Area Citizens Association 5308 Lanham Station Road Lanham, MD 20706

Brighton Place Homeowners Association 12200 Tech Road, Suite 325 Silver Spring, MD 20904 Glenarden Towns Homeowners Association C/O Sentry Management 2200 Defense Highway, Suite 405 Crofton, MD 21114

4th Ward Civic Association (Town of Cheverly) 1709 62nd Avenue Hyattsville, MD 20785

Glenn Estates Homeowners Association C/O Front Street Manangement-Timothy Smith P.O. Box 893 Lanham, MD 20703

Bladenwoods Condominiums 5211 Newton Street #303 Bladensburg, MD 20710 Cheverly Recreation Council 3012 Park Way Hyattsville, MD 20785

Progress Cheverly 3020 Park Way Hyattsville, MD 20785 Lakeview Homeowners Association 11018 Lake Victoria Lane Bowie, MD 20720 LLG Recreation Association 6915 Laurel Bowie Road, Suite 101 Bowie, MD 20715

Seniors R Us 1918 Golden Morning Drive Bowie, MD 20721 Lewisdale Citizens' Association 6613 22nd Place Hyattsville, MD 20782 Vista Estates West Homeowners Association C/O Caster Management, LLC 1296 Cronson Blvd. #4284 Crofton, MD 21114

Homlehurst South Civic Association 4523 Woodgate Way Bowie, MD 20720 Willow Wood Estates Civic Association 10205 Bald Hill Road Bowie, MD 20721 Palisades Homeowners Association C/O Andrea Clark-Chambers MGMT 14106 Jones Bridge Road Upper Marlboro, MD 20774

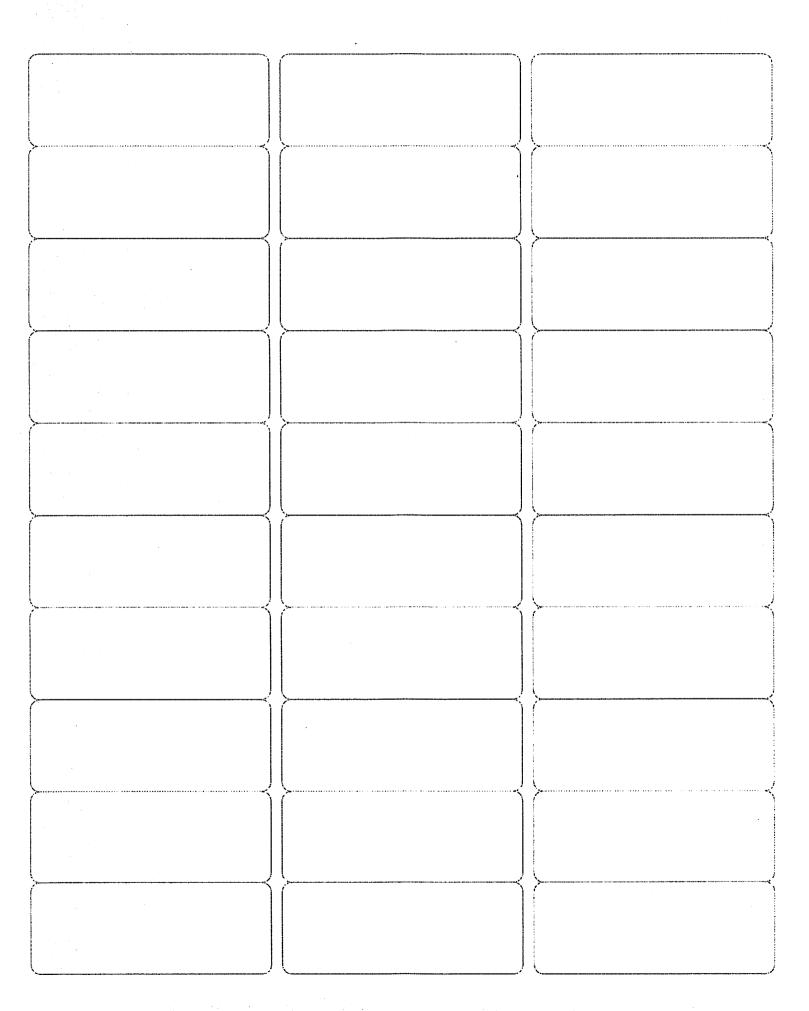
Centennial Villages HOA 400 Serendipity Drive Millersville, MD 21108 Greater Capitol Heights Improvement Corporation, Inc. 415 Zelma Avenue Capitol Heights, MD 20743 Hynesboro Park Greenwood Forest Neighborhood Association 9214 5th Street Lanham, MD 20706

Carsondale Civic Association 9007 Wallace Road Lanham, MD 20706 Lake Arbor Civic Association 12138 Central Avenue #305 Bowie, MD 20721 Radiant Valley Civic Association 6812 Barton Road Hyattsville, MD 20784

Columbia Park Civic Association 1616 East Washington Avenue Hyattsville, MD 20785 Alice M. Robinson LARC PO Box 1643 Landover, MD 20785 Mrs. Kelly Beachell Gasner Stadium Station, LLC PO Box 471380 District Heights, MD 20753

Ms. Laila Riaza Town of Cheverly 6401 Forest Road Cheverly, MD 20785 Malcolm Augustine Maryland General Assembly 11 Bladen Street, Suite 3E Annapolis, MD 21401

Ms. Jessica V. Walters 6924 Hawthorne Street Hyattsville, MD 20785





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department (301) 952-3530

Development Posicion

Development Review Division

14741 Governor Oden Bowie Drive

www.mncppc.org

| Upper Marlboro, MD 20772 | | | | | | | | | |
|---|---------------------------|------------------------------|--|--|--|--|--|--|--|
| D | o _{ate:} 2/23/21 | | | | | | | | |
| MAILING LIS On DRD application SE-4834 - Roy County application | | CEIPT | | | | | | | |
| This receipt is to acknowledge that Bryan Spell of (name f company, if applicable) McNamee Hosea eceived the following lists as described by the categories below: | | | | | | | | | |
| ☑ Registered community organization list ☑ Adjoining property owners list ☑ Municipalities within one mile list This list is valid for 180 days from the date refundated mailing list if notifications are not sent within this property is located on WSSC Grid: 2041 | n 180 days. | 36 115 3 ats shall obtain an | | | | | | | |
| | Helen Smith | | | | | | | | |
| | Development Rev | riew Division Staff | | | | | | | |

NOTE: Copy of this form must be included with Application submittal package.

The Maryland-National Capital Park & Planning Commission Results

Prince George's County Planning Department

Date: 2/23/2021 Time: 5:56:46 PM

Total Record(s): 115

| Layer Name | ACCOUNT LOT | BLOCK | PARCEL | PLAT PROPERTY_DESC | HOUSE_NL1 |
|------------|-----------------------|---------------|---------------|---|-----------|
| Property | 1453042 <null></null> | <null></null> | <null></null> | 13116058 PARCEL D | 7474 • |
| Property | 5580326 <null></null> | <null></null> | <null></null> | 13244089 PLAT 1 PT PARCEL E4 COMMON AREA PER PLAT | ٥٠ |
| Property | 1460781 <null></null> | <null></null> | <null></null> | 13143052 PARCEL K | 2500 • |
| Property | 3610326 <null></null> | <null></null> | <null></null> | 13201013 PT PAR G RW#394-3 (.22A DFR TO PG CO RDS 05) | 3101 • |
| Property | 3082260 <null></null> | <null></null> | <null></null> | 13178074 PARCEL B | 7501 · |
| Property | 3853389 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 6922 • |
| Property | 3853025 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 2505 • |
| Property | 3853892 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 2606 • |
| Property | 3853421 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 6930 ⋅ |
| Property | 3853181 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 6882 • |
| Property | 3853512 <null></null> | <nuli></nuli> | <null></null> | 13219028 <null></null> | 6948 • |
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| Property | 3853413 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 6928 • |
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| Property | 3853066 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 2501 · |
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| Property | 3853306 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 6906 ⋅ |
| Property | 3853561 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 6958 ⋅ |
| Property | 3853108 <null></null> | <null></null> | <null></null> | 13219028 UNIT 6866 | 6866 ⋅ |
| Property | 3853348 <null></null> | <null></null> | <null></null> | 13219028 UNIT 6914 | 6914 · |
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| Property | 3853744 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 2502 • |
| Property | 3853017 <null></null> | <null></null> | <null></null> | 13219028 UNIT 2505A | 2505 • |
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| Property | 3853033 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 2507 • |
| Property | 3853967 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 2616 · |
| Property | 3852969 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 2511 • |
| Property | 3853678 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 6980 • |
| Property | 3853603 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 6966 • |
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| Property | 3853595 <null></null> | <null></null> | <null></null> | 13219028 <null></null> | 6964 • |
| | | | | | |

| Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property | Property |
|-----------------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|------------------------|------------------------|------------------------|
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| <null></null> | <nul>Null</nul> | <null></null> <null></null> | <null></null> | <null></null> |
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| Property Property Property Property | Property Property Property | Property Property Property | Property Property Property | Property Property Property | Property Property Property Property Property |
|---|--|--|--|--|--|
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| <pre><pre><pre><pre><pre><pre><pre><pre></pre></pre></pre></pre></pre></pre></pre></pre> | 4null> | Anully | \$null> | <pre> </pre> </pre> </pre></pre></pre></pre></pre></pre></pre></pre> | Anully Chully |
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| 2514 · 6986 · 6888 · 2608 · | 6972 · 6864 · 6942 · | 2608 · 6878 · 2518 · | 2610 · 6976 · 6862 · | 2513 · 6938 · 6896 · | 6874 · 2600 · 6944 · 6880 · 2618 · |

| STREET_NAME | STREET_T | Y STREET_D | I CONDO | _UI CITY | ZIP5 | MAIL | OWNER_NAME |
|--------------|----------|---------------|---------------|-----------------|-------|------|---------------------------------|
| LANDOVER | RD | <null></null> | <null></null> | HYATTSVILLE | 20785 | 0 | JENKINS BELVA J |
| DUVALL RIDGE | RD | <null></null> | <null></null> | HYATTSVILLE | 20785 | i | RIDGES AT LANDOVER METRO |
| KENT TOWN | PL | <null></null> | W-157 | HYATTSVILLE | 20785 | 0 | KENT VILLAGE LTD PARTNERSHIP |
| 75TH | AVE | <null></null> | <null></null> | HYATTSVILLE | 20785 | 1 | GLENMORE ASSOC LTD PTNSHP |
| LANDOVER | RD | <null></null> | <null></null> | HYATTSVILLE | 20785 | 1 | STADIUM STATION LLC |
| HAWTHORNE | ST | <null></null> | 69 | 22 HYATTSVILLE | 20785 | 0 | LEAVY RICHARD B |
| KENT TOWN | PL | <null></null> | 2505B | HYATTSVILLE | 20785 | 0 | PEREZ JAIME A ETAL |
| KENT VILLAGE | DR | <null></null> | 26 | 06 HYATTSVILLE | 20785 | 0 | RESTORATION CPTL LLC PRFT SH PL |
| HAWTHORNE | ST | <null></null> | 69 | 30 HYATTSVILLE | 20785 | 0 | TIANPU INVEST LLC |
| HAWTHORNE | ST | <null></null> | 68 | 882 HYATTSVILLE | 20785 | 0 | QUEEN QUEEN E |
| HAWTHORNE | ST | <null></null> | 69 | 948 HYATTSVILLE | 20785 | 0 | GAYLE ADRIAN |
| KENT TOWN | PL | <null></null> | 2501A | HYATTSVILLE | 20785 | 0 | PACE INDRA J |
| KENT VILLAGE | DR | <null></null> | 25 | 08 HYATTSVILLE | 20785 | 0 | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE | ST | <null></null> | 68 | 886 HYATTSVILLE | 20785 | 0 | MURRELL TIFFANY |
| HAWTHORNE | ST | <null></null> | 69 | 28 HYATTSVILLE | 20785 | 0 | CLARKE GEORGE |
| KENT VILLAGE | DR | <null></null> | 2504A | HYATTSVILLE | 20785 | 0 | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE | ST | <nuli></nuli> | 69 | 52 HYATTSVILLE | 20785 | 1 | SIGMA HOUSING LLC |
| KENT TOWN | PL | <null></null> | 2501B | HYATTSVILLE | 20785 | 0 | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE | ST | <nuil></nuil> | 69 | 60 HYATTSVILLE | 20785 | 0 | ELFASI URI |
| HAWTHORNE | ST | <null></null> | 69 | 20 HYATTSVILLE | 20785 | 0 | SENOJ I LLC |
| HAWTHORNE | ST | <null></null> | 69 | 18 HYATTSVILLE | 20785 | 1 | ZEIGLER MENIA |
| HAWTHORNE | ST | <nuil></nuil> | 69 | 906 HYATTSVILLE | 20785 | 0 | CUGINI LLC |
| HAWTHORNE | ST | <null></null> | 69 | 58 HYATTSVILLE | 20785 | 0 | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE | ST | <null></null> | 68 | 866 HYATTSVILLE | 20785 | 0 | BALILE SEAN |
| HAWTHORNE | ST | <null></null> | 69 | 14 HYATTSVILLE | 20785 | 0 | ELFASI URI |
| KENT VILLAGE | DR | <null></null> | 25 | 500 HYATTSVILLE | 20785 | 0 | GILCHRIST KAYE |

| HAWTHORNE | ST | <null></null> | 6926 HYATTSVILLE | 20785 O | PEREZ JAIME A |
|------------------|----|---------------|-------------------|---------|---------------------------|
| HAWTHORNE | ST | <null></null> | 6904 HYATTSVILLE | 20785 I | SIGMA HOUSING LLC |
| KENT VILLAGE | DR | <null></null> | 2514A HYATTSVILLE | 20785 O | SENOJ 5 LLC |
| KENT TOWN | PL | <null></null> | 2515B HYATTSVILLE | 20785 I | RC INCOME FUND LLC |
| HAWTHORNE | ST | <null></null> | 6932 HYATTSVILLE | 20785 O | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE | ST | <null></null> | 6900 HYATTSVILLE | 20785 O | ESPINAL LEONEL E |
| HAWTHORNE | ST | <null></null> | 6954 HYATTSVILLE | 20785 I | SIGMA HOUSING LLC |
| HAWTHORNE | ST | <null></null> | 6872 HYATTSVILLE | 20785 O | UDESHI DHARMEN K ETAL |
| HAWTHORNE | ST | <null></null> | 6970 HYATTSVILLE | 20785 1 | RC INCOME FUND LLC |
| HAWTHORNE | ST | <null></null> | 6978 HYATTSVILLE | 20785 O | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE | ST | <null></null> | 6868 HYATTSVILLE | 20785 O | MBAKU CHRISTOPHER Y ETAL |
| KENT VILLAGE | DR | <null></null> | 2502 HYATTSVILLE | 20785 | SIGMA HOUSING LLC |
| KENT TOWN | PL | <null></null> | 2505A HYATTSVILLE | 20785 1 | HIDALGO ISABEL |
| KENT VILLAGE | DR | <null></null> | 2602B HYATTSVILLE | 20785 1 | LOHRI MICHAEL |
| HAWTHORNE | ST | <null></null> | 6934 HYATTSVILLE | 20785 O | JOHNSON DANIELLE F |
| HAWTHORNE | ST | <null></null> | 6950 HYATTSVILLE | 20785 I | SIGMA HOUSING LLC |
| KENT TOWN | PL | <null></null> | 2521 HYATTSVILLE | 20785 O | HIGHLAND THS LANDOVER LLC |
| KENT VILLAGE | DR | <null></null> | 2602A HYATTSVILLE | 20785 I | AGUILAR KEVIN ALEXANDER |
| HAWTHORNE | ST | <null></null> | 6990 HYATTSVILLE | 20785 O | JOHNSON QUYNN |
| KENT TOWN | PL | <null></null> | 2507A HYATTSVILLE | 20785 O | OLUAYENI FOLUSHO F |
| KENT VILLAGE | DR | <null></null> | 2616 HYATTSVILLE | 20785 O | HIGHLAND THS LANDOVER LLC |
| KENT TOWN | PL | <null></null> | 2511A HYATTSVILLE | 20785 O | TIANPU INVEST LLC |
| HAWTHORNE | ST | <null></null> | 6980 HYATTSVILLE | 20785 O | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE | ST | <null></null> | 6966 HYATTSVILLE | 20785 O | JEFFERSON VALERIE T |
| HAWTHORNE | ST | <null></null> | 6982 HYATTSVILLE | 20785 O | ELFASI URI |
| HAWTHORNE | ST | <null></null> | 6892 HYATTSVILLE | 20785 O | ALEXANDER ANN |
| KENT VILLAGE | DR | <null></null> | 2612 HYATTSVILLE | 20785 O | BOLLINI ANNA M |
| KENT TOWN | PL | <null></null> | 2509 HYATTSVILLE | 20785 I | THOU HOMES INVESTMENT LLC |
| HAWTHORNE | ST | <null></null> | 6912 HYATTSVILLE | 20785 O | LEAVY RICHARD B |
| HAWTHORNE | ST | <null></null> | 6894 HYATTSVILLE | 20785 O | ISOLYN ASSOCIATES LLC |
| KENT VILLAGE | DR | <null></null> | 2510 HYATTSVILLE | 20785 O | SENOJ 6 LLC |
| KENT TOWN | PL | <null></null> | 2519A HYATTSVILLE | 20785 I | ROGERS PIERRE |
| HAWTHORNE | ST | <null></null> | 6870 HYATTSVILLE | 20785 O | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE | ST | <null></null> | 6964 HYATTSVILLE | 20785 O | SLIWKA PAUL J |

| HANGILODNIC CT will CODA INATTORILE | 20785 O | |
|---|---------|---------------------------|
| HAWTHORNE ST <null> 6924 HYATTSVILLE</null> | 20/03 0 | WALTERS JESSICA V |
| KENT VILLAGE DR <null> 2512 HYATTSVILLE</null> | 20785 O | BOLLINI ANNA M |
| KENT TOWN PL <null> 2507B HYATTSVILLE</null> | 20785 O | CRAWFORD JAMAR ETAL |
| HAWTHORNE ST <null> 6908 HYATTSVILLE</null> | 20785 O | CRICHLOWEBERHARDT BETTY |
| HAWTHORNE ST <null> 6984 HYATTSVILLE</null> | 20785 O | COX LAKISH K |
| HAWTHORNE ST <null> 6884 HYATTSVILLE</null> | 20785 I | BRANCH PAUL |
| KENT VILLAGE DR <null> 2614B HYATTSVILLE</null> | 20785 O | RAZJOUYAN FATEMEH ETAL |
| KENT TOWN PL <null> 2503B HYATTSVILLE</null> | 20785 I | WASHINGTON MARCELL |
| KENT VILLAGE DR <null> 2504B HYATTSVILLE</null> | 20785 O | CARTER NATHANIEL JR |
| HAWTHORNE ST <null> 6916 HYATTSVILLE</null> | 20785 O | LANGFORD DEVAN |
| HAWTHORNE ST <null> 6936 HYATTSVILLE</null> | 20785 I | UGBOAJA MERCY |
| KENT TOWN PL <null> 2503A HYATTSVILLE</null> | 20785 O | CROCKETT LASHON |
| KENT VILLAGE DR <null> 2506 HYATTSVILLE</null> | 20785 O | OKE TEMITOPE O |
| KENT TOWN PL <null> 2517B HYATTSVILLE</null> | 20785 I | SANDERS CHERREE |
| HAWTHORNE ST <null> 6946 HYATTSVILLE</null> | 20785 O | COOPER JUSTIN |
| HAWTHORNE ST <null> 6902 HYATTSVILLE</null> | 20785 O | SENOJ 6 LLC |
| HAWTHORNE ST <null> 6962 HYATTSVILLE</null> | 20785 O | ELFASI URI A |
| HAWTHORNE ST <null> 6876 HYATTSVILLE</null> | 20785 I | RC INCOME FUND LLC |
| HAWTHORNE ST <null> 6910 HYATTSVILLE</null> | 20785 O | ISLAM SYED ASHFAKUL |
| KENT TOWN PL <null> 2519B HYATTSVILLE</null> | 20785 O | ISOLYN AND ASSOCIATES LLC |
| KENT VILLAGE DR <null> 2516 HYATTSVILLE</null> | 20785 O | SENOJ 5 LLC |
| HAWTHORNE ST <null> 6968 HYATTSVILLE</null> | 20785 O | ELFASI URI |
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| HAWTHORNE ST <null> 6890 HYATTSVILLE</null> | 20785 O | SENOJ 5 LLC |
| KENT VILLAGE DR <null> 2614A HYATTSVILLE</null> | 20785 O | CORLEY RALPH JR ETAL |
| HAWTHORNE ST <null> 6898 HYATTSVILLE</null> | 20785 O | TESHOME GETACHEW |
| HAWTHORNE ST <null> 6956 HYATTSVILLE</null> | 20785 O | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE ST <null> 6940 HYATTSVILLE</null> | 20785 O | TOLBERT LINDA J |
| KENT TOWN PL <null> 2511B HYATTSVILLE</null> | 20785 I | SIMPSON WILLIAM |
| KENT TOWN PL <null> 2515A HYATTSVILLE</null> | 20785 O | JACKSON TARYN |
| HAWTHORNE ST <null> 6860 HYATTSVILLE</null> | 20785 O | BROWN JENNI |
| KENT VILLAGE DR <null> 2604 HYATTSVILLE</null> | 20785 O | BULLOCK DONNELL |
| HAWTHORNE ST <null> 6974 HYATTSVILLE</null> | 20785 O | HIGHLAND THS LANDOVER LLC |

| HAWTHORNE | ST | <null></null> | 687 | 4 HYATTSVILLE | 20785 O | STAFFORD LISA S |
|--------------|----|---------------|-------|---------------|---------|--------------------------------|
| KENT VILLAGE | DR | <nuil></nuil> | 260 | HYATTSVILLE | 20785 I | ASAGWARA OBINZE SUNDAY |
| HAWTHORNE | ST | <null></null> | 694 | 4 HYATTSVILLE | 20785 O | PIFEROEN JENS |
| HAWTHORNE | ST | <null></null> | 688 | HYATTSVILLE | 20785 I | THOU HOME INVESTMENT LLC |
| KENT VILLAGE | DR | <null></null> | 261 | B HYATTSVILLE | 20785 O | HILL ALRETA S |
| KENT TOWN | PL | <null></null> | 251 | B HYATTSVILLE | 20785 O | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE | ST | <null></null> | 693 | B HYATTSVILLE | 20785 O | OHENE ASANTE NANA K |
| HAWTHORNE | ST | <null></null> | 689 | 5 HYATTSVILLE | 20785 O | GUEVARA JOSE J A ETAL |
| KENT VILLAGE | DR | <null></null> | 261 | HYATTSVILLE | 20785 I | SIGMA HOUSING LLC |
| HAWTHORNE | ST | <null></null> | 697 | 6 HYATTSVILLE | 20785 O | AC 6976 LLC |
| HAWTHORNE | ST | <nuli></nuli> | 686 | 2 HYATTSVILLE | 20785 O | TESHOME GETACHEW |
| KENT VILLAGE | DR | <null></null> | 2608A | HYATTSVILLE | 20785 I | LYNX INVESTMENT LLC |
| HAWTHORNE | ST | <null></null> | 687 | B HYATTSVILLE | 20785 O | ELFASI URI |
| KENT VILLAGE | DR | <null></null> | 251 | B HYATTSVILLE | 20785 O | SENOJ 6 LLC |
| HAWTHORNE | ST | <nuil></nuil> | 697 | 2 HYATTSVILLE | 20785 O | HIGHLAND THS LANDOVER LLC |
| HAWTHORNE | ST | <null></null> | 686 | 4 HYATTSVILLE | 20785 I | THOU BUNTHOEUN |
| HAWTHORNE | ST | <null></null> | 694 | 2 HYATTSVILLE | 20785 O | RESTORATION CAPITAL LLC PROFIT |
| KENT VILLAGE | DR | <null></null> | 2514B | HYATTSVILLE | 20785 I | SIGMA HOUSING LLC |
| HAWTHORNE | ST | <null></null> | 698 | 6 HYATTSVILLE | 20785 O | FRYAR TINA |
| HAWTHORNE | ST | <null></null> | 688 | B HYATTSVILLE | 20785 I | RC INCOME FUND LLC |
| KENT VILLAGE | DR | <null></null> | 2608B | HYATTSVILLE | 20785 O | HIGHLAND THS LANDOVER LLC |
| | | | | | | |

| ICO_NAME | MAIL_STREET | MAIL_CITY | MAIL_STAT MA | AIL_ZIP5 MAIL_ZIP4 |
|-----------------------|------------------------------|------------------|--------------|---------------------|
| <null></null> | 7474 LANDOVER RD | HYATTSVILLE | MD | 20785 <null></null> |
| SFMC INC AAMC | 9464 INNOVATION DR | MANASSAS | VA | 20110 0 |
| <null></null> | 7007 HEATHERHILL RD | BETHESDA | MD | 20817 4617 |
| HAI MANAGEMENT INC | 10220 OLD COLUMBIA RD STE M | COLUMBIA | MD | 21046 0 |
| KELLY BEACHELL GASNER | PO BOX 471380 | DISTRICT HEIGHTS | MD | 20753 <null></null> |
| <null></null> | 1501 HIGHLAND DR | SILVER SPRING | MD | 20910 <null></null> |
| <nuil></nuil> | 1005 TOTTENHAM CT | STERLING | VA | 20164 0 |
| <null></null> | 42637 BRADFORDS TELEGRAPH CT | CHANITLLY | VA | 20152 <null></null> |
| <null></null> | PO BOX 59657 | POTOMAC | MD | 20859 <null></null> |
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| <null></null> | 206 RIGGS RD | WASHINGTON | DC | 20011 <null></null> |
| UNIT 6918 | 6918 HAWTHORNE ST | LANDOVER | MD | 20785 <null></null> |
| <null></null> | 605 FARMHURST RD | PIKESVILLE | MD | 21208 <null></null> |
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| <null></null> | 2850 ROSEMARY LN | FALLS CHURCH | VA | 22042 <null></null> |
| <null></null> | 8912 FALLS FARM DR | POTOMAC | MD | 20854 2894 |
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| <null></null> | PO BOX 481 | STERLING | VA | 20167 <null></null> |
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| STE 281 | 938 E SWAN CREEK RD | FORT WASHINGTON | MD | 20744 <null></null> |
| <null></null> | 206 RIGGS RD NE | WASHINGTON | DC | 20011 <null></null> |
| SUITE 1100 | 4000 LEGATO RD | FAIRFAX | VA | 22033 0 |
| <null></null> | 5504 GROVE ST | CHEVY CHASE | MD | 20815 <null></null> |
| <null></null> | 2404 ARTESIAN LN | BOWIE | MD | 20716 <null></null> |
| STE 281 | 938 E SWAN CREEK RD | FORT WASHINGTON | MD | 20744 <null></null> |
| <null></null> | 6872 HAWTHORNE ST | LANDOVER | MD | 20785 <null></null> |
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| <null></null> | 7003 CIPRIANO RD | LANHAM | MD | 20706 <null></null> |
| STE 281 | 938 E SWAN CREEK RD' | FORT WASHINGTON | MD | 20744 <null></null> |
| UNIT A | 2505 KENT TOWN PL | LANDOVER | MD | 20785 <null></null> |
| UNIT 2602B | 2602 KENT VILLAGE DR | HYATTSVILLE | MD | 20785 <null></null> |
| <null></null> | 421 GARRETT A MORGAN BLVD | HYATTSVILLE | MD | 20785 <null></null> |
| STE 281 | 938 E SWAN CREEK RD | FORT WASHINGTON | MD | 20744 <null></null> |
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| UNIT A | 2602 KENT VILLAGE DR | LANDOVER | MD | 20785 <null></null> |
| <null></null> | 6990 HAWHORNE ST | LANDOVER | MD | 20785 0 |
| <null></null> | 8501 HALLIE ROSE PL | ALEXANDRIA | VA | 22309 4519 |
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| <null></null> | PO BOX 59657 | POTOMAC | MD | 20859 <null></null> |
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| <null></null> | 6966 HAWTHORNE ST | LANDOVER | MD | 20785 3447 |
| <nuli></nuli> | 8912 FALLS FARM DR | POTOMAC | MD | 20854 <null></null> |
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| <null></null> | 2612 KENT VILLAGE DR | LANDOVER | MD | 20785 <null></null> |
| SUITE 233 | 4094 MAJESTIC LN | FAIRFAX | VA | 22033 <null></null> |
| <null></null> | 1501 HIGHLAND DR | SILVER SPRING | MD | 20910 <null></null> |
| <null></null> | P O BOX 835 | CLINTON | MD | 20735 <null></null> |
| <null></null> | 206 RIGGS RD NE | WASHINGTON | DC | 20011 <null></null> |
| UNIT A | 2519 KENT TOWN PL | LANDOVER | MD | 20785 0 |
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| <null></null> | 4723 MORNING GLORY TRL | BOWIE | MD | 20720 4243 |
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| <null></null> | 9632 GLASSY CREEK WAY | UPPER MARLBORO | MD | 20772 3989 |
| <null></null> | 824 OTIS PL NW | WASHINGTON | DC | 20010 <null></null> |
| <null></null> | 9502 BAYMAR CT | CLINTON | MD | 20735 <null></null> |
| <null></null> | 5505 44TH AVE | HYATTSVILLE | MD | 20781 <null></null> |
| <null></null> | 6984 HAWTHORNE ST | LANDOVER | MD | 20785 3447 |
| UNIT 6884 | 6884 HAWTHORNE ST | LANDOVER | MD | 20785 <null></null> |
| <null></null> | 4722 MINOR CIR | ALEXANDRIA | VA | 22312 <null></null> |
| UNIT 2503B | 2503 KENT TOWN PL | LANDOVER | MD | 20785 3478 |
| <null></null> | 9514 BARTON OAKS CT | UPPER MARLBORO | MD | 20772 <null></null> |
| <null></null> | 6916 HAWTHORNE ST | LANDOVER | MD | 20785 3447 |
| UNIT 7 2 | 13502 LORD STERLING PL | UPPER MARLBORO | MD | 20772 <null></null> |
| <null></null> | 5802 EASTPINE DR | RIVERDALE | MD | 20737 <null></null> |
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| UNIT 2517 B | 2517 KENT TOWN PL | LANDOVER | MD | 20785 3473 |
| <null></null> | 6946 HAWTHORNE ST | LANDOVER | MD | 20785 3447 |
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| SUITE 1100 | 4000 LEGATO RD | FAIRFAX | VA | 22033 0 |
| <null></null> | 6170 HOWELLS RD | ALEXANDRIA | VA | 22310 <null></null> |
| <null></null> | PO BOX 835 | CLINTON | MD | 20735 <null></null> |
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| <null></null> | 2614 KENT VILLAGE DR | LANDOVER | MD | 20785 <null></null> |
| <nuil></nuil> | 4965 ELLIS LN | ELLICOTT CITY | MD | 21043 <null></null> |
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| <null></null> | 13723 HEBRON LN | UPPER MARLBORO | MD | 20774 <null></null> |
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| <null></null> | 10811 EASTLAND CIR | UPPER MARLBORO | MD | 20772 0 |
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| UNIT 2600 | 2600 KENT VILLAGE DR | LANDOVER | MD | 20785 <null></null> |
| <null></null> | 6944 HAWTHORNE ST | LANDOVER | MD | 20785 3447 |
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| <nuli></nuli> | 6804 CARROLL WAY | UPPER MARLBORO | MD | 20772 3934 |
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| STE 281 | 938 E SWAN CREEK RD | FORT WASHINGTON | MD | 20744 <null></null> |
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| <null></null> | 4965 ELLIS LN | ELLICOT CITY | MD | 21043 <null></null> |
| STE 109 | 3810 LIGHTFOOT ST | CHANTILLY | VA | 20151 <null></null> |
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| <null></null> | 42637 BRADFORDS TELEGRAPH CT | CHANTILLY | VA | 20152 <null></null> |
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| <null></null> | 6305 SUMMERHILL RD | TEMPLE HILLS | MD | 20748 <null></null> |
| SUITE 1100 | 4000 LEGATO RD | FAIRFAX | VA | 22033 0 |
| <null></null> | 5504 GROVE ST | CHEVY CHASE | MD | 20815 <null></null> |
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The Maryland-National Capital Park & Planning Commission Results Prince George's County Planning Department

Date: 2/23/2021 Time: 5:53:51 PM

Total Record(s): 36

| | | | 773 |
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| | • - | | 490 |
| | | | 779 |
| | | | 788 |
| | | | 731 |
| | • = | | 598 |
| | | | 336 |
| | | | 717 |
| | | | 99 |
| | | | 733 |
| | • • | | 484 |
| | | | 165 |
| | • - | 2 | 661 |
| | 238 Polygon | | 238 |
| 522 | 754 Polygon | 141 | 754 |
| 432 | | 138 | 723 |
| 520 | 655 Polygon | 88 | 655 |
| 421 | 740 Polygon | 133 | 740 |
| 420 | 688 Polygon | 9 | 688 |
| 423 | 505 Polygon | 60 | 505 |
| 419 | 701 Polygon | 73 | 701 |
| 461 | 502 Polygon | 42 | 502 |
| 500 | 719 Polygon | 158 | 719 |
| 442 | 703 Polygon | 95 | 703 |
| 587 | 761 Polygon | 147 | 761 |
| 602 | 473 Polygon | 23 | 473 |
| 617 | 208 Polygon | 50 | 208 |
| 625 | 709 Polygon | 148 | 709 |
| 626 | | 86 | 741 |
| 938 | 764 Polygon | 107 | 764 |
| 1656 | 776 Polygon | 164 | 776 |
| 2045 | 757 Polygon | 163 | 757 |
| 2044 | 707 Polygon | 143 | 707 |
| 2058 | 231 Polygon | 10 | 231 |
| 2073 | 735 Polygon | 130 | 735 |
| 2043 | 107 Polygon | 22 | 107 |
| | ARCDBA. A 1612 1672 1674 2410 418 501 413 499 416 502 439 437 433 415 522 432 520 421 420 423 419 461 500 442 587 602 617 625 626 938 1656 2045 2044 2058 2073 | ARCDBA. ARCDB/ARCDBA.R 1612 773 Polygon 1674 779 Polygon 2410 788 Polygon 418 731 Polygon 501 598 Polygon 413 336 Polygon 416 99 Polygon 439 484 Polygon 437 165 Polygon 433 661 Polygon 433 661 Polygon 435 238 Polygon 432 723 Polygon 432 723 Polygon 520 655 Polygon 421 740 Polygon 420 688 Polygon 421 740 Polygon 420 688 Polygon 421 740 Polygon 423 505 Polygon 420 688 Polygon 500 719 Polygon 401 502 Polygon 500 719 Polygon 500 719 Polygon 602 473 Polygon 602 473 Polygon 602 473 Polygon 602 473 Polygon 604 704 Polygon 605 709 Polygon 606 741 Polygon 607 708 Polygon 608 709 Polygon 609 709 Polygon 609 709 Polygon 600 709 Polygon 600 709 Polygon 601 708 Polygon 602 709 Polygon 603 709 Polygon 604 707 Polygon 2045 757 Polygon 2046 707 Polygon 2058 231 Polygon | 1672 490 Polygon 38 1674 779 Polygon 6 2410 788 Polygon 87 418 731 Polygon 151 501 598 Polygon 68 413 336 Polygon 11 499 717 Polygon 156 416 99 Polygon 21 502 733 Polygon 129 439 484 Polygon 36 437 165 Polygon 43 433 661 Polygon 2 415 238 Polygon 51 522 754 Polygon 141 432 723 Polygon 138 520 655 Polygon 88 421 740 Polygon 9 423 505 Polygon 9 423 505 Polygon 60 419 701 Polygon 73 461 502 Polygon 42 500 719 Polygon 95 587 761 Polygon 95 587 761 Polygon 23 617 208 Polygon 50 625 709 Polygon 50 625 709 Polygon 148 626 741 Polygon 163 2044 707 Polygon 163 2044 707 Polygon 163 2044 707 Polygon 163 2058 231 Polygon 10 2073 735 Polygon 10 |

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| == | | | |
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| ARCDBA.CMS_COMS_DB.ORGANIZATION_NAME | / AR | RCDBA.CN | |
| WOODMORE NORTH HOMEOWNERS ASSOCIATION | < | 1296 | |
| WILLOW GROVE CITIZENS ASSOCIATION | < <n< td=""><td>ull></td><td></td></n<> | ull> | |
| ARDMORE SPRINGDALE CIVIC ASSOCIATION | < | 9801 | |
| GABRIEL'S RUN HOA | < | 12207 | |
| ENTERPRISE ESTATES CIVIC ASSOCIATION | < | 11704 | |
| VILLAGE AT COLLINGTON CONDOMINIUM | < | 12200 | |
| RANDOLPH VILLAGE CIVIC ASSOCIATION | < | 8422 | |
| GLENSFORD CONDOMINIUM | < | 6915 | |
| COALITION OF CENTRAL PGC COMMUNITY ASSOCIATIONS | < | 708 | |
| SILVERBROOK HOMEOWNERS ASSOCIATION | < | 4900 | |
| LANDOVER REVITALIZATION COALITION | < <n< td=""><td>ull></td><td></td></n<> | ull> | |
| GLENARDEN CIVIC ASSOCIATION | < | 900 | |
| PALMER PARK CITIZENS ASSOCIATION | < | 1920 | |
| LANHAM STATION AREA CITIZENS ASSOCIATION | < | 5308 | |
| BRIGHTON PLACE HOMEOWNERS ASSOCIATION | < | 12200 | |
| GLENARDEN TOWNS HOMEOWNERS ASSOCIATION | < | 2200 | |
| 4TH WARD CIVIC ASSOCIATION (TOWN OF CHEVERLY) | < | 1709 | |
| GLENN ESTATES HOMEOWNERS ASSOCIATION | < <n< td=""><td>ull></td><td></td></n<> | ull> | |
| BLADENWOODS CONDOMINIUMS | < | 5211 | |
| CHEVERLY RECREATION COUNCIL | < | 3012 | |
| PROGRESSIVE CHEVERLY | < | 3020 | |
| LAKEVIEW HOMEOWNERS ASSOCIATION | < | 11018 | |
| LLG RECREATION ASSOCIATION | < | 6915 | |
| SENIORS R US | < | 1918 | |
| LEWISDALE CITIZENS' ASSOCIATION | < | 6613 | |
| VISTA ESTATES WEST HOMEOWNERS ASSOCIATION | < | 1296 | |
| HOLMEHURST SOUTH CIVIC ASSOCIATION | < | 4523 | |
| WILLOW WOOD ESTATES CIVIC ASSOCIATION | < | 10205 | |
| PALISADES HOMEOWNERS ASSOCIATION | < | 14106 | |
| CENTENNIAL VILLAGE HOA | < | 400 | |
| GREATER CAPITOL HEIGHTS IMPROVEMENT CORPORATION INC. | < | 415 | |
| HYNESBORO PARK GREENWOOD FOREST NEIGHBORHOOD ASSOCIATION | < | 9214 | |
| CARSONDALE CIVIC ASSOCIATION | < | 9007 | |
| LAKE ARBOR CIVIC ASSOCIATION | < | 12138 | |
| RADIANT VALLEY CIVIC ASSOCIATION | < | 6821 | |
| COLUMBIA PARK CIVIC ASSOCIATION | < | 1616 | |

ARCDBA.CMS_COMS_DB.STREET_ ARCDBA.CMS_COMS_DB.STREET_LINE_2

CRONSON BLVD #4284
P. O. BOX 310 <null>
APOLLO DRIVE #7377
JUSTICE PLACE <null>
WHITTIER ROAD <null>

TECH ROAD C/O TIDEWATER PROPERTY MGMT, #325

DUNBAR AVENUE <null> LAUREL BOWIE ROAD **SUITE 101 QUARRY AVENUE** <null> **FOREST CREEK COURT** <null> P.O.BOX 1643 <null> **SMITHVIEW PLACE** <null> **RAY LEONARD ROAD** <null> **LANHAM STATION ROAD** <null> **TECH ROAD SUITE 325**

DEFENSE HIGHWAY C/O SENTRY MANAGEMENT, SUITE 405

62ND AVENUE <null>

P.O. BOX 893 C/O FRONT STREET MANAGEMENT-TIMOTHY SMITH

NEWTON STREET #303
PARK WAY <null>
PARK WAY <null>
LAKE VICTORIA LANE <null>
LAUREL BOWIE ROAD SUITE 101
GOLDEN MORNING DRIVE <null>
22ND PLACE <null>

CRONSON BLVD. C/O CASTER MANAGEMENT, LLC, #4284

WOODGATE WAY <null>
BALD HILL ROAD <null>

JONES BRIDGE ROAD C/O ANDREA CLARK-CHAMBERS MGMT

SERENDIPITY DRIVE <null>
ZELMA AVENUE <null>
5TH STREET <null>
WALLACE ROAD <null>
CENTRAL AVENUE #305
BARTON ROAD <null>
EAST WASHINGTON AVENUE <null>

| ARCDBA.CMS COMS DB.C | CI' ARCDBA.CI' AR | CDBA.CI ARCI | DBA.CN | ARCDBA.CMS_COMS_DB.REGISTRATION_DATE |
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| CROFTON | MD | 21114 | 226 | 10/5/2018 |
| GLENN DALE | MD | 20769 | 50 | 1/12/2004 |
| LARGO | MD | 20792 | 45 | 10/31/2019 |
| GLENN DALE | MD | 20769 | 104 | 11/19/2020 |
| BOWIE | MD | 20721 | 410 | 9/17/2014 |
| SILVER SPRING | MD | 20904 | 80 | 9/1/2007 |
| HYATTSVILLE | MD | 20785 | 75 | 1/4/2007 |
| BOWIE | MD | 20715 | 400 | 3/11/2014 |
| CAPITOL HEIGHTS | MD | 20743 | 17 | 6/30/2003 |
| BOWIE | MD | 20720 <nul< td=""><td>l></td><td>11/17/2014</td></nul<> | l> | 11/17/2014 |
| HYATTSVILLE | MD | 20785 | 10 | 12/20/2004 |
| UPPER MARLBORO | MD | 20774 | 146 | 6/6/2008 |
| HYATTSVILLE | MD | 20785 | 11 | 5/14/2009 |
| LANHAM | MD | 20706 | 175 | 4/28/2005 |
| SILVER SPRING | MD | 20904 | 126 | 11/17/2016 |
| CROFTON | MD | 21114 | 33 | 4/10/2014 |
| HYATTSVILLE | MD | 20785 | 100 | 2/19/2009 |
| LANHAM | MD | 20703 | 7 | 3/31/2016 |
| BLADENSBURG | MD | 20710 | 172 | 10/4/2010 |
| HYATTSVILLE | MD | 20785 | 12 | 4/1/2004 |
| HYATTSVILLE | MD | 20785 | 100 | 12/5/2011 |
| BOWIE | MD | 20720 <nul< td=""><td>!></td><td>1/13/2004</td></nul<> | !> | 1/13/2004 |
| BOWIE | MD | 20715 | 672 | 3/11/2014 |
| BOWIE | MD | 20721 | 36 | 1/30/2012 |
| HYATTSVILLE | MD | 20782 | 175 | 10/10/2017 |
| CROFTON | MD | 21114 | 135 | 1/12/2005 |
| BOWIE | MD | 20720 | 100 | 5/7/2008 |
| BOWIE | MD | 20721 | 59 | 8/28/2012 |
| UPPER MARLBORO | MD | 20774 | 136 | 5/26/2016 |
| MILLERSVILLE | MD | 21108 | 5 | 3/6/2018 |
| CAPITOL HEIGHTS | MD | 20743 | 1 | 5/2/2019 |
| LANHAM | MD | 20706 | 20 | 8/10/2017 |
| LANHAM | MD | 20706 | 40 | 6/20/2012 |
| BOWIE | MD | 20721 | 3000 | 9/11/2003 |
| HYATTSVILLE | MD | 20784 | 58 | 2/6/2015 |

20785

45 6/15/2003

HYATTSVILLE

MD

The Maryland-National Capital Park & Planning Commission Results

Prince George's County Planning Department

Date: 2/23/2021 Time: 5:52:10 PM

Total Record(s): 3

| Layer_Name | OBJECTI NAME | MUNIC DA | MS_OFFICIALS_NAME | TITLE |
|---------------------------|---------------------|----------|----------------------|-------|
| Municipal One Mile Buffer | 2095 GLENARDEN | 87 | 87 Edward Estes | Mayor |
| Municipal One Mile Buffer | 2103 LANDOVER HILLS | 89 | 89 Jeffrey Schomisch | Mayor |
| Municipal One Mile Buffer | 2104 CHEVERLY | 80 | 80 Laila E. Riazi | Mayor |

| ADDRESS | CITY | ZIP_CODE EXECUTIVE | EXEC_TERN | ACREAGE | BUFF_DIST |
|------------------------|----------------|--------------------|-----------|----------|-----------|
| 8600 Glenarden Parkway | Glenarden | 20706 Elected | 5/1/2021 | 6697.271 | 5280 |
| 6904 Taylor Street | Landover Hills | 20784 Elected | 5/1/2023 | 4896.855 | 5280 |
| 6401 Forest Road | Cheverly | 20785 Elected | 5/1/2021 | 6494.328 | 5280 |
| | | | | | |

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| ORIG_FID SHAPE | TELEPHONE | EMAIL | SHAPE.ARE SHAPE.LEN |
|----------------|--------------|-----------------------------------|---------------------|
| 1041 Polygon | 301-773-2100 | etobias@cityofglenarden.org | 2.92E+08 62973.59 |
| 1052 Polygon | 301-773-6401 | k.tavel@landoverhills.us | 2.13E+08 53795.15 |
| 1061 Polygon | 301-773-8360 | townadministrator@cheverly-md.gov | 2.83E+08 61073.35 |
| | | | |

CASE NO: SE-4834

CASE NAME: ROYAL FARMS #411 (KENT

VILLAGE)

PARTY OF RECORD: 5

PB DATE:

ALICE M ROBINSON LARC P.O.BOX 1643 LANDOVER MD 20785 (CASE NUMBER: SE-4834)

MS.LAILA RIAZI TOWN OF CHEVERLY 6401 FOREST ROAD CHEVERLY MD 20785 (CASE NUMBER: SE-4834)

MS.JESSICA V WALTERS 6924 HAWTHORNE STREET HYATTSVILLE MD 20785 (CASE NUMBER: SE-4834) MRS.KELLY BEACHELL GASNER STADIUM STATION, LLC P.O.BOX 471380 DISTRICT HEIGHTS MD 20753 (CASE NUMBER: SE-4834)

MALCOLM AUGUSTINE
MARYLAND GENERAL ASSEMBLY
11 BLADEN STREET SUITE 3E
ANNAPOLIS MD 21401
(CASE NUMBER: SE-4834)



Bulletin No. 4-2014

Subject:

Informational Mailings to the Chamber of Commerce and the Greater

Prince George's Business Roundtable

Resource:

Development Review Division

Date:

December 12, 2014

On October 28, 2014, the Prince George's County Council, sitting as the District Council adopted CB-59-2014 for the purpose of adding the requirement for applicants to send an informational mailing to the Prince George's Chamber of Commerce and the Greater Prince George's Business Roundtable for Detailed Site Plan (DSP), Specific Design Plan (SDP), and Special Exception (SE) applications.

Effective immediately informational mailing notice affidavits for DSPs, SDPs, and SEs must include a separate list documenting that the notices were mailed to the Prince George's Chamber of Commerce and the Greater Prince George's Business Roundtable at the following addresses: The

Prince George's Chamber of Commerce David Harrington, President and CEO 4640 Forbes Boulevard, Suite 130 Lanham, Maryland 20706

Greater Prince George's Business Roundtable M.H. Jim Estepp, President and CEO 10201 Martin Luther King, Jr. Highway, Suite 220 Bowie. MD 20720

If you have any questions regarding this process, please contact Cheryl Summerlin at 301-952-3578 or cheryl.summerlin@ppd.mncppc.org.

ITEM:

CASE: SE-4834

ROYAL FARMS #411, KENT VILLAGE

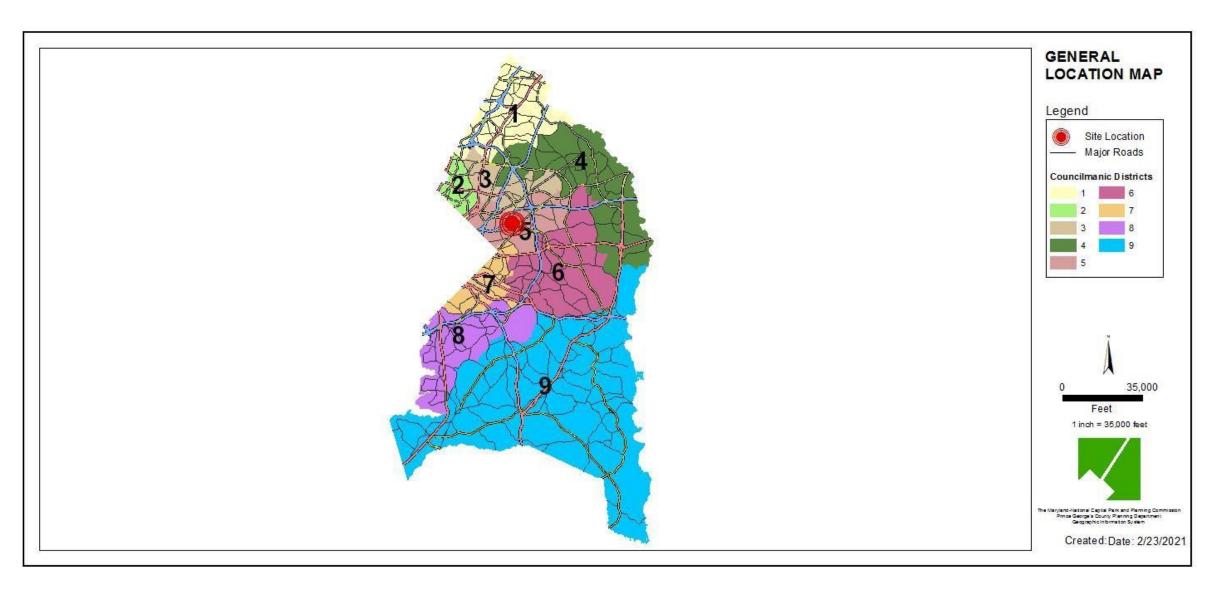


THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



GENERAL LOCATION MAP







SITE VICINITY

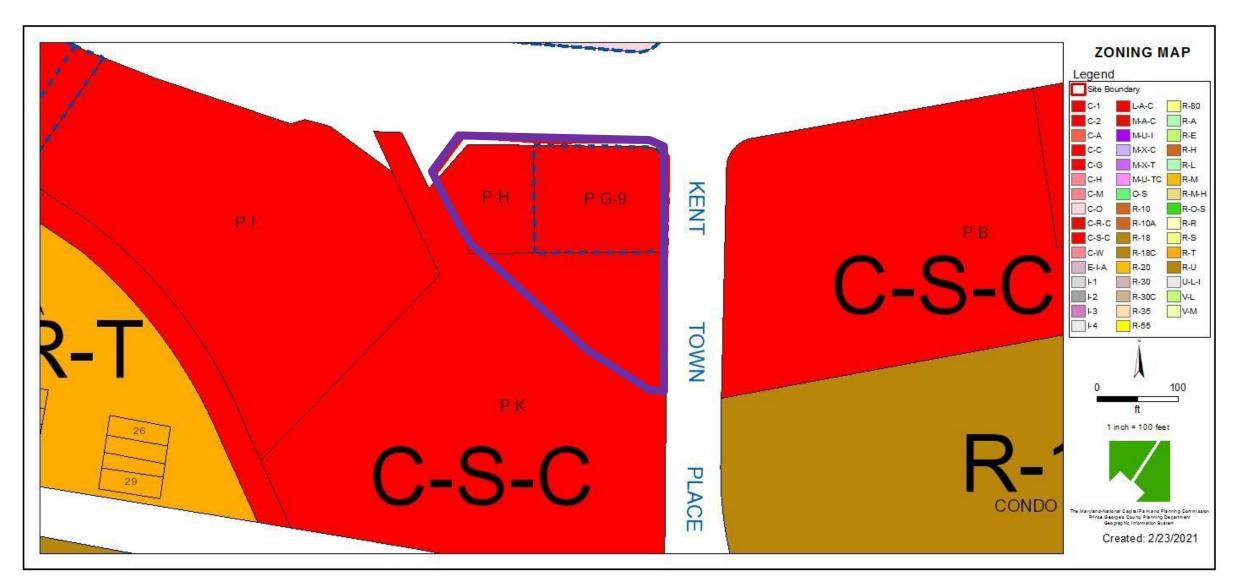






ZONING MAP







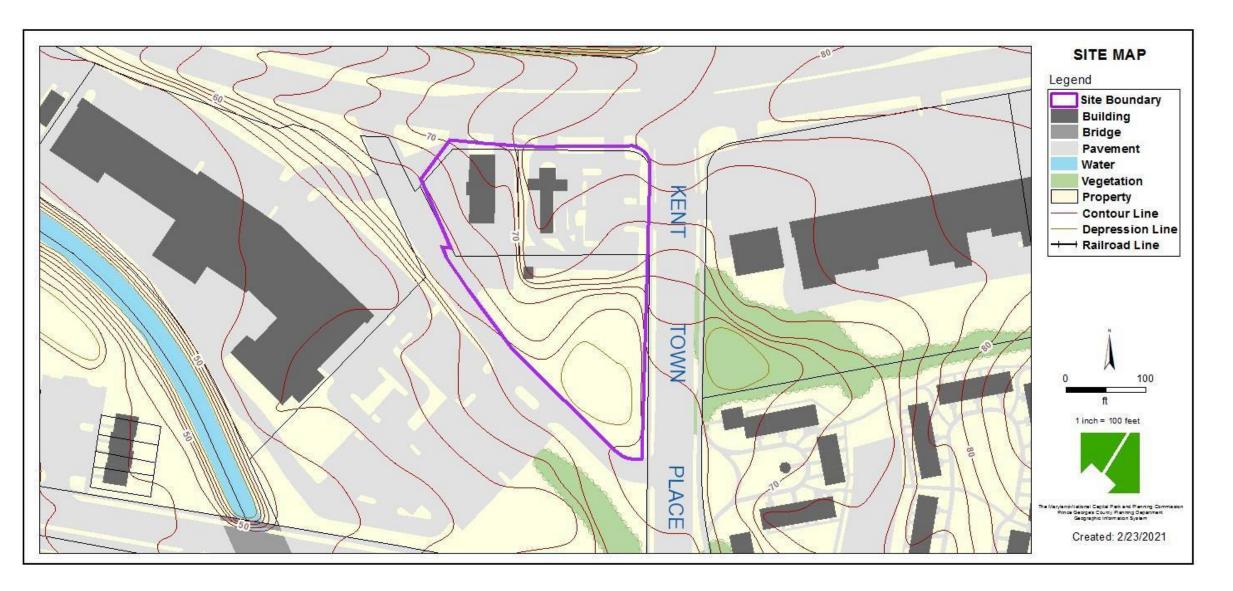
AERIAL MAP





SITE MAP

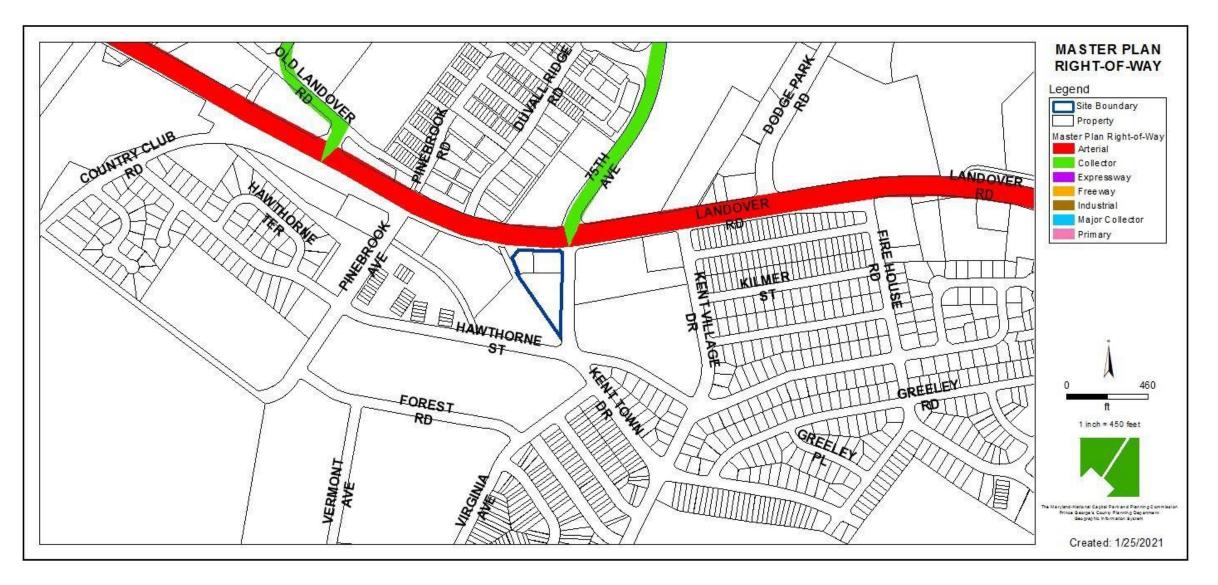






MASTER PLAN RIGHT-OF-WAY MAP







BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED







SITE PLAN







LANDSCAPE PLAN







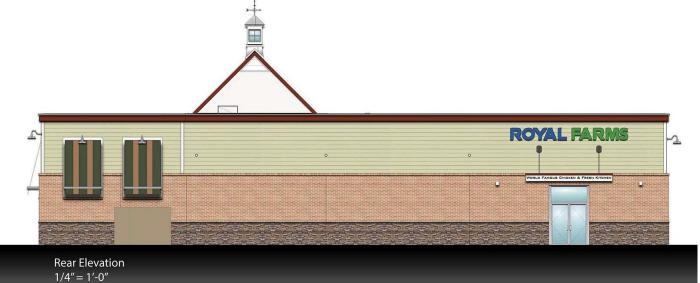
PLAYGROUND SETBACK EXHIBIT











FRONT AND REAR ELL





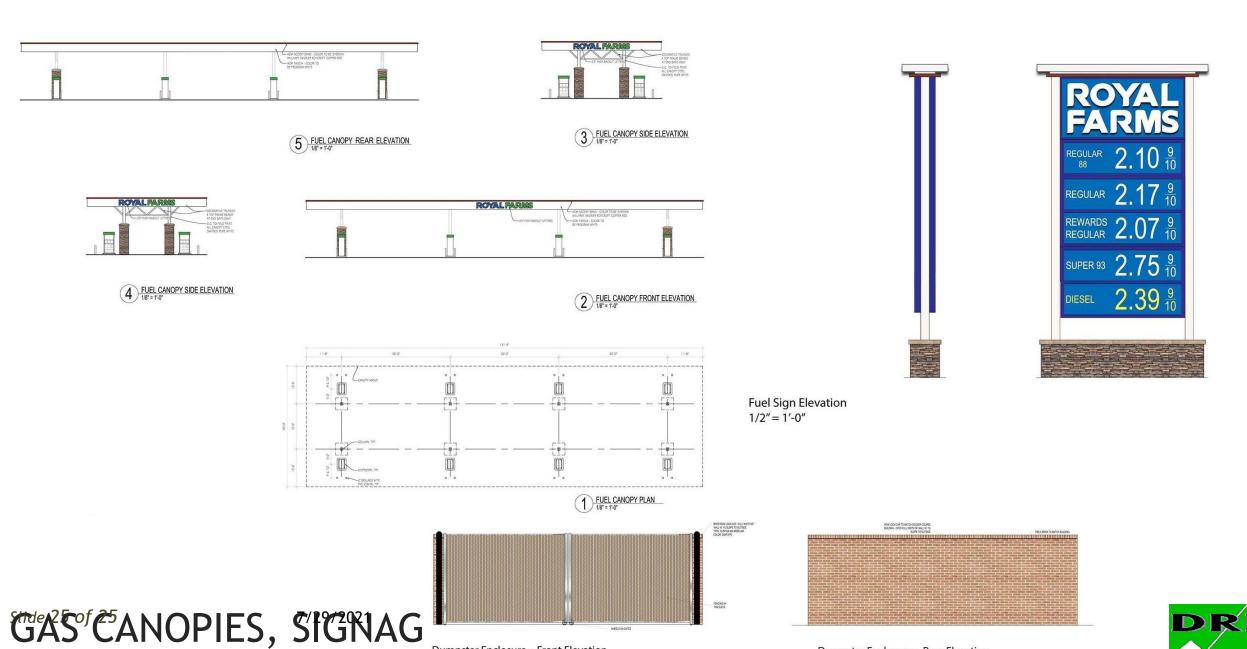
ROYAL FARMS

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



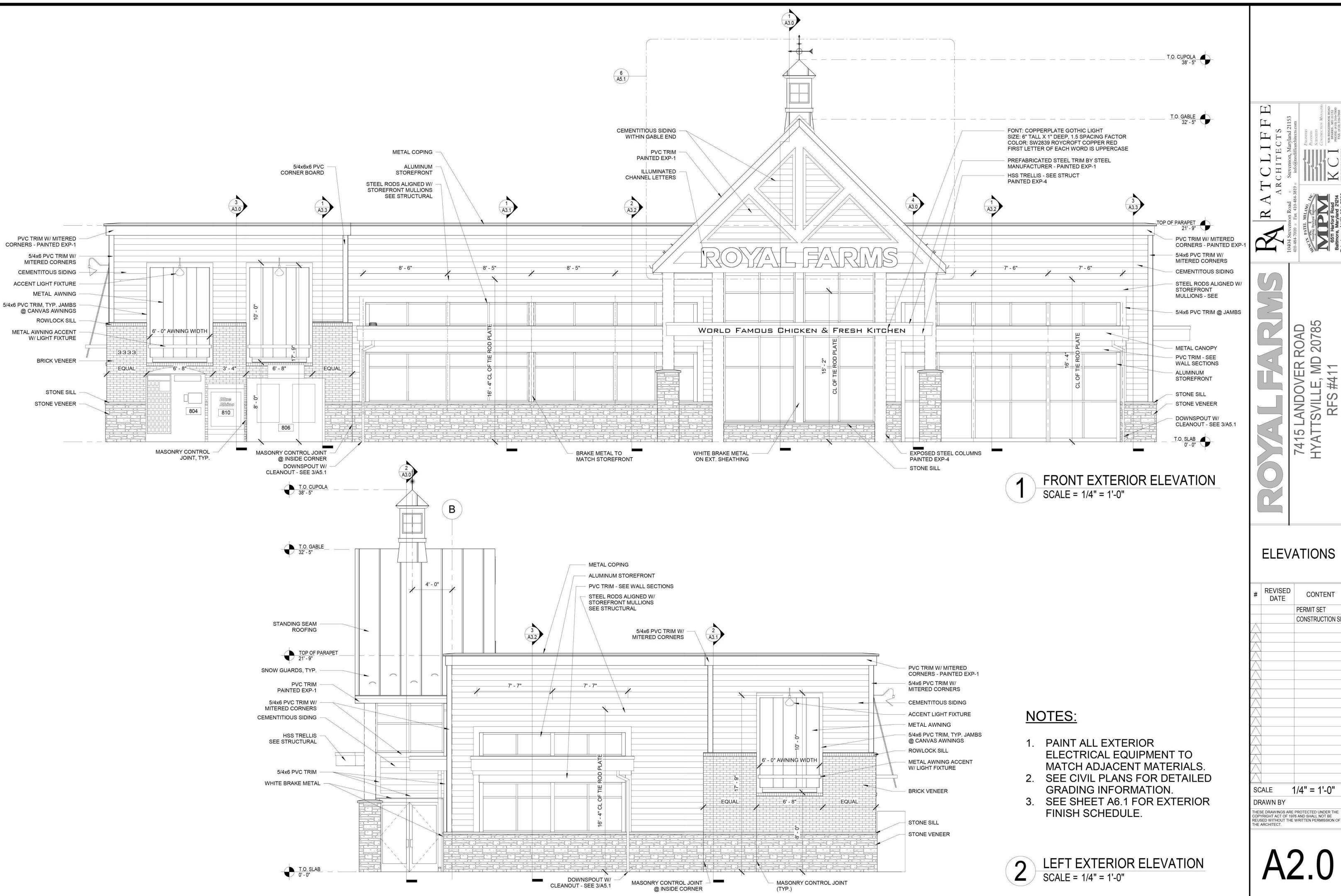
RIGHT AND LEFT ELEVATIONS





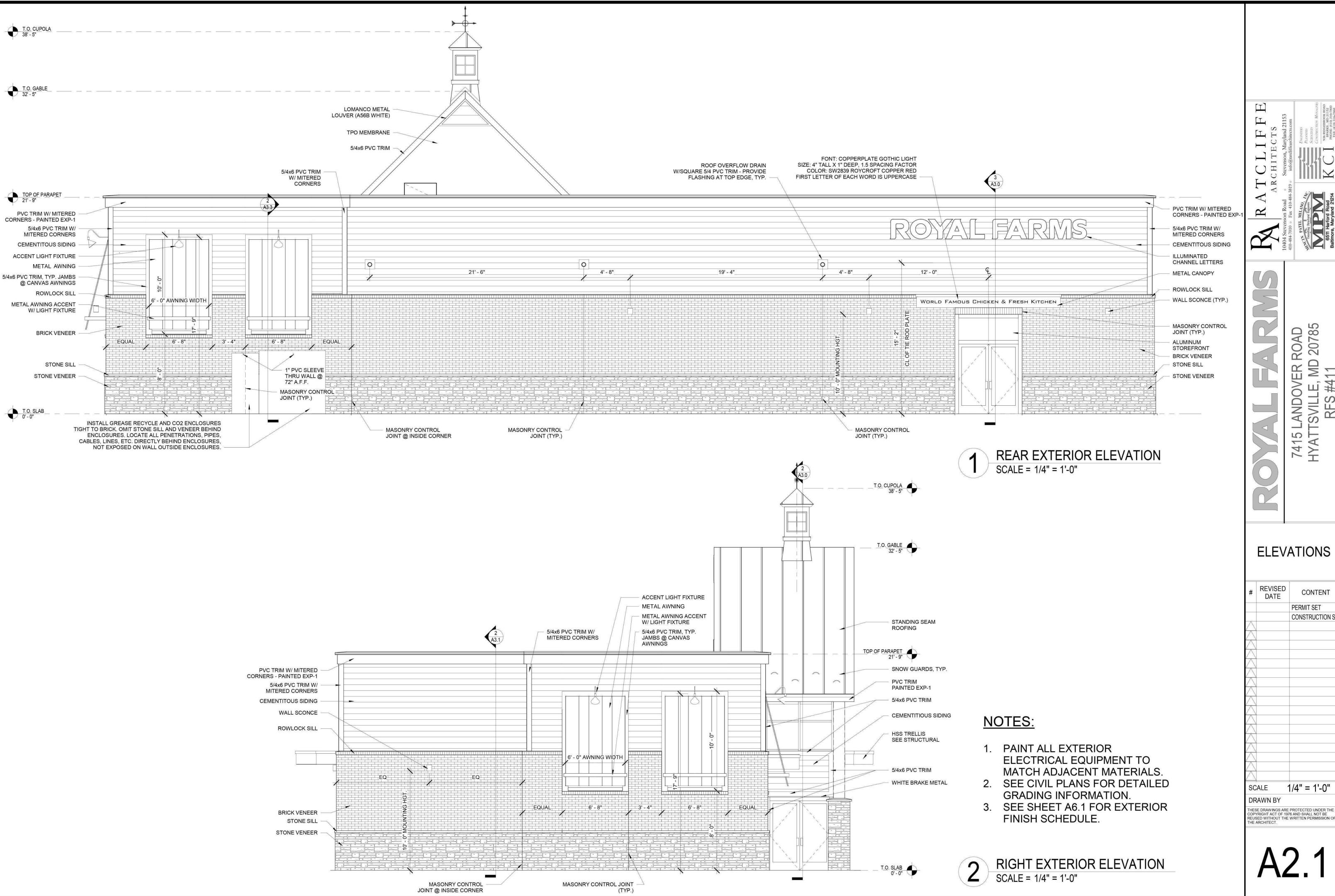
Dumpster Enclosure - Front Elevation

1/2'' = 1'-0''



5 LANDOVER ROAD FTSVILLE, MD 20785 RFS #411 7415 HYAT

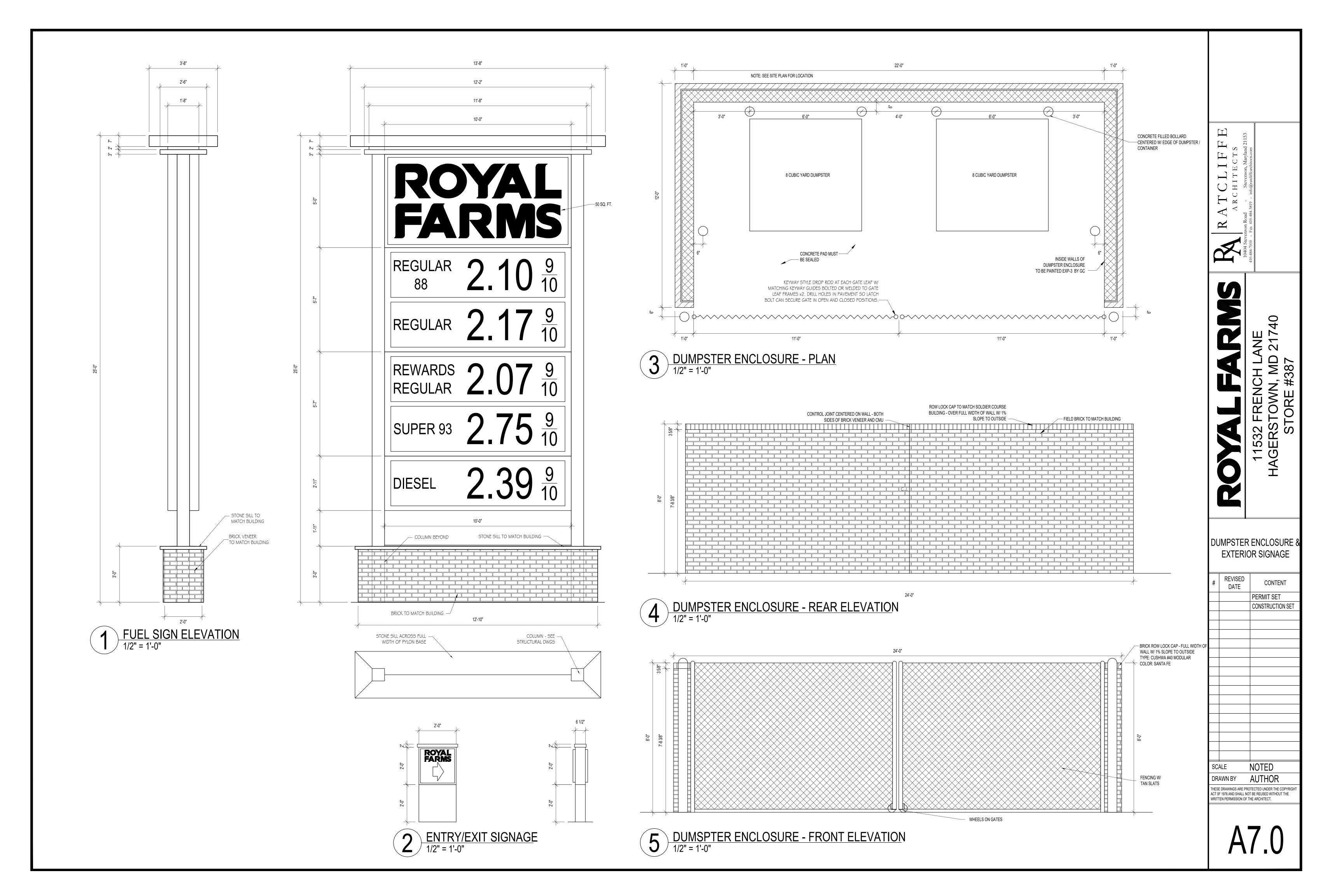
CONTENT PERMIT SET CONSTRUCTION SE 1/4" = 1'-0"

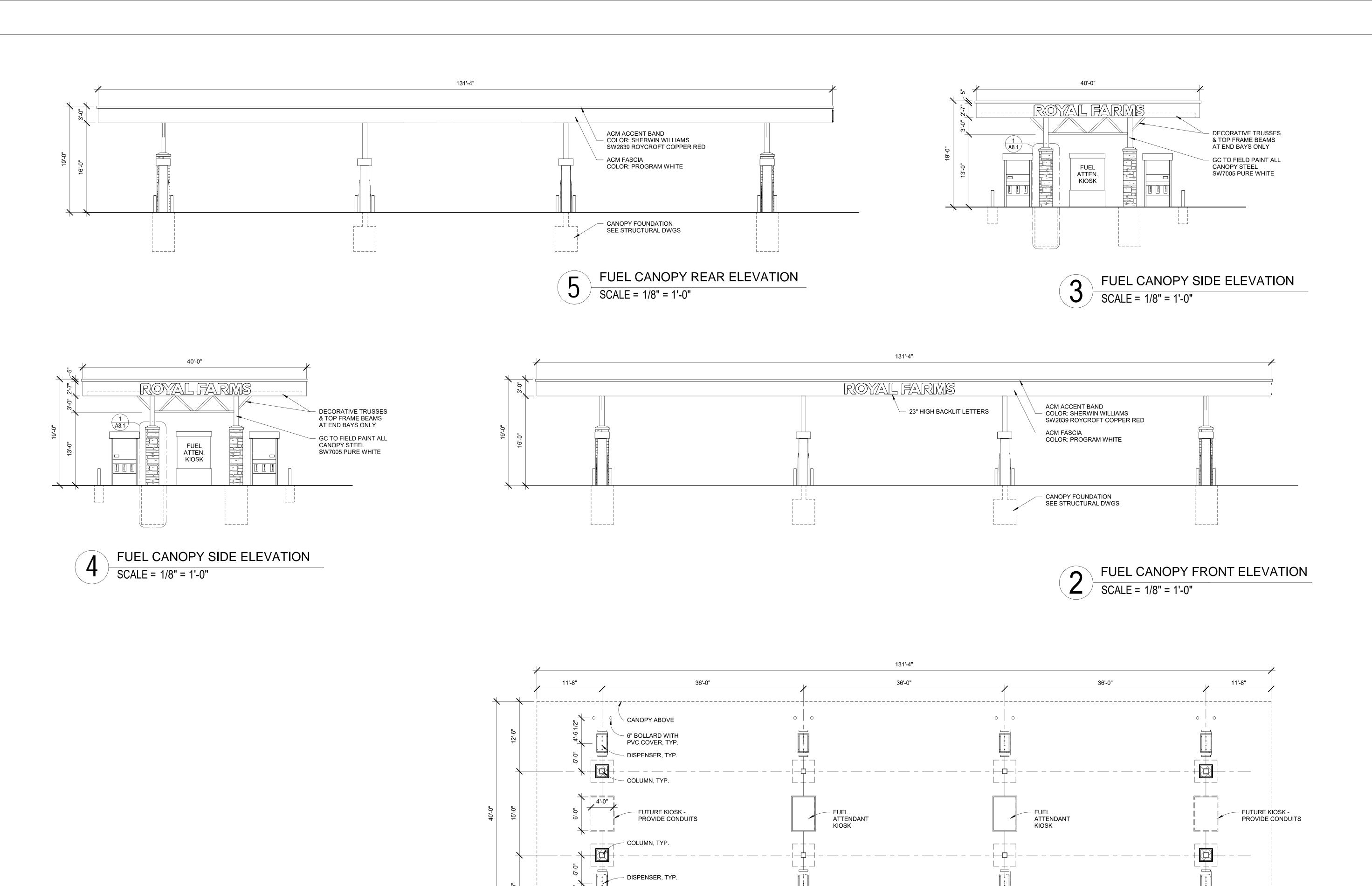


5 LANDOVER ROAD TTSVILLE, MD 20785 RFS #411 7415 HYAT

CONTENT PERMIT SET CONSTRUCTION SE

1/4" = 1'-0"





6" BOLLARD WITH PVC COVER, TYP.

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

ARCHITECTS

ARCHITECTS

ARCHITECTS

Stevenson, Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

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Maryland 21153

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Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

info@ratcliffearchitects.com

Maryland 21153

10404 Stevenson Ro 410-484-7010 • Fax 41 410-484-7010 • Fax 41 For PATEL MILAN Consulting Structural Engineer

7415 LANDOVER ROAD HYATTSVILLE, MD 20785 RFS #411

FUEL CANOPY

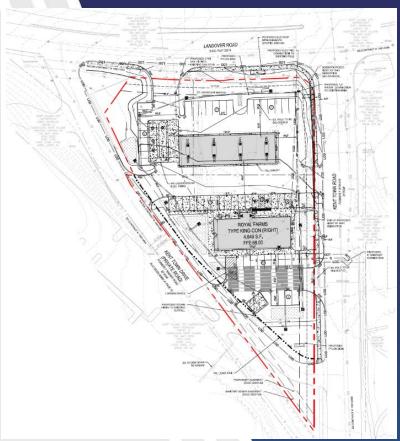
| # | REVISED DATE | CONTENT |
|-------------|------------------|---|
| | | PERMIT SET |
| | | CONSTRUCTION SE |
| \triangle | | |
| SC | ALE ' | 1/8" = 1'-0" |
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0.8A



Need Analysis

Proposed Automobile Filling Station and Convenience Store 7415 Landover Road Hyattsville, MD 20785



Royal Farms 3611 Roland Avenue Baltimore, MD 21211

Valbridge Property Advisors | Baltimore Washington Metro

11100 Dovedale Court Marriottsville, Maryland 21104 443-333-5522 443-333-5445 fax

valbridge.com

BW01-20-0104





June 29, 2020

Mr. Jeff Bainbridge Director of Real Estate Royal Farms 3611 Roland Avenue Baltimore, Maryland 21211

Subject: Proposed Automobile Filling Station and Convenience Store

7415 Landover Road, Hyattsville, Prince George's County, Maryland

Dear Mr. Bainbridge:

Enclosed please find Valbridge Property Advisor's (Valbridge) analysis of the need for the proposed automobile filling station and convenience store to be located at 7415 Landover Road in Hyattsville, Prince George's County, Maryland. The site is proposed to be redeveloped as an eight MPD gas station and 4,649 sq. ft. convenience store with appropriate parking. Our analysis has been conducted in connection with your petition for a special exception to permit a new automobile filling station with convenience store on that property.

We find that the proposed automobile filling station and convenience store will serve public need for convenient retail and gasoline purchases. The enclosed report summarizes our reasoning process.

It has been a pleasure working with you on this project. Please call me at (443) 333-5521 should you have any questions or comments.

Respectfully submitted, Valbridge Property Advisors | Baltimore Washington Metro

Edward M. Steere, AICP Managing Director



PROPOSED AUTOMOBILE FILLING STATION NEED ANALYSIS

Executive Summary

Valbridge Property Advisors has been engaged by Royal Farms in connection with its petition to the District Council for Prince George's County for a special exception permitting the development of a convenience store in combination with an automobile filling station at the property located on the south side of Landover Road (MD-202), in the City of Hyattsville, Prince George's County, Maryland.

Scope of Work

Valbridge Property Advisors has been engaged to examine evidence of the public need for an automobile filling station in combination with a food and beverage store at this location. Presentation of sufficient evidence of public need for gasoline sales and the food and beverage store use is required before a special exception for those uses can be granted.

Royal Farms Automobile Filling Station and Convenience Store

The proposed Royal Farms gas station in Hyattsville is an irregular shaped assemblage of three land parcels bounded by Landover Road (MD-202), Kent Town Place and Harthorne Street. The proposed improvement to the site includes a gasoline station with eight multi-product dispensers (MPD's) with five diesel hoses under a single canopy. In addition to a convenience store of approximately 4,649 sq. ft. with indoor/outdoor seating and the appropriate parking.

The Maryland Department of Transportation State Highway Administration published an estimated annual average daily traffic (AADT) count in 2019 on Landover Road (MD-202) between 75th Avenue and US-50 as 51,920 and 55,040 average annual weekday traffic (AAWDT). Likewise, on the segment between 75th Avenue and MD-704, AADT was estimated at 48,620 and 51,540 AAWDT. Landover Road (MD-202) is a state highway which runs from MD-725 in Upper Marlboro to MD-450 in Bladensburg. It serves as a major route which connects communities to I-95/495, US-50 and MD-704 (Martin Luther King Jr. Hwy). This site provides an opportunity for commuters as well as those traveling on Landover Road MD-202 to have convenient access to fresh food and competitive fuel prices before continuing their journeys to and from home.

Needs Analysis

Under the assumption that the special exception conditions have been met at the proposed site, we are of the opinion that granting the request is appropriate. Valbridge believes that the proposed convenience store with gas will be more convenient and therefore necessary to the residential households in the neighborhood. We do not believe that the proposed gas station will detract from or impair the health, morals, or welfare of residents in any conceivable way, given the considerable number of residential households and employment in the area as well as the



significant volume of daily pass-thru traffic who are in need of expedient fuel and convenience store services. Recent industry surveys reveal that while the price per gallon is still one of consumer's top considerations when choosing a gas station, an increasing proportion of consumers are more likely to go out of their way to visit a certain brand of station which has the quality of in-store offerings such as fresh food and loyalty programs they value. This trend is likely to continue going forward as in-store sales numbers climb and more people report entering the store during their visit. Overall, we estimate total fuel demand in the trade area at approximately **18.14 million gallon**s per year.

| Hyattsville Trade Area Annual Demand | | |
|--------------------------------------|---------------|--|
| Residential | 5.4 mgal/yr | |
| Commercial | 0.5 mgal/yr | |
| Pass-Through | 0.84 mgal/yr | |
| Workforce | 11.4 mgal/yr | |
| Total | 18.14 mgal/yr | |

Competitive Supply

Our survey revealed ten existing gas stations in the subject's trade area. On average, trade area stations are estimated to supply 1.1 million gallons annually or an aggregate supply of 11.8 gallons per year. Throughout our survey we evaluated conditions that are important to the marketing of goods and services, such as clean, well-lit facilities, quality fresh food products, visibility and access from the highway and neighborhood, modern design and cover from the elements. Based on this analysis we found that for the majority, gas stations that populated this area followed a classic service station design with two or more service garage bays or were formatted as small kiosk/mini convenience stores. These stations are unlikely to draw the same volumes of customers as the subject site as further demonstrated by our estimates of annual fuel sales volumes which are slightly below average and result in an excess demand of roughly 6.3 million gallons per year for the trade area.

We believe that only three trade area stations are realistically competitive with the subject as these stations offer both gas and diesel options and more modern convenience food options. The remaining trade area stations have little competitive advantage over one another in terms of the services they offer and benefit solely from the fact that they are well-positioned to capture traffic along commuter routes. On average, existing neighborhood stations do not meet modern consumer demands. Performance data from NACS and ITE traffic generation models reinforce that a modern convenience store such as the subject will generate more than double the customer traffic of the traditional and smaller gas stations.



| Name | Address | MPD | Diesel Positions | Convenience Store | Carwash | Service Bays | Sq.Ft. | Yr Built |
|-----------------|-------------------------|-----|---------------------|----------------------|---------|-----------------|--------|----------|
| SHELL | 7301 LANDOVER RD | 5 | 3 | Mini | Υ | | 1,056 | 1995 |
| EXXON | 7545 LANDOVER RD | 6 | 3 | Ltd. | | | 2,173 | 1998 |
| SHELL | 7777 LANDOVER RD | 4 | | Kiosk | | | 800 | 1989 |
| SUNOCO | 7620 LANDOVER RD | 4 | | Ltd. | | | 1,856 | 1960 |
| EXXON | 8600 ARDWICK ARDMORE RD | 6 | 6 | Kiosk | | | | unk. |
| SUNOCO | 7530 MLK JR HWY | 4 | 4 | Ltd. | | 3 | 2,890 | 2016 |
| EXXON | 7106 MLK JR HWY | 6 | 8 | Ltd. | | | 1,431 | 1995 |
| US AUTO | 6705 MLK JR HWY | 4 | | Kiosk | | 3 | 1,798 | 1971 |
| VALERO | 7887 BARLOWE RD | 3 | | Mini | | 2 | 1,596 | 1958 |
| SHELL | 8555 MLK JR HWY | 5 | 2 | Kiosk | | 3 | 2,174 | 1973 |
| TOTALS/AVERAGES | | 47 | 26 | | | | 1,753 | 1,984 |

Convenience Store

Although there are other existing convenience stores in the neighborhood, there are none that offer the selection of fresh foods and fuel proposed on this site. All of the other stores are smaller and limited in scope of offerings. Industry trends show that a majority of drivers who purchased fuel are also entering the food and beverage stores (52% in 2020 vs. 35% in 2015) and that younger consumers are likely to shop convenience stores daily, purchase healthy food offerings and base their fuel purchase decision on what they plan on purchasing inside the convenience store. The necessity or demand of the gas station creates a reasonable need for a food or beverage store, given the increase in sales for both product offerings when offered in unison. The establishment of a hyper convenience store with gasoline sales on the south side of Landover Road (MD-202) will provide a convenient and expedient service to the community.

Conclusions

Valbridge concludes, therefore, that the public need/necessity for the proposed Royal Farms automobile filling station and food and beverage store in Hyattsville, due to the facts presented above. The site and use is, "convenient, useful, appropriate, suitable, proper or conducive" to the public in this area, by providing a single location for the purchase of fuel and a wide variety of food and convenience options. The store and fueling station complement the surrounding retail character of the area and is positioned at one of the highest traffic volume locations along the MD-202 Corridor. This area is a mixture of residential, commercial and industrial uses and the proposed site has the unique benefit of being in close proximity to the Landover Metro Station/Park and Ride allowing it to serve pedestrian demand. Traveling to the site is unlikely to increase traffic on side roads or the distance traveled by residents/commuters on their standard daily journeys. The area has lacked commercial investment despite the new development of residential communities and the subject will be an attractive improvement over the existing commercial uses located at this site.



I. INTRODUCTION

Valbridge Property Advisors has been engaged by Royal Farms in connection with its petition to the Prince George's County District Council for a special exception permitting the development of an automobile filling station and convenience store located on the south side of Landover Road (MD-202) at the intersection of Kent Town Place and Harthorne Street, in the City of Hyattsville, Prince George's County Maryland

Purpose of Assignment

The development will be an assemblage of three parcels located within the C-S-C zone. Presently, there is a Checker's fast food location and a carryout restaurant at the subject site. The proposal is to redevelop the site as a new Royal Farms convenience store of approximately 4,649 sq. ft. with a gas station offering eight multi-product dispensers (MPD's) with sixteen fueling positions under a canopy. It is assumed that Royal Farms may prefer a modified site plan, but that the development will be generally be in context with the current concepts.

Valbridge Property Advisors has been engaged to examine evidence of the public need for an automobile filling station with a food and beverage store at this location. Presentation of sufficient evidence of public need for those uses is required before a special exception can be granted. The Prince George's County Zoning Regulations, Section 27-355 requires, among others:

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

Section 27-358 (d):

- (d) When approving a Special Exception for a gas station, 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 of land, or upset the balance of land uses, in the area for other trades and commercial uses.



A convenience store alone is a permitted use on this site, but motor fuels sales requires the demonstration of public need. When combined, both uses are required to demonstrate necessity and convenience to the public. For purposes of this analysis, we have considered public need/necessity to mean "expedient or reasonably convenient and useful to the public" (as defined in Lucky Stores, Inc. v. Board of Appeals) and "convenient, useful, appropriate, suitable, proper or conducive to the public in the surrounding area" (as defined in Baltimore County Licensed Beverage Association, Inc. v. Kwon). In this case, we consider an automobile filling station and convenience store complex to be accommodating to the public need when it meets the demand of the public living and working within a reasonably defined trade area for retail convenience and fuel service, as analyzed according to standard market research methodologies.

Scope of Work

In conducting this analysis Valbridge has accomplished the following tasks:

- Inspected the subject site and neighborhood;
- Reviewed the subject's site plan;
- Defined the subject's surrounding trade area;
- Consulted demographic and economic data for the trade area produced by ESRI (Environmental Systems Research Institute, Inc.) based on U.S. Census information, Metropolitan Washington Council of Governments (MWCOG) and others;
- Inspected gas station properties in the trade area;
- Estimated the scale of gasoline demand within the defined trade area and arrived at certain conclusions.

Organization of Report

Following this Section I, Valbridge's report is organized in three sections as follows: Section II, site and location analysis; Section III, need analysis; Section IV, survey of nearby competitive supply; Section V, conclusions.

Qualifications of Consultant

Valbridge is the largest independent real estate valuation firm in the continental United States, with 70 offices and more than 675 employees, of which more than 200 are MAI appraisers. We have experience and data on all types of real estate, including special purpose and portfolio assignments.

The principal-in-charge of this assignment has been Edward Steere, AICP, Managing Director. He has 30 years of real estate development, finance and consulting experience. Most relevant to this assignment, Steere has successfully completed feasibility assessments for commercial opportunities throughout Maryland. Additional information on the firm and Steere are found in Appendix A at the end of this study.



II. SITE LOCATION ANALYSIS

In this section, Valbridge describes the proposed automobile filling station and convenience store location, its access and surroundings in order to establish its positioning within its trade area and competitive environment generally.

A. SITE DESCRIPTION

The proposed Royal Farms gas station in Hyattsville is located on the southern side of MD-202, roughly one-half mile east of US-50 as well as the Landover Metro station. The site is an irregular shaped assemblage of three land parcels bounded by Landover Road (MD-202), Kent Town Place and Harthorne Street. The subject site is currently improved as a Checkers drive-in restaurant on one parcel and Lenny's carryout restaurant situated on the adjacent parcel. The rear of the site is a grassy area lined with trees. The total land area of the site will be approximately 4.48 acres. There are two strip centers to the East and West of the subject and residential homes to North and South, including the recently constructed Stanley Martin Homes at Metro Pointe. The site is currently zoned C-S-C: Commercial Shopping Center in its entirety.

The proposed improvements include a gasoline station with eight multi-product dispensers (MPD's) under a single canopy, in addition to a convenience store of approximately 4,649 sq.ft. with indoor/outdoor seating space and appropriate parking spaces. Diesel fuel will also be offered. It is assumed that Royal Farms may prefer a modified site plan, but the development will generally be in context with the current concepts. The existing topography of the site is generally flat with a less than 15% slope separating the two restaurant buildings and the grassy area to the rear of the site. There are no evident environmental sensitivities. The land will be regraded with development to acquire reasonable access and final elevation grades.

B. SITE ACCESS

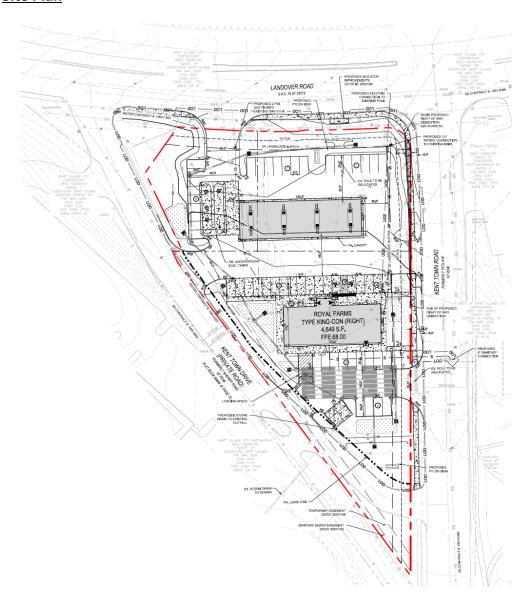
The subject property has excellent frontage on the south side of Landover Road (MD-202), which is a multi-lane highway through this area with a continuous central median. The site is at the intersection of one of the primary roadways used to access the Landover Metro station as well as the residential communities of Overland Gardens and Metro Pointe. This intersection experiences some of the highest traffic volumes throughout the MD-202 Corridor. MD-202 provides connections to the Capital Beltway, US-50 and MD-295 and is heavily used by both commuters and residents to access major destinations such as FedEx Field, the Prince George's County Hospital and Woodmore Town Centre.

When one is traveling on both Kent Town Place or Harthorne Street there will be two access points with one placed at the front and rear of the site. This design will allow those who do not need fuel to park in the rear of the convenience store to make their purchases and quickly leave. Traveling



east bound on Landover Road (MD-202) there will be a single ingress/egress onto the site. The Maryland Department of Transportation State Highway Administration published an estimated annual average daily traffic (AADT) count in 2019 on Landover Road (MD-202) between 75th Avenue and US-50 as 51,920 and 55,040 average annual weekday traffic (AAWDT). Likewise, on the segment between 75th Avenue and MD-704, AADT was estimated at 48,620 and 51,540 AAWDT. Traffic count estimates provided by ESRI for the area are also provided.

Site Plan



Source: Royal Farms





MD-202 facing West, Subject on left



Intersection of MD-202 and Kent Town Place, facing Northeast





Existing building on corner parcel



Existing carryout restaurant on adjacent parcel

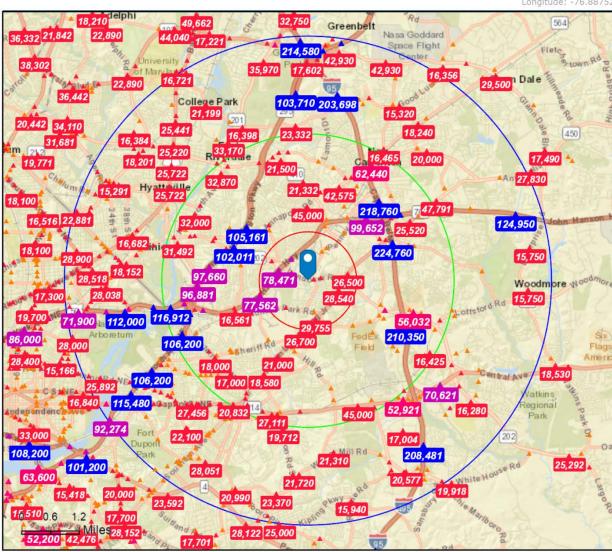




Traffic Count Map

7415 Landover Road, Hyattsville, Maryland, 20785 Rings: 1, 3, 5 mile radii

Prepared by Esri Latitude: 38.92624 Longitude: -76.88752



C. SURROUNDING LAND USES

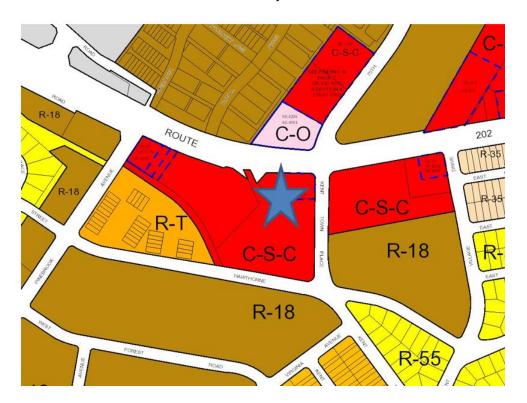
The subject is located within the C-S-C (Commercial Shopping Center) zone. The general purpose of commercial zones as provided by the Prince George's County Zoning Ordinance among other provisions is to provide sufficient space and a choice of appropriate locations for a variety of commercial uses as well as to improve traffic efficiency and lessen the congestion on streets, particularly in residential areas. More specifically, the C-S-C zone provides locations for compatible institutional, recreational, and service uses. This area between US-50 and MD-704 is a



mix of small strip centers built during the 1960's, an industrial park and new residential development.

Directly adjacent to the subject to the East and West are two retail strip centers also zoned C-S-C which includes a 7-11 convenience store that does not offer fuel. North of the subject on the opposite side of MD-202 are 358 newly constructed townhomes and condominium as part of the Stanley Martin Homes at Metro Pointe development. A combination of medium density multifamily residential and single-family residential development surrounds the site to the south.

One of the primary drivers of sales at the proposed Royal Farms will likely be the Kent Village community which begins immediately south of Harthorne Street and the Metro Pointe community. Commuters and residents stemming from these communities will have quick access to competitively priced fuel, fresh food offerings and other modern convenience items before continuing on their daily errands. There is an existing Exxon gas station at the intersection of Kent Village Drive and MD-202, however this station only has a limited selection convenience store.



D. SUMMARY

The subject property is well situated along Landover Road approximately a half mile of MD-50, the Landover Metro Station and MD-704. MD-202 provides connections to the Capital Beltway, US-50 and MD-295 and is heavily used by both commuters and residents to access major destinations such as FedEx Field, the Prince George's County Hospital and Woodmore Town Centre. The site will benefit from its positioning at one of the highest traffic volume intersections on the MD-202 Corridor as further demonstrated by the Maryland SHA's estimated AADT of





51,920 and 55,040 average annual weekday traffic (AAWDT) on the segment between 75th Avenue and US-50.

The site is currently zoned for commercial use and the proposed improvements will replace two existing restaurants (Checker's and a carryout establishment) with a convenience store and fuel station that meets modern design standards. The subject is surrounded to the East and West by outdated, vehicular-oriented retail strip centers, with residential communities to the north and south.

The services that will be offered by the proposed Royal Farms vehicle fueling station and convenience store align with the general purpose of the C-S-C zone to provide sufficient space and a choice of appropriate locations for a variety of commercial uses. The subject's site design allows for those who do not need fuel to park in the rear of the convenience store to make their purchases and quickly leave, further improving traffic efficiency and reducing congestion on streets. The site is supportive of the existing developed area given the institutional, service, and commercial uses which are linked by the MD-202 Corridor. The subject will also be an appropriate supportive use to the residential neighborhoods which surround it to the North and South as well as pedestrian traffic stemming from the Metro Station, and will serve to reduce trips, turning movements and congestion through this retail corridor.



III. NEED ANALYSIS

In this section, Valbridge reviews certain factors which are determinative of the subject's ability to accommodate public need. We estimate total demand for gasoline within the subject's trade area, estimate the subject fueling station's usage, then draw conclusions regarding accommodation of public need.

A. HYATTSVILLE'S TRADE AREA

We have defined the subject fueling station's trade area as the area centered primarily on the MD-202 corridor between US-50 and the Inner Loop of the Capital Beltway. The trade area boundaries extend northward to the New Carrollton Metro Station and southward to Sheriff Road, effectively capturing commuters and consumers traveling out of residential communities of Dodge Park, Kentland, Palmer Park and Glenarden. We judge that this area is a reasonable representation of consumers seeking convenience store and fueling services along the course of their travel to and from work or in combination with their routine shopping trips. Realistically, residents of other areas will also avail themselves of the broad variety of offerings in this area, especially given the subject's proximity to the Metro Station and employment opportunities.

The accessibility of MD-202 allows larger traffic volumes to diverge from main highways such as MD-50 and the Capital Beltway and through this area to reach residential and popular retail destinations. The trade area is comprised of the following seven Prince George's County census tracts:

8032 8033 8034.01 8034.02 8035.08 8035.09 8036.02

The trade area is depicted on the map on the following page. We have defined the trade area based on these principal factors:

• <u>Drive Time Analysis</u> – National consumer behavior studies such as a 2016 study titled "The Impact of Retail Proximity on Consumer Purchases" by Access Development, reveals that frequent purchases made once or more per week (such as fuel, groceries, fast food) are typically made within 10 minutes of home. In particular, fuel purchases were the most frequent purchase and had a corresponding average distance of six minutes away from home. Our trade area coincides with the majority of the area covered by the six-minute radius. Although the 6-minute drive time analysis does include some areas beyond the defined trade area, we believe these households have more convenient options particularly along Annapolis Road and thus we make the conservative assumption that the subject will not capture these consumers.



<u>Highway Network</u> - The subject is located at a key crossroads location in between the
Capital Beltway and the Baltimore-Washington Parkway. The MD-202 Corridor is heavily
used by commuters and residents as it provides easy connections to major County facilities
and employment centers such as the UM Prince George's County Hospital and the IRS
offices at New Carrollton. The number of travelers making use of this route is only expected
to increase following the completion of the UM Capital Region Medical Center in Largo.





B. RESIDENTIAL DEMAND

We have compiled data obtained from the U.S. Census and Environmental Systems Research Institute, Inc. (ESRI) a respected national demographic and economic research firm, describing demographic trends and socio-economic characteristics of the trade area. Population trends have been as follows:

| Trade Area Demographic Trends | | | | | |
|-------------------------------|--------|--------|--------|--------|--|
| | 2000 | 2010 | 2019 | 2024 | |
| Population | 23,880 | 23,201 | 22,416 | 22,507 | |
| Households | 7,967 | 8,078 | 7,699 | 7,679 | |

Source: 2000 and 2010 Census; ESRI estimate, 2019 and 2024.

We have also consulted the Metropolitan Washington Council of Governments (MWCOG) Round 9.1a Cooperative Forecasts for population, household and employment data for the same general market area. MWCOG develops its data based on geographic submarket areas, known as Traffic Analysis Zones (TAZ), whose borders are formed by census tracts, jurisdictional boundaries, major transportation routes and geographical barriers such as rivers. The MWCOG data is typically more precise than Census data due to the local source information and participation.

MWCOG 2020 Household Estimate – 8,300 MWCOG 2025 Household Estimate – 8,403

We find that the MWCOG household projections appear to be slightly higher than ESRI's estimates and suggest a gain of nearly 100 households over the next five years rather than a loss of 20 households. Overall, the ESRI and MWCOG estimates of existing households complement each other. With this in mind, we estimate the number of households in the defined trade area in the middle of the two estimates at 8,000 in 2020. Those households have the following socioeconomic characteristics:

| Median Household Income (2019) | \$51,873 |
|---|-----------|
| Average Household SizePersons (2019) | 2.90 |
| Median Owner-Occupied Home Value (2019) | \$185,873 |
| Estimated Homeownership Rate (2019) | 41.1% |
| Average Vehicles per Household (2014-2018) | 1.4 |
| Workers Driving to Work (2014-2018) | 72.6% |
| Travel Time to Work 30+ minutes (2014-2018) | 58.8% |

The trade area is relatively small and located in a highly commercial area and is therefore not highly populated. An average income of \$51,873 allows for a small homeownership rate of 41.1% with homes being valued at a median of \$203,525 in 2019. The Census Bureau's American Community Survey for 2016-2020 estimates that there are 1.4 vehicles per household on average and that nearly three-quarters (72.6%) of workers drive to work, with more than half of workers



(58.8%) commuting more than 30 minutes to work. Each of these households would benefit from the colocation of a food and beverage store and gas station proximate to home. The census data also does not accurately depict the influence of the new Metro Pointe community, and is therefore conservative. The trade area's aggregate income is calculated as \$414,984,000 in 2019:

8,000 households x \$51,873 average income = \$414,984,000 Aggregate Income

Trade Area Residential Gasoline Demand

Residential consumers within the defined Hyattsville trade area are estimated to purchase approximately 5.4 million gallons of gasoline in Calendar Year 2019.

This estimate conservatively assumes that each of the estimated 8,000 households used for 2020 is buying approximately the same amount of gasoline as in 2019. For 2019, Census American Community Survey estimates that consumer households within the trade area spent on average \$1,703 on gasoline and diesel fuels. With regular gasoline selling at an average of \$2.52 per gallon for the East Coast PADD 1 in 2019 according to the U.S. Energy Information Administration and assuming that driving behavior has not changed substantially, we estimate that trade area households are now buying an average of 676 gallons of gasoline per year. We find these estimates to be conservative for two reasons; the recent development of the Metro Pointe community is likely is not completely reflected in the ESRI and MWCOG data, and since the estimates only include households living in the trade area. Thus, and any pass-thru traffic stemming from the surrounding highway network as well as daily parking/drop-offs at the two Metro Stations are excluded as they are considered to be residing in census tracts outside of the defined trade area.

Based on the Landover Metro Area and MD 202 Corridor Approved Sector Plan and Sectional Map Amendment from 2014, 69% of Landover Metro Station riders drive and park to access the station with another 11% being dropped off by other drivers. The Metro Station has 1,980 vehicular parking spaces that average approximately 76% occupancy on a typical weekday. These travelers are unlikely to have considerable overlap with the number of households residing in the trade area.

If the average household is purchasing approximately 676 gallons of gas annually, that equates to roughly 13 gallons per week—slightly less than one fill-up for a typical sedan. We note that the average number of vehicles per household in the market area is 1.4, that many of the residents are longer-distance commuters and that many of the vehicles are likely to be SUVs based on an average household size of 2.90 indicating the presence of children. In addition, with recent considerable declines in the price of gasoline, it is possible that driver behavior has altered, becoming somewhat less price-sensitive and driving more. Understanding all those factors, we judge the estimates to be conservative.

8,000 households x 676 gallons per year = 5,408,000 gallons



C. OTHER DEMAND

In addition to trade area residential consumers who will be the principal patrons at the subject fueling station and convenience store, we find that there are additional identifiable groups of consumers whom the station will serve:

Workers in the Hyattsville Trade Area

The daytime worker population in the Hyattsville trade area is approximately 20,222 persons according to estimates by US Census Bureau Center for Economic Studies in 2017. Of this population, only 2.3% both live and work in the trade area. See Appendix B for the Census report. It is important to note that the trade area includes the Ardwick Industrial Park and logistics warehouses off Columbia Park Road.

Within the trade area, using Census data on transportation to work, Valbridge estimates the proportion of personal vehicles used by the employees to commute to/from their place of employment at 72.6% or 14,681 vehicles. Each of those vehicles can benefit from fuel service convenient to the place of employment.

Valbridge estimates conservatively that each commuter vehicle will average at least one fill-up per week near the workplace. Assuming a commuter vehicle uses one fill up of roughly 15 gallons per week, we estimate personal vehicle demand from workers within the trade area to be 220,217 gallons per week or over **11.4 million gallons** per year.

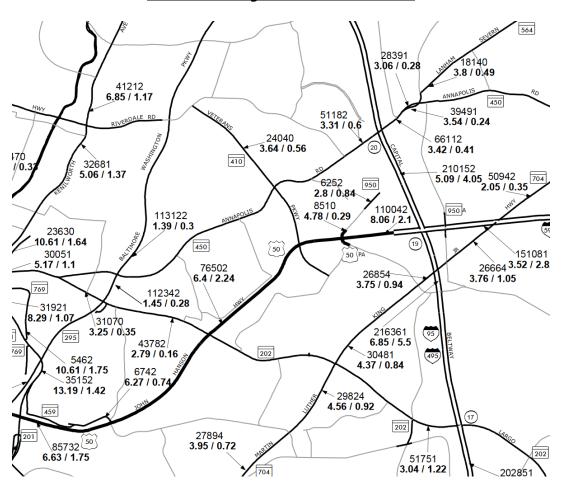
Commercial Demand

We take note of the fact that fuel is purchased at gasoline stations by more than residential consumers. A Federal Highway Administration report, for example, states that in 2014 the number of Maryland private and commercial registrations for trucks and buses was 1.89 million as compared to 1.95 million automobiles.

Though we are not aware of any empirical data concerning the proportion of typical service station gas sales which are made to commercial vehicles, we have certainly observed those vehicles fueling up with some regularity. We assume that small businesses in particular are most likely to use typical gasoline stations, since larger construction companies, trucking companies, etc. more often will have their own fueling facilities. The presence of a Quarles Fleet Fueling station at 3701 Pennsy Drive within the trade area is somewhat indicative of the level of commercial fuel demand. Although the nearest State Highway Administration data available for truck percentages is from the traffic along MLK Jr. Highway and another point just west of US-50 on MD-202, we believe this is an appropriate figure for the analysis of demand at the subject. We estimate that these sources of demand add at least 3% to total gasoline sales in the trade area.



Truck Percentages -2014 - 2016 MDOT



Pass-Through Demand

Traffic generation models show that a modern gas station with convenience stores could attract as much as 64% of morning peak hour pass-by traffic and 66% of evening peak hour pass-by traffic. We cannot use traffic count data to compute the individual impacts of each of these three consumer groups of local residents, commuters and commercial vehicles because the overall traffic data includes overlap among them. It is reasonable to assume that at the subject's location that there will be sufficient traffic to accommodate the proposed gas station and convenience store based on traffic modeling statistics provided in the previous section. Though it is more difficult to quantify these sources of demand for gasoline, they are certainly a major factor in the location of multiple gasoline retailers along MD-202. We estimate this source of demand to constitute approximately 5% of total gasoline sales in the trade area.

¹ Traffic Generation Manual, 10th Edition; Institute of Traffic Engineers, September 2017.



Total Demand

We have, therefore, adjusted trade area demand for gasoline upwards by 8% to account for the commercial and pass-through consumers likely to purchase gasoline within the Hyattsville trade area.

| Hyattsville Trade | Area Annual Demand |
|-------------------|--------------------|
| Residential | 5.4 mgal/yr |
| Commercial | 0.5 mgal/yr |
| Pass-Through | 0.84 mgal/yr |
| Workforce | 11.4 mgal/yr |
| Total | 18.14 mgal/yr |

D. INDUSTRY TRENDS

The 2020 NACS Consumer Fuels Survey found that while the price per gallon is still one of consumer's top considerations on where to make their gas purchases, overall declines in fuel prices over the last five years have minimized the importance of this factor by 13%². In fact, today's consumer is more likely to go out of their way to visit a certain brand of station which has the quality of in-store offerings such as fresh food and loyalty programs they value rather than a station that has lower prices at the pump. Over the last decade, food and beverage stores have begun to transform into popular food destinations that also conveniently offer fuel for sale. Instore sales have steadily climbed during this period and for the first time in NACS survey history a majority of drivers who purchased fuel are also entering the store (52% in 2020 vs. 35% in 2015)². Although this trend will certainly help the kiosk and mini marts that are prevalent in the neighborhood, the NACS survey revealed that the purchase of tobacco products fell below 20% which are a significant component of fast-moving retail sale items at these stores, but may also be influenced by local tobacco laws and taxes.

Going forward these trends are likely to continue as younger consumers are far more likely to shop convenience stores daily, purchase healthy food offerings and base their fuel purchase decision on what they plan on purchasing inside the convenience store. As of the 2020 NACS Survey more than two thirds of drivers age 18-34 chose to come inside the store when filling up their vehicles. Overall, comparing the results of this most current survey to only one year ago demonstrates a swift growth in the priority being placed on the quality of the store and that saving time is becoming more valued than saving money by consumers.

² NACS Magazine, March 2020, "The 2020 NACS Consumer Fuels Survey"



E. ACCOMMODATION OF PUBLIC NEED

In the Final Decision regarding SE-4680 for the proposed gas station location at the BJ's Wholesale Club at Ritchie Station Marketplace, the District Council for Prince George's County found that the proper standard to apply in the review of that request is whether the proposed fueling station would be "convenient, useful, appropriate, suitable, proper or conducive" to the public in that area given the nature of the use rather than an actual deficit of capacity. This does not mean that the proposed use is required to be absolutely necessary. Furthermore, in Schultz v. Pritts, 291 Md. 1, 432 A. 2d 1319, 1325 (1981), the Court of Appeals of Maryland provided that "if there is no probative evidence of harm or disturbance in light of the nature of the zone involved or of factors causing disharmony to the operation of the comprehensive plan, a denial of an application for a special exception use is arbitrary, capricious, and illegal."

The proposed site has the unique benefit of being in close proximity to the Landover Metro Station/Park and Ride, as well as low and medium density residential development. Its location is entirely within a C-S-C zone and as such provides a clear incentive for consumers to combine their nearby shopping trips with a quick visit to the gas station. Not only will the proposed site promote business activity at other C-S-C zone retail establishments, its positioning will also help to reduce the impacts of traffic congestions, fuel consumption and air quality by improving vehicular trip efficiency. The colocation of food and beverage offerings with gas stations is an ever-increasing industry trend which will likely continue to gain momentum in the short-term. We believe that the combination of the two uses at this site is practical and appropriate given the fact that there are already two fast food restaurants here serving a high volume of pass-by traffic.

The proposed site is a compatible redevelopment of an existing commercial use at an intersection already generally developed for retail uses. Our review of the site plans and building renderings as provided by Royal Farms has shown that the proposed site would in our opinion improve the circulation of the area.

F. SUMMARY

Under the assumption that the special exception conditions have been met at the proposed site, we are of the opinion that granting the request is appropriate. Valbridge believes that the proposed convenience store with gas will be more convenient and therefore necessary to the residential households in the neighborhood. We do not believe that the proposed gas station will detract from or impair the health, morals, or welfare of residents in any conceivable way, given the considerable number of residential households surrounding the subject as well as the significant volume of daily pass-thru traffic who are in need of expedient fuel and convenience store services. Overall, we estimate total fuel demand in the trade area at approximately **18.14 million gallons** per year.

Recent industry surveys reveal that while the price per gallon is still one of consumer's top considerations when choosing a gas station, an increasing proportion of consumers are more likely to go out of their way to visit a certain brand of station which has the quality of in-store





offerings such as fresh food and loyalty programs they value. This trend is likely to continue going forward as in-store sales numbers climb and more people report entering the store during their visit. As one the Baltimore-Washington Metro area's largest convenience store and gas station company, Royal Farms is well equipped to meet the demands of this emerging trend.



IV. COMPETITIVE SUPPLY

Valbridge has surveyed automobile filling stations located within the defined trade area. The primary trade area is defined as seven census tracts that represent the local residential and commercial community associated with the MD-202 Corridor. In addition to our observations, we have consulted various sources including the Maryland Department of Assessments & Taxation (SDAT), CoStar Realty Group's commercial multiple list system and others to better describe the competitive supply in the Hyattsville area. We examine the likely demand of Royal Farms patrons for the subject gasoline fueling facility in the context of competition within its retail trade area.

A. STATION TYPES

Valbridge consulted the National Association of Convenience Stores (NACS) for facts associated with the different types of motor fuel sales operations. NACS classifies these establishments as follows:³

- **Kiosk** less than 800 square feet with fast moving retail items like tobacco, beverages and snacks. Typical customers are transients and locals stopping in to buy gasoline.
- Mini Convenience Store typically 800-1,200 sq.ft.. Limited to prepared foods and serving people buying gasoline.
- **Limited Selection Convenience Store** approximately 1,500 to 2,200 sq.ft. which is the typical conversion of a former 2-bay service station.
- **Traditional Convenience Store** Typically 2,400 to 2,500 sq.ft. with an expanded product mix, often including more grocery items.
- **Expanded Convenience Store** About 2,800-3,600 sq.ft. This is a popular alternative to the large grocery store and often attract more families, women and senior citizens.
- Hyper Convenience Store Very large stores at 4,000-5,000 sq.ft., such as the subject. These
 stores employ more staff, offer fresh food and sit-down eating spaces. These stores attract
 more families, senior citizens and in some locations act as a mini-truck stop with expanded
 services.

We find it important to study the classification of the supply in the trade area and balance that against the customer type, or target markets in this community.

NACS reports that convenience store operations sell approximately 80% of all consumer motor fuels in the country. The remaining 20% is sold at traditional service stations and supermarkets. NACS also reports that consumers will drive up to 10 minutes out of their way to save pennies on gas purchases, which is why the convenience store venues are often able to sell fuel with lower margins, based on sales of other goods with higher margins.

³ NACS State of the Industry of 2016 Data Fact Book.



B. EXISTING FUEL OPPORTUNITIES

We have inventoried the supply of existing fuel opportunities within the defined trade area. Valbridge finds that there are a total of ten stations as summarized in the table below:

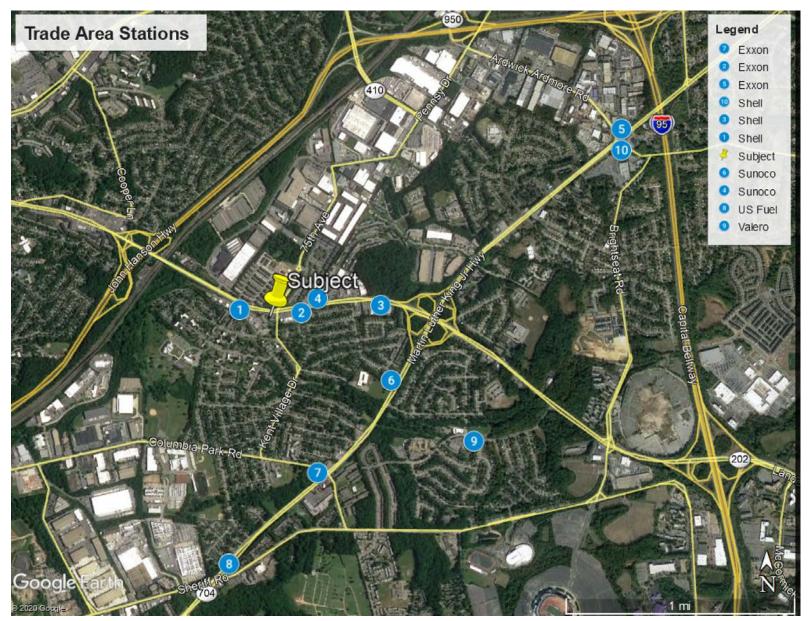
| Name | Address | MPD | Diesel Positions | Convenience Store | Carwash | Service Bays | Sq.Ft. | Yr Built |
|-----------------|-------------------------|-----|---------------------|----------------------|---------|-----------------|--------|----------|
| SHELL | 7301 LANDOVER RD | 5 | 3 | Mini | Υ | | 1,056 | 1995 |
| EXXON | 7545 LANDOVER RD | 6 | 3 | Ltd. | | | 2,173 | 1998 |
| SHELL | 7777 LANDOVER RD | 4 | | Kiosk | | | 800 | 1989 |
| SUNOCO | 7620 LANDOVER RD | 4 | | Ltd. | | | 1,856 | 1960 |
| EXXON | 8600 ARDWICK ARDMORE RD | 6 | 6 | Kiosk | | | | unk. |
| SUNOCO | 7530 MLK JR HWY | 4 | 4 | Ltd. | | 3 | 2,890 | 2016 |
| EXXON | 7106 MLK JR HWY | 6 | 8 | Ltd. | | | 1,431 | 1995 |
| US AUTO | 6705 MLK JR HWY | 4 | | Kiosk | | 3 | 1,798 | 1971 |
| VALERO | 7887 BARLOWE RD | 3 | | Mini | | 2 | 1,596 | 1958 |
| SHELL | 8555 MLK JR HWY | 5 | 2 | Kiosk | | 3 | 2,174 | 1973 |
| TOTALS/AVERAGES | | 47 | 26 | | | | 1,753 | 1,984 |

Evaluation

Despite the stations being in close proximity to one another, certain stations had clear advantages over the other. Of the ten stations located within our defined trade area, only three are realistically competitive with the subject. These are the stations that offer both gas and diesel options and more modern convenience food options. The Sunoco located at 7620 Landover Road headed west is the primary alternative to the subject site due to its modern design, expanded food offerings and indoor seating area. Based on our survey, we find that the other stations are predominately mini stores/kiosks or classic service station designs with two or more garage bays. It should be noted that none of the stations fell into the same hyper-convenience store classification as the subject.

Additionally, we observed service bays at four trade area stations. We believe these stations in particular are likely to underperform the subject in terms of volume of fuel sold due to the fact that their primary business interest is performing high profit margin auto repairs. Vehicle fuel as well as food and beverage sales are merely a small component of those establishments' overall sales. The stations have been oriented with this goal in mind as reflected in small footprint kiosk-style stores, expanded parking areas around the property perimeter for storage of vehicles and often higher margins on fuel prices.







C. CURRENT PERFORMANCE

Petroleum retail industry sources including the National Association of Convenience Stores (NACS) State of the Industry report and our experience indicate that the average gasoline fuel service station pumps about 108,000 gallons of gasoline per month or 1.29 million gallons per year. Additionally, data from NACS indicates that, on a national average, the most efficient dealers sold upwards of 2.4 million gallons per year, which we find more realistic for larger, more contemporary stores.⁴

The 2017 NACS State of the Industry Report places surveyed stations into one of four quartiles based on store operating profit. The most profitable 25% of firms make up the top, or first quartile. The store operating profit metric is used to represent store performance as it eliminates the influence of corporate general and administrative expenses, asset sales or income from other operations. NACS also provides data based on whether the store sells both gasoline and diesel as well as if they sell privately branded or oil company fuels. Each performance quartile corresponds with an average motor fuel gallonage sold per month, per store.

| | NACS Performance Quartile | S |
|-----------------|---------------------------|---------------|
| <u>Quartile</u> | <u>Gal/mo</u> | <u>Annual</u> |
| 0-25 | 94,823 | 1,137,876 |
| 26-49 | 103,187 | 1,238,244 |
| 50-74 | 112,768 | 1,353,216 |
| 75-100% | 206,563 | 2,478,756 |
| Top 10% | 250,000 | 3,000,000 |

Due to the variation between the highest and lowest performers not being explicitly available due to proprietary secrecy in reporting, we have classified stations based on conditions that are important to the marketing of goods and services, such as clean, well-lit facilities, quality fresh food products, visibility and access from the highway and neighborhood, modern design and cover from the elements. Based on an assessment of these conditions, we have placed each station into the performance quartile which we believe is most appropriate. Using the average motor fuel gallonage sold per month data from NACS that coincides with each performance quartile, we estimate annual fuel sales in the trade area below:

⁴ NACS State of the Industry Annual Report of 2017 Data: Convenience and Fuel Retailing Totals, Trends and Analysis of 2017 Industry Data; National Association of Convenience Stores; June 2018.



| | | <u>ANNUAL FUEL</u> |
|-------------|-------------------------|--------------------|
| <u>NAME</u> | <u>ADDRESS</u> | VOLUME |
| SHELL | 7301 LANDOVER RD | 1,137,876 |
| EXXON | 7545 LANDOVER RD | 1,238,244 |
| SHELL | 7777 LANDOVER RD | 1,137,876 |
| SUNOCO | 7620 LANDOVER RD | 1,238,244 |
| EXXON | 8600 ARDWICK ARDMORE RD | 1,137,876 |
| SUNOCO | 7530 MLK JR HWY | 1,238,244 |
| EXXON | 7106 MLK JR HWY | 1,238,244 |
| US AUTO | 6705 MLK JR HWY | 1,137,876 |
| VALERO | 7887 BARLOWE RD | 1,137,876 |
| SHELL | 8555 MLK JR HWY | 1,137,876 |
| TOTAL | | 11,780,232 |

On average, trade area stations are estimated to supply 1.1 million gallons annually or an aggregate supply of **11.8 gallons per year.** Three trade area stations are estimated to be performing slightly below the 1.29 million gallon NACS average. Most of the trade area stations have little competitive advantage over one another in terms of the services they offer and benefit solely from the fact that they are well-positioned to capture traffic along commuter routes. This results in a tight performance range between 1.1 – 1.2 million gallons per year.

Based on ITE traffic generation models, hyper convenience stores have a daily customer traffic of 3,350 vehicles, whereas a traditional service station generates only 1,200 ADT.⁵ ITE classifies the super convenience station as one with greater than 3,000 sq. ft. of retail space and at least 10 fueling positions. Within our Hyattsville trade area, of the ten existing stations, there are zero other super convenience stations. Factoring the 36% rate of traffic generation among smaller stations to the hyper station, we can further refine the supply to be limited by a factor of 2:1, suggesting that a modern gas station with convenience services such as the subject will draw more than double the customer traffic of the older and largely obsolete competitive supply. It is unlikely that any of these stations are achieving fuel sales volume which would place them in the first or second performance quartiles.

Top performing hyper-convenience stores differentiate themselves from the lower quartiles by offering value to customers through fresh-food offerings, well-lit and clean facilities, loyalty rewards programs and ultra-low pricing. These stores are rewarded with higher traffic volumes which in turn results in more gross profit dollars per customer and drives profit higher. The investment into larger store footprints pays off considering the volume of fuel typically being sold by these stations.

⁵ Trip Generation Manual, 10th Edition, Institute of Traffic Engineers; September 2017



The average trade area station was constructed in 1984 and aside from the renovation of the Sunoco at 7530 Martin Luther King Jr. Highway in 2016, the area has not seen a new station in over two decades. While the subject site is proposed to have eight multi-product dispensers, the average neighborhood station has slightly more than half this capacity at 4.7 MPD's. Although our survey determined that the average site has 1,753 sq. ft. of above grade building area, this figure is largely overstated due to presence of two or more service bays at more than a third of the sites. Based on these considerations we are of the opinion that on average, existing trade area stations are substandard to modern consumer demand.

D. SUMMARY

Our survey revealed ten existing gas stations in the subject's trade area. Throughout our survey we evaluated conditions that are important to the marketing of goods and services, such as clean, well-lit facilities, quality fresh food products, visibility and access from the highway and neighborhood, modern design and cover from the elements. Based on this analysis we found that for the majority, gas stations that populated this area followed a classic service station design with two or more service garage bays or were formatted as small kiosk/mini convenience stores. These stations are unlikely to draw the same volumes of customers as the subject site as further demonstrated by our estimates of annual fuel sales volumes which are slightly below average and result in an excess demand of roughly **6.3 million gallons per year** for the trade area.

We believe that only three trade area stations are realistically competitive with the subject as these stations offer both gas and diesel options and more modern convenience food options. The remaining trade area stations have little competitive advantage over one another in terms of the services they offer and benefit solely from the fact that they are well-positioned to capture traffic along commuter routes. On average, existing neighborhood stations do not meet modern consumer demands. Performance data from NACS and ITE traffic generation models reinforce that a modern convenience store such as the subject will generate more than double the customer traffic of the traditional and smaller gas stations.



V. NEED ANALYSIS FOR CONVENIENCE STORE

In this section, Valbridge reviews certain factors which are determinative of the subject's ability to accommodate public need. We estimate total demand for a convenience store within the subject's neighborhood trade area, then draw conclusions regarding accommodation of public need, as per Section 27-355 of the Prince George's County Code.

The term "necessary" is not defined in Prince George's County code, but Maryland case law has determined, and the District Council has applied, the definition to mean, "convenient, useful, appropriate, suitable, appropriate or conducive to the public in that area." This has been applied to both §27-355(a)(1) and §27-358(d)(1) of the Zoning Ordinance.⁷

Further, Valbridge has determined that there is significant unmet demand for gasoline sales in the area, and that it is unreasonable, cost prohibitive and inefficient to establish a retail gas station without associated convenience food and beverage. Our experience with other regional convenience store operations has shown that inside sales can increase on average 35% with the addition of gas to existing convenience store sites, which is indicative of the convenience to the community. Therefore, the necessity or demand of the gas station creates a reasonable need for a food or beverage store, which will provide convenience and expedient service to the community.

A. CONVENIENCE STORE NEIGHBORHOOD TRADE AREA

Valbridge has examined the residential communities that surround the subject and have determined that residents and employees who are most likely to be patrons of the convenience store at Royal Farms will stem from the area immediately between US-50 and MD-704. We have also limited the trade area to the north just below the access ramp to MD-410 and along Columbia Park Road to the south. The neighborhood trade area is focused along the MD 202 Corridor and consists of portions of the industrial park, both low and medium density residential developments as well as some retail destinations such as Dodge Plaza. This neighborhood is largely built out and we do not expect to see any significant growth over the next five years. The area is comprised of the following seven Prince George's County Census block groups:

8032.001 8032.002 8033.001 8033.002 8033.004 8035.091 8035.092

We have examined this neighborhood trade area, in contrast to the larger gasoline trade area previously used, based on consumer demand for convenient food and beverage purchases. Although consumers may travel out of their way to save pennies at the pump, food and beverage prices are relatively static across convenience store retailers. Thus, the trade area for a convenience store is much smaller than the gasoline trade area, with particular emphasis placed

⁶ <u>Baltimore County Licensed Beverage Association, Inc. v. Kwon</u>, 135 Md. App. 178, 194 (2000), Court of Special Appeals

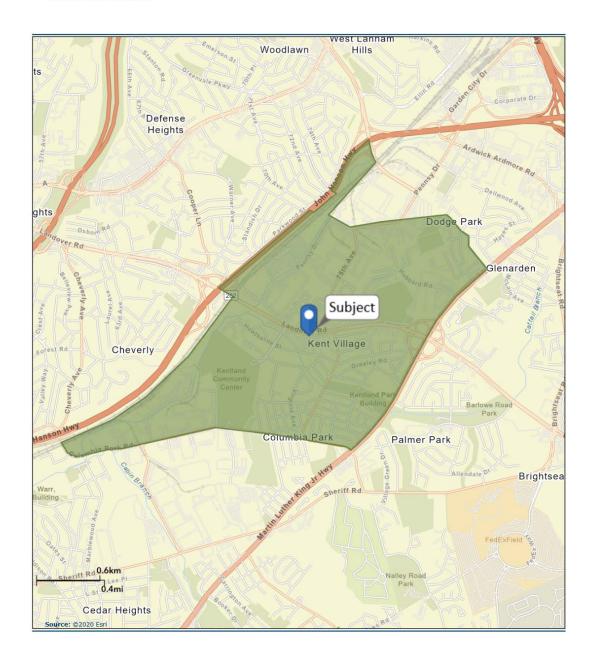
⁷ <u>Lucky Stores, Inc. v. Board of Appeals</u>, 270 Md. 513, 517, 32 A. 2d 758, 766 (1973)



on the "convenience" factor. For residents and employees in the area between US-50 and MD-704, the subject would surely be a convenient stop relative to all other existing convenience stores in the Greater Hyattsville fuel station trade area.



Neighborhood Trade Area





B. BUSINESS DEMAND

We have compiled data obtained from the U.S. Census and Environmental Systems Research Institute (ESRI), a respected national demographic and economic research firm. Population trends in our defined neighborhood trade area have been as follows:

| | | rade Area graphic Tren | ds | |
|------------|-------|---------------------------|-------|--------|
| | 2000 | 2010 | 2019 | 2024 |
| Population | 9,946 | 9,643 | 9,996 | 10,145 |
| Households | 3,375 | 3,351 | 3,413 | 3,437 |

Using the demographic statistics from Section III above, we estimate the number of households in the defined trade area at 3,425 in 2020. This community is built out and is not expected to see any significant growth over the next five years. In addition, the U.S. Census estimates that there are 4,044 persons employed but not living in the neighborhood trade area as of 2017.

C. BUSINESS CLIMATE (SUPPLY)

There are a total of seven convenience store establishments within the neighborhood trade area. Six are centered along MD-202 and one store is found on MLK Jr. Highway. Of these, only the 7-Eleven located across the street from the subject and the 25 Hour Market do not offer fuel services. The 7-11 store offers approximately 2,700 sq. ft. of retail space and some fresh food offerings. The 25 Hour Market is positioned somewhat off the highway next to the Dodge Plaza shopping center. This store offers a similar 2,600 sq. ft. of retail space and was constructed in 1965. While the store does offer convenience items, it is primarily a destination for beer, lottery and tobacco products.

The five convenience stores offering fuel services vary in quality. Two of the stores can be classified as mini or a kiosk style store. These stores focus on fast moving retail items such as tobacco, beverages and snacks and are limited in their prepared food offerings. Over the last decade, food and beverage stores have begun to transform into popular food destinations that also conveniently offer fuel sales. for the first time in NACS survey history a majority of drivers who purchased fuel are also entering the store (52% in 2020 vs. 35% in 2015)². Although this trend will certainly help the kiosk and mini marts that are in the neighborhood, the NACS survey revealed that the purchase of tobacco products fell below 20% which are a significant component of fast-moving retail sale items at these stores, but may also be influenced by local tobacco laws and taxes.

Going forward these trends are likely to continue as younger consumers are far more likely to shop convenience stores daily, purchase healthy food offerings and base their fuel purchase decision on what they plan on purchasing inside the convenience store. As of the 2020 NACS Survey more than two thirds of drivers age 18-34 chose to come inside the store when filling up their vehicles. Overall, comparing the results of this most current survey to only one year ago



demonstrates a swift growth in the priority being placed on the quality of the store and that saving time is becoming more valued than saving money by consumers.

Stand-Alone Stores

7-Eleven25 Hour Market3316 Dodge Park Road

Gas Stations

Kentland Exxon 7545 Landover Road
Shell 7301 Landover Road
Sunoco (A Plus) 7620 Landover Road
Shell 7777 Landover Road
Sunoco 7530 MLK Jr. Hwy

Valbridge Property Advisors believes that the neighborhood trade area is currently underserved with convenience store options, especially those of similar caliber as the proposed Royal Farms store. Existing convenience stores have a smaller assortment of food offerings and no outdoor seating area. The proposed site would have improved access for both convenience store and fuel customers, an indoor/outdoor seating and fresh food options which are not presently available at the 7-Eleven or 25 Hour Market. Additionally, the proposed store will also improve the neighborhood with highway frontage improvements, access controls, curb cuts and gutter with stormwater management, sidewalks and socially advantageous indoor and outdoor seating. The store will feature a modern design that will include conventional architecture which emphasizes natural colors and effects in contrast to checkered and chrome façade of the Checker's restaurant.

D. CONCLUSION

There are currently seven other convenience stores within the neighborhood trade area. Of these, two are standalone stores. The existing stores offer a smaller assortment of food offerings and no outdoor seating area. Industry trends show that a majority of drivers who purchased fuel are also entering the food and beverage stores (52% in 2020 vs. 35% in 2015)² and that younger consumers are likely to shop convenience stores daily, purchase healthy food offerings and base their fuel purchase decision on what they plan on purchasing inside the convenience store. The necessity or demand of the gas station creates a reasonable need for a food or beverage store, given the increase in sales for both product offerings when offered in unison.

The establishment of a hyper convenience store with gasoline sales on the south side of Landover Road (MD-202) will provide a convenient and expedient service to the community. The combination of uses will reduce trips to other locations as consumers fulfill both needs at once. Additionally, the site will be pedestrian friendly with sidewalks and indoor and outdoor seating allowing it to serve the significant number of people on their journey's to and from the Landover Metro Station. The site design features access points at both the front and rear of the site, allowing for those who do not need fuel to park in the rear of the convenience store to make their





purchases and quickly leave, further improving traffic efficiency and lessening congestion on surrounding streets. We do not believe that the proposed food and beverage store will detract from or impair the health, morals, or welfare of residents in any conceivable way, given the considerable amount of both vehicular and pedestrian traffic who pass by the subject and are in need of a clean, well-lit modern store.



APPENDIX A Consultant Qualifications

Valbridge Property Advisors

Valbridge is the largest national commercial real estate valuation and advisory services firm in North America with more than 675 professionals in 70 offices. We are a multifaceted, independent real estate consulting and appraisal firm covering all property types, including special-purpose and services from site acquisition to market feasibility to valuation. Our Marriottsville, Maryland office employs 13 professionals, of which three hold the MAI designation and other advanced degrees. Professional licenses are held by various members of the firm in Maryland, District of Columbia, Pennsylvania, Delaware and Virginia. Academic degrees and professional designations are combined with hands-on real estate investment, development and ownership expertise-offering our clients many decades of accumulated counseling and valuation experience.

We provide clients with objective advice and practical assistance at every stage of decision-making on the development, use or reuse of all types of real estate. Our clients include corporations, institutions, real estate owners, builders, developers, and government entities. Our professional staff has an exceptional capability to use a vast array of information and resources to assist clients in making sound, timely decisions through the real estate planning, financing and development process.

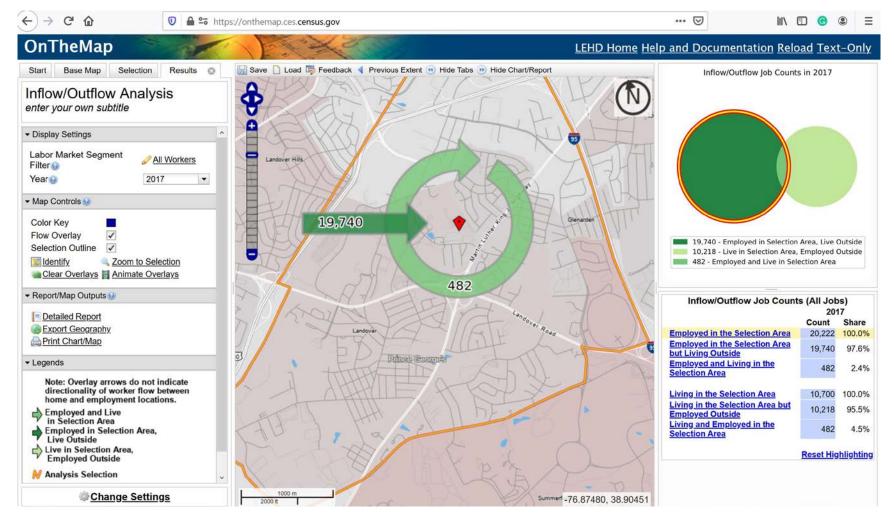
Edward M. Steere, AICP

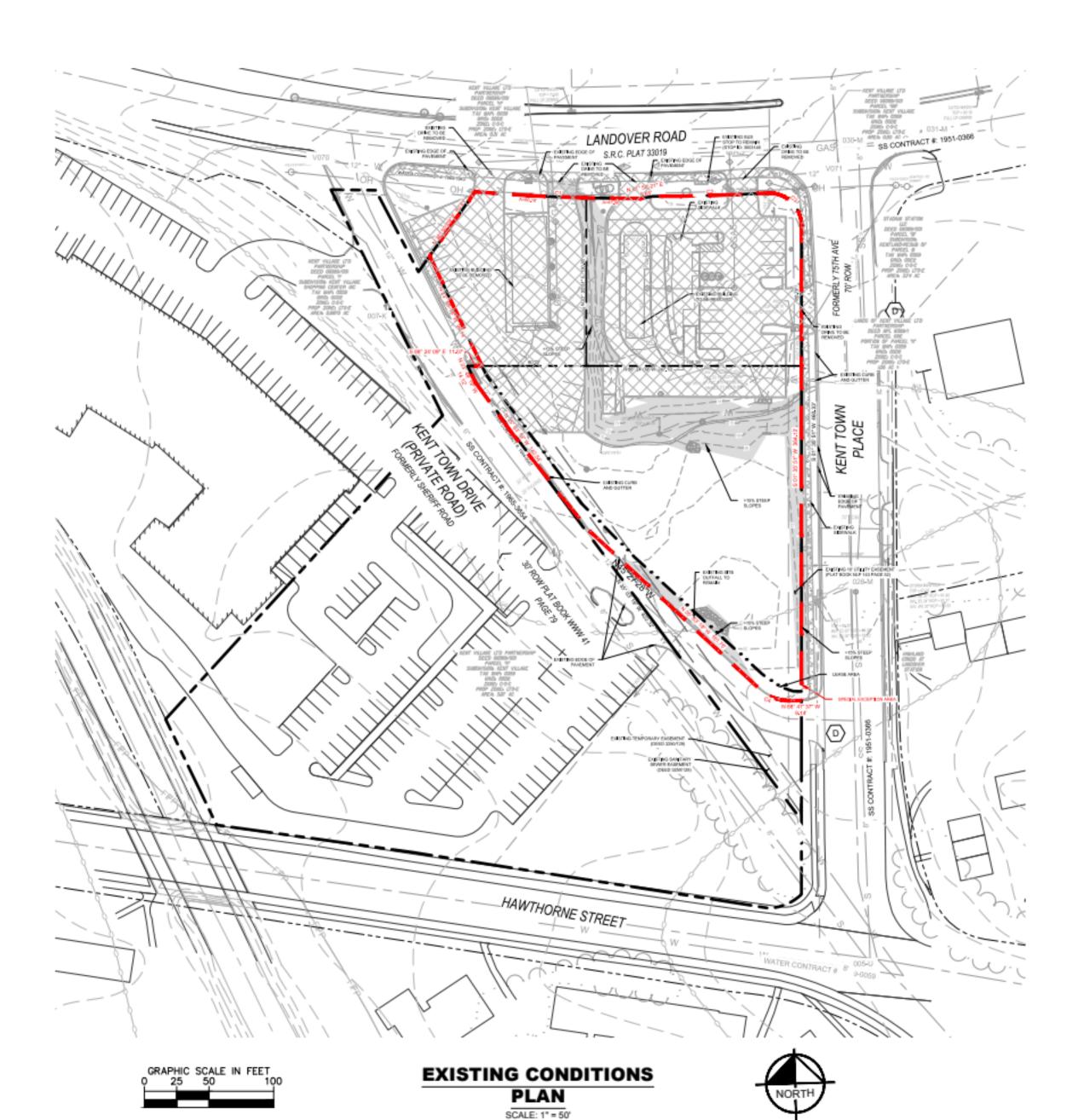
Edward M. Steere, AICP is the senior consultant who completed this assignment. Mr. Steere has a broad professional background in planning and real estate acquired over 30 years in the industry including: site design, entitlement, research, sales and marketing, development, financing and appraisal. His advisory assignments have encompassed: market and financial feasibility analyses of major real estate projects; land acquisition and marketing for residential development; tax-motivated and conventional financing for single family and multifamily residential projects; and advising public, non-profit and private clients concerning real estate decision-making. Mr. Steere is qualified in analyzing the multitude of issues relating to residential and commercial real estate development, including: demographic and economic trends, financial analysis and property valuation, economic and fiscal impacts. Mr. Steere has conducted real estate and market feasibility analyses throughout the Washington-Baltimore region. He has testified before administrative bodies concerning the public need for various kinds of commercial facilities and other planning issues in many of the jurisdictions in the Washington-Baltimore region.

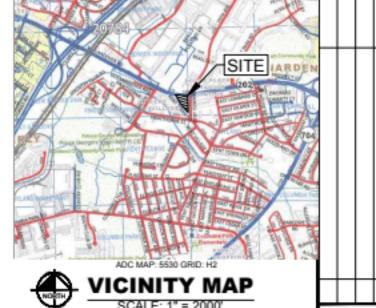


APPENDIX B US Census OnTheMap









EXISTING LEGEND

SPECIAL EXCEPTION LINE EX. ADJACENT PROPERTY LINE ROAD CENTERLINE EX. CURB AND GUTTER LIMITS OF DISTURBANCE SOIL BOUNDARY (D)

HYDROLOGIC SOIL GROUP ---9---EX. CONTOUR EX. INDEX CONTOUR EX. SPOT GRADE SANITARY MANHOLE™ SANITARY CLEANOUT SANITARY SEWER PIPE* ** CATCH BASIN STORM MANHOLE STORM PIPE* WATER VALVE WATER METER PIT FIRE HYDRANT WATER PIPE* GAS METER GAS VALVE GAS SERVICE GAS LINE* ELECTRIC MANHOLE LIGHT POLE

RAILROAD EX. IMPERVIOUS AREA

UDG ELECTRIC* SIGN

FENCELINE

TREE LINE OVERHEAD WIRES MONITOR STAND PIPE

WALL

GUARDRAIL

DECIDUOUS TREE

EX. STEEP SLOPES

*UNDERGROUND UTILITIES NOTE: MISS UTILITY WAS CONTACTED PRIOR TO SURVEY IN ORDER TO DESIGNATE AND MARK UNDERGROUND UTILITIES WITH TICKET #20021603. UNDERGROUND UTILITIES DEPICTED ON THIS PLAN ARE SHOWN IN THEIR APPROXIMATE LOCATION BASED ON THE LOCATIONS OF OBSERVED SURFACE FEATURES AND MISS UTILITY MARKINGS OBTAINED FOR SURVEY USE. UNDERGROUND UTILITY FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED WITHOUT EXCAVATION.

| | | | WITHOUTEXCA | VATION. | |
|-------------|---|------|-------------|------------|----------|
| | SITE SOI | L IN | FORMAT | ION | |
| UNIT SYMBOL | DESCRIPTION | HSG | AREA (SF) | AREA (AC.) | AREA (%) |
| CdD | CHRISTIANA-DOWNER-URBAN LAND COMPLEX, 5-15 PERCENT SLOPES | D | 24,498 | 0.56 | 30% |
| lu | ISSUE-URBAN LAND COMPLEX, OCCASIONALLY FLOODED | D | 51,918 | 1.19 | 64% |
| UnB | URBAN LAND-RUSSETT-CHRISTIANA COMPLEX, 0-5 PERCENT SLOPES | D | 5,284 | 0.12 | 6% |

BEFORE YOU DIG IT'S THE LAW! Know what's **below**. DIAL 811

Curve Table

Curve # Length Radius Delta Bearing Cho

88.52 1532.65 003.3087 M89*5#42*E 88.50*

40.72 25.00 093.3377 S45° 04° 01°E 36.37

OWNER: KENT VILLAGE LTD PARTNERSHIP

SOURCE OF TITLE: NLP 6089/1

HORIZONTAL DATUM: NAD83/01 VERTICAL DATUM: NGVD 29

TOWN PL AND KENT VILLAGE DR.

SITE BENCHMARKS:

N: 458934.773 E: 1343913.363 Z: 63.904

PINEBROOK AVE . N: 459300.324 E: 1343197.386 Z: 53.813

ADDRESS: 7415 LANDOVER ROAD

PARCEL H: 13,486 S.F., 0.31 ACRES ±

LANDOVER, MD 20785

LAN-B- HORIZONTAL & VERTICAL CONTROL POINT

PARCEL G-9: 21,763 S.F., 0.50 ACRES ±

PORTION OF PARCEL K: 45,962 S.F., 1.06 ACRES ±

LAN-A - HORIZONTAL & VERTICAL CONTROL POINT REBAR AND CAP IN MEDIAN OF LANDOVER ROAD BETWEEN KENT

REBAR AND CAP IN MEDIAN OF LANDOVER ROAD BETWEEN US-50 AND

C4 25.70 34.20 043.0667 NS7* 15' 37"E 25.10"

PLAN DATA

Call before you dig

TING EXISTING

411 - KENT VILLAGE PREPARED FOR ROYAL FARMS SE-4834

RFS SHEET NUMBER 3 of 12

INVOICE



To:

John Neff Kimley-Horn and Associates Inc 1801 Porter Street, 401 Baltimore, Md 21230

| Invoice Number | Invoice Date | Invoice Amount | Amount Due | Invoice Status | Invoice Description |
|----------------|--------------|----------------|------------|----------------|---------------------|
| 00171739 | 04/17/2020 | \$1,583.00 | \$0.00 | Paid In Full | NONE |

| Reference Number | GL Account | Description | Quantity | Total |
|------------------|------------|--------------------|----------|------------|
| SE-4834 | 06-40650 | GOV Review (Major) | 1 | \$1,583.00 |

Total Non-SDC Fees \$1,583.00

Note: When making an online payment, Western Union charges a \$5.95 convenience fee per online transaction. The convenience fee is not included on the WSSC Water permit/plan invoice total.

PAYMENTS (This invoice only)

| Reference Number | Payment Receipt # | Description | Payment Method | Amount Paid |
|------------------|-----------------------|--------------------|-------------------|-------------|
| SE-4834 | TRC-158353-05-05-2020 | GOV Review (Major) | Check #196846 | \$1,583.00 |

Total Paid This Invoice \$1,583.00

SIGN POSTING AND INSPECTION AFFIDAVIT

application.

| I, | JEFF S | MITH | , hereby certify th | at the subject property w | as posted with |
|--------------------|-----------------|--------------------------|--|---------------------------|-------------------------|
| (p | orint or type n | ame) | | | |
| | Four (4 |) | sign(s) on | 9-3-21 | |
| | specify nu | imber) | | (date) | |
| I further omanner. | certify that th | e signs were inspected | d no later than the 15th day | of posting and were main | ntained in a reasonable |
| Signature | e: | BSmite | | | |
| Applicati | on Numbers: | SE/VSE-4834 | Name: Royal Farms # | 411 Kent Village | |
| Date: | 9-14-2 | / | | | |
| | | | 15E 401 C1230 | | |
| | BAUTI | nore MD 2 | 2/230 | | |
| Telephon | ne: (443) | 3) 792- 9587 | | | |
| | | | KIMLEY- MORN (A (Owner, A) | | |
| Hearing I | | later than 15 days price | ing sign(s) in place. Return or to the scheduled Zoning l | | |
| * | * | * | * | * | * |

The affidavit must be received no later than 15 days prior to the Zoning Hearing Examiner hearing. Failure to

deliver the affidavit may result in rescheduling your hearing date or a recommendation for denial of the

SIGN POSTING INFORMATION

| Application Number: | SE/VS | SE-4834 | | |
|---------------------------------|-----------------|-------------------------|---------|--------------------------|
| Applicant(s) Name: | Royal I | Farms Kent Village (#41 | 1) | |
| Date sign(s) were transmitted | to applicant or | applicant's agent: | 9-3-21 | |
| Number of signs transmitted: | | Four (4) | | |
| Person to whom signs were tra | ınsmitted: | JEPF SMIT | и | (Print) |
| | | | Jestmit | (Signature) |
| Capacity in which that person | was acting: _ | KIMLEY HORN | (AGENT) | |
| | | | (| owner, applicant, agent) |
| Date of scheduled Zoning Hea | ring Examiner | meeting: October 6, 2 | .021 | |
| | | | | |
| Last date sign(s) can be posted | I: Septeml | per 6, 2021 | | |





M-NCPPC – Countywide Planning Division, Environmental Planning Section // Send to: PPD-EnvPlanning@ppd.mncppc.org
Prince George's County Planning Department ◆ 14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772 ◆ 301-952-3650

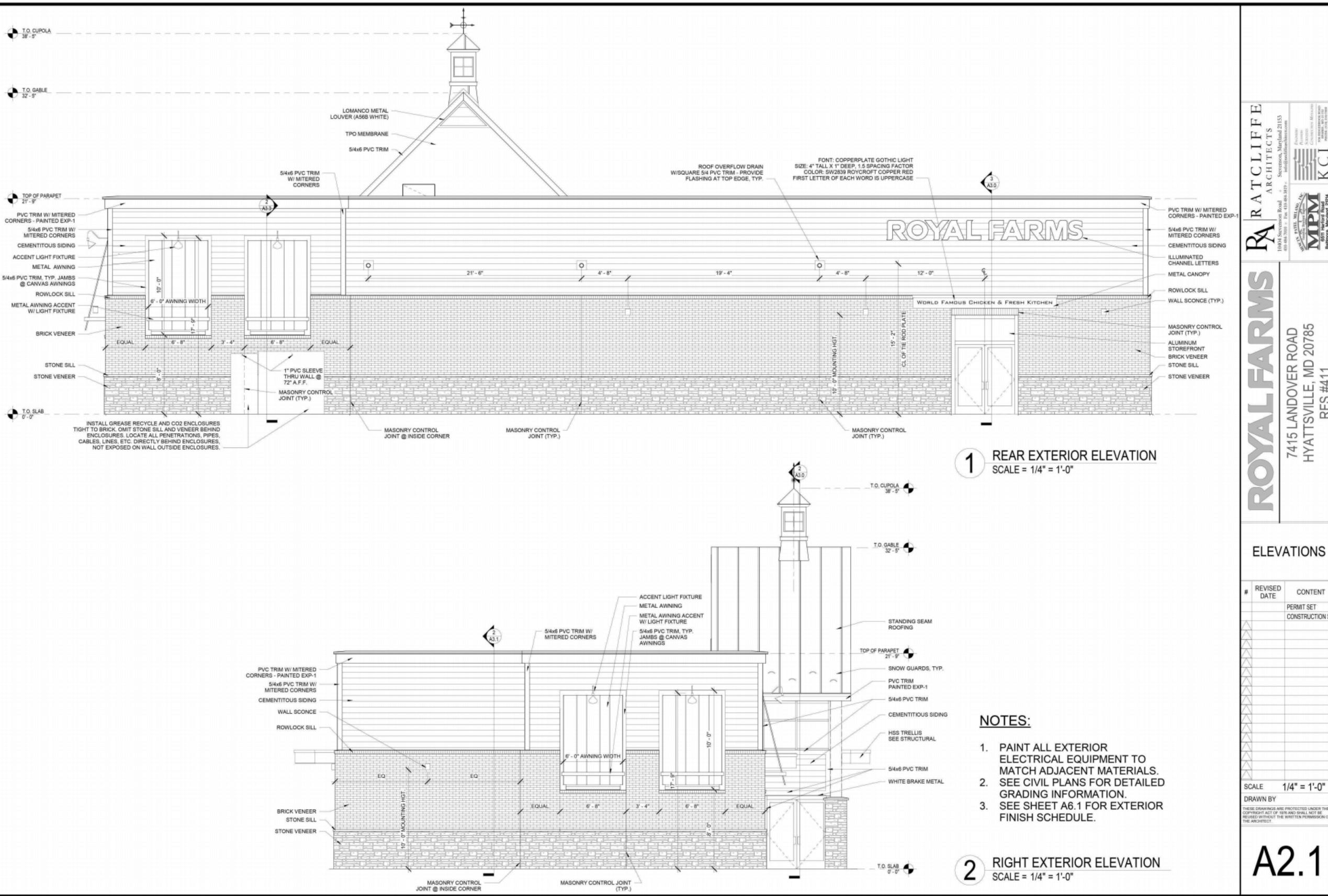
APPLICATION FOR NATURAL RESOURCES INVENTORY EQUIVALENCY LETTER (NRI-EL)

APPLICANT TO FILL OUT THIS SECTION - Refer to www.PGAtlas.com for Information

HOVER OVER BLANK FIELDS FOR ADDITIONAL INFORMATION

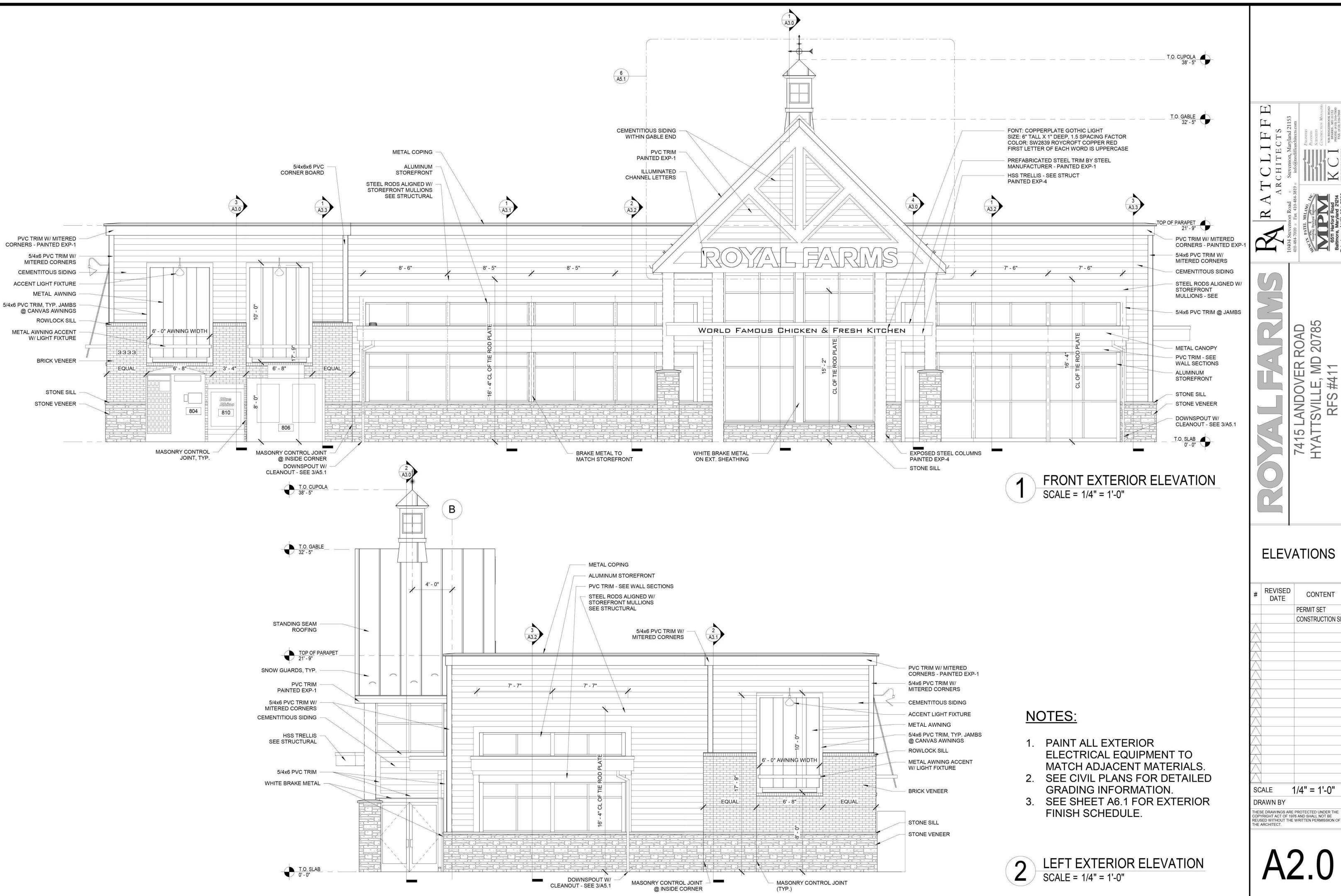
| Property Owner Name(s), Address & Phone: | Agent/Contact Name, Comp | pany, Address | s, Phone & E-mail: | | |
|--|---|--|---|--|--|
| Arnold Berlin (Kent Village Ltd.), | Jennifer Leonard (Kimle | ey-Horn), | | | |
| 2252 Brightseat Rd. Landover, Md 20785 Phone: 301-778-3230 | 1801 Porter St. Baltimore, MD 21230 Pl | hone: 443-4 | 73-3470 | | |
| | Email: Jennifer.Leonard | | | | |
| PROJECT/PROPERTY NAME: RFS #411 K | ent Village | | Agent/Contact | | |
| Street Address: 7401 & 7415 Landover Rd. & 2500 Kent | | 0785 | Signature: | | |
| Geographic Location: 38* 55' 34.5" N, 76* 53' 15.5" W | | | Date: 3/11/2020 | | |
| Total Area (acres): 4.48 ac Proposed Limits of Disturbance [LOD] ft2: 87,991 sf | Current Zone(s): C-S-C | | WSSC Grid: 204NE06 | | |
| Lot/Block/Parcel(s): Parcels G-9, H & K Tax Account #(s) | 1461458, 1461441, 1460781 Lo | nvironmental ocated under the E ental Category in I | | | |
| Proposed Activity: Gas /Convenience Store | | | | | |
| Will the proposed project require a Subdivision or Zoning application?: N/A Please List: | | | | | |
| Concurrent and Previous NRI, TCP1, TCP2, & Other Applicable Applications: SE-653 | | | | | |
| Environmental Technical Manual Link NRI-EL CHECKLIST (TO BE COMPLETED BY APPLICANT) Procedural Guidelines for NRI-EL Application Submission (ext. PDF) | | | | | |
| REQUIRED For All NRI-EL Applications: For Project Type | | Project Type | | | |
| Proposed Site Plan, Containing ALL of the Following: If Exempt from Wood one of the following | | | nore previously approved <i>and</i> lans for project site: | | |
| | Letter of Exemption, and: | | Type 2 Tree Conservation Plan | | |
| | Fee Included in Submission | <u></u> ` ′ | onservation Plan | | |
| General Information Table (see Procedural Guidelines) Copy of a pre-Exemption (S | eviously Issued Letter of tandard or Numbered) | | vironmental Information Deemed by Staff - [Provide Explanation] | | |
| | | | by Staff - [Provide Explanation] | | |
| RESPONSE (TO BE C | OMPLETED BY EPS S | SIAFF) | | | |
| | | := | NRI Number: | | |
| Date Received: Date Accepted: 4/10/2020 Reviewer Assigned:EF NRI-046-2020 | | | | | |
| Date Received: Date Accepted: 4/10/2020 | Reviewer Assigned:E | .1 | NRI-046-2020 | | |
| This APPROVAL for the above referenced project and location | ı is based upon information usi | ng the submit | ted proposed site plan, the | | |
| This APPROVAL for the above referenced project and location most current aerial imagery, and data sourced from PGAtlas.com | n is based upon information usi at the time of reviewal. At any p | ng the submit | ted proposed site plan, the an approval, if the scope of | | |
| This APPROVAL for the above referenced project and location most current aerial imagery, and data sourced from PGAtlas.com the proposed activity or limits of disturbance changes significantly date of issuance, or until such time as a different development activity. | is based upon information usi at the time of reviewal. At any p a full NRI may be required. Th | ng the submit point following his letter is vali | ted proposed site plan, the an approval, if the scope of id for five years from the | | |
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Last Updated: March 2019



S LANDOVER ROAD TTSVILLE, MD 20785 RFS #411 7415 HYAT

CONTENT PERMIT SET CONSTRUCTION SE 1/4" = 1'-0" HESE DRAWINGS ARE PROTECTED UNDER THE OPPRIGHT ACT OF 1976 AND SHALL NOT BE EUSED WITHOUT THE WRITTEN PERMISSION OF HE ARCHITECT.



5 LANDOVER ROAD FTSVILLE, MD 20785 RFS #411 7415 HYAT

CONTENT PERMIT SET CONSTRUCTION SE 1/4" = 1'-0"



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION Prince

George's County Planning Department (301) 952-3208

Planning Information Services (301)-952-3195 14741 Governor Oden Bowie Drive, Suite L2 www.mncppc.org Upper Marlboro, MD 20772

3/20/20 Date:

Planning Information Services Staff

MAILING LIST -RECEIPT

| Tlis receipt is to acknowledge that Suzanne | Nickle of (name of com | pany, if applicable) |
|--|-------------------------|-------------------------|
| McNamee Hosea | | |
| received the following lists as described by the categ | ories below: | |
| | | |
| Registered community organization list | Total Record(s): | 34 |
| Adjoining property owners list | Total Record(s): | 115 |
| ☑ Municipalities within one mile list | Total Record(s): | 3 |
| Tis list is valid for 90 days from the date refere | enced above. Applicants | shall obtain an updated |
| mailing list if notifications are not sent within 90 day | S. | |
| Tiis property is located on WSSC Grid: 204N | E06 | |
| | Gregory McClain | |

NOTE: Copy of this form must be included with Application submittal package.

Revised 03/2018

The Maryland-National Capital Park & Planning Commission Results Prince George's County Planning Department

Date: 3/20/2020 Time: 1:25:01 PM

Total Record(s): 3

| Layer_NamOB. | JECTID NAME | MUNICIPAL D | AMS LINI OFFICIALS NAME | TITLE | ADDRESS | CITY | ZIP CODE EXECUTIVE EX | XEC ACREAGE |
|--------------|---------------|-------------|-------------------------|-------|------------------------|----------------|-----------------------|-------------------|
| | | | | Mayor | 8600 Glenarden Parkway | Glenarden | 20706 Elected | 5/1/2021 6697.271 |
| | | | | Mayor | 6904 Taylor Street | Landover Hills | 20784 Elected | 5/1/2023 4896.855 |
| | | | | Mayor | 6401 Forest Road | Cheverly | 20785 Elected | 5/1/2021 6494.328 |
| Municipal (| 2095 GLENARDI | E 87 | 87 Edward Estes | | | | | |
| Municipal (| 2103 LANDOVEI | R 89 | 89 Jeffrey Schomisch | | | | | |
| Municipal (| 2104 CHEVERLY | 80 | 80 Laila E. Riazi | | | | | |

| SHAPE.ARE SHAPE.LEN | 62973.59 | 53795.15 | 61073.35 | |
|-----------------------|--|--|---------------------------------------|--|
| SHAPE.ARE | 2.92E+08 | 2.13E+08 | 2.83E+08 | |
| TELEPHONIEMAIL | 301-773-21etobias@ci 2.92E+08 62973.59 | 301-773-64.tavel@lar 2.13E+08 53795.15 | 301-773-8£townadmir 2.83E+08 61073.35 | |
| F_DIST ORIG_FID SHAPE | 1041 Polygon | 1052 Polygon | 1061 Polygon | |
| F_DIST | 5280 | 5280 | 5280 | |

The Maryland-National Capital Park & Planning Commission Results Prince George's County Planning Department Date: 3/20/2020

Time: 1:36:28 PM

Total Record(s): 115

| | | | | _ | | | | | | |
|------------|------------------------------|--|---------------|-------------------------------|---------------------------|--------------------|---------------|---------------|--------------|-------------|
| Layer_Narr | ACCOUNT LOT | BLOCK | PARCEL | | | U STREET NA STREET | TY STREET | | | P5 MAIL IND |
| Property | 1453042 «null> | <null></null> | <null></null> | 13116058 PARCEL ! | 7474 < null> | LANDOVER RD | ii> | <null></null> | HYAITSVILI | 20785 0 |
| Property | 5580326 «null> | «null> | <null></null> | 13244089 PLAT 1 P | ll> | DUVALL RII RD | II> | «null> | HYATTSVILI | 20785 1 |
| Property | 1460781 < null> | <null></null> | «null> | 13143052 PARCEL | 2500 < null> | KENT TOW PL | ll> | w-157 | HYAITSVILI | 20785 0 |
| Property | 3610326 «null> | «null> | <null></null> | 13201013 PT PAR C | 3101 < null> | 75TH AVE | «null» | <n =""></n> | HYATTSVILI | 20785 1 |
| Property | 3082260 < null> | <null></null> | <null></null> | 13178074 PARCEL E | 7501 <null></null> | LANDOVER RD | <null></null> | <null></null> | HYATTSVILI | 20785 1 |
| Property | 3853595 «null> | <n< td=""><td>II></td><td>13219028 < null></td><td>6964 «null></td><td>HAWTHOR ST</td><td><null></null></td><td>6964</td><td>4 HYATTSVILI</td><td>20785 0</td></n<> | II> | 13219028 < null> | 6964 «null> | HAWTHOR ST | <null></null> | 6964 | 4 HYATTSVILI | 20785 0 |
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| HAWTHOR ST KENT TOW PL HAWTHOR ST KENT TOW PL | KENT VILLA DR HAWTHOR ST HAWTHOR ST | KENT VILLA DR HAWTHOR ST HAWTHOR ST KENT TOW PL | KENT VILLA DR HAWTHOR ST HAWTHOR ST | KENT TOW PL HAWTHOR ST HAWTHOR ST KENT TOW PL | HAWTHOR ST HAWTHOR ST KENT VILLA DR KENT TOW PL | HAWTHOR ST HAWTHOR ST HAWTHOR ST KENT VILLA DR | HAWTHOR ST KENT VILLA DR HAWTHOR ST HAWTHOR ST KENT TOW PL KENT VILLA DR |
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| | E ASSOC LTD PTNSHI | | | IN 10220 OLD COLUMBIA RD S | | COLUMBIA | | 21046 | |
| | STATION LLC | | | EA(PO BOX 471380 | | DISTRICT HEIGHTS | | 20753 < null> | |
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| ELFASI URI | li> | 8912 FALLS FARM DR | POTOMAC | | 20854 | 2894 |
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| ISLAM SYED ASHFAKUL | <null></null> | 6170 HOWELLS RD | ALEXANDRIA | VA | 22310 <null></null> | |
| SENOJ 4 LLC | ll> | 206 RIGGS RD NE | WASHINGTON | DC | 20011 <null></null> | |
| HIGHLAND THS LANDOVER LLC | ll> | 5504 GROVE ST | CHEVY CHASE | | 20815 «null> | |
| THOU BUNTHOEUN | SUITE 23 | 3 4094 MAJESTIC LN | FAIRFAX | VA | 22033 «null> | |
| AMAYA JOSE J ETAL | <null></null> | 18569 SIERRA SPRINGS STREET | LEESBURG | VA | 20176 | |
| SIGMA HOUSING LLC | STE 281 | 938 E SWAN CREEK RD | FORT WASHINGTON | | 20744 «null> | |
| HIGHLAND THS LANDOVER LLC | «null> | 5504 GROVE ST | CHEVY CHASE | | 20815 < null> | |
| COOPER JUSTIN | <null></null> | 6946 HAWTHORNE ST | LANDOVER | | 20785 | 3447 |
| SENOJ 4 LLC | ll> | 206 RIGGS RD NE | WASHINGTON | DC | 20011 < null> | |
| CARTER DAWN M | li> | 2517A KENT TOWN PL | LANDOVER | MD | | 3473 |
| ELFASI URI | li> | 8912 FALLS FARM DR | POTOMAC | MD | 20854 <null></null> | |
| COX LAKISH K | <null></null> | 6984 HAWTHORNE ST | LANDOVER | MD | 20785 | 3447 |
| RC INCOME FUND LLC | SUITE 110 | OC 4000 LEGATO RD | FAIRFAX | VA | 22033 | |
| SIGMA HOUSING LLC | STE 281 | 938 E SWAN CREEK RD | FORT WASHINGTON | MD | 20744 <null></null> | |
| HIDALGO ISABEL | UNIT A | 2505 KENT TOWN PL | LANDOVER | MD | 20785 < null> | |
| GAYLE ADRIAN | <null></null> | 6948 HAWTHORNE ST | LANDOVER | MD | 20785 | 3447 |
| HIGHLAND THS LANDOVER LLC | <null></null> | 5504 GROVE ST | CHEW CHASE | MD | 20815 <null></null> | |
| CORLEY RALPH JR ETAL | <null></null> | 2614 KENT VILLAGE DR | LANDOVER | MD | 20785 <null></null> | |
| WALTERS JESSICA V | <null></null> | 6924 HAWTHORNE ST | LANDOVER | MD | 20785 <null></null> | |
| PACE J | ll> | 2501 KENT TOWN PL | LANDOVER | MD | 20785 | 3479 |
| SIGMA HOUSING LLC | II> | 5809 IRON WILLOW DR | ALEXANDRIA | | 22310 <null></null> | |

| SANDERS CHERREE | UNIT 251 | 7 2517 KENT TOWN PL | LANDOVER | MD | 20785 | 3473 |
|---------------------------|---------------|---------------------------|-----------------|----|--|-----------------|
| PIFEROEN JENS | <null></null> | 6944 HAWTHORNE ST | LANDOVER | MD | 20785 | 3447 |
| CRICHLOWEBERHARDT BETTY | ll> | 5505 44TH AVE | HYATTSVILLE | MD | 20781 < n | u l i> |
| HIGHLAND THS LANDOVER LLC | ll> | 5504 GROVE ST | CHEVY CHASE | MD | 20815 <nu< td=""><td>11></td></nu<> | 11> |
| HIGHLAND THS LANDOVER LLC | ll> | 5504 GROVE ST | CHEVY CHASE | MD | 20815 <nu< td=""><td>11></td></nu<> | 11> |
| ELFASI URI | <null></null> | 8912 FALLS FARM DR | POTOMAC | MD | 20854 < n | ull> |
| JOHNSON DANIELLE F | <null></null> | 421 GARRETT A MORGAN BLVD | HYAITSVILLE | MD | 20785 < n | uli> |
| THOU HOME INVESTMENT LLC | STE 233 | 4094 MAJESTIC LN | FAIRFAX | VA | 22033 <nu< td=""><td>11></td></nu<> | 11> |
| ANGEL CAPITAL LLC | SUITE 435 | 5C 7925 JONES BRANCH DR | MCLEAN | VA | 22102 < n | ull> |
| SIGMA HOUSING LLC | STE 281 | 938 E SWAN CREEK | FORT WASHINGTON | MD | 20744 < n | ull> |
| HIGHLAND THS LANDOVER LLC | ll> | 5504 GROVE ST | CHEW CHASE | MD | 20815 <nu< td=""><td>11></td></nu<> | 11> |
| SIGMA HOUSING LLC | STE 281 | 938 E SWAN CREEK RD | FORT WASHINGTON | MD | 20744 < n | ull> |
| RC INCOME FUND LLC | SUITE 110 | OC 4000 LEGATO RD | FAIRFAX | VA | 22033 | |
| SENOJ 4 LLC | ii> | 206 RIGGS RD NE | WASHINGTON | DC | 20011 < n | ull> |
| HIGHLAND THS LANDOVER LLC | > | 5504 GROVE ST | CHEVY CHASE | MD | 20815 < n | ull> |
| BALILE SEAN | <null></null> | 2850 ROSEMARY LN | FALLS CHURCH | | 22042 < n | ull> |
| RAZJOUYAN FATE-MEH ETAL | 2614 B | 2614 KENT VILLAGE DR | LANDOVER | MD | 20785 < n | ull> |
| SENOJ 5 LLC | II> | 206 RIGGS RD NW | WASHINGTON | DC | 20011 < n | ull> |
| HIGHLAND THS LANDOVER LLC | II> | 5504 GROVE ST | CHEVY CHASE | MD | 20815 < n | u il> |
| ANGEL CAPITAL LLC | STE 4350 | 7925 JONES BRANCH DR | MCLEAN | VA | 22102 <nu< td=""><td>11></td></nu<> | 11> |
| JPD SOLUTIONS LLC | li> | 6820 BRENTWOOD DR | UPPER MARLBORO | MD | 20772 < n | ull> |
| | | | | | | |

| SENOJ I LLC | <null></null> | 206 RIGGS RD | WASHINGTON | DC | 20011 < n u | III> |
|-----------------------------|---------------|---------------------------|----------------|----|--|-----------------|
| RC INCOME FUND LLC | | 0C 4000 LEGATO RD | FAIRFAX | VA | 22033 | |
| OHENE ASANTE NANA K | li> | 6938 HAWTHORNE ST | LANDOVER | MD | 20785 | 3447 |
| PEREZ JAIME A ETAL | ll> | 1005 TOTTENHAM CT | STERLING | VA | 20164 | |
| PHOENIX PROPERTY DEVELOPERS | <null></null> | 750 HARNESS CREEK VIEW DR | ANNAPOLIS | MD | 21403 <null< td=""><td> ></td></null<> | > |
| SECRETARY OF HOUSING AND | UNION | 820 1ST ST NE 3RD FIR | WASHINGTON | DC | 20002 | 4205 |
| COLES JACQUELINE V | UNIT 688 | 84 6884 HAWTHORNE ST | LANDOVER | MD | 20785 <null< td=""><td> ></td></null<> | > |
| UDC-SHI DHARMEN K ETAL | II> | 6872 HAWTHORNE ST | LANDOVER | MD | 20785 <null< td=""><td> ></td></null<> | > |
| HIGHLAND THS LANDOVER LLC | 11> | 5504 GROVE ST | CHEW CHASE | MD | 20815 < n u | ıll> |
| SLIGH KEVIN | II> | 6988 HAWTHORNE ST | LANDOVER | MD | 20785 | 3447 |
| TESHOME GETACHEW | > | 4965 ELLIS LN | ELLICOT CITY | MD | 21043 <nul< td=""><td> ></td></nul<> | > |
| HENDERSON-EVANS MIHISHA R | II> | 2519 A KENT TOWN PL | LANDOVER | MD | 20785 | |
| HILL ALRETA S | II> | 6804 CARROLL WAY | UPPER MARLBORO | MD | 20772 | 3934 |
| ELFASI URI A | ll> | 8912 FALLS FARM DR | POTOMAC | MD | 20854 < nu | ıll> |
| FRYAR TINA | II> | 6305 SUMMERHILL RD | TEMPLE HILLS | MD | 20748 < nu | ıll> |
| CRAWFORD JAMAR ETAL | <null></null> | 9502 BAYMAR CT | CLINTON | MD | 20735 < nu | ıl i> |
| LEAVY RICHARD B | <null></null> | 1501 HIGHLAND DR | SILVER SPRING | MD | 20910 <nul< td=""><td> ></td></nul<> | > |
| ISOLYN ASSOCIATES LLC | <null></null> | PO BOX 835 | CLINTON | MD | 20735 <nul< td=""><td>l></td></nul<> | l> |
| CROCKETT LASHON | li> | 5802 EASTPINE DR | RIVERDALE | MD | 20737 <nul< td=""><td> ></td></nul<> | > |
| LANGFORD DEVAN | <null></null> | 6916 HAWTHORNE ST | LANDOVER | MD | 20785 | 3447 |
| MURRELL TIFFANY | <null></null> | 6886 HAWTHORNE ST | LANDOVER | MD | 20785 <nul< td=""><td>l></td></nul<> | l> |
| GEBREHIWOT FIKRU MEHARI | > | 7016 WREN LN | LANHAM | MD | 20706 < nu | ıll> |
| HIGHLAND THS LANDOVER LLC | 11> | 5504 GROVE ST | CHEVY CHASE | MD | 20815 <nul< td=""><td>l></td></nul<> | l> |
| PEREZ JAIME A | ll> | PO BOX 481 | STERLING | VA | 20167 < n l | ıll> |
| QUEEN QUEEN E | ll> | 6882 HAWTHORNE ST | LANDOVER | MD | 20785 | 1757 |
| RC INCOME FUND LLC | SUITE 11 | 10C 4000 LEGATO RD | FAIRFAX | VA | 22033 | |
| BULLOCK DONNELL | <null></null> | 2604 KENT VILLAGE DR | LANDOVER | MD | 20785 < nu | ıll> |
| TOLBERT LINDA J | <null></null> | 13723 HEBRON LN | UPPER MARLBORO | MD | 20774 < n l | <ااد |
| LEWIS JASON E | UNIT 25 | 0B 2504 KENT VILLAGE DR | LANDOVER | MD | 20785 <nul< td=""><td>l></td></nul<> | l> |
| CLARKE GEORGE | ll> | 6928 HAWTHORNE ST | LANDOVER | MD | 20785 | 3447 |
| TESHOME GETACHEW | <null></null> | 4965 ELLIS LN | ELLICOTT CITY | MD | 21043 <nul< td=""><td>l></td></nul<> | l> |
| WASHINGTON MARCELL | UNIT 25 | 0312503 KENT TOWN PL | LANDOVER | MD | 20785 | 3478 |
| | | | | | | |

| JPD SOLUTIONS LLC | <null></null> | 6820 BRENTWOOD DR | UPPER MARLBORO | MD | 20774 <null></null> |
|--|--------------------------------|---|----------------------------------|----------|---------------------------------------|
| ELFASI URI ALEXANDER ANN | ll> <null></null> | 8912 FALLS FARM DR 6892 HAWTHORNE ST | POTOMAC LANDOVER | MD | 20854 < null> 20785 1757 |
| | | | | | |
| GUEVARA JOSE J A ETAL | <null></null> | 6896 HAWTHORNE ST | LANDOVER | | 20785 1757 |
| THOU HOMES INVESTMENT LLC | SUITE 23 | 3 4094 MAJESTIC LN | FAIRFAX | VA | 22033 < null> |
| SIGMA HOUSING LLC | STE 281 | 938 E SWAN CREEK RD | FORT WASHINGTON | | 20744 <null></null> |
| KENT TOWN PLACE LLC | ll> | 400 7TH ST SE | WASHINGTON | DC | 20003 2707 |
| OLUAYENI FOLUSHO F | C O UNIT | A 2507 A KENT TOWN PLACE | LANDOVER | | 20785 <null></null> |
| ISLAM SYED A | APT 1101 | 307 YOUKUM PKWY | ALEXANDRIA | VA | 22304 <null></null> |
| HIGHLAND THS LANDOVER LLC | li> | 5504 GROVE STREET | CHEVY CHASE | | 20815 < null> |
| JACKSON TARYN | ii> | 13102 RIPON PL | UPPER MARLBORO | | 20772 <null></null> |
| RESTORATION CPTL LLC PRFT SH PL | ll> | 42637 BRADFORDS TELEGRAPH CT | CHANITLLY | VA | 20152 «null> |
| KENT TOWN PLACE LLC | «null> | 400 7TH ST SE | WASHINGTON | DC | 20003 2707 |
| LEAVY RICHARD B | ll> | 1501 HIGHLAND DR | SILVER SPRING | | 20910 «null> |
| SENOJ 5 LLC | ll> | 206 RIGGS RD NE | WASHINGTON | DC | 20011 «null> |
| HIGHLAND THS LANDOVER LLC | II> | 5504 GROVE ST | CHEVY CHASE 20815 < null> | | |
| CUGINI LLC | ll> | 605 FARMHURST RD | PIKESVILLE 21208 < null> | | |
| STAFFORD LISA S | «null> | 10811 EASTLAND CIR | UPPER MARLBORO20772 | | |
| ISOLYN AND ASSOCIATES LLC | <null> PO F</null> | 3OX 835 CLINTON20735 <null> JEFFER</null> | SON VALERIE T <null> 6966</null> | MD MD | HAWTHORNE ST |
| |] | LANDOVER20785 3447 | | MD | |
| SIGMA HOUSING LLC | STE 281 | , | ORT WASHINGTON20744 «null> | MD | |
| | | O RD LANHAM 20706 <null></null> HIGHLAND T | | MD GI | ROVE ST CHEVY CHASE20815 |
| <null> The Maryland-National Capital Park</null> | & Planning Co | mmission Results Prince George's County Plan | nning Department | | |

Date: 3/20/2020 Time: PM

| Registered | 432 | 723 Polygon | 135 | 723 GLENARDEN TOWNS HOMEOWNERS ASSOCIATION | HOME OWNERS | <null></null> | 2200 |
|------------|-----|-------------|-----|---|-------------|---------------|---------------|
| Registered | 520 | 655 Polygon | 85 | 655 4TH WARD CIVIC ASSOCIATION (TOWN OF CHEVERLY) | CIVIC | <null></null> | 1709 |
| Registered | 436 | 107 Polygon | 20 | 107 COLUMBIA PARK CIVIC ASSOCIATION | cwt | | 1616 |
| Registered | 421 | 740 Polygon | 130 | 740 GLENN ESTATES HOMEOWNERS ASSOCIATION | HOME OWNERS | <null></null> | <null></null> |
| Registered | 420 | 688 Polygon | 8 | 688 BLADENWOODS CONDOMINIUMS | CONDOMINIUM | <null></null> | 5211 |
| Registered | 423 | 505 Polygon | 58 | 505 CHEVERLY RECREATION COUNCIL | OTHER | <null></null> | 3012 |
| Registered | 419 | 701 Polygon | 71 | 701 PROGRESSIVE CHEVERLY | OTHER | <null></null> | 3020 |
| Registered | 461 | 502 Polygon | 40 | 502 LAKEVIEW HOMEOWNERS ASSOCIATION | HOMEOWNERS | < | 11018 |
| Registered | 500 | 719 Polygon | 155 | 719 LLG RECREATION ASSOCIATION | OTHER | • | 6915 |

| Total Record(s) |): 34 | | | | | | | | | |
|-----------------|-------------|-----------------|-------------------|-----------------------------|------------------|----------|-------------------------------|--------------------------------|---------------|-------------------|
| Layer_Narr AR | CDBA.R€ A | RCDBA. ARCDBA | a.R€ ARCDBA.CF AI | RCDBA.CF \RCDBA.CM | S_COMS_DB.OF | RGANIZA | ATION_NAME | ARCDBA.CMS | A CD | COMS |
| Registered | 1612 | 773 Polygon | 118 | 773 WOODMORE NO | ORTH HOMEOW | NERS A | ASSOCIATION | IARCDBA.CFARCDE HOME OWNERS | | 1296 |
| Registered | 1608 | 707 Polygon | 140 | 707 CARSONDALE O | CIVIC ASSOCIA | ΓΙΟΝ | | CIVIC | < | 9007 |
| Registered | 576 | 757 Polygon | 160 | 757 HYNESBORO PA | RK GREENWO | OD FOR | EST NEIGHBORHOOD ASSOCIATION | CIVIC | | 9214 |
| Registered | 1672 | 490 Polygon | 36 | 490 WILLOW GROV | E CITIZENS ASS | OCIATI | ION | CITIZEN | <null></null> | <nu< td=""></nu<> |
| Registered | 1674 | 779 Polygon | 6 | 779 ARDMORE SPRI | NGDALE CIVIC | ASSOC | IATION | CIVIC | <null></null> | 9801 |
| Registered | 418 | 731 Polygon | 148 | 731 ENTERPRISE ES | TATES CIVIC A | SSOCIA | TION | CIVIC | | 11704 |
| Registered | 501 | 598 Polygon | 66 | 598 VILLAGE AT CO | LLINGTON CO | NDOMI | NIUM | CONDOMINIUM | _ | 12200 |
| Registered | 413 | 336 Polygon | 10 | 336 RANDOLPH VIL | LAGE CIVIC AS | SOCIAT | TION | CIVIC | < | 8422 |
| Registered | 499 | 717 Polygon | 153 | 717 GLENSFORD CO | NDOMINIUM | | | CONDOMINIUM | <null></null> | 6915 |
| Registered | 416 | 99 Polygon | 19 | 99 COALITION OF | CENTRAL PGC | COMMU | JNITY ASSOCIATIONS | CIVIC | <null></null> | 708 |
| Registered | 502 | 733 Polygon | 126 | 733 SILVERBROOK | HOMEOWNERS | ASSOC | IATION | HOME OWNERS | < | 4900 |
| Registered | 439 | 484 Polygon | 34 | 484 LANDOVER REV | | | | CIVIC | <null></null> | <n< td=""></n<> |
| Registered 437 | 165 Polygon | 41 165 GLENARDI | EN CIVIC ASSOCIA | ΓΙΟΝ CIVIC900 Register | ed 433 661 Polyg | on 2 661 | PALMER PARK CITIZENS ASSOCIAT | ION CITIZEN1920 Registered | | 415 238 |
| Polygon 49 238 | 8 LANHAM | STATION AREA | CITIZENS ASSOCIA | TION CIVIC5308 Regis | tered 522 754 Po | lygon 13 | 38 754 BRIGHTON PLACE HOMEOWN | ERS ASSOCIATION HOME | | |
| OWNERS1220 | 00 ARCD | BA.CMS COM | MS DB.STREET | ARCDBA.CFARCD | BA.CMS_COMS | DB | .CIARCDBA.CFARCDBA.C'ARCDBA.C | CFARCDBA.CMS COMS | | |
| DB.REGISTRA | ATION_DAT | E | | | | | | | <null></null> | |
| CRONSON BL | VD | #4284 | CROFTON | MD | 21114 | 226 | ####### | | | |
| WALLACE RO | OAD <1 | null> LANHAM | MD 20706 | 40 5TH STREET > | LANHAM | | ####### | | | |
| MD | 20706 20 |) | | | | | ####### | | | |
| P. O. BOX 310 | | <null></null> | GLENN DALE | MD | 20769 | 50 | ####### ######## | | | |
| APOLLO DRIV | VE | #7377 | LARGO | MD | 20792 | 45 | ####### | | | |
| WHITTIER RC | OAD | ll> | BOWIE | MD | 20721 | 410 | | | | |
| TECH ROAD | | C/O TIDI | EW SILVER SPRING | | 20904 | 80 | | | | |
| DUNBAR AV | ENUE | li> | HYATTSVILLE | MD | 20785 | 75 | 1/4/2007 | | | |

OTHER

1918

Registered

442

703 Polygon

92

703 SENIORS R US

| LAUREL BOWIE ROAD QUARRY AVENUE CAPITOL <null> P. O.BOX 1643 < null></null> | SUITE 10 HEIGHTS M HYATTSVII | MD 20743 | | | MD OURT <null></null> | 20715 BOWIE MD 2 | 400 20720 | ######## ######## ######## ######### |
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| | | | | | | | 175 126 33 100 45 | |
| SMITHVIEW PLACE RAY LEONARD ROAD LANHAM STATION ROAD > LA DEFENSE HIGHWAY 62ND AVENUE EAST WASHINGTON AVENUE P.O. BOX 893 | C/O SENT <null> <null></null></null> | HYATTS | CH ROAD ON SVILLE SVILLE | N SUITE 325 S M N | ID ID ILVER SPRIN ID ID ID | 20785 G MD 20904 21114 20785 20785 20703 | | 6/6/2008 |
| PARK WAY PARK WAY LAKE VICTORIA LANE | #303 | BLADEN HYATT HYATTS BOWIE | SVILLE | N N | MD MD MD MD | 20710 20785 20785 20720 <null></null> | 12 100 | ######## ######## ######## 4/1/2004 |
| LAUREL BOWIE ROAD GOLDEN MORNING DRIVE ll> BO | | 01 BOWIE | | | MD MD | 20715 20721 | 672 36 | |

| Registered 587 7 | 761 Polygon 1 | 44 761 LEWISDALE | CITIZENS' ASS | SOCIATION CIVIC6613 Registered 602 473 Polygon 21 473 VISTA ESTATES WEST | HOMEOWNERS ASSOCIATION | √ <null></null> | |
|------------------|---------------|------------------------|----------------|--|------------------------------|-----------------|---------|
| HOMEOWNER | S1296 Regist | ered 617 208 Polygon | 48 208 HOLME | EHURST SOUTH CIVIC ASSOCIATION CIVIC4523 Registered 625 709 Polygon 145 | 709 WILLOW WOOD ESTATE | S <null></null> | CIVIC |
| ASSOCIATION | CIVIC10205 | Registered 626 741 Pol | ygon 84 741 PA | ALISADES HOMEOWNERS ASSOCIATION HOME OWNERS14106 Registered 938 76 | 64 Polygon 104 764 CENTENNIA | - <null></null> | VILLAGE |
| HOA HOME O | WNERS400 | | | | | <null></null> | |
| | | | | | | <null></null> | |
| | | | | | | <null></null> | |
| Registered | 1272 | 735 Polygon | 127 | 735 RADIANT VALLEY CIVIC ASSOCIATION | CIVIC | <null></null> | 6821 |
| Registered | 1656 | 776 Polygon | 161 | 776 GREATER CAPITOL HEIGHTS IMPROVEMENT CORPORATION INC. | CITIZEN | | 415 |

| 22ND PLACE | <null></null> | HYATTSVILLE | MD | 20782 | 175 # #### |
|-------------------|---------------|--------------------|----|-------|--------------|
| CRONSON BLVD. | C/O CAS | TEI CROFTON | MD | 21114 | 135 ## ### |
| WOODGATE WAY | ll> | BOWIE | MD | 20720 | 100 5/7/2008 |
| BALD HILL ROAD | <null></null> | BOWIE | MD | 20721 | 59 # ##### |
| JONES BRIDGE ROAD | C/O ANI | ORE UPPER MARLBORO | MD | 20774 | 136 ## #### |
| SERENDIPITY DRIVE | ll> | MILLERSVILLE | MD | 21108 | 5 3/6/2018 |
| BARTON ROAD | 11> | HYATTSVILLE | MD | 20784 | 58 2/6/2015 |
| ZELMA AVENUE | il> | CAPITOL HEIGHTS | MD | 20743 | 1 5/2/2019 |

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-Horn

Attn: Emily Dean, P.E. 1801 Porter Street, Suite 401 Baltimore, Maryland 21230

(443) 884-5085

Emily.Dean@kimley-horn.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, H and P/O K.
- 6. Total Area 4.479 Acres. (special exception boundary)
- 7. Tax Map/Grid 59/D2.

- 8. Location The site is located on the southwest quadrant of the intersection of Landover Road (MD 2020) and Kent Town Road.
- 9. Zoned: C-S-C.
- 10. 200 Sheet 204NE06.

II. COMMUNITY/NEIGHBORHOOD

The subject 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 north by Landover Road (MD Route 202) and beyond by residential apartments and multifamily unit uses in R-18, C-S-C and C-O Zones; to the east by Kent Town Place and beyond by a shopping center and residential condominiums in C-S-C and R-18 Zones; to the south by Hawthorne Street and beyond by residential apartments in the R-18 Zone; and to the west by a shopping center in the C-S-C Zone.

For zoning purposes, the applicant's proposed neighborhood, as graphically depicted below, is defined by the following boundary:

North: Generally, extending from the north end of the Landover Metro Station parking lot to the rear of

Dodge Park Shopping Center.

East: MD 704 (Martin Luther King Highway).

South: Cattail Branch.

West: Penn 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, H and 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 Ordinance¹ 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 five 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). Two other access points are 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 27-317(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 and future 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 adjoining 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 modern 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 27-317(a)(1) 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) includes improvements to streetscape on the south side of Landover Road, and allows for development of 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 of residents/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: 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.

- (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 10,000 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:

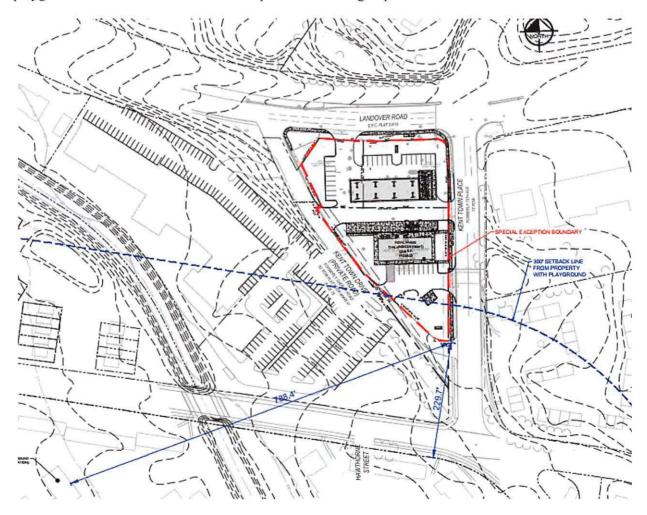
Section 27-358

- (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 five access driveways: one 35' wide access driveway onto Landover Road (MD 202); two 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 façade, 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 of land, or upset the balance of land use, in the area for other trades and commercial uses.

COMMENT: The Zoning Ordinance and the County Code do not define the term "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 27-108.01(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 determining 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 determined 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. Furthermore, the use will not unduly restrict the availability of land 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 modern 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. Furthermore, 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 permitted 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)(1) have also been held to apply to the requirements in Section 27-355(a)(1) 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 former reasonably convenient or useful. Further the proposed size of the new facility is appropriate for the site and conforms 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 of land use in the area. SE-4834 proposes access driveways on Landover Road, an internal road, and Kent Town Place.

(4) In the I-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.

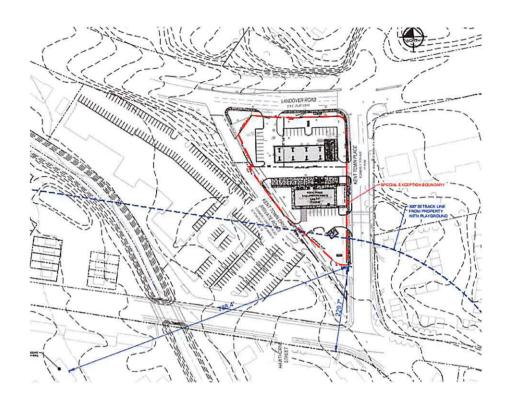
(5) The retail sale of alcoholic beverages from a food and beverage store approved in accordance with this Section is prohibited; except that the District Council may permit an existing use to be relocated from one C-M zoned lot to another within an urban renewal area established pursuant to the Federal 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 Hawthorne 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 – sounded by said residential buildings, and to the west of a large storm drain channel the 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.



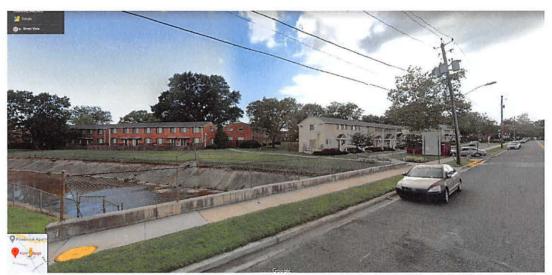




Intersection of Hawthorne Street and Kent Town Place looking southwest. (The playground internal to Block F is not visible).



Hawthorne Street looking south (east of the large storm drain the bisect Block F). (The playground internal to Block F is not visible).



Hawthorne Street looking southwest across the large storm drain facility that bisects Block F. (The playground internal to Block F is not visible).



Hawthorne Street looking southeast. (The playground internal to Block F is not visible).

As a result of extraordinary issues associated with the subject property and the environs surrounding the property, to include an outdoor playground that is located in the middle of a 12.91 acres complex that is walled off by development, the applicant is requesting a variance of about 70 feet to Section 27-358(a)(2) pursuant to Section 27-235.

Sec. 27-235. - District Council authority.

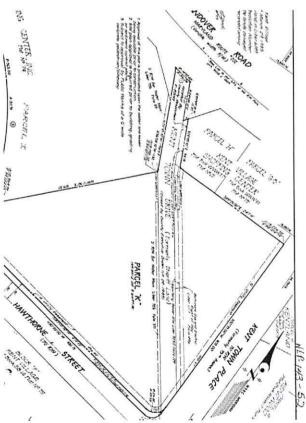
The District Council may grant appeals involving variances from the strict application of this Subtitle (known as variances) in conjunction with its approval of a Special Exception or subsequent site plan amendment. The Council shall be governed by the provisions of Section 27-230 when it grants the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

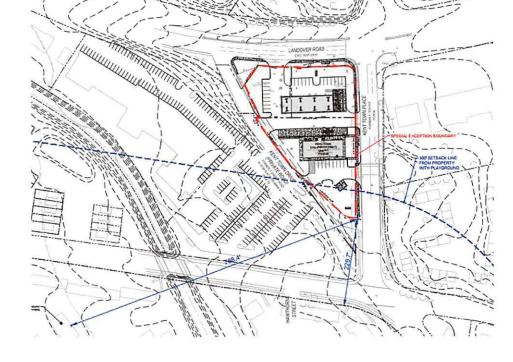
COMMENT: There is no dispute that the special exception area that comprises portions of three different parcels is oddly shaped and impacted by extraordinary situations or conditions. The special exception area is triangular in shape and the area is bounded on all three sides by public and private rights-of-ways.





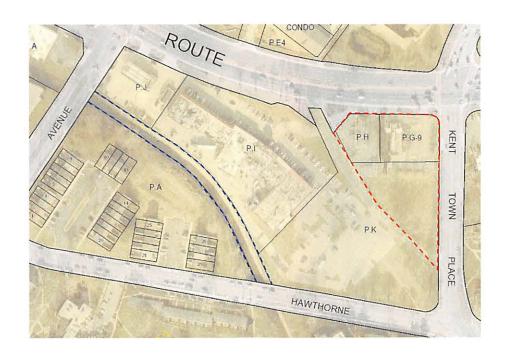
Unlike the subject property, which comprises the boundary of the special exception area – being made up of three different parcels, the other adjacent commercially zoned properties are traditionally shaped rectangles or squares – having been platted and developed decades ago. Conversely, the special 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 result 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 streetview 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 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.





Indeed, the applicant contends that if Block F, which was plated in November, 1947, were to be subdivided and platted today, Block F would have been parceled out and the playground would likely be on its own parcel and/or the very large storm drain facility would have been an outparcel or outlot, as it was to the south and west of Parcels 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 F is 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:

- 1) 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 hurdensome.
- 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 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 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 specifically met since the playground is located on a property that is over 19 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 infill 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 corner 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: Att Coluce Matthew C. Tedesco, Esq.

Date: December 23, 2020

February 24, 2021



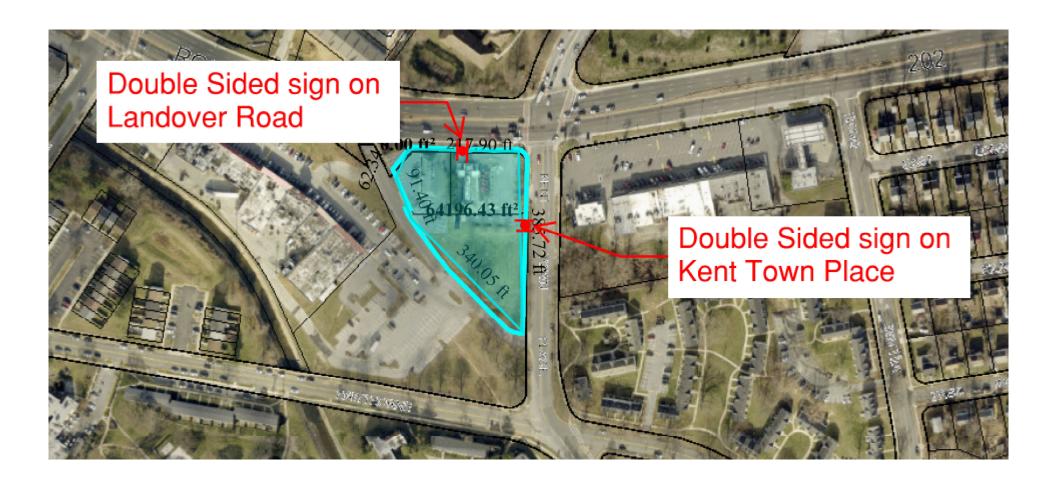












SIGN POSTING AND INSPECTION AFFIDAVIT

application.

| I, JEFF SMITH | | | , hereby certify that the subject property was posted with | | | |
|--------------------|-----------------|--------------------------|--|--------------------------|-------------------------|--|
| (p | orint or type n | ame) | | | | |
| | Four (4 |) | sign(s) on | 9-3-21 | | |
| | specify nu | imber) | | (date) | | |
| I further omanner. | certify that th | e signs were inspected | d no later than the 15th day | of posting and were main | ntained in a reasonable | |
| Signature | e: | BSmite | | | | |
| Applicati | on Numbers: | SE/VSE-4834 | Name: Royal Farms # | 411 Kent Village | | |
| Date: | 9-14-2 | / | | | | |
| | | | 15E 401 C1230 | | | |
| | BAUTI | nore MD 2 | 2/230 | | | |
| Telephon | ne: (443) | 3) 792- 9587 | | | | |
| | | | KIMLEY- MORN (A (Owner, A) | | | |
| Hearing I | | later than 15 days price | ing sign(s) in place. Return or to the scheduled Zoning l | | | |
| * | * | * | * | * | * | |

The affidavit must be received no later than 15 days prior to the Zoning Hearing Examiner hearing. Failure to

deliver the affidavit may result in rescheduling your hearing date or a recommendation for denial of the

SIGN POSTING INFORMATION

| Application Number: | SE/VS | SE-4834 | | |
|---------------------------------|-----------------|-------------------------|---------|--------------------------|
| Applicant(s) Name: | Royal I | Farms Kent Village (#41 | 1) | |
| Date sign(s) were transmitted | to applicant or | applicant's agent: | 9-3-21 | |
| Number of signs transmitted: | | Four (4) | | |
| Person to whom signs were tra | ınsmitted: | JEPF SMIT | и | (Print) |
| | | | Jestmit | (Signature) |
| Capacity in which that person | was acting: _ | KIMLEY HORN | (AGENT) | |
| | | | (| owner, applicant, agent) |
| Date of scheduled Zoning Hea | ring Examiner | meeting: October 6, 2 | .021 | |
| | | | | |
| Last date sign(s) can be posted | I: Septeml | per 6, 2021 | | |



Stan Brown, Esq.

Stan Derwin Brown Law Office, LLC
1300 Caraway Court, Suite 101 • Largo, Maryland 20774-5462
Telephone: 301.883.8888 • Fax: 301.883.8606
Website: StanBrown.law

E-mail: attorney@StanBrown.law

Licensed in Maryland & Washington. D.C.

To: Clerk of the Council

All Parties of Record

Zoning Hearing Examiner

Planning Board District Council

Fr: Stan Brown, People's Zoning Counsel

Date: <u>9-23-2021</u>

Re: <u>SE/VSE-4834</u>

NOTICE OF INTENTION TO PARTICIPATE

Pursuant to Prince George's County Zoning Ordinance§ 27-139.01 (C) (Powers & Duties), this memo is formal notification that the People's Zoning Counsel intends to participate in the above-noted pending zoning cases before the Prince George's County District Council, the Prince George's County Planning Board and/or the Prince George's County Zoning Hearing Examiner. Please file this memo in your official file for the record in the above-noted zoning cases.

Stan Brown, Esq.

People's Zoning Counsel



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department Countywide Planning Division, Transportation Planning Section (301) 952-3680 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 | n/a | | | |
| Meeting Date | | | | |

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 frontage of Kent Town Drive. Staff also recommend a pedestrian connection from MD 202 to the building entrance and associated crosswalks and ADA curb ramps. Additionally, continental style crosswalks are recommended crossing all vehicular access points. Please provided widths of all sidewalks provided.

Prior Approvals

There are no prior approvals that include pedestrian or bicycle transportation related conditions. **Master Plan Recommendations**

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



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



Proud



To: Smith, Tyler <<u>Tyler.Smith@ppd.mncppc.org</u>>; Hall, Ashley <<u>Ashley.Hall@ppd.mncppc.org</u>>;

Stabler, Jennifer < <u>Jennifer.Stabler@ppd.mncppc.org</u>>; 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 <<u>sherri.conner@ppd.mncppc.org</u>>; Masog, Tom <<u>Tom.Masog@ppd.mncppc.org</u>>;

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 <<u>Sheila.Chaconas@ppd.mncppc.org</u>>; Holley,

Edward <<u>Edward.Holley@Pgparks.com</u>>; PPD-EnvDRDreferrals <<u>ppd-</u>

envdrdreferrals@ppd.mncppc.org>; Reilly, James V < JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Giles, Mary C. <mcgiles@co.pg.md.us>; mtavvem@co.pg.md.us; Snyder, Steven G. <<u>SGSnyder@co.pg.md.us</u>>; Formukong, Nanji W. <nwformukong@co.pg.md.us>; rlattivor@co.pg.md.us; mabdullah@co.pg.md.us; SYuen@co.pg.md.us; tltolson@pg.co.md.us; swthweatt@co.pg.md.us; aoadepoju@co.pg.md.us; #dsgintake@wsscwater.com; Wkynard@pepcoholdings.com; pmartinez@washgas.com; mayor@cheverly-md.gov; townadministrator@cheverly-md.gov; eestes@cityofglenarden.org; etobias@cityofglenarden.org; chollingsworth@hyattsville.org; Planning@hyattsville.org; 'Lndvrhlls@aol.com' <<u>Lndvrhlls@aol.com</u>>; <u>i.schomisch@landoverhills.us</u> **Cc:** Braden IV, Sam < <u>Sam.BradenIV@ppd.mncppc.org</u>>; Spradley, DeAndrae <<u>DeAndrae.Spradlev@ppd.mncppc.org</u>>; Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Kosack, Jill < Jill.Kosack@ppd.mncppc.org; Summerlin, Cheryl <<u>Cheryl.Summerlin@ppd.mncppc.org</u>>; Townsend, Donald <<u>Donald.Townsend@ppd.mncppc.org</u>>; 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 <<u>James.Hunt@ppd.mncppc.org</u>>; 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 <u>PGCReferrals@ppd.mncppc.org</u>;
- 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



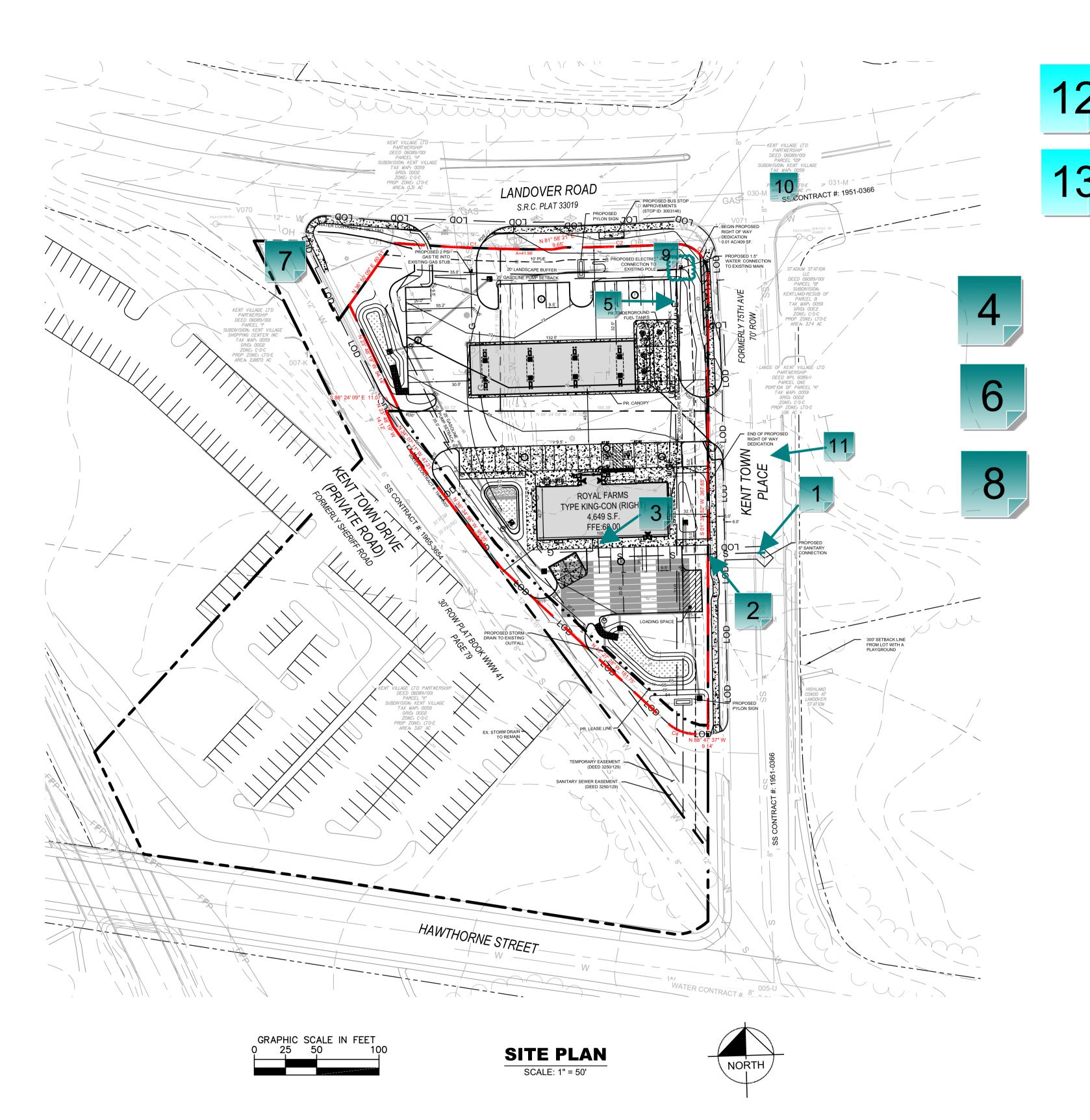


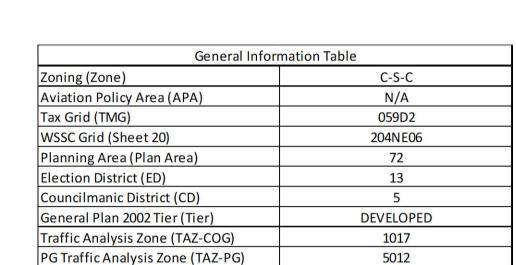






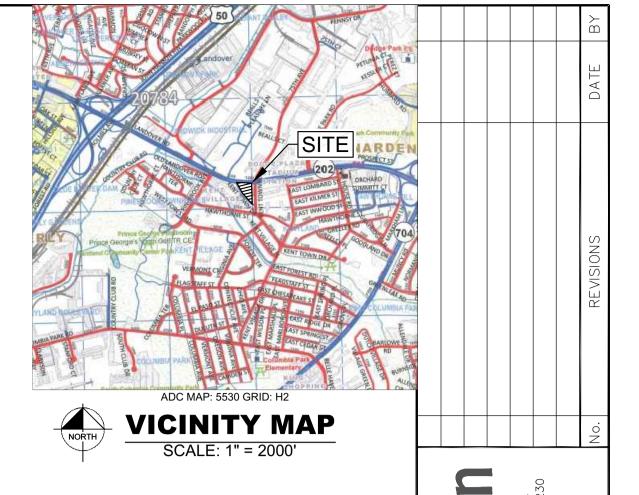






| | PARKING AND LOADING SCHEDULE | | | | | |
|--------------------------------------|--|--|----------|-------------|--|--|
| | DESCRIPTION RATE | | REQUIRED | PROVIDED | | |
| | RETAIL 4,649 SF GROSS FLOOR AREA | NORMAL PARKING GENERATION GROUP: 1 SPACE / 150 SF OF THE FIRST 3,000 SF GFA + 1.0 SPACE / 200 SF ABOVE FIRST 3,000 SF GFA | 28 | | | |
| PARKING | GAS STATION | 1 SPACE / EMPLOYEE (8 EMPLOYEES) 8 | | 49 | | |
| | INDOOR & OUTDOOR SEATS 18 OUTDOOR SEATS 11 INDOOR SEATS | | 10 | | | |
| | ACCESSIBLE SPACES (INCLUDED IN REQUIRED/PROVIDED PARKING TOTALS) 26-50 SPACES | | 2 | 2 | | |
| | TOTAL N | JMBER 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 | | |
| I BICVCIE I | | 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 EXCEPT |
| | EX. ADJACENT PR |
| | ROAD CENTERLIN |
| | EX. CURB AND GL |
| LOD | LIMITS OF DISTUR |
| | PR. CURB |
| | EX. MAJOR CONT |
| 98 | EX. MINOR CONTO |
| 100 | PR. MAJOR CONT |
| 98 ——— | PR. MINOR CONT |
| G | PR. GAS |
| w | PR. WATER |
| ——— UGE ——— | PR. ELECTRIC |
| s | PR. SANITARY SE |
| | PR. STORM PIPE |
| TP. | PR. TEST PIT |
| | |

ROPERTY LINE PECIAL EXCEPTION LINE X. ADJACENT PROPERTY LINE OAD CENTERLINE X. CURB AND GUTTER MITS OF DISTURBANCE R. CURB X. MAJOR CONTOUR X. MINOR CONTOUR

R. MAJOR CONTOUR R. MINOR CONTOUR R. GAS R. WATER R. ELECTRIC R. SANITARY SEWER R. STORM PIPE R. TEST PIT

PR. CONCRETE PR. BUILDING

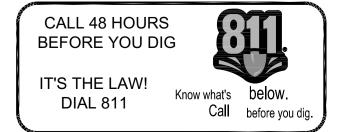
PROFESSIONAL CERTIFICATION: I HEREBY
CERTIFY THAT THESE DOCUMENTS WERE
PREPARED OR APPROVED BY ME, AND THAT I
AM A DULY LICENSED PROFESSIONAL
ENGINEER UNDER THE LAWS OF THE STATE
OF MARYLAND.
LICENSE NO. 43160
EXPIRATION DATE 12/19/2022

R

Kimle

SITE

SHEET NUMBER 4 of 12



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 Sewer Comments

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 - Separa | tion |
| | 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 - Genera | I |
| | 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 E | asement on Private Road |
| | Created by: Jessica Wright On: 04/28/2021 05:36 PM |
| | Show limits of the WSSC easement. |

----- 0 Replies -----

1 - Horizontal Bends

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

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----- 0 Replies -----

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----- 0 Replies -----

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----- 0 Replies -----

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- 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 |
|------------|---|
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| | Created by: Jessica Wright On: 04/28/2021 04:44 PM |
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| | 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 E | asement 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 | Re | plies | |
|-------|----|-------|--|
| | | | |

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 Re | plies | |
|--|------|-------|--|
|--|------|-------|--|

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 | Re | plies | |
|-------|----|-------|--|
| | | | |



Larry Hogan Governor Boyd K. Rutherford Lt. Governor Gregory Slater Secretary Tim Smith, P.E. Administrator

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.

Mr. Nick Driban

SHA Tracking No.: 20APPG009XX

Page 2 of 2 July 21, 2020

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,

AF/jwm

cc: Ms. Danielle Black, SHA District 3 EST

District Engineer, District 3, SHA

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



Larry Hogan Governor Boyd K. Rutherford Lt. Governor Gregory Slater Secretary Tim Smith, P.E. Administrator

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THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council 301-952-3600

July 13, 2021

MEMORANDUM

TO: Maurene Epps McNeil, Chief Zoning Hearing Examiner

A/2

FROM: Donna J. Brown, Clerk of the Council

Re: Petition to Amend the Basic Plan for Woodside Village

Amendment of Approved Basic Plan (A-9973-02)

Pursuant to Section 27-197(b) of the Zoning Ordinance, enclosed is a request to amend the approved Basic Plan for the above referenced case. The request was deemed complete by Technical Staff and has been referred to the People's Zoning Counsel and Planning Board for comments, which should be transmitted to you by September 11, 2021.

The Zoning Hearing Examiner shall schedule a public hearing on this matter. The property may have to be posted; however, the need of a posting fee should be determined. Should you have additional questions, please call me.

Enclosures

cc: Robert J. Antonetti, Jr., Esq., Attorney for Applicant Stan D. Brown, Esq., People's Zoning Counsel Elizabeth M. Hewlett, Chairman, Prince George's County Planning Board James Hunt, Division Chief, Development Review Division, M-NCPPC Jeremy Hurlbutt, Supervisor, Development Review Division, M-NCPPC Cheryl Summerlin, Supervisor, Development Review Division, M-NCPPC

County Administration Building
14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772

14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772 TTY: (301) 952-3796

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

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.

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 | | | Page |
|-------------------|-----|--|------|
| Section 1 | | Introduction | 4 |
| | 1.1 | Project Description | |
| | 1.2 | Scope of Study | |
| Section 2 | | Existing Conditions | 6 |
| | 2.1 | Description of Road Network | |
| | 2.2 | Lane Configurations | |
| | 2.3 | Existing Traffic Counts | |
| Section 3 | | Background Conditions | 12 |
| | 3.1 | Annual Growth | |
| | 3.2 | Approved Background Developments | |
| | 3.3 | Background Peak Hour Volumes | |
| Section 4 | | Total Conditions | 16 |
| | 4.1 | Site Trip Generation | |
| | 4.2 | Site Trip Distribution & Trip Assignment | |
| | 4.3 | Total Peak Hour Volumes | |
| | 4.4 | Projected Level of Service | |
| Section 5 | | Conclusions / Recommendations | 23 |
| | 5.1 | Results of Analysis | |

Appendices

- A Supplemental Info, Turning Movement Counts
- B Level of Service (CLV & Synchro) Worksheets
- C Background Developments

| List of Exh | Page | |
|-------------|---|----|
| Exhibit 1 | Site Location Map | 5 |
| Exhibit 2 | Lane Use & Traffic Control Devices | 7 |
| Exhibit 3a | Ex. Site Trip Assignment – Inbound Trips | 8 |
| Exhibit 3b | Ex. Site Trip Assignment – Outbound Trips | 9 |
| Exhibit 3c | Ex. Site Trip Assignment – Pass-by Trips | 10 |
| Exhibit 3d | Existing Peak Hour Volumes | 11 |
| Exhibit 4a | Base Peak Hour Volumes | 13 |
| Exhibit 4b | Trip from Background Developments | 14 |
| Exhibit 5 | Background Peak Hour Volumes | 15 |
| Exhibit 6 | Trip Generation for Site | 17 |
| Exhibit 7a | Pr. Site Trip Assignment – Inbound Trips | 18 |
| Exhibit 7b | Pr. Site Trip Assignment – Outbound Trips | 19 |
| Exhibit 7c | Pr. Site Trip Assignment – Pass-by Trips | 20 |
| Exhibit 8 | Total Peak Hour Volumes | 21 |
| Exhibit 9 | Results of Level of Service Analyses | 22 |

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.

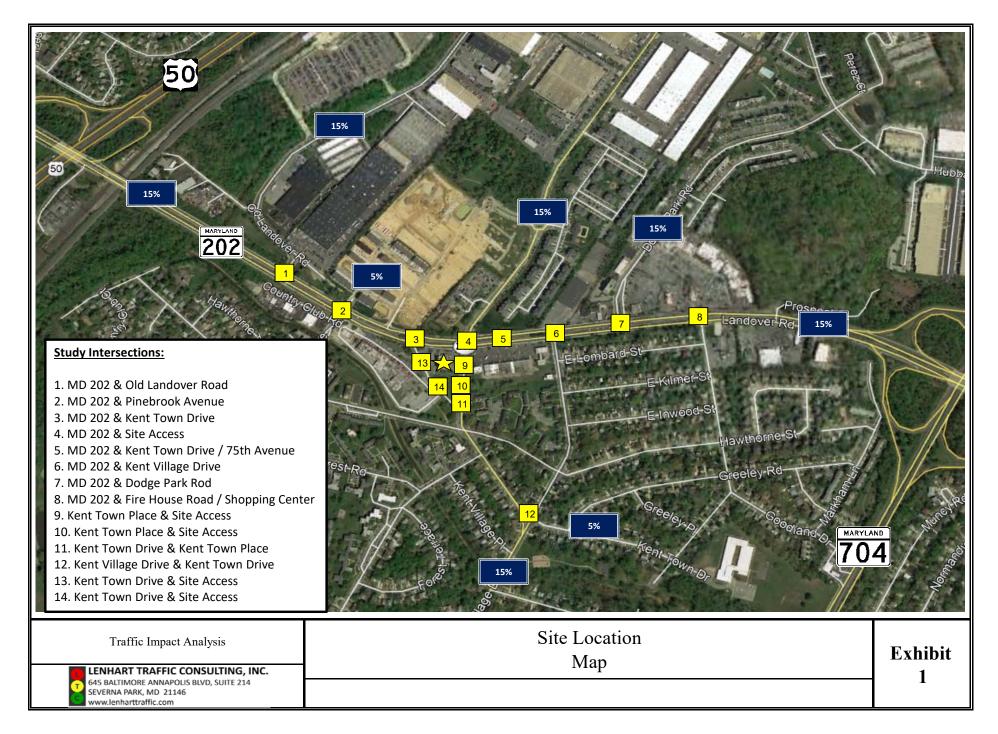
The purpose of this Traffic Impact Analysis is to evaluate the impacts of the proposed development on traffic operations within the study area.

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.



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

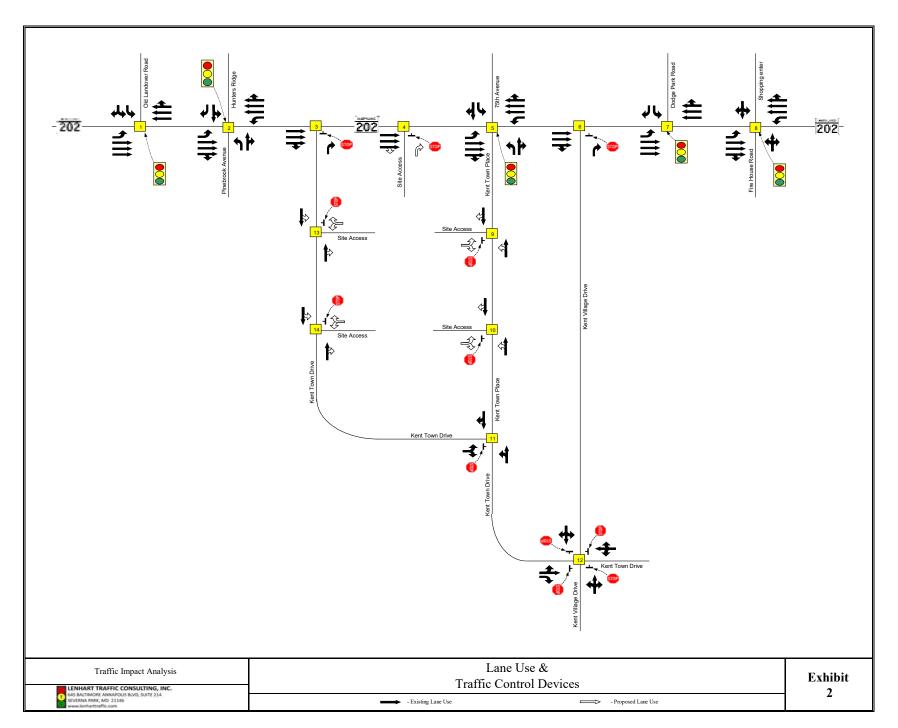
The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

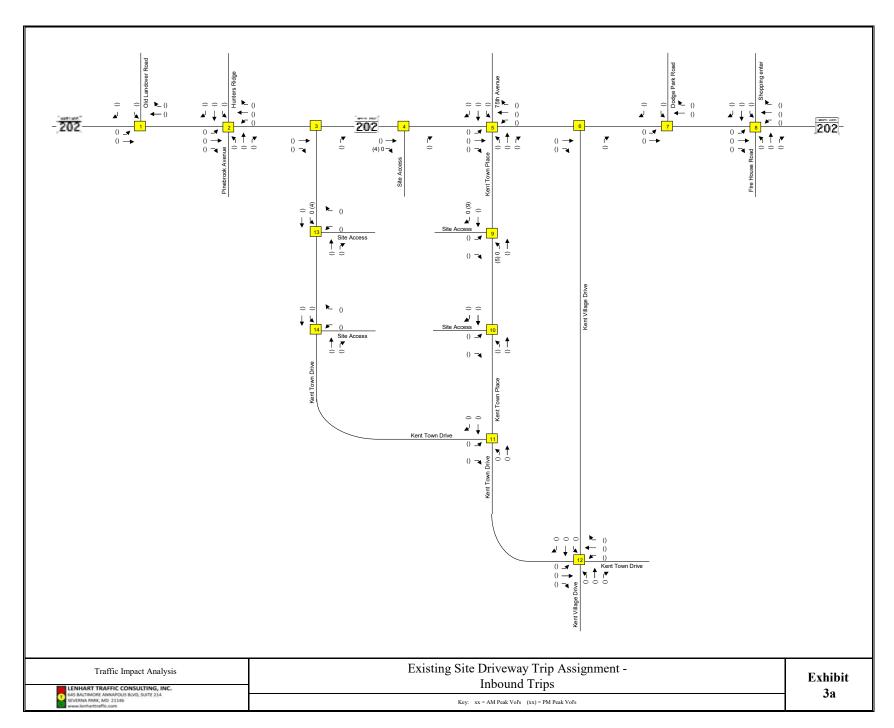
2.3 Existing Traffic Counts

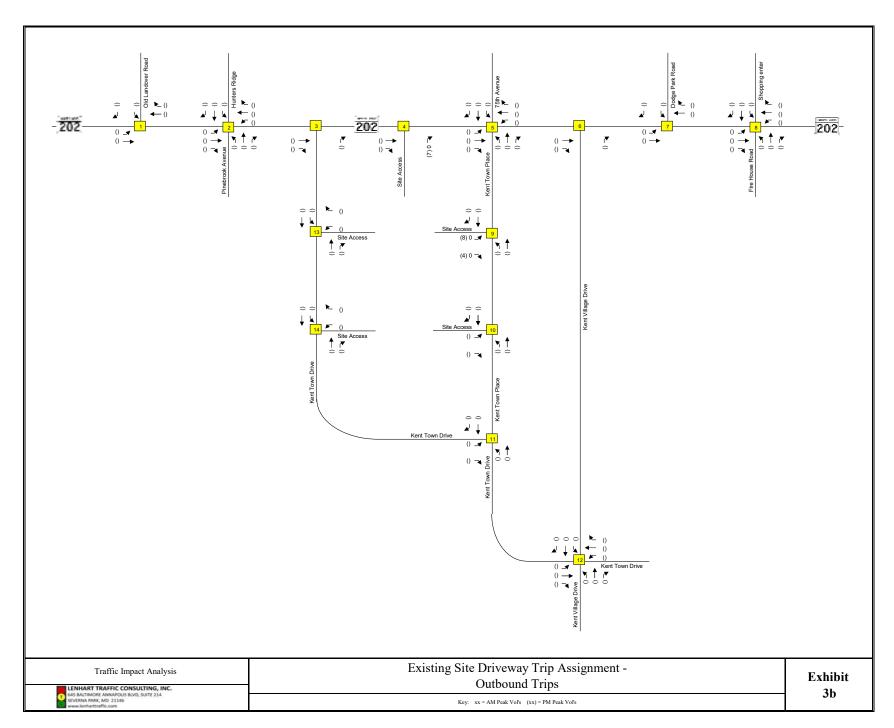
The turning movement counts for the existing site access points were assumed based on the trip generation for the existing uses detailed on Exhibit 6. As stated on Exhibit 6, the existing businesses do not operate during the morning peak hours so no trips were assigned for the morning peak hour. The 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.

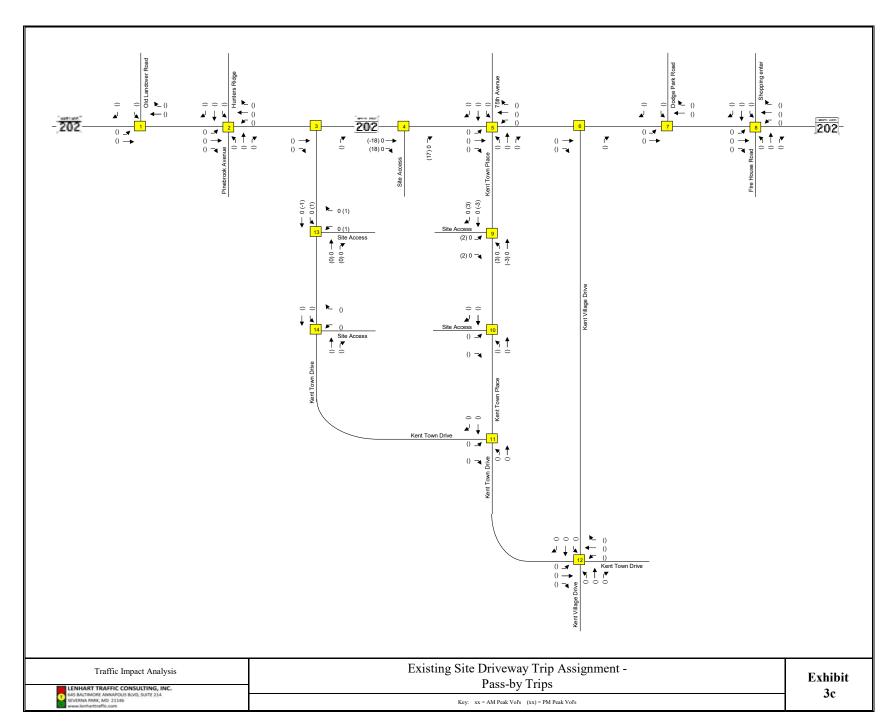
Peak hour turning movement counts were conducted and the resulting turning movement counts are included in Appendix A. The resulting existing peak hour volumes including the existing trips to/from the site are summarized on **Exhibit 3d.**

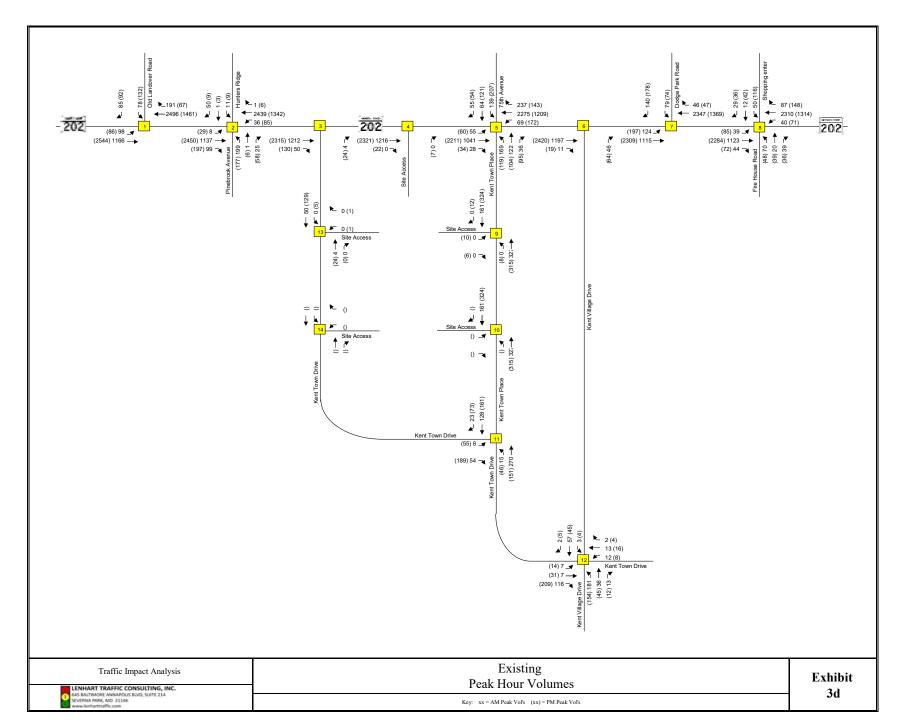
The existing intersections were evaluated using the HCM and CLV methodologies, as required under M-NCPPC guidelines. The results are shown on Exhibit 9. HCM and CLV worksheets are included in Appendix B.











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**.

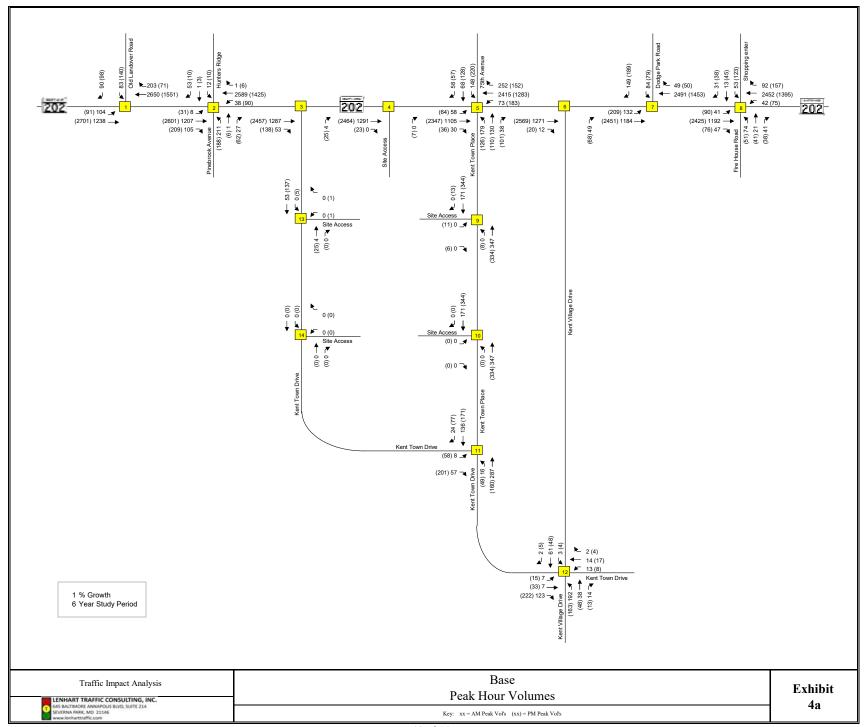
3.2 Approved Background Developments

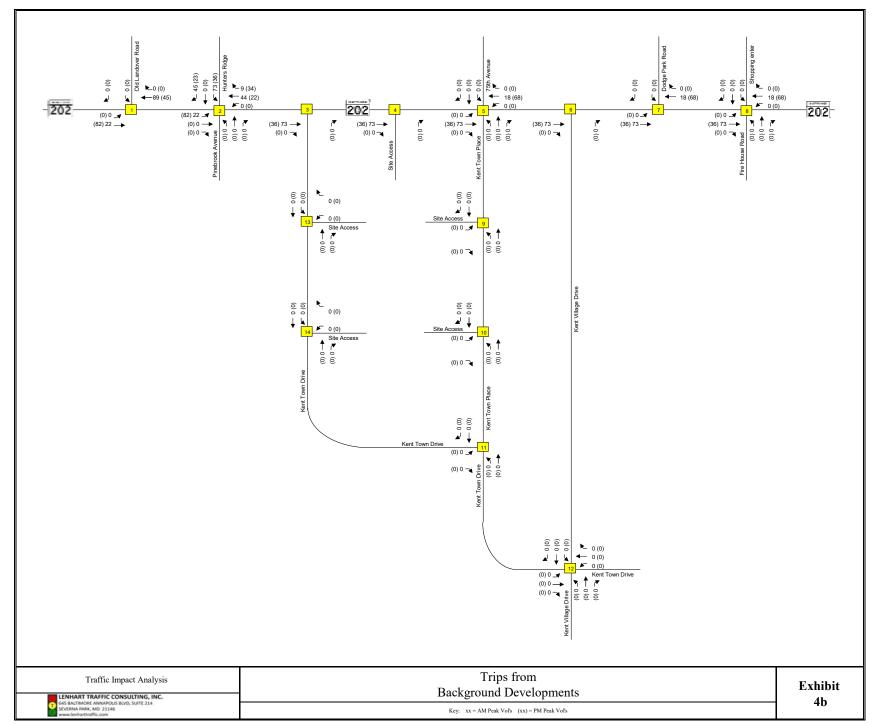
Background developments were identified in the scoping agreement and approved and confirmed by M-NCPPC. The study includes a two year buildout as required by M-NCPPC guidelines and all background developments are treated as fully built in that two year buildout. Only the Hunter's Ridge development was 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.

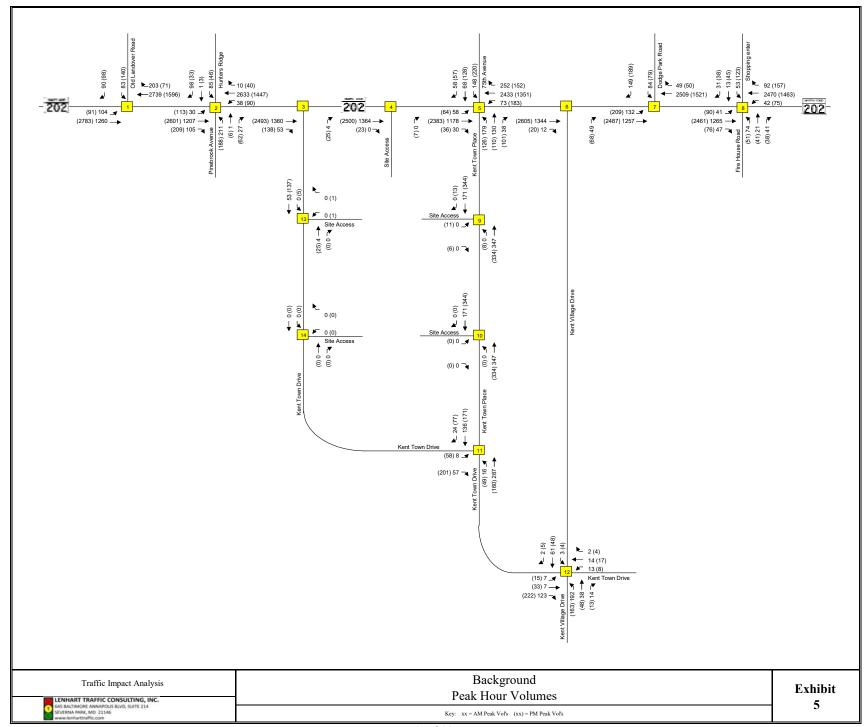
3.3 Background Peak Hour Volumes

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.







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

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

50/50

Evening Trips = 11.5 x Fueling Positions + 82.9 x ksf - 226

50/50 Trip Distribution (In/Out)

Fast Food Rest. w/Drive-Thru (General Urban/Suburban, ksf, ITE-934)

51/49

Morning Trips = 40.19 x ksf Evening Trips = 32.67 x ksf

52/48 Trip Distribution (In/Out)

Fast Casual Restaurant (ksf, ITE-930)

67/33

Morning Trips = 2.07 x ksf

55/45

Evening Trips = 14.13 x ksf

Existing Trip Generation Totals

| | | | AM Peak | | | | | |
|----------|---|---|---------|-----|-------|-----|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| | Fast Food Rest. w/Drive-Thru (ksf, ITE-934) | 1715 sq.ft. | 35 | 34 | 69 | 29 | 27 | 56 |
| | Pas | ss-by Trip Percentage (49% AM, 50% PM) | -17 | -17 | -34 | -14 | -14 | -28 |
| Existing | Fast Casual Restaurant (ksf, ITE-930) | 2296 sq.ft. | 3 | 2 | 5 | 18 | 14 | 32 |
| | Pass-by T | rip 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): 22 19 41

Proposed Trip Generation Totals

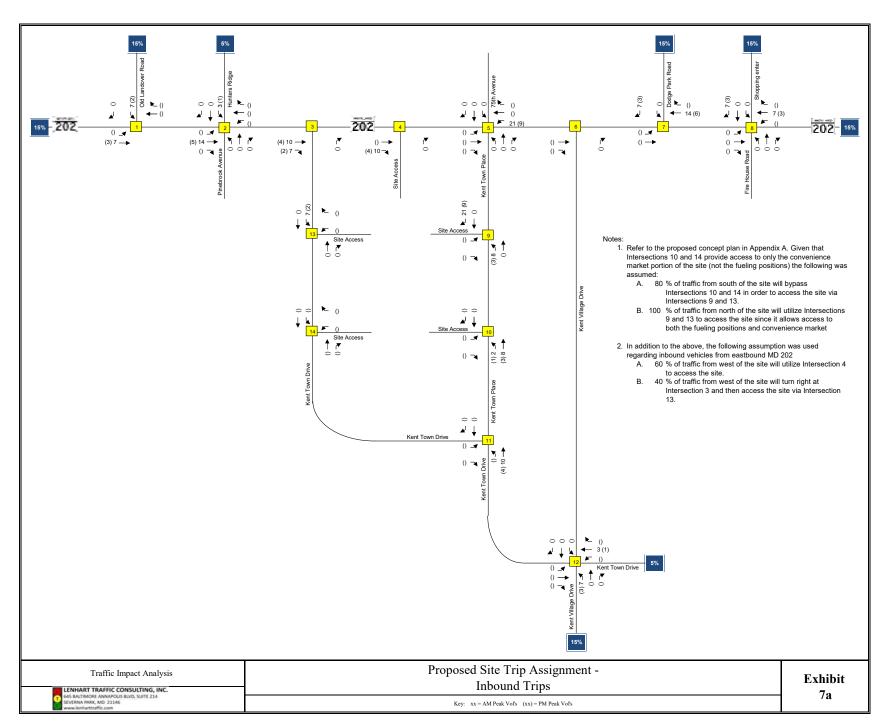
| | | | AM Peak | | | PM Peak | | |
|----------|--|--------------------------------------|---------|------|-------|---------|------|-------|
| | | | In | Out | Total | In | Out | Total |
| Proposed | Convenience (Super) Market/Gas Station (Fueling Positions/Square Footage, ITE-960) | 16 Fueling Positions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

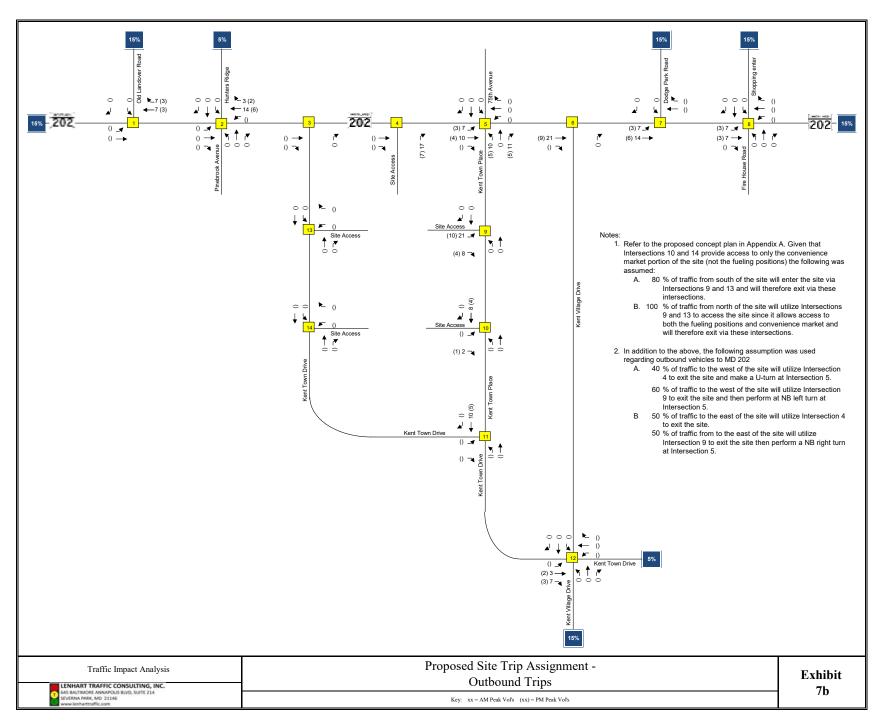
| _ | | | | | | | |
|--------------------------|----|----|----|----|----|-----|--|
| Proposed Primary Trips: | 48 | 48 | 96 | 41 | 41 | 82 | |
| Proposed Existing Trips: | 0 | 0 | 0 | 22 | 19 | 41 | |
| Not New Primary Trine: | 48 | 48 | 96 | 19 | 22 | //1 | |

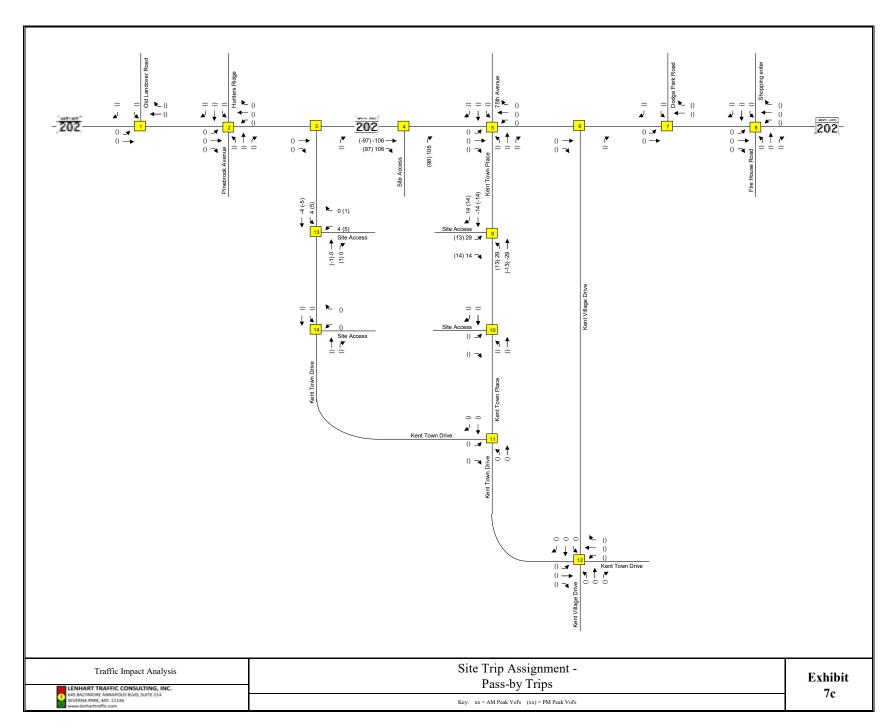
NOTES: 1. Trip Generation Rates obtained from the ITE Trip Generation Manual, 10th Edition

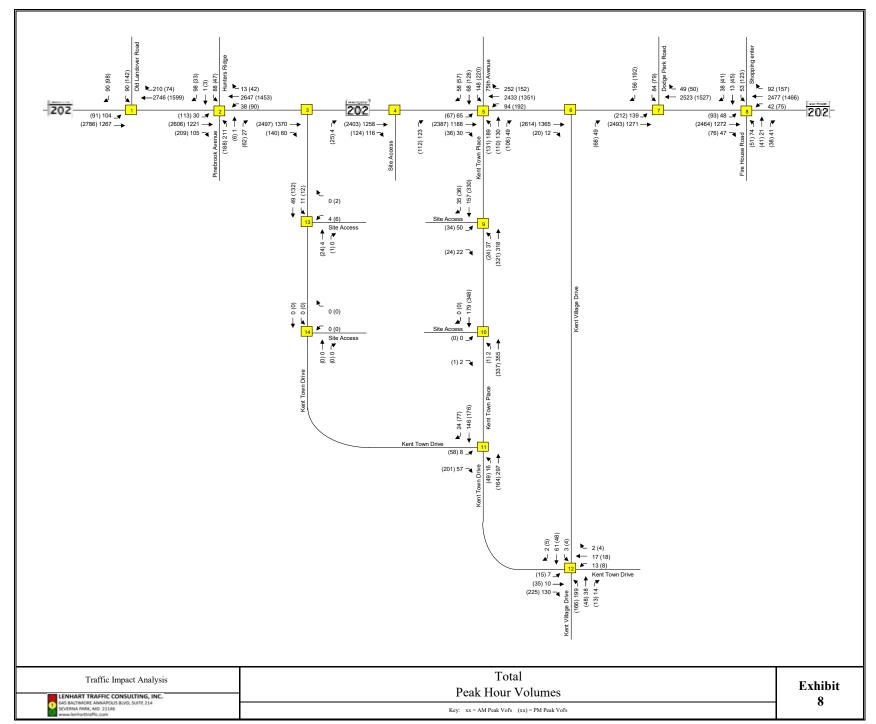
2. The existing businesses at the site do not open during the AM peak hour. Therefore, no credit was assumed for the AM peak hour.

Trip Generation for Traffic Impact Analysis **Exhibit** Site LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 6









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 | Υ |
| 2). MD 202 & Pinebrook Avenue | C / 1152 | D / 1314 | D / 1323 | Υ |
| 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 | B / 11.7 | B / 12.3 | B / 12.3 | Y |
| Tier 1 - HCM Delay Test | | | | |
| Northbound Approach (Site Access) | n/a | n/a | B / 14.8 | Υ |
| 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive | C / 1281 | D / 1367 | D / 1385 | Y |
| Tier 1 - HCM Delay Test | | | | Y |
| Northbound Approach | A / 9.1 | A / 9.3 | A / 9.3 | Y |
| 7). MD 202 & Dodge Park Road | B / 1088 | C / 1162 | C / 1175 | Υ |
| 8). MD 202 & Fire House Road / Shopping Center | B / 1112 | C / 1185 | C / 1195 | Υ |
| Kent Town Place & Site Access Tier 1 - HCM Delay Test | | | | Υ |
| Eastbound Approach (Site Access) | n/a | n/a | B / 13.1 | Υ |
| Northbound Approach | n/a | n/a | A / 1.1 | Y |
| 10). Kent Town Place & Site Access | | | | Υ |
| Tier 1 - HCM Delay Test | , | , | | |
| Eastbound Approach (Site Access) Northbound Approach | n/a n/a | n/a n/a | A / 9.3 A / 0.1 | Y |
| 11). Kent Town Drive & Kent Town Place | n/a | n/a | A / 0.1 | 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 | Υ |
| 12). Kent Village Drive & Kent Town Drive | | | | Υ |
| Tier 1 - HCM Delay Test Eastbound Approach | A / 7.9 | A / 7.9 | A / 8.0 | |
| Westbound Approach | A / 7.9 A / 7.9 | A / 7.9 A / 8.0 | 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 | | | | Υ |
| Tier 1 - HCM Delay Test | | | | |
| Westbound Approach (Site Access) | n/a | n/a | A / 9.0 | Y |
| Northbound Approach 14). Kent Town Drive & Site Access | n/a | n/a | A / 1.4 | Y |
| Tier 1 - HCM Delay Test | | | | , |
| Westbound Approach (Site Access) | n/a | n/a | A / 0.0 | Υ |
| Northbound Approach | n/a | n/a | A / 0.0 | Υ |
| | | | | |
| | | | | |
| Evening Peak Hour | Existing LOS | Background LOS | Total LOS | Meets Standard? |
| | LOS | LOS | LOS | |
| 1). MD 202 & Old Landover Road | B / 1064 | LOS C / 1161 | LOS C / 1163 | Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue | LOS | LOS | LOS | Y |
| 1). MD 202 & Old Landover Road | B / 1064 | LOS C / 1161 | LOS C / 1163 | Υ |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach | B / 1064 | LOS C / 1161 | LOS C / 1163 | Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access | B / 1064 C / 1254 | C / 1161 D / 1372 | C / 1163 D / 1375 | Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test | B / 1064 C / 1254 C / 19.3 | C / 1161 D / 1372 C / 21.2 | C / 1163 D / 1375 C / 21.2 | Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) | B / 1064 C / 1254 C / 19.3 | C / 1161 D / 1372 C / 21.2 C / 18.5 | C / 1163 D / 1375 C / 21.2 D / 29.6 | Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue | B / 1064 C / 1254 C / 19.3 | C / 1161 D / 1372 C / 21.2 | C / 1163 D / 1375 C / 21.2 | Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test | B / 1064 C / 1254 C / 19.3 | C / 1161 D / 1372 C / 21.2 C / 18.5 | C / 1163 D / 1375 C / 21.2 D / 29.6 | Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach | LOS B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 | C / 1161 D / 1372 C / 21.2 C / 18.5 E / 1509 B / 10.9 | C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 | Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road | C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 | C / 1161 D / 1372 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 | C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 | Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center | LOS B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 | C / 1161 D / 1372 C / 21.2 C / 18.5 E / 1509 B / 10.9 | C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access | C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 | C / 1161 D / 1372 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 | C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 | Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center | C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 | C / 1161 D / 1372 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 | C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach (Site Access) Northbound Approach (Site Access) Northbound Approach (Site Access) | C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 | C / 1161 D / 1372 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 | C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access | LOS B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 | C / 1161 D / 1372 C / 21.2 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 | C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test | LOS B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 | C / 1161 D / 1372 C / 21.2 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 A / 0.3 | C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 B / 14.3 A / 0.8 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) | LOS B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 | C / 1161 D / 1372 C / 21.2 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 A / 0.3 | LOS C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 B / 14.3 A / 0.8 B / 10.2 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test | LOS B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 | C / 1161 D / 1372 C / 21.2 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 A / 0.3 | C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 B / 14.3 A / 0.8 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 10. Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach (Site Access) | LOS B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 | C / 1161 D / 1372 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 A / 0.3 A / 0.0 A / 0.0 | LOS C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 B / 14.3 A / 0.8 B / 10.2 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Site Access Tier 1 - HCM Delay Test Eastbound Approach 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound East & Cacess Tier 1 - HCM Delay Test Eastbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 B / 12.7 | C / 1161 D / 1372 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 A / 0.3 A / 0.0 A / 0.0 B / 13.3 | LOS C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 B / 13.4 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 10). Kent Town Place & Site Access) Northbound Approach 11). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach (Site Access) Northbound Approach (Site Access) Northbound Approach (Site Access) Northbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach Northbound Approach Northbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 | C / 1161 D / 1372 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 A / 0.3 A / 0.0 A / 0.0 | LOS C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 B / 14.3 A / 0.8 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Doge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach (Site Access) Northbound Approach (Site Access) Northbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach Northbound Approach Northbound Approach Northbound Approach 12). Kent Village Drive & Kent Town Drive | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 B / 12.7 | C / 1161 D / 1372 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 A / 0.3 A / 0.0 A / 0.0 B / 13.3 | LOS C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 B / 13.4 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Place & Site Access Northbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 B / 12.7 A / 2.1 | C / 1161 D / 1372 C / 21.2 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 A / 0.3 A / 0.0 B / 13.3 A / 0.0 | LOS C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 B / 13.4 A / 2.1 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Test Northbound Approach 7). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 11). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Drive Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach Northbound Approach Northbound Approach Northbound Approach 12). Kent Village Drive & Kent Town Drive Tier 1 - HCM Delay Test Eastbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 B / 12.7 A / 2.1 | C / 1161 D / 1372 C / 21.2 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 A / 0.3 A / 0.0 B / 13.3 A / 0.0 A / 0.0 B / 13.3 A / 0.1 | LOS C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 B / 13.4 A / 2.1 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
| 1). MD 202 & Old Landover Road 2). MD 202 & Pinebrook Avenue 3). MD 202 & Kent Town Drive Tier 1 - HCM Delay Test Northbound Approach 4). MD 202 & Site Access Tier 1 - HCM Delay Test Northbound Approach (Site Access) 5). MD 202 & Kent Town Drive / 75th Avenue 6). MD 202 & Kent Village Drive Tier 1 - HCM Delay Test Northbound Approach 7). MD 202 & Dodge Park Road 8). MD 202 & Fire House Road / Shopping Center 9). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach (Site Access) Northbound Approach 10). Kent Town Place & Site Access Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Place & Site Access Northbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach 11). Kent Town Drive & Kent Town Place Tier 1 - HCM Delay Test Eastbound Approach Northbound Approach | B / 1064 C / 1254 C / 19.3 C / 17.2 D / 1409 B / 10.9 A / 928 C / 1197 B / 12.8 A / 0.3 A / 0.0 A / 0.0 B / 12.7 A / 2.1 A / 8.0 A / 7.8 A / 7.8 A / 8.9 | C / 1161 D / 1372 C / 21.2 C / 21.2 C / 18.5 E / 1509 B / 10.9 A / 999 C / 1283 B / 13.3 A / 0.3 A / 0.0 B / 13.3 A / 0.0 A / 0.0 B / 13.3 A / 0.1 | LOS C / 1163 D / 1375 C / 21.2 D / 29.6 E / 1525 B / 10.9 B / 1001 C / 1287 B / 14.3 A / 0.8 B / 10.2 A / 0.0 B / 13.4 A / 2.1 A / 8.1 A / 7.9 A / 9.1 | Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y |
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| Traffic Impact Analysis | Results of Level of Service Analyses | Exhibit |
|---|--------------------------------------|---------|
| LENHART TRAFFIC CONSULTING, INC. S45 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 | Level of Service Analyses | 9 |

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

Prince George's County Planning Department

Transportation Planning Section, Countywide Planning Commission

This form must be completed prior to commencing a traffic impact study (TIS). The 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 signed copy with any comments to the traffic consultant for inclusion in the TIS. Failure to conduct the study in accordance with the guidelines and the signed scoping agreement may be grounds for rejection of the study, thereby necessitating an addendum or a new study prior to the start of staff review.

| 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 |

| Describe the Proposal Under Study: Residential—Number & Type of Units: Commercial—Amount & Type of Space: Other Uses and Quantity: | Position Existing | ıs | per) Convenience Market w/ 16 Fueling ast Food Restaurant w/ Drive Thru & I Restaurant |
|---|----------------------|----|--|
| Are pass-by trip rates in accordance with the guidelines? (circle one) | Yes | No | If No, please provide explanation on separate sheet. |
| Are there diverted trips? (circle one) | Yes | No | If Yes, please provide explanation on separate sheet. |
| Will a TOD credit be used? (Section 4 of the Guidelines) (circle one) | Yes | No | 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) | Yes | No | Need/nexus must be justified in study, and it must be supported by operating agency. |
| Will a bike/ped facilities credit be used? (Section 6 of the Guidelines) (circle one) | Yes | No | Need/nexus must be justified in study, and it must be supported by operating agency. |
| Are additional trip reductions (internal trips, transit trips, etc.) proposed? (circle one) | Yes | No | If Yes, please provide explanation on separate sheet (Internal Trips) |

Transportation Review Guidelines—Part 1

Page 17

Attach a map (or maps) showing the study area network with included intersections and links, estimated site trip distribution, and growth factors for through traffic.

| SHA/DPW&T capital program improvements assumed: | N/A | |
|---|--------|---|
| Other improvements assumed: | N/A | |
| Is Mitigation (Section 8 of the Guidelines) to be proffered? (circle one) | Yes No | Note the locational 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) | Yes No | If Yes, please provide explanation on separate sheet, and note limitations in Section 3, Subsection E. |
| Will summer counts be used? (circle one) | Yes No | The use of summer counts must have specific concurrence of TPS staff. |
| Have there been discussions with the permitting agency (DPW&T and/or SHA) regarding access to this site and the analysis requirements? (circle one) | Yes No | 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 Planning Board as a part of the subdivision process. |
| Has a listing of background development been developed? (circle one) See attached. + 1% Growth | Yes No | If Yes, please provide the list so that TPS staff may either concur with it or provide changes. |
| Have the costs and feasibility of potential off-site transportation improvements been evaluated? (circle one) | Yes No | If No, bear in mind that Section 3, Subsection D, requires that any recommended physical off- site improvements include an evaluation of feasibility. |

SIGNED:

mile in Zen

APPROVED:

TPS Coordinator (or Supervisor)

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

February 18, 2020

Date An roze

Page 18

Transportation Review Guidelines—Part 1



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



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



Division of Environmental Health/Disease Control

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.



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 #8B

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **7A8**

Tyler Smith, Historic Preservation Section, Countywide Planning Division 7AS

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.

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

TTY: (301) 952-3796

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.

<u>Parking and Loading</u> – 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.

<u>Lighting</u> – photometric plan needs correction. See minor issues comments.

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

<u>Pedestrian circulation</u> – Why no sidewalk proposed along Kent Town Drive?

<u>Architecture</u> – 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 Sch | edule 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 | 1.80 |
| | Zone 2: | | |
| | Zone 3: | | |
| | Zone 4: | | |
| | Total Acres: | | 1.86 |
| | | TCC | |
| | | Required | TCC Required |
| Total Acres (gross acres) | % of TCC required | (Acres) | in (SF) |
| 1.86 | 10.0% | 0.19 | 8,102 |
| A. TOTAL ON-SITE WC PROVIDED (acres) = | 0.00 | acres | (|
| B. TOTAL AREA EXISTING TREES (non-WC acres) = | 0.00 | acres | (|
| 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 |
| Decisions - Commission state (50 of its streight) | 3 - 3 1/2" = 75 | | 0 |
| Deciduous - ornamental tree (20' or less height with equal spread). | 1-1/2 - 1/3/4" = 75 | | 0 |
| Minimum planting size 7-9' in height | 2 - 2 1/2" = 100 | | 0 |
| William Printing Size 7-7 If neight | 3-3 1/2" = 125 | | 0 |
| Deciduous - minor shade tree (25-50' height with equal spread or | 1-1 1/2" = 125 | | 0 |
| greater). Minimum planting size 8-10' in height | 2-2 1/2" = 150 | | 0 |
| greater). Williamini panting size 6-10 in neight | 3 - 3 1/2" = 175 | | 0 |
| Deciduous - major shade tree (50' and greater ht. with spread equal to or | 2-2-1/2" = 200 | 44 | 8800 |
| greater than ht) Minimum planting size 12 to 14' in height | 3 - 3 1/2" = 250 | | |
| | 6 - 8' = 40 | | 0 |
| Evergreen - columnar tree (less than 30' height with spread less than 15') | 8 - 10' = 50 | | 0 |
| | 10 - 12' = 75 | | 0 |
| | 6 - 8' = 75 | | 0 |
| Evergreen - small tree (30-40' height with spread of 15-20') | 8 - 10' = 100 | | 0 |
| | 10 - 12' = 125 | | 0 |
| | 6 - 8' = 125 | | 0 |
| Evergreen - medium tree (40-50' height with spread of 20-30') | 8 - 10' = 150 | | 0 |
| | 10 - 12' = 175 | | 0 |
| | 6 - 8' = 150 | | 0 |
| Evergreen - large tree (50' height or greater with spread of over 30') | 8 - 10' = 200 | | 0 |
| | 10 - 12' = 250 | | 0 |
| TOTAL NUMBER OF TREES/TCC CREDIT (SF) | | 44 | 8800 |

MAJOR ISSUES:

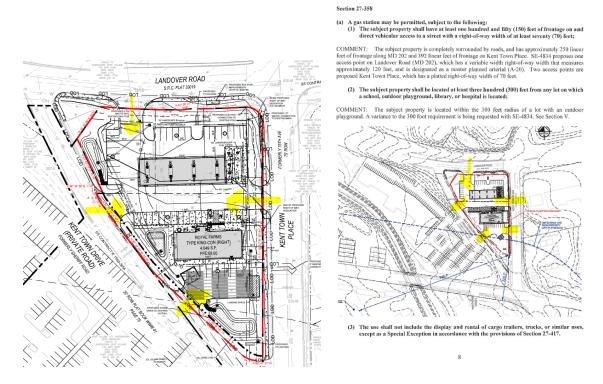
1. **Variance request per 27-358(a)(2),** for a 229-foot setback (in lieu of the 300 feet required) between the gas station and lot with a playground **must be highly scrutinized**. There has been a <u>LOT</u> of Planning

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:



- **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.



McNamee Hosea

mhlawyers.com

Matthew Tedesco, Admitted in Maryland

Email: mtedesco@mhlawyers.com Direct Dial: Extension 222

May 20, 2021

Via Electronic Delivery
Sam Braden, IV
Planner
Development Review Division
M-NCPPC
County Administration Building
Upper Marlboro, MD 20772

Re: SE-4834 – Royal Farms #411 (Kent Village) Point-By-Point Response Letter

SDRC Date: April 30, 2021

Dear Sam:

On behalf of the applicant, please find below point-by-point responses to the SDRC Meeting Comments transmitted to the applicant on May 3, 2021.

Pedestrian and Bicycle:

The applicant shall revise the plans to provide:

• Bicycle lane along frontage of MD 202, unless modified by SHA

Response: In an e-mail, dated May 18, 2021, from Kwesi Woodroffe, Regional Engineer, District 3 Access Management, MDOT State Highway Administration, to Mike Lenhart, President, Lenhart Traffic Consulting, Inc., MDOTSHA "does not recommend that a bike lane be installed in this location and will not require one." Consequently, the site plan has not been revised to include this request.

 Shared road pavement markings and signage along frontage of Kent Town Place, unless modified by DPIE

Response: Shared road pavement markings and signage will be provided during technical review with DPIE.

Standard five-foot-wide sidewalk along the entire frontage of Kent Town Drive

Response: A five-foot sidewalk connection is provided along a portion of the frontage of Kent Town Drive to connect with the sidewalk leading to the front of the convenience store. Kent Town

Drive is not a public road (it was previously vacated), so sidewalks are not required for the entire length, and are not proposed.

• Continental style crosswalks crossing all vehicular access points

Response: Continental style crosswalks are provided where pedestrian sidewalks cross vehicular entrances. Please see Sheet 4 for crosswalk locations.

• A pedestrian connection between MD 202 and the building entrance

Response: Pedestrian connection is provided to the convenience store from both Kent Town Drive and Kent Town Place. Adding a third pedestrian access directly from Landover Road would require pedestrians to cross the site through the canopy and pump island areas, which could be dangerous.

• Minimum two Inverted-U style bicycle racks, or style similar at a location convenient to the building entrance

Response: Two U Style bike racks are provided next to the convenience store. Please see Sheet 4 for bike rack location and Sheet 6 for bike rack detail.

• Pedestrian scale lighting on site

Response: Pedestrian scale lighting is proposed on site.

• Indicate widths of all sidewalks on plan sheets

Response: All proposed sidewalk widths are dimensioned on Sheet 4.

Environmental Planning:

Submit a copy of the approved SWM/Site Development concept letter and plan.

Response: The SWM/Site Development Concept Plan is in review the DPIE. The Approved Site Development Concept Plan and Approval Letter will be submitted upon receipt.

Urban Design:

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 <u>must be highly scrutinized</u>. 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) | | | | |

While Section 27-358(a)(2) provides a dimensional requirement that property must be three hundred feet from property that contains a playground, there is no dimensional requirement in the Zoning Ordinance regarding the distance a gas station must be from residential development. The utilization of the comments made by the District Council regarding proximity of some residential development to some gas station uses would not be proper in determining whether the criteria for the requested variance in this application should be granted. Indeed, while there have been comments made by the District Council for other unrelated cases, there are also examples of gas stations having been approved in mixed-use projects and other projects where commercial zoning is adjacent to residential zoning. In either instance, the use exists in close proximity to residential development. Again, there is no prohibition in the Zoning Ordinance that restricts the placement of a gas station based on its proximity to residential uses. Instead, the limitation in Section 27-358(a)(2) is limited to the proximity of the lots for which the gas station and the playground are located on. In this instance, a variance has been requested, the basis for which is articulated in great detail in the SOJ. In fact, and notwithstanding this comment, during SDRC, Technical Staff commented that the basis and justification for the requested variance is persuasive given the circumstances of this particular matter.

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.

Response: A location key for the proposed site signage has been added to Sheet 5.

b. Calculations in the Building and Canopy Sign Table are incorrect and do not account for all building mounted signage area proposed.

Response: The Building and Canopy Sign Table has been revised to reflect all of the proposed building and canopy signage.

c. Address 27-613(c)(3)(D) – what is the area of building-mounted signage facing Kent Town Place?

Response: 37.85 SF of signage is proposed on the side of the gas canopy that faces Kent Town Place. There is no proposed signage on the building facing Kent Town Place. All other signage calculations and tables have been updated/corrected.

d. Confirm the southern proposed pylon sign is located at least 10' from the edge of the right-of-way of Kent Town Place.

Response: The pylon sign proposed on the southern portion of the site is 12.9 feet from the Kent Town Place right-of-way line. A dimension has been added to Sheet 4.

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.

Response: The total street frontage is 1,333 LF (281 LF along Landover Road, 566 LF along Kent Town Drive, and 486 LF along Kent Town Place). Section 27-614(d)(2) allows for 1.0 freestanding sign for 100-1,000 feet of street frontage, plus 1.0 freestanding sign for each additional 1,000 feet (or fraction) of street frontage, which allows 2.0 pylon signs for this site.

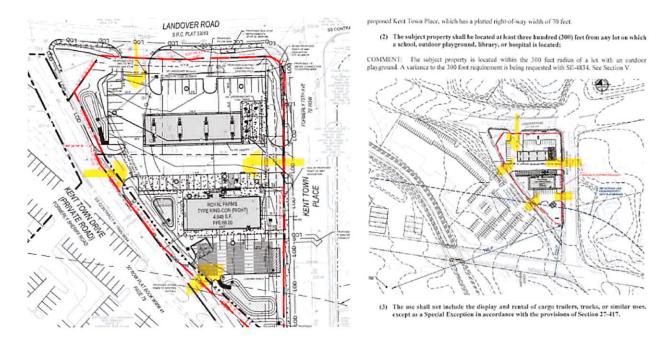
3. 27-317(a)(5) - Page 7 SOJ discussion on this requirement does not adequately address criteria. In general terms, this criteria has been of heighted interest to the Board, Council and opposition to proposed gas station/convenience store developments.

Response: The SOJ has been revised to provide a more detailed response. In addition, at the time of ZHE hearing, the applicant will have an expert Land Planner opine on the required findings for SE approval and the purposes of the Zone.

- 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.

Response: The dumpster and loading spaces have been relocated to be more functional.

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:



Response: The SOJ has been revised in accordance with recent modifications to the site plan to ensure consistency.

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.

Response: The tree canopy coverage requirements have been revised to include the gross area of the property. Existing landscaping has been measured on the entirety of Parcel K and included as the existing tree canopy coverage. The tree canopy coverage is met for the entire site area.

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.

Response: The Master Plan calls for Landover Road as a "Planned Bike Lane." MD 202 (Landover Road) currently includes sharrows bike markings in the curb lane of MD 202 along this entire section of road. As indicated above, MDOTSHA have indicated that with the existing sharrows markings, a separate bike lane should not be installed at this location and will not be required. Regarding, Kent Town Place, it is designed as shared roadway, and the applicant has agreed to the installation of sharrows markings along the frontage, which are shown on the revised special exception site plan.

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.

Response: Per Section 4.3 of the Landscape Manual, one parking island is required on average every 10 parking spaces. 49 parking spaces are proposed and more than 5 parking islands are provided, therefore, this requirement is met.

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?

Response: Upon review of prior approvals (PPS 4-86130; PPS 4-85014; and SP-87027), no conditions are applicable to the proposed development within the area of SE-4834, saving the requirement for a site plan, which SE-4834 satisfies.

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

Response: No, a PPS is not required to combine the parcels/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.

Response: General Note 7 has been revised to be consistent with the uses defined by the Zoning Ordinance.

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

Response: The parking and loading schedule has been revised to show the requirements for "eating and drinking establishments" instead of "indoor and outdoor seating".

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.

Response: The concrete hatching has been grayed back to allow site features to be more readable.

D. Label width of Landover Road on site plans.

Response: Landover Road is a variable width right-of-way. A dimension of the right-of-way width in front of this site has been provided.

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).

Response: A revised photometric plan will be provided prior to Special Exception approval.

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.

Response: The landscape buffer strip requirements for Landover Road have been revised to conform with Section 4.6 of the Landscape Manual.

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

Response: The applicant is vetting this comment, but is aware of recent approvals regarding this subject matter.

Subdivision:

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.

Response: The applicant does not believe that the proposed development will affect the entitlement approved under PPS 4-86130. Subsequent to the approval of PPS-4-86130, SP-87027 was approved which contemplated the development of a future building on Parcel K. At that time, it was determined that the development of Parcel K would be building(s) totaling approximately 6,948 square feet in size. Consequently, at that time, it was determined that at least that much development on Parcel K was substantially in conformance with PPS 4-86130. Moreover, Parcel H and G-9 meet the PPS exemption provided in Section 24-111. Thus, since Parcel H and G-9 are exempt from subdivision and prior development on Parcel K consisting of approximately 6,948 square feet was previously approved by SP-87027, the now proposed development on Parcels H, G-9, and a portion of K, which only totals 4,649 square feet, will not affect the entitlement approved under PPS 4-86130.

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

Response: The applicant contends that the SE-4834 satisfies the requirement for a "site plan" under condition 1 of PPS 4-86130 (PGCPB No. 86-373) for Parcel K and Outlot A). Condition 1 provides: "Approval of a site plan prior to building, grading or sediment control plan. The main purpose is in insure [sic] proper ingress/egress to this parcel and other parcels within the Kent Village Shopping Center." This condition does not require a "Detailed Site Plan," instead, it requires a "site plan" of an unspecified type, mainly to ensure proper ingress and egress for the parcel – in this case Parcel K. SE-4834 only proposes development on a portion of Parcel K. Nevertheless, SE-4834, as required by Sections 27-296(c)(1) and 27-358, provides all of the requisite details - including, but not limited to ingress and egress, that a detailed site plan would require. In fact, a special exception site plan, unlike a detailed site plan (the latter of which is able to be approved so long as there are requirements that do not result in unreasonable costs or detracting substantially from the utility of the proposed development for its intended use), facilitates a higher level of review or scrutiny – whereby, the approving agency has greater latitude to impose conditions that would not otherwise be allowed under the detailed site plan review. For this reason, the site plan required by a special exception use satisfactory addresses a condition that requires a "site plan" and not a "detailed site plan." Were a special exception not required, the applicant would agree that a detailed site plan would be required. In this case, however, requiring both a special exception site plan (which, among other things, shows the ingress and egress of the property, as required by Condition 1) and a detailed site plan would be redundant.

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.

Response: The right of way for BGE has not been vacated and is shown on the plans.

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.

Response: The 10' PUE along Kent Town Drive has been removed.

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.

Response: The property lines have been revised to be consistent with the Record Plat.

SHA:

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.

Response: Noted.

Community Planning:

The subject site does not conform to the 2014 Approved Landover Metro Area and MD 202 Corridor Approved Sector Plan future land use recommendation for mixed-use residential. In addition, the subject site is located in the South Landover Road Focus Area of the sector plan. The vision for the focus area is a thriving residential community with condominiums, apartments, and townhomes.

Response: The SOJ has been revised in response to this comment.

Transportation:

Provide staff with a traffic count or evaluation of the traffic at the intersection of MD 202 and Kent Town Place. Amend the SOJ to address the traffic impact of this proposed development from the standpoint of the entitlements on the remainder of Parcel K.

Response: This requested information was provided by Mike Lenhart to Glen Burton via email, dated April 30, 2021 – immediately after the conclusion of SDRC. The TIA has also been included with the 35-Day resubmittal package. The applicant understands that this comment is satisfied.

If you have any questions, please do not hesitate to contact me at 301-441-2420.

Sincerely,

Matthew C. Tedesco

Enclosures

OF ATTORNEY

RF LANDOVER, LLC, a limited liability company organized under the laws of the State of Maryland ("Principal"), does hereby appoint Jeffery Bainbridge and Thomas Ruszin III as it true and lawful Attorney-In-Fact ("Attorney-In-Fact") relating solely to the authorization and purposes provided herein.

Principal intends to redevelopment and use property located in the southwest quadrant of the intersection of MD 202 (Landover Road) and Kent Town Place in Hyattsville, Prince George's County, Maryland, 20785, which consists of approximately 4.48 acres of real property known as Parcels H, K and P/O G-9, as shown on County Tax Map 59, Grid D-1 and D-2 (hereinafter the "Subject Property").

The Subject Property is in the C-S-C (Commercial Shopping Center) Zone. The Subject Property is currently developed and all existing features on the Subject Property will be razed to accommodate the proposed new development.

Principal has filed a Special Exception (to wit: SE-4834) with the Development Review Division of The Maryland-National Capital Park and Planning Commission (the "M-NCPPC") requesting that the Subject Property be redeveloped with and used as a food and beverage store, in combination with a gas station.

Principal hereby approves, authorizes, and directs each of Jeffery Bainbridge and Thomas Ruszin III acting individually, to act on behalf and for Principal and take any and all action necessary to obtain approval of SE-4834 to accommodate the ultimate redevelopment and use of the Subject Property as a food and beverage store, in combination with a gas station. This authorization and direction to act on behalf of Principal as its Attorney-In-Fact includes, but is not limited to, appearing before any boards, municipalities, administrative agencies, hearing examiners, county or district councils, etc.; entering into or accepting any agreement(s)/condition(s) necessary to accommodate the redevelopment of the Subject Property as envisioned in SE-4834; and to provide testimony or evidence on behalf of Principal.

Further, Principal does ratify and confirm all actions authorized hereunder that its Attorney-In-Fact shall do or cause to be done by virtue of this Limited Power of Attorney. Except as for the power herein stated, Principal does not authorize its Attorney-In-Fact to act for any other purpose unless otherwise provided in its Operating Agreement or by resolution.

Third parties may rely upon the representations of the Attorney-In-Fact as to all matters relating to the power granted hereunder, and no person who may act in reliance upon the representations of the Attorney-In-Fact shall incur any liability to the Principal as a result of permitting the Attorney-In-Fact to exercise the stated power.

This Power of Attorney will expire at such time as Principal designates in writing to the Attorney-In-Fact.

IN WITNESS WHEREOF, the Principal has hereunto executed and delivered this Power of Attorney this 27th day of September 2021.

RF LANDOVER, LLC

By:

Two Farms, Inc.

Member

By: Name:

Name Title:

COUNTY OF Carrol

On the **29** day of **September** in the year 2021, before me, the undersigned, personally appeared **Joshua Wolfe**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument, and that such individual made such appearance before the undersigned in the **Battimore Maryland**.

(City/State acknowledgement was taken)

111:411

Melanie L. Minehart

Printed Name

MELANIE LYNN MINEHART Notary Public Carroll County, Marytand My Commission Expires 1/28/2024

Mark G. L. Ferguson, R.A.

Architect & Planner

Site Design, Inc./RDA 9500 Medical Center Drive, Suite 480 Largo, Maryland 20774 (301) 952-8200 mglferguson@engsite.tech

Education:

Bachelor of Architecture University of Maryland, College Park, 1985

Licensure:

Registered Architect
Maryland Registration #7621, 1987

Employment:

5/05 to Present: Senior Land Planner

RDA Engineering Company, Inc./Site Design, Inc.

Upper Marlboro & Largo, Maryland

5/99 to 5/05: Principal

Mark G. L. Ferguson, R.A., Architect & Planner

Hyattsville, Maryland

5/89 to 5/99: Architect/Planner

Robertson-Dhalwala Associates, LLC

Upper Marlboro, Maryland Prince Frederick, Maryland

9/87 to 5/89 Architect

AIP Architects Adelphi, Maryland

6/85 to 9/87 Intern Architect

AIP Architects Adelphi, Maryland

2/84 to 6/85 Intern

AIP Architects Adelphi, Maryland

Professional Experience:

Mr. Ferguson has broad experience in the fields of architecture, land planning and civil engineering, with projects ranging in scope from small residential additions to community planning. He has provided expert planning testimony before the Circuit Court for Prince George's County, the Prince George's District Council, Planning Board, Zoning Hearing Examiner and Board of Zoning Appeals for numerous planning cases, as well as testimony before similar boards in other Southern Maryland jurisdictions.

Cases on which Mr. Ferguson has provided expert testimony or litigative assistance include:

Callicott Property

Upper Marlboro, Maryland

Expert planning testimony in application A-10054, requesting rezoning from the C-S-C commercial zone to the R-80 residential zone.

Khan Property

Brandywine, Maryland

Expert planning testimony in application A-10049, requesting rezoning from the R-R residential zone to the C-M commercial zone.

• Saint Barnabas Mixed-Use Park

Temple Hills, Maryland

Expert planning testimony in application A-10047, requesting rezoning from the C-S-C commercial and I-1 industrial zones to the M-X-T mixed use zone.

Locust Hill

Upper Marlboro, Maryland

Expert planning testimony in application A-9975/01, requesting approval of a new Basic Plan and revision of prior conditions for a planned community in the R-L comprehensive design zone.

Willowbrook

Upper Marlboro, Maryland

Expert planning testimony in application A-9968/01, requesting approval of a new Basic Plan and revision of prior conditions for a planned community in the R-S comprehensive design zone.

Renard Lakes

Brandywine, Maryland

Expert planning testimony in application A-10046, requesting rezoning from the R-S comprehensive design zone to the I-1 industrial zone.

Moore's Corner

Brandywine, Maryland

Expert planning testimony in application A-10044, requesting rezoning from the R-R residential zone to the M-X-T mixed use zone.

Linda Lane Commercial Park

Camp Springs, Maryland

Expert planning testimony in application A-10043, requesting rezoning from the R-80 residential and C-S-C commercial zones to the M-X-T mixed use zone.

Brandywine-Waldorf Medical Clinic

Brandywine, Maryland

Expert planning testimony in application A-10042, requesting rezoning from the C-O commercial zone to the M-X-T mixed use zone.

Glenn Dale Commons

Glenn Dale, Maryland

Expert planning testimony in application A-10038, requesting rezoning from the I-1 industrial zone to the M-X-T mixed use zone.

• American Rescue Workers

Capitol Heights, Maryland

Expert planning testimony in application A-10037, requesting rezoning from the R-R residential zone to the I-2 heavy industrial zone.

Donnell Drive

Forestville, Maryland

Expert planning testimony in application A-10036, requesting rezoning from the R-T townhouse zone to the C-M commercial zone.

• Virginia Linen

Capitol Heights, Maryland

Expert planning testimony in application A-10033, requesting rezoning from the I-3 planned industrial zone to the I-1 light industrial zone.

• Amber Ridge

Bowie, Maryland

Expert planning testimony in application A-10031, requesting rezoning from the C-S-C commercial zone to the M-X-T mixed use zone.

Oakcrest

Laurel, Maryland

Expert planning testimony in application A-10030, requesting rezoning from the R-55 residential zone to the C-S-C commercial zone.

Fairview Commercial Property

Lanham, Maryland

Expert planning testimony in application A-10024, requesting rezoning from the R-80 residential zone to the C-S-C commercial zone.

King Property

Largo, Maryland

Expert planning testimony in application A-10020, requesting rezoning from the I-3 planned industrial zone to the M-X-T mixed use zone.

Cafritz Tract

Riverdale Park, Maryland

Expert planning testimony in application A-10018, requesting rezoning from the R-55 residential zone to the M-U-TC mixed use zone.

Jemal's Post

Forestville, Maryland

Expert planning testimony in application A-10003, requesting rezoning from the I-1 industrial zone to the C-S-C commercial zone.

Defiance Drive

Fort Washington, Maryland

Expert planning testimony in application A-10000, requesting rezoning from the R-E estate zone to the R-R residential zone.

Sauerwein Property

Upper Marlboro, Maryland

Expert planning testimony in application A-9977, requesting approval of rezoning from the R-R residential zone to the R-T (townhouse) residential zone.

Renard Lakes

Brandywine, Maryland

Expert planning testimony in application A-9970, requesting approval of a Basic Plan and rezoning from the I-1 industrial zone to the R-S comprehensive design zone.

Bevard East

Piscataway, Maryland

Expert planning testimony in application A-9967, requesting approval of a Basic Plan and rezoning from the R-E residential zone to the R-L comprehensive design zone.

Smith Home Farm

Upper Marlboro, Maryland

Expert planning testimony in application A-9965 and A-9966, requesting approval of a Basic Plan and rezoning from the R-A residential zone to the R-M and L-A-C comprehensive design zones.

Boone Property

Largo, Maryland

Expert planning testimony in application A-9957, requesting rezoning from the R-E estate zone to the R-R residential zone.

Edwards Property

Adelphi, Maryland

Expert planning testimony in application A-9954, requesting approval of a Basic Plan and rezoning from the R-R residential zone to the L-A-C comprehensive design zone.

Buck Property

Upper Marlboro, Maryland

Expert planning testimony in application A-9952, requesting approval of a Basic Plan and rezoning from the R-A residential zone and the E-I-A comprehensive design zone to the R-S comprehensive design zone.

Nicowski Property

Upper Marlboro, Maryland

Expert planning testimony in application A-9939, requesting rezoning from the C-O commercial zone to the C-S-C commercial zone.

• Parcel B, Largo Town Center

Largo, Maryland

Expert planning testimony in application A-9280, requesting an amendment to the Basic Plan for a site in the M-A-C comprehensive design zone.

• State Roads Commission of the State Highway Administration v. Crescent Cities Jaycees Expert planning testimony in Case# CAL-94-20084, seeking just compensation for the State's condemnation of property for the expansion of Maryland Route 5.

• Millard Property

Camp Springs, Maryland

Expert planning testimony in State Highway Administration Project PG209A31, Item #89084, seeking just compensation for the State's condemnation of property for road improvements to Naylor Road associated with the construction of the Naylor Road Metro Station.

Brandywine-Waldorf Medical Clinic

Brandywine, Maryland

Expert report in State Highway Administration Project PG175A31, Item #106368, seeking just compensation for the State's condemnation of property for road improvements to Branch Avenue associated with the construction of the interchange of Maryland Route 5 with various roads in the vicinity of T.B.

• University Place Center

Langley Park, Maryland

Expert report in State Highway Administration Project 10420130, Item #900576, seeking just compensation for the State's condemnation of property for construction of the Purple Line.

United States v. Makowsky, Case #01-2096 D/Bre (D. Tenn)
 Litigative consultation to the U.S. Department of Justice on a case seeking remedies to accessibility barriers at an apartment complex in Shelby County, Tennessee.

United States v. Rose, et al., Case #02-73518 (E.D. Mich)
 Expert testimony for the U.S. Department of Justice on a case seeking

Expert testimony for the U.S. Department of Justice on a case seeking remedies to accessibility barriers at apartment complexes in Van Buren Township, Michigan and in Batavia Ohio.

• United States v. Rose, et al., Case #3:01cv0040AS (N.D. Ind)

Expert testimony for the U.S. Department of Justice on a case seeking remedies to accessibility barriers at apartment complexes in Elkhart City, Indiana and in Fort Wayne, Indiana.

 Weatherburn Associates, LLC, et al. v. County Commissioners for Charles County, Maryland, Case #08-C-16-002422

Expert report for the defendant in a proceeding seeking compensation for losses arising out of the alleged failure of the defendant to pursue environmental approvals of a certain formerly-planned road improvement in Charles County, Maryland.

Varsity Investment Group, LLC, et al. v. Prince George's County, Maryland, Case #CAL-18-41277
 Expert report for the plaintiff in an proceeding seeking enforcement of a County Council Resolution granting remission of impact fees for the conversion of an office building to multifamily dwellings in Oxon Hill, Maryland.

• Jackson v. Sumby, Case #CAE-18-01785

Expert testimony for the plaintiff in an proceeding alleging adverse possession of a shared driveway between two houses in Capitol Heights, Maryland.

Scaggs v. Barrett, et al., AAA Case #04-C-10-000151CN

Expert testimony for the defendant in an arbitration proceeding alleging negligence in the preparation of a feasibility study in connection with a proposed subdivision in Calvert County, Maryland.

Washington Gas Liquefied Natural Gas Storage Facility

Hyattsville, Maryland

Pro bono expert planning testimony in application SE-245/06, opposing the approval of a Special Exception to permit a regional liquefied natural gas storage facility in the O-S Zone, adjacent to a planned high-density mixed-use development around the West Hyattsville Metro station.

• 7-Eleven Marlboro Pike

Capitol Heights, Maryland

Expert planning testimony in application SE-4822, requesting approval of a Special Exception for the construction of a new gas station and food & beverage store in the C-S-C Zone.

Enterprise Rent-A-Car

Capitol Heights, Maryland

Expert planning testimony in application SE-4819, requesting approval of a Special Exception for a vehicle rental facility in the C-S-C Zone.

• Hunt Real Estate Development

Capitol Heights, Maryland

Expert planning testimony in application SE-4815, requesting approval of a Special Exception for the construction of a new gas station and food & beverage store in the C-S-C Zone.

SMO Gas Station & Car Wash

Clinton, Maryland

Expert planning testimony in application SE-4812, requesting approval of a Special Exception for the rebuild of an existing gas station with the addition of a car wash in the C-S-C Zone.

Uptown Suites

Lanham, Maryland

Expert planning testimony in application SE-4794, requesting approval of a Special Exception for a hotel in the I-2 Zone.

Ernest Maier Concrete Batching Plant

Bladensburg, Maryland

Expert planning testimony in application SE-4792, requesting approval of a Special Exception for a concrete batching plant in the I-2 Zone.

Smith Property Surface Mine

Brandywine, Maryland

Expert planning testimony in application SE-4517, requesting approval of a Special Exception for an extension in the validity period for an existing surface mine in the O-S Zone.

Aggregate Industries Sand & Gravel Wet Processing Facility

Brandywine, Maryland

Expert planning testimony in application SE-4790, requesting approval of a Special Exception for an extension in the validity period for an existing wash plant in the R-A and R-E Zones.

• Traditions at Beechfield

Mitchellville, Maryland

Expert planning testimony in application SE-4785, requesting approval of a Special Exception for a planned retirement community in the R-E Zone.

Chuck's Used Auto Parts

Marlow Heights, Maryland

Expert planning testimony in application SE-4783, requesting approval of a Special Exception for a vehicle salvage yard in the I-1 Zone.

Dollar General

Upper Marlboro, Maryland

Expert planning testimony in application SE-4778, requesting approval of a Special Exception for a department or variety store in the I-1 Zone.

Sunoco Gas Station and Car Wash

Camp Springs, Maryland

Expert planning testimony in application SE-4778, requesting approval of a Special Exception for a car wash addition to an existing gas station in the C-S-C Zone, including approval of Alternative Compliance for landscape buffers.

Forestville Auto Service

Upper Marlboro, Maryland

Expert planning testimony in application SE-4768, requesting approval of a Special Exception for a gas station in the C-S-C Zone.

Sheriff Road Seventh Day Adventist Church

Fairmount Heights, Maryland

Expert planning testimony in application SE-4750, requesting approval of a Special Exception for a church on a tract of land of less than one acre in the R-55 Zone.

• E&R Services, Inc.

Lanham, Maryland

Expert planning testimony in application ROSP-4464/02, requesting approval of an expansion to an existing Special Exception for a contractor's office with outdoor storage in the C-A Zone.

Word Power Baptist Tabernacle

Capitol Heights, Maryland

Expert planning testimony in application SE-4694, requesting approval of a Special Exception for a church on a lot less than one acre in size in the R-18 Zone.

Hotel at the Cafritz Property at Riverdale Park

Riverdale Park, Maryland

Expert planning testimony in application SE-4775, requesting approval of a Special Exception for a hotel in the M-U-TC Zone.

• SMO Gas Station & Car Wash

Glenn Dale, Maryland

Expert planning testimony in application SE-4757, requesting approval of a Special Exception for a gas station and a convenience store in the I-1 Zone.

SMO Gas Station & Car Wash

Beltsville, Maryland

Expert planning testimony in application SE-4756, requesting approval of a Special Exception for a gas station in the C-S-C Zone.

Liberty Motors

Accokeek, Maryland

Expert planning testimony in application ROSP-4575/02, requesting modification of two conditions of a Special Exception for a gas station in the C-S-C Zone.

Rock Hill Sand & Gravel/Anthony George Project

Brandywine, Maryland

Expert planning testimony in application SE-4646, requesting approval of a Special Exception for a surface mining operation in the C-S-C Zone.

SMO Gas Station & Car Wash

Laurel, Maryland

Expert planning testimony in application SE-4730, requesting approval of a Special Exception for a gas station and a car wash in the C-S-C Zone.

Model Prayer Ministries

Bladensburg, Maryland

Expert planning testimony in application SE-4723, requesting approval of a Special Exception for a church on a tract of less than one acre in size in the R-55 Zone, including grant of variance.

Dash-In Food Stores

Clinton, Maryland

Expert planning testimony in application SE-4654, requesting approval of a Special Exception for a gas station in the C-S-C Zone, including grant of variance.

Cabin Branch

Clarksville, Maryland

Expert planning testimony for the opposition in Development Plan Amendment SPA 13-02, requesting approval of an outlet mall in the MXPD Zone.

In Loving Hands

Friendly, Maryland

Expert planning testimony in application SE-4704, requesting approval of a Special Exception for a congregate living facility in the R-R Zone.

• A-1 Vehicle Salvage Yard

Bladensburg, Maryland

Expert planning testimony in application SE-4698, requesting approval of a Special Exception for a vehicle salvage yard in the I-1 Zone.

• Kreative Kids Child Care

Beltsville, Maryland

Expert planning testimony in application SE-4388/01, requesting revision to a prior approval of a Special Exception for a day care center in the R-R Zone to increase occupancy.

Little Workers of the Sacred Heart Nursery

Riverdale Park, Maryland

Expert planning testimony in application SE-3473/01, requesting revision to a prior approval of a Special Exception for a day care center in the R-55 Zone to increase occupancy, including grant of variance.

Six Flags Amusement Park

Mitchellville, Maryland

Expert planning testimony in application SE-2635 & SE-3400, requesting approval of modified conditions to allow for extended hours of operation on limited occasions for certain events, additional firework displays, modified noise limitations, and removing a stipulated height limit to allow for approval of new rides by Detailed Site Plan review and approval.

American Legion Beltway Post #172

Glenn Dale, Maryland

Expert planning testimony in application SE-4725, requesting approval of a Special Exception for alterations to an existing private club in the R-80 Zone.

CarMax

Brandywine, Maryland

Expert planning testimony in application SE-4697, requesting approval of a Special Exception for a used car sales lot in the C-S-C Zone, including testimony to justify construction in a planned transit right-of-way.

McDonald's

Adelphi, Maryland

Expert planning testimony in application SE-4686, requesting approval of a Special Exception for alteration of a nonconforming fast food restaurant in the C-S-C Zone.

• Tires R Us

Riverdale Park, Maryland

Expert planning testimony in application SE-4675, requesting approval of a Special Exception for a tire store with installation facilities in the C-S-C Zone.

The Tire Depot

District Heights, Maryland

Expert planning testimony in application SE-4673, requesting approval of a Special Exception for a tire store with installation facilities in the C-S-C Zone.

7-11 Store

Lanham, Maryland

Expert planning testimony in application SE-4670, requesting approval of a Special Exception for a food or beverage store in the C-M Zone.

• Beall Funeral Home

Bowie, Maryland

Expert planning testimony in application SE-4662, requesting approval of a Special Exception to add a crematorium to an existing funeral home in the R-E Zone.

Fort Foote Barber & Beauty Shop

Fort Washington, Maryland

Expert planning testimony in application SE-4658, requesting approval of a Special Exception for a barber and beauty shop in the R-R Zone.

Little People's Place Day Care Center

Upper Marlboro, Maryland

Expert planning testimony in application SE-4639, requesting approval of a Special Exception for a day care center in the R-R Zone.

Young World Family Day Care Center

Cheltenham, Maryland

Expert planning testimony in application SE-4635, requesting approval of a Special Exception for a day care center in the R-R Zone.

Star Wash Car Wash

Laurel, Maryland

Expert planning testimony in application SE-4630, requesting approval of a Special Exception for a car wash in the C-S-C Zone.

Jock's Liquors

Capitol Heights, Maryland

Expert planning testimony in application SE-4626, requesting approval of a Special Exception for the reconstruction of an existing nonconforming liquor store in the C-O Zone.

• Little People U Day Care Center

Capitol Heights, Maryland

Expert planning testimony in application SE-4624, requesting approval of a Special Exception for a day care center in the R-55 Zone.

Cherry Hill Park

College Park, Maryland

Expert planning testimony in application SE-4619, requesting approval of a Special Exception for the expansion of an existing recreational campground in the R-R Zone.

Safeway Fuel Station

Brandywine, Maryland

Expert planning testimony in application SE-4612, requesting approval of a Special Exception for a gas station in the C-S-C Zone.

• Behr Apartments

College Park, Maryland

Expert planning testimony in application SE-4611, requesting approval of a Special Exception for an apartment building in the R-55 Zone.

Barnabas Road Concrete Recycling Facility

Temple Hills, Maryland

Expert planning testimony in application SE-4605, requesting approval of a Special Exception for a concrete recycling facility in the I-1 Zone.

Rose Child Development Center

Temple Hills, Maryland

Expert planning testimony in application SE-4601, requesting approval of a Special Exception for the expansion of an existing day care center in the R-80 Zone.

Shell Oil Station

Laurel, Maryland

Expert planning testimony in application SE-4597, requesting approval of a Special Exception for a gas station in the C-S-C Zone, including revisions to a prior Special Exception under ROSP-1673/06.

Catherine's Christian Learning Center

Brandywine, Maryland

Expert planning testimony in application SE-4592, requesting approval of a Special Exception for a day care center in the R-R Zone.

Panda Restaurant

Capitol Heights, Maryland

Expert planning testimony in application SE-4574, requesting approval of a Special Exception for a fast food restaurant in the I-1 Zone.

Manor Care of Largo

Upper Marlboro, Maryland

Expert planning testimony in application SE-4573, requesting approval of a Special Exception for the expansion of an existing nursing home in the R-R Zone.

Bowie Assisted Living

Bowie, Maryland

Expert planning testimony in application SE-4569, requesting approval of a Special Exception to expand an existing congregate living facility in the R-R Zone.

• 7604 South Osborne Road

Upper Marlboro, Maryland

Expert planning testimony in application SE-4567, requesting approval of a Special Exception for a day care center in the R-A Zone.

Superior Car Wash

Bowie, Maryland

Expert planning testimony in application SE-4565, requesting approval of a Special Exception for a car wash in the C-S-C Zone.

• Kinder Explorers Day Care Center

Lanham, Maryland

Expert planning testimony in application SE-4566, requesting approval of a Special Exception for a day care center in the R-R Zone, and subsequently in SE-4681 requesting approval for its expansion.

• Rita's Water Ice

Clinton, Maryland

Expert planning testimony in application SE-4535, requesting approval of a Special Exception for a fast-food restaurant in the C-S-C Zone.

• Chen's Apartments

College Park, Maryland

Expert planning testimony in application SE-4533, requesting approval of a Special Exception to alter a nonconforming apartment building in the R-55 Zone.

• Future Scholars Learning & Art Center

Upper Marlboro, Maryland

Expert planning testimony in application SE-4516, requesting approval of a Special Exception for a day care center in the R-R Zone.

• Renee's Day Care Center

Upper Marlboro, Maryland

Expert planning testimony in application SE-4507, requesting approval of a Special Exception for a day care center in the R-R Zone.

Generations Early Learning Center

Fort Washington, Maryland

Expert planning testimony in application SE-4515, requesting approval of a Special Exception for a day care center in the R-R Zone.

Latchkey Day Care Center

Oxon Hill, Maryland

Expert planning testimony in application SE-4496, requesting approval of a Special Exception for a day care center in the R-R Zone.

Marvil Property

Adelphi, Maryland

Expert planning testimony in application SE-4494, requesting approval of a Special Exception for a nursery and garden center with an accessory arborist's operation in the R-R Zone.

Jericho Senior Living

Landover, Maryland

Expert planning testimony in application SE-4483, requesting approval of a Special Exception for the adaptive use of a historic site as apartment dwellings for the elderly in the C-O Zone.

WaWa

Beltsville, Maryland

Expert planning testimony in application SE-4477, requesting approval of a Special Exception for a convenience commercial store in the C-M Zone.

• Fun-Damentals Early Learning Center

Friendly, Maryland

Expert planning testimony in application SE-4476, requesting approval of a Special Exception for a day care center in the R-R Zone.

Good News Day Care Center

Temple Hills, Maryland

Expert planning testimony in application SE-4473, requesting approval of a Special Exception for a day care center in the R-80 Zone.

Wishy Washy Car Wash

Accokeek, Maryland

Expert planning testimony in application SE-4472, requesting approval of a Special Exception for a car wash in the C-S-C Zone.

John Vitale & Sons

Lanham, Maryland

Expert planning testimony in application SE-4464, requesting approval of a Special Exception for a contractor's office in the C-A Zone.

• St. Paul Senior Living

Capitol Heights, Maryland

Expert planning testimony in application SE-4463, requesting approval of a Special Exception for apartment dwellings for the elderly in the R-R Zone.

Safeway Gas Station

Fort Washington, Maryland

Expert planning testimony in application SE-4448, requesting approval of a Special Exception for a gas station in the C-S-C Zone.

• BP Amoco Gas Station

Temple Hills, Maryland

Expert planning testimony in application SE-4445, requesting approval of a Special Exception for a convenience commercial store in the C-M Zone.

WaWa

Camp Springs, Maryland

Expert planning testimony in application SE-4436, requesting approval of a Special Exception for a gas station in the C-S-C Zone.

Quarles Petroleum

Capitol Heights, Maryland

Expert planning testimony in application SE-4410, requesting approval of a Special Exception for a gas station in the I-1 Zone.

Brown Station Early Learning Center

Upper Marlboro, Maryland

Expert planning testimony in application SE-4393, requesting approval of a Special Exception for a day care center in the R-R Zone.

As principal of his own architecture and planning firm, Mr. Ferguson was involved with the following diverse residential, commercial and institutional architectural and planning projects:

• Franklin's General Store and Delicatessen

Hyattsville, Maryland

Consulting services for the preparation of construction documents and construction contract administration for a 11,000-square foot addition to a historic commercial structure on U.S. Route One. Also, land planning services involving necessary waivers of parking and loading requirements, variances from setbacks and landscaping requirements, and permission to build in planned right-of-way of U.S. Rte One.

King Farm Village Center

Rockville, Maryland

Inspection services for five mixed-use buildings in the village center of the 500-acre New Urbanist development in Rockville, Maryland

Trinity Church

Upper Marlboro, Maryland

Full architectural services for the construction of a portico to the fellowship hall on the site of a National Register-listed historic site

Publick Playhouse

Bladensburg, Maryland

Land planning services for the redevelopment and expansion of an existing community theater building.

Transnational Law and Business University

Brandywine, Maryland

Master planning of a university campus on a 342-acre site

Balmoral

Upper Marlboro, Maryland

Planning of a comprehensively-designed 357 lot residential subdivision immediately to the south of and connected with the 2,400-unit Beech Tree development

• Fred Lynn Middle School

Woodbridge, Virginia

Consulting services for the preparation of construction documents for a 131,000-square foot renovation

Graham Park Middle School

Dumfries, Virginia

Consulting services for the preparation of construction documents for a 99,000-square foot renovation and four-classroom addition.

Elizabeth Graham Elementary School

Woodbridge, Virginia

Consulting services for the preparation of construction documents for a classroom addition.

Dale City Elementary School

Dale City, Virginia

Consulting services for the preparation of construction documents for a classroom addition.

Occoquan Elementary School

Woodbridge, Virginia

Consulting services for the preparation of construction documents for a four-classroom addition that tied together three of the four buildings at the oldest school in Prince William County.

4912 St. Barnabas Road

Temple Hills, Maryland

Consulting services on the design preparation of construction documents and permits processing for a 1,500-square foot tenant fit-out for an attorney's office.

6100 Executive Boulevard

Bethesda, Maryland

Full architectural services from space planning through construction documents preparation for a 1,500-square foot tenant fit-out for a technology consulting firm.

Parking Lot Rehabilitation, Bureau of Prisons

Washington, D.C.

Consulting services on construction documents preparation for rehabilitation of the parking and service area in the central courtyard of the old Federal Home Loan Bank Board building at 320 First Street, N.W.

Covenant Creek Subdivision

Owings, Maryland

Land planning services for the subdivision of 161 acres crossing the Calvert/Anne Arundel County border into 47 clustered lots, involving the use of Transferable Development Rights and development of public road access across a wetland area into a landlocked tract.

Welch Property

Accokeek, Maryland

Land planning services for the development of a 326-unit planned retirement community on a 41-acre tract.

Phase II, Boyd & Margaret Shields King Memorial Park

Prince Frederick, Maryland

Land planning and engineering services for the design and construction of the second phase of development of a 7.5-acre park adjacent to the Courthouse in the heart of the Prince Frederick Town Center

White Sands Community Center

Lusby, Maryland

Feasibility analysis for conversion of existing stable facility into a community building.

Good Hope Hills Condemnation

Temple Hills, Maryland

Land planning services during condemnation proceedings against a one-acre commercial property.

Additions and alterations to a private residence

Washington Grove, Maryland

Consulting services on the structural design, preparation of construction documents and construction observation for the construction of an award-winning 750-square foot, \$150,000 addition and renovation to a historic structure in a National Register district.

Additions and alterations to a private residence

Chevy Chase, Maryland

Consulting services from schematic design through the construction phases of an award-winning 1,700-square foot, \$1.4 million dollar addition and renovation, which involved the relocation of a public sewer main from beneath the existing building.

Additions and alterations to a private residence

Hyattsville, Maryland

Full architectural services for the construction of a large kitchen and bathroom addition to a Prince George's County listed historic site

Additions and alterations to a private residence

Silver Spring, Maryland

Consulting schematic design services for a 2,000-square foot addition and renovation.

Private residence

Avenue, Maryland

Architectural and planning services for the construction of a private residence on a 24-acre site on St. Clement's Bay

Private residence

Avenue, Maryland

Full architectural services for the design of a private residence on a one-acre site on St. Clement's Bay

Additions and alterations to a private residence

University Park, Maryland

Full architectural services for the construction of a 350-square foot addition.

At RDA his activities are concentrated in the following fields:

• Land use studies, feasibility analyses and detailed project planning for hundreds of various residential, commercial and industrial developments in Prince George's, Calvert, Montgomery, Charles, St Mary's and Anne Arundel Counties. This work requires intimate knowledge of the relevant master and/or comprehensive plans and zoning ordinances and other land development regulations in many jurisdictions.

- Hydrologic and hydraulic analyses of urban watersheds in connection with the development of
 drainage and stormwater management systems for various residential subdivisions and
 commercial and industrial projects. Tools used in these analyses included the TR-20, HEC-1 and
 HEC-2 hydraulic analysis programs, USDA/SCS hydrologic analysis methods, as well as the
 Maryland State Highway Administration's and other rational hydrologic analysis methods.
- Hydraulic and structural design of storm drainage and stormwater management systems, including wet ponds, dry detention and retention basins, underground detention systems, vegetative and structural infiltration systems, oil/grit separators, and conventional open and enclosed drainage systems. Analysis of theoretical breach events in earthen embankment structures to determine possible effects of downstream flooding caused by dam failures.

Mr. Ferguson served from 1991 to 1996 as the Town Engineer for the Town of Edmonston, Maryland. In this capacity, Mr. Ferguson advised the Town Council on the effects of legislation, assisted in the preparation of ordinances, assisted in the planning process during the development of the Master Plans for Planning Areas 68 and 69, and advised the Town on the selection of project proposals for funding under the Community Development Block Grant program.

During his tenure at AIP Architects, Mr. Ferguson was responsible for the entire scope of the project development process for numerous architectural projects, including:

- Project feasibility and financial analysis
- Project planning and schematic design
- Management and development of construction documentation
- Specifications writing
- Construction contract documents preparation and administration of bidding
- Coordination with regulatory authorities and permit processing
- Construction contract administration and project observation

Some of the projects Mr. Ferguson had intensive involvement with at AIP Architects include:

Office/Commercial Building (54,000 sf) 1815 University Boulevard, Adelphi, Maryland

Comfort Inn (202 rooms)
Ocean Highway, Ocean City, Maryland

Commercial Building (22,000 sf) 7931 Georgia Avenue, Silver Spring, Maryland

Office Commercial Building (58,000 sf) 4915 St. Elmo Avenue, Bethesda, Maryland

Office/Condominium Park (14,000 sf)
Old Largo Road, Largo, Maryland

Office Building (18,000 sf) 801 Wayne Avenue, Silver Spring, Maryland

Other Professional Activities:

Chairman, Hyattsville Community Development Corporation, 2001-2007 Treasurer, Hyattsville Community Development Corporation, 2010-present

This local development corporation was created to undertake the revitalization of commercial areas in the city of Hyattsville, to encourage the arts, and act together with the Gateway CDC in the establishment of the Gateway Arts District. Among many other works, the Hyattsville CDC has sponsored the installation of multiple works of public art, administered the creation of two generations of Hyattsville's Community Sustainability Plans, secured and disseminated market studies for development in the Route One corridor, and managed the renovation of the former Arcade Theater into the City of Hyattsville's Municipal Annex.

Vice Chairman, City of Hyattsville Planning Committee, 2000-2005

This committee advises the Mayor, City Council and City Administrator on both external planning issues which impact the City, as well as redevelopment and revitalization issues within the City.

Member, City of Hyattsville Planning Committee, 1992-2005

Member, Neighborhood Design Center Project Review Committee, 1995-1998

This committee reviews and provides guidance for the work of less-experienced design professionals on their *pro bono* projects for the Neighborhood Design Center.

Member, Prince George's County Zoning Ordinance Review Task Force, 1994-1995

This task force, chaired by former Prince George's County Council chairman William B. Amonett, was formed by order of the Prince George's County Council, and met over a period of four months to review the County's entire Zoning Ordinance and the make recommendations on streamlining the 1200-page ordinance.

Member, Prince George's County Task Force to study the creation of U-L-I and M-U-TC zones, 1993-1994

This task force, chaired by Prince George's County Council member Stephen J. Del Giudice, was formed by order of the Prince George's County Council, and met over a period of three months to revise the legislation which was proposed to create the innovative U-L-I (Urban Light Industrial) and M-U-TC (Mixed-Use Town Center) zoning district regulations, which were proposed by the American Planning Association-award winning Adopted Master Plan for Planning Area 68 (Avondale, Brentwood, Colmar Manor, Cottage City, Edmonston, Hyattsville, Mount Rainier, North Brentwood, Riverdale, University Hills) as a means to encourage redevelopment and revitalization of existing urbanized areas of Prince George's County. The work of this task force led directly to the passage of the legislation.

Lenhart Traffic Consulting, Inc.

Traffic Engineering & Transportation Planning

MICHAEL M. LENHART, P.E., P.T.O.E. PRESIDENT

Mike Lenhart is a professional traffic engineer with over 28 years of combined technical and academic experience. Responsibilities with the firm include, but are not limited to, proposal preparation, various traffic engineering and managerial tasks in the areas of traffic impact analysis, traffic safety studies, and transportation planning, as well as providing expert witness testimony at public hearings and community meetings.

Mr. Lenhart has worked as a transportation professional in the private sector since 1999 and has provided traffic engineering and transportation planning services for over one thousand projects in numerous jurisdictions across Maryland. Previously, Mr. Lenhart served as the Chief of the Engineering Access Permits Department for the Maryland State Highway Administration (SHA). During his tenure at the SHA, Mr. Lenhart also served as the Traffic Engineer overseeing Southern Maryland. During his career, he has performed various traffic engineering tasks, including traffic signal design, highway and intersection capacity analysis, maintenance and protection of traffic design, and transportation planning. He has also participated in engineering training programs and researched transportation related topics.

Job History

2005 - Present

President - Lenhart Traffic Consulting, Inc.

2002 - 2005

Senior Project Manager - The Traffic Group, Inc.

2000 - 2002

Independent Consultant - The Traffic Group, Inc.

1999 - 2000

Senior Associate - The Traffic Group, Inc.

1998 - 1999

Division Chief – Engineering Access Permits Maryland State Highway Administration

1990 - 1998

Traffic Engineer
Maryland State Highway Administration

Educational Background

- Bachelors of Science in Civil Engineering
 -1990 (U of MD (a), College Park)
- Masters of Science in Traffic Engineering& Transportation Planning

 1998 (U of MD @ College Park)

Affiliations

- Registered Professional Engineer (P.E.) MD, DE
- Professional Traffic Operations Engineer (PTOE) ITE
- Member ITE

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

<u>Places where Mr. Lenhart has testified as an expert witness</u>

Allegany County – Board of Appeals, Planning Commission Annapolis - Planning Commission, Board of Appeals Anne Arundel County – Board of Appeals, Administrative Hearing Officer

Baltimore County – Zoning Commissioner, Planning Board Calvert County – Planning Commission, Board of Appeals, County Commissioners

Carroll County – Board of Zoning Appeals; Planning Board Charles County – County Commissioners, Circuit Court, Board of Appeals, Planning Commission,

Town of LaPlata Planning Commission & Town Council City of Frederick – Planning Commission

Frederick County – Planning Commission, County Commissioners Harford County – Circuit Court

Prince George's County – District Council, Planning Board, Zoning Examiner, Bowie City Council & Planning Commission, City of Laurel

Montgomery County – Planning Board, Zoning Examiner Queen Anne's County – Planning Commission, Board of Appeals

St. Mary's County – Planning Commission; County Commissioners

Sussex County, DE – Planning Commission, Board of County Commissioners

Talbot County – Planning Commission
Town of Leesburg, VA – Planning Commission
Washington County – Board of County Commissioners
Worcester County – Planning Commission

MARYLAND STATE HIGHWAY ADMINISTRATION-ENGINEERING SERVICES, DISTRICT 5

High Accident Sections and Traffic Safety Studies Traffic Signal Warrant Studies Highway Design Consultation Project Planning Consultation Traffic Impact Study Review

> Phone (410) 216-3333 Fax (443) 782-2288

email: mlenhart@lenharttraffic.com

STATE OF MARYLAND Department of Assessments and Taxation

I, MICHAEL L. HIGGS OF THE STATE DEPARTMENT OF ASSESSMENTS AND TAXATION OF THE STATE OF MARYLAND, DO HEREBY CERTIFY THAT THE DEPARTMENT, BY LAWS OF THE STATE, IS THE CUSTODIAN OF THE RECORDS OF THIS STATE RELATING TO LIMITED LIABILITY COMPANIES, OR THE RIGHTS OF LIMITED LIABILITY COMPANIES TO TRANSACT BUSINESS IN THIS STATE, AND THAT I AM THE PROPER OFFICER TO EXECUTE THIS CERTIFICATE.

I FURTHER CERTIFY THAT RF LANDOVER, LLC (W20345765), REGISTERED MARCH 02, 2020, IS A LIMITED LIABILITY COMPANY EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE STATE OF MARYLAND, AND THAT THE LIMITED LIABILITY COMPANY IS AT THE TIME OF THIS CERTIFICATE IN GOOD STANDING TO TRANSACT BUSINESS.

IN WITNESS WHEREOF, I HAVE HEREUNTO SUBSCRIBED MY SIGNATURE AND AFFIXED THE SEAL OF THE STATE DEPARTMENT OF ASSESSMENTS AND TAXATION OF MARYLAND AT BALTIMORE ON THIS SEPTEMBER 28, 2021.

Michael L. Higgs

Director



301 West Preston Street, Baltimore, Maryland 21201 Telephone Baltimore Metro (410) 767-1340 / Outside Baltimore Metro (888) 246-5941 MRS (Maryland Relay Service) (800) 735-2258 TT/Voice

Online Certificate Authentication Code: FssJ107dkEmHvfeGoWx6jg To verify the Authentication Code, visit http://dat.maryland.gov/verify

STATE ETHICS COMMISSION 45 CALVERT STREET, 3RD FLOOR ANNAPOLIS, MD 21401 410-260-7770 1-877-669-6085 This Form Is To Be Filed With:
CLERK OF THE COUNTY COUNCIL
COUNTY ADMINISTRATION BUILDING
ROOM 2198
UPPER MARLBORO, MD 20772
301-952-3600

Business Entity' Affidavit (Form PG 2)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires this affidavit to be filed where a business entity is deemed to be an applicant in an application filed with the District Council. This can occur, for example, when a business entity is a title owner or contract purchaser of land that is the subject of an application, a trustee having an interest in the land (except those described in a mortgage or deed of trust), or the holder of 5 percent or more interest in an entity having an interest in the land (provided that it has substantive involvement in the disposition of the land, or substantive activities pertaining specifically to land development in Prince George's County). Applicant can also include a business entity in which a 5 percent or greater interest is held by another applicant.

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that there may be situations where there is more than one applicant involved, requiring one or more submissions of this form (or Form PG 1 Individual Applicant Affidavit). You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website http://ethics.maryland.gov/public-ethics-law/. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at http://ethics.maryland.gov/download/local-gov/local-gov-forms/PG%20County%20Zoning%20Memo.pdf, that contains additional filing information, including timing requirements.

If the applicant business entity is a corporation listed on a national stock exchange or regulated by the Securities Exchange Commission, then its officers, its directors, or its shareholders having a 5 percent or greater interest in the corporation are required to file an affidavit only if these persons have made a payment or have solicited a payment as outlined in the Public Ethics Law and if the corporation itself completes Part B of the affidavit. If required to file, these persons will file the Individual Applicant Affidavit, Form PG 1.

Filing Deadline

You must file a signed original of this affidavit with the Clerk of the County Council no later than 30 days prior to the District Council's consideration of the application. You must file a supplemental affidavit as expeditiously as possible whenever a payment/contribution is made after the original affidavit was filed and prior to Council's consideration. Please note that under § 5-835(a) of the Public Ethics Law, payments/contributions during the pendency of an application are generally prohibited.

PART A. Business Entity Applicant

| Identifying Information | • |
|--|--|
| Name of Applicant Kent Village LTD Partnership | Case No. (where applicable) JE 9837 |
| Address of Applicant 7007 Heatherhill Road, Bethesda, MD 20817 | • . |
| Identity of the Property/ Subject of Application Royal Farms #411 Kent Village | Type of Application Special Exception (see § 5-833(d)) |

¹Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture, a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks) 1. Was a payment/contribution made by the applicant to a treasurer or a continuing committee, either directly or through a political action committee (PAC), during the 36 months before the application was filed or during the pendency of the application? ____ Yes X No If the answer to #1 above is yes, list below the name of the member or members and the date or dates of the payment/contribution: Name of Member If the payment/contribution was through a PAC, identify the PAC and the date of the transfer to the treasurer or continuing committee: Solicitation and other Payment/Contribution Information 2. Did the applicant solicit a person or business entity to make a payment/contribution to a member during the 36 months before the application filing or during the pendency of the application? Yes X No If the answer to #2 above is yes, and a contribution was made, list below the name of the member or members. the date or dates of the payment/contribution, and the name of the contributor: Name of Contributor Name of Member PART B. Directors, Officers and Stockholders (see § 5-838(b)) (For Corporations Only) *Note: For a corporation's application to be processed, this section must be completed in full (place a check at the beginning of each question to indicate the action has been completed). All directors, officers, and stockholders with a 5 percent or greater interest have been notified of the ١. disclosure requirement as provided in the Law and are identified as follows (list name and title - if the corporation has no directors, officers or stockholders with a 5 percent or greater interest, so state): Affidavits (Form PG 1 Individual Applicant Affidavit) from those individuals identified in question #1 2. above, who have made or solicited contributions and are therefore required to disclose, are either attached or on file with the Clerk of the County Council OR there are no individuals required to file affidavits. I hereby make oath or affirmation that the contents of this affidavit are true and correct to the best of my knowledge, information and belief. 7/23/2020 Signature (original to be filed with the Clerk)

August 28, 2015 Page 2 of 2

Arnold Berlin
Printed Name of Signer
General Periner

Title of Signer (Authorized to sign for the business entity)

STATE ETHICS COMMISSION 45 CALVERT STREET, 3RD FLOOR ANNAPOLIS, MD 21401 410-260-7770 1-877-669-6085

This Form Is To Be Filed With: CLERK OF THE COUNTY COUNCIL **COUNTY ADMINISTRATION BUILDING ROOM 2198** UPPER MARLBORO, MD 20772 301-952-3600

Business Entity' Affidavit (Form PG 2)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires this affidavit to be filed where a business entity is deemed to be an applicant in an application filed with the District Council. This can occur, for example, when a business entity is a title owner or contract purchaser of land that is the subject of an application, a trustee having an interest in the land (except those described in a mortgage or deed of trust), or the holder of 5 percent or more interest in an entity having an interest in the land (provided that it has substantive involvement in the disposition of the land, or substantive activities pertaining specifically to land development in Prince George's County). Applicant can also include a business entity in which a 5 percent or greater interest is held by another applicant.

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that there may be situations where there is more than one applicant involved, requiring one or more submissions of this form (or Form PG 1 Individual Applicant Affidavit). You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website http://ethics.maryland.gov/public-ethics-law/. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at http://cthics.inaryland.gov/download/local-gov/local-gov-forms/PG%20County%20Zoning%20Memo.pdf, that contains additional filing information, including timing requirements.

If the applicant business entity is a corporation listed on a national stock exchange or regulated by the Securities Exchange Commission, then its officers, its directors, or its shareholders having a 5 percent or greater interest in the corporation are required to file an affidavit only if these persons have made a payment or have solicited a payment as outlined in the Public Ethics Law and if the corporation itself completes Part B of the affidavit. If required to file, these persons will file the Individual Applicant Affidavit, Form PG 1.

Filing Deadline

You must file a signed original of this affidavit with the Clerk of the County Council no later than 30 days prior to the District Council's consideration of the application. You must file a supplemental affidavit as expeditiously as possible whenever a payment/contribution is made after the original affidavit was filed and prior to Council's consideration. Please note that under § 5-835(a) of the Public Ethics Law, payments/contributions during the pendency of an application are generally prohibited.

DADT A Dusiness Entity Applicant

| Identifying Information | | raki i | A. <u>Dusi</u> | ness Entity App | <u>iicant</u> |
|---|--------|--------|----------------|-----------------|--|
| Name of Applicant | Berlin | Femily | 444 | | Case No. (where applicable) X Y Y Y |
| Address of Applicant | 10004 | STLLL | Lane, | Pirmer. MO | 50324 |
| Identity of the Property/ Subject of Application | Ruyel | Farms | # 411 | Kenz Villige | Type of Application Special Exception (see § 5-833(d)) |
| | | | | | |

Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture, a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks)

| 1. | Was a payment/contribution made by the applicant to a treasurer or a continuing committee, either directly or through a political action committee (PAC), during the 36 months before the application was filed or during the pendency of the application?Yes _XNo | | | | | | | |
|---------|--|---|---|--|--|--|--|--|
| | If the answer to #1 above is yes, list below to payment/contribution: | he name of the member or | members and the date or dates of the | | | | | |
| • | Name of Member | <u>Date</u> | | | | | | |
| | If the payment/contribution was through a PA | | date of the transfer to the treasurer or | | | | | |
| | continuing committee: | The first control of the control of | | | | | | |
| Solicit | ation and other Payment/Contribution Informat | ion | | | | | | |
| 2. | Did the applicant solicit a person or business months before the application filing or durin Yes No | | | | | | | |
| | If the answer to #2 above is yes, and a contribution the date or dates of the payment/contribution | | | | | | | |
| | Name of Member | Date | Name of Contributor | | | | | |
| | | | | | | | | |
| PA | RT B. Directors, Officers and Stockl | holders (see § 5-838(b | | | | | | |
| | *Note: For a corporation's application to a check at the beginning of each question | | | | | | | |
| 1. | All directors, officers, and stockholded disclosure requirement as provided in the corporation has no directors, officers or | Law and are identified as | follows (list name and title - if the | | | | | |
| 2. | Affidavits (Form PG I Individual Apparatus) | ons and are therefore requir | ed to disclose, are either attached or on | | | | | |
| l here | file with the Clerk of the County Council Ol by make oath or affirmation that the contents o | | | | | | | |
| | nation and belief. | | | | | | | |
| | Signature (original to be filed with the Clerk | ;) | 7/23/2020 Date | | | | | |
| | Printed Name of Signer Managery Mender | | - 1 - 6.3 | | | | | |
| | Title of Signer (Authorized to sign for the b | usiness entity) | | | | | | |

STATE ETHICS COMMISSION 45 CALVERT STREET, 3RD FLOOR ANNAPOLIS, MD 21401 410-260-7770 1-877-669-6085

This Form Is To Be Filed With: CLERK OF THE COUNTY COUNCIL **COUNTY ADMINISTRATION BUILDING ROOM 2198** UPPER MARLBORO, MD 20772 301-952-3600

Individual Applicant Affidavit

(Form PG 1)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires applicants to file this affidavit with applications filed with the District Council. This form should be submitted only by an individual who is: (1) a title owner or contract purchaser of land that is the subject of an application; (ii) a trustee who holds an interest in land that is the subject of an application, excluding a trustee described in a mortgage or deed of trust; or (iii) a holder of at least a 5% interest in a business entity that has an interest in the land that is the subject of an application, provided the individual has substantive involvement in directing the affairs of the business entity regarding the disposition of the land, or is engaged in substantive activities specifically pertaining to land development in Prince George's County as a regular part of the business entity's business activities. In short, this form should be used whenever an individual, rather than a business entity, is required to file an affidavit as part of an application. All other applicants should file the Business Entity Applicant Affidavit (Form PG 2).

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions of the Public Ethics Law include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that a single application may result in the filing of one or more affidavits. For example, if the application involves a partnership, one or more partners may be required to file. As another example, if the applicant filer has a corporate interest attributable to him making the corporation also an applicant, then the corporation must file a Business Entity Applicant Affidavit. You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, to the State Ethics Commission at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website http://ethics.maryland.gov/public-ethics-law/. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at http://ethics.maryland.gov/download/localgov/local-gov-forms/PG%20County%20Zoning%20Memo.pdf that contains additional filing information, including timing requirements.

Filing Deadline

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| Identifying Information | |
|---|---|
| Name of Applicant Robert 5 Lendamen | Case No. (where applicable) 5 £ 983 y |
| Address of Applicant 7007 Heatherh II Road, Betherde, M | |
| Subject of Application Royal Farms # 411 Kent Village | Type of Application Speciel Exception (see §5-833(d)) |

Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture, a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks)

| 1. | Was a payment/contribution made by the applicant to a treasurer or a continuing committee, either directly or through a political action committee (PAC), during the 36 months before the application filing or during the pendency of the application? YesX No | | | | | | | | | |
|-------|--|--|------------------------------------|-------------|--|--|--|--|--|--|
| | If the answer to #1 is yes, list below the name of the member or members and the date or dates of the payment/contribution: | | | | | | | | | |
| | Name of Member | <u>Date</u> | | | | | | | | |
| | | | | | | | | | | |
| | If the payment/contribution above was through | | PAC and the date of the travefor | to the | | | | | | |
| | treasurer or continuing committee: | | | to the | | | | | | |
| Solic | itation and other Payment/Contribution Informat | ion | | | | | | | | |
| 2. | Did the applicant solicit a person or business months before the application filing or during Yes X No | | | ring the 30 | | | | | | |
| | If the answer to #2 above is yes, and a paymomembers, the date or dates of the payment/co | | | nember or | | | | | | |
| | Name of Member | Date | Name of Contributor | | | | | | | |
| | | | | | | | | | | |
| 3. | Did a member of the applicant's household n before the application filing or during the pe | nake a payment/contri ndency of the applica | bution to a member during the 36 | months | | | | | | |
| | If the answer to #3 above is yes, list below the payment/contribution, and the name of the heart | | | fthe | | | | | | |
| | Name of Member | <u>Date</u> | Name of Contributor | | | | | | | |
| | | | | | | | | | | |
| | eby make oath or affirmation that the contents of mand belief. | this affidavit are true | and correct to the best of my know | wledge, | | | | | | |
| | attre (original to be filed with the Clerk) | | 7/22/20 | | | | | | | |
| | | | Date | | | | | | | |
| Print | Rubert J Kindimin led Name of Signer | | | | | | | | | |
| Title | of Signer (if applicable) | | | | | | | | | |
| | | | | | | | | | | |

August 28, 2015 Page 2 of 2 STATE ETHICS COMMISSION 45 CALVERT STREET, 3RD FLOOR ANNAPOLIS, MD 21401 410-260-7770 1-877-669-6085 This Form Is To Be Filed With:

CLERK OF THE COUNTY COUNCIL
COUNTY ADMINISTRATION BUILDING
ROOM 2198

UPPER MARLBORO, MD 20772
301-952-3600

Individual Applicant Affidavit (Form PG 1)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires applicants to file this affidavit with applications filed with the District Council. This form should be submitted only by an individual who is: (i) a title owner or contract purchaser of land that is the subject of an application; (ii) a trustee who holds an interest in land that is the subject of an application, excluding a trustee described in a mortgage or deed of trust; or (iii) a holder of at least a 5% interest in a business entity that has an interest in the land that is the subject of an application, provided the individual has substantive involvement in directing the affairs of the business entity regarding the disposition of the land, or is engaged in substantive activities specifically pertaining to land development in Prince George's County as a regular part of the business entity's business activities. In short, this form should be used whenever an individual, rather than a business entity is required to file an affidavit as part of an application. All other applicants should file the Business Entity Applicant Affidavit (Form PG 2).

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions of the Public Ethics Law include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that a single application may result in the filing of one or more affidavits. For example, if the application involves a partnership, one or more partners may be required to file. As another example, if the applicant filer has a corporate interest attributable to him making the corporation also an applicant, then the corporation must file a Business Entity Applicant Affidavit. You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, to the State Ethics Commission at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website http://ethics.maryland.gov/public-ethics-law/. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at http://ethics.maryland.gov/download/local-gov-forms/PG%20County%20Zoning%20Memo.pdf that contains additional filing information, including timing requirements.

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| Identifying Information | | |
|---|--------------------------------|---|
| Name of Applicant | Arnold Berlin | Case No. (where applicable) 5 f · 4834 |
| Address of Applicant | 10604 Stible Lone, Potomu. MD | 2085V |
| Identity of the Property/ Subject of Application | Royal Farms # 411 Kent Village | Type of Application Special Exception (see §5-833(d)) |
| | | |

Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture, a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks) ١. Was a payment/contribution made by the applicant to a treasurer or a continuing committee, either directly or through a political action committee (PAC), during the 36 months before the application filing or during the pendency of the application? Yes X No If the answer to #1 is yes, list below the name of the member or members and the date or dates of the payment/contribution: Name of Member Date If the payment/contribution above was through a PAC, identify the PAC and the date of the transfer to the treasurer or continuing committee: Solicitation and other Payment/Contribution Information Did the applicant solicit a person or business entity to make a payment/contribution to a member during the 36 2. months before the application filing or during the pendency of the application? Yes X No If the answer to #2 above is yes, and a payment/contribution was made, list below the name of the member or members, the date or dates of the payment/contribution, and the name of the contributor: Name of Member Name of Contributor Did a member of the applicant's household make a payment/contribution to a member during the 36 months 3. before the application filing or during the pendency of the application? ____ Yes _____ No If the answer to #3 above is yes, list below the name of the member or members, the date or dates of the payment/contribution, and the name of the household member who made the contribution/payment: Date Name of Contributor Name of Member I hereby make oath or affirmation that the contents of this affidavit are true and correct to the best of my knowledge, information and belief. Signature (original to be filed with the Clerk) 7/23/2020 Arnold Berlin

August 28, 2015

Printed Name of Signer

Title of Signer (if applicable)

This Form Is To Be Filed With:

STATE ETHICS COMMISSION 45 CALVERT STREET, 3RD FLOOR ANNAPOLIS, MD 21401 410-260-7770 1-877-669-6085

CLERK OF THE COUNTY COUNCIL **COUNTY ADMINISTRATION BUILDING ROOM 2198** UPPER MARLBORO, MD 20772 301-952-3600

Individual Applicant Affidavit

General Information

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| Identifying Information | |
|--|---|
| Name of Applicant Devid M Landsmen | Case No. (where applicable) 5 £ . 4834 |
| Address of Applicant 7007 Hewtherh. 11 Road. Bethode, MO | |
| Subject of Application Royal Farms # 411 Kent Village | Type of Application Special Exception (see §5-833(d)) |

Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture. a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks)

| 1. | Was a payment/contribution made by the applicant to a treasurer or a continuing committee, either directly or through a political action committee (PAC), during the 36 months before the application filing or during the pendency of the application? YesX No | | | | | | | | | |
|-------|--|--|------------------------------------|-------------|--|--|--|--|--|--|
| | If the answer to #1 is yes, list below the name of the member or members and the date or dates of the payment/contribution: | | | | | | | | | |
| | Name of Member | <u>Date</u> | | | | | | | | |
| | | | | | | | | | | |
| | If the payment/contribution above was through | | PAC and the date of the travefor | to the | | | | | | |
| | treasurer or continuing committee: | | | to the | | | | | | |
| Solic | itation and other Payment/Contribution Informat | ion | | | | | | | | |
| 2. | Did the applicant solicit a person or business months before the application filing or during Yes X No | | | ring the 30 | | | | | | |
| | If the answer to #2 above is yes, and a paymomembers, the date or dates of the payment/co | | | nember or | | | | | | |
| | Name of Member | Date | Name of Contributor | | | | | | | |
| | | | | | | | | | | |
| 3. | Did a member of the applicant's household n before the application filing or during the pe | nake a payment/contri ndency of the applica | bution to a member during the 36 | months | | | | | | |
| | If the answer to #3 above is yes, list below the payment/contribution, and the name of the heart | | | fthe | | | | | | |
| | Name of Member | <u>Date</u> | Name of Contributor | | | | | | | |
| | | | | | | | | | | |
| | eby make oath or affirmation that the contents of mand belief. | this affidavit are true | and correct to the best of my know | wledge, | | | | | | |
| | attre (original to be filed with the Clerk) | | 7/22/20 | | | | | | | |
| | | | Date | | | | | | | |
| Print | Rubert J Kindimin led Name of Signer | | | | | | | | | |
| Title | of Signer (if applicable) | | | | | | | | | |
| | | | | | | | | | | |

August 28, 2015 Page 2 of 2 STATE ETHICS COMMISSION 45 CALVERT STREET, 3RD FLOOR ANNAPOLIS, MD 21401 410-260-7770 1-877-669-6085 This Form Is To Be Filed With:

CLERK OF THE COUNTY COUNCIL
COUNTY ADMINISTRATION BUILDING

ROOM 2198

UPPER MARLBORO, MD 20772
301-952-3600

Business Entity' Affidavit (Form PG 2)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires this affidavit to be filed where a business entity is deemed to be an applicant in an application filed with the District Council. This can occur, for example, when a business entity is a title owner or contract purchaser of land that is the subject of an application, a trustee having an interest in the land (except those described in a mortgage or deed of trust), or the holder of 5 percent or more interest in an entity having an interest in the land (provided that it has substantive involvement in the disposition of the land, or substantive activities pertaining specifically to land development in Prince George's County). Applicant can also include a business entity in which a 5 percent or greater interest is held by another applicant.

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that there may be situations where there is more than one applicant involved, requiring one or more submissions of this form (or form PG 1 Individual Applicant Affidavit). You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website http://ethics.maryland.gov/public-ethics-law/. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at http://ethics.maryland.gov/download/local-gov/local-gov-forms/PG%20County%20Zoning%20Memo.pdf, that contains additional filing information, including timing requirements.

If the applicant business entity is a corporation listed on a national stock exchange or regulated by the Securities Exchange Commission, then its officers, its directors, or its shareholders having a 5 percent or greater interest in the corporation are required to file an affidavit only if these persons have made a payment or have solicited a payment as outlined in the Public Ethics Law and if the corporation itself completes Part B of the affidavit. If required to file, these persons will file the Individual Applicant Affidavit, Form PG 1.

Filing Deadline

You must file a signed original of this affidavit with the Clerk of the County Council no later than 30 days prior to the District Council's consideration of the application. You must file a supplemental affidavit as expeditiously as possible whenever a payment/contribution is made after the original affidavit was filed and prior to Council's consideration. Please note that under § 5-835(a) of the Public Ethics Law, payments/contributions during the pendency of an application are generally prohibited.

PART A. Business Entity Applicant Identifying Information Name of Applicant YF 42C Case No. (where applicable) JE 9239 Address of Applicant 17519 Rahim Forus Forus Forus Jarry 195 2036. Identity of the Property/ Subject of Application Royal Forms 4411 Kent Villing Type of Application Special Exception (see § 5-833(d))

¹Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture, a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks)

| •. | through a political action committee (PAC), do pendency of the application? Yes _X | ifing the 36 months hafor | ontinuing committee, either directly e the application was filed or during | oi the |
|----------------|---|--|---|-----------|
| | If the answer to #1 above is yes, list below th payment/contribution: | e name of the member or | members and the date or dates of | the |
| | Name of Member | <u>Date</u> | | |
| | | | | |
| | If the payment/contribution was through a PAC continuing committee: | ; identify the PAC and the | e date of the transfer to the treasurer | or |
| Solic | itation and other Payment/Contribution Information | on . | | |
| 2. | Did the applicant solicit a person or business er months before the application filing or during YesXNo | ntity to make a payment/c the pendency of the appli | ontribution to a member during the ication? | 36 |
| | If the answer to #2 above is yes, and a contribution, the date or dates of the payment/contribution, | tion was made, list below and the name of the contr | the name of the member or membeributor: | ſš, |
| | Name of Member | Date | Name of Contributor | |
| PA | RT B. Directors, Officers and Stockho | olders (see § 5-838(b | (For Corporations Only) | |
| | *Note: For a corporation's application to be a check at the beginning of each question to | e processed, this section in indicate the action has | n <u>must</u> be completed in full (place been completed). | |
| 1. | All directors, officers, and stockholders disclosure requirement as provided in the La corporation has no directors, officers or sto | w and are identified as | follows (list name and title - if the | 14: |
| | | | | |
| 2. | Affidavits (Form PG I Individual Application, who have made or solicited contribution file with the Clerk of the County Council OR to | s and are therefore require | ed to disclose, are either attached or a | i] en |
| here inform | by make oath or affirmation that the contents of the | his affidavit are true and | correct to the best of my knowledg | Ċ, |
| | Signature (original to be filed with the Clerk) | | 7.23.2020 | , |
| | Printed Name of Signer | ^ | Date | |
| | Title of Signer (Authorized to sign for the busi | ness entity) | | |
| | | | | |

STATE ETHICS COMMISSION 45 CALVERT STREET, 3RD FLOOR ANNAPOLIS, MD 21401 410-260-7770 1-877-669-6085

This Form is To Be Filed With: CLERK OF THE COUNTY COUNCIL COUNTY ADMINISTRATION BUILDING **ROOM 2198** UPPER MARLBORO, MD 20772 301-952-3600

Individual Applicant Affidavit

(Form PG 1)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires applicants to file this affidavit with applications filed with the District Council. This form should be submitted only by an individual who is: (i) a title owner or contract purchaser of land that is the subject of an application; (ii) a trustee who holds an interest in land that is the subject of an application, excluding a trustee described in a mortgage or deed of trust; or (iii) a holder of at least a 5% interest in a business entity that has an interest in the land that is the subject of an application, provided the individual has substantive involvement in directing the affairs of the business entity regarding the disposition of the land, or is engaged in substantive activities specifically pertaining to land development in Prince George's County as a regular part of the business entity's business activities. In short, this form should be used whenever an individual, rather than a business entity t, is required to file an affidavit as part of an application. All other applicants should flie the Business Entity Applicant Affidavit (Form PG 2).

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions of the Public Ethics Law include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that a single application may result in the filing of one or more affidavits. For example, if the application involves a partnership, one or more partners may be required to file. As another example, if the applicant filer has a corporate interest attributable to him making the corporation also an applicant, then the corporation must file a Business Entity Applicant Affidavit. You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, to the State Ethics Commission at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website http://ethics.maryland.gov/public-ethics-law/. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at http://ethies.maryland.gov/dewnload/localgoy/local-gov-forms/PG%20County%20Zonlog%20Mcmo.ndf that contains additional filing information, including timing requirements.

Filing Deadline

You must file a signed original of this affidavit with the Clerk of the County Council no later than 30 days prior to the District Council's consideration of the application. You should file a supplemental affidavit as expeditiously as possible whenever a payment/contribution is made after the filing of the original uffidavit and prior to the Council's consideration. Please note that under §5-835(a) of the Public Ethics Law, payments/contributions during the pendency of an application are generally prohibited.

| | - | | | | | | |
|---|------|------|--------|-------|--------|---------|---------------------------------------|
| Identifying Information | | | | | | | |
| Name of Applicant | Moss | deck | Ye | d ir. | | | Case No. (where applicable) 5 E . Y83 |
| Address of Applicant | 3210 | N. | KRINUM | Worl. | e Blus | 4/020 | |
| Identity of the Property/ Subject of Application | | yel | Ferms | * 411 | Tenz | Village | Type of Application Speciel Exception |
| | | | | | | | (see §5-833(d)) |

Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture. a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks)

| | Was a payment/contribution made by the ap through a political action committee (PAC), pendency of the application?Yes | HILLIAN THE 15 MANUA | s before the application filing or during the | ic |
|---------------|---|--|--|------|
| | If the answer to #1 is yes, list below the nam payment/contribution: | e of the member or m | tembers and the date or dates of the | |
| | Name of Member | Date | | |
| | | *************************************** | | |
| | | | na de la comp | |
| | If the payment/contribution above was through treasurer or continuing committee: | gn a PAC, identify the | e PAC and the date of the transfer to the | |
| Solic | itation and other Payment/Contribution Informati | ion | ······································ | |
| 2. | Did the applicant solicit a person or business months before the application filing or during Yes _ 太 No | entity to make a navi | nent/contribution to a member during the application? | e 36 |
| | If the answer to #2 above is yes, and a payme members, the date or dates of the payment/co | nt/contribution was n | nade, list below the name of the member ame of the contributor: | or |
| | Name of Member | | Name of Contributor | |
| 3. | Did a member of the applicant's household m before the application filing or during the per | ake a payment/contri | hution to a member during the 36 month | \$ |
| | If the answer to #3 above is yes, list below the payment/contribution, and the name of the ho | e name of the membe usehold member who | r or members, the date or dates of the made the contribution/payment: | |
| | Name of Member | Date | Name of Contributor | |
| | | Mind Mind Mind on the Control of the | | |
| here nform | by make oath or affirmation that the contents of the nation and belief. | his affidavit are true | | |
| | Mordechin To My | | 7.23.20 | |
| | ture (original to be filed with the Clerk) | | Date | |
| rinte | Moraca - National National Name of Signer | | | |
| | | | • | |
| Title (| of Signer (if applicable) | | | |
| | | | | |



McNamee Hosea

6411 Ivy Lane, Suite 200 **0** 301.441.2420 Greenbelt, Maryland 20770 **F** 301.982.9450

mhlawyers.com

Matthew Tedesco, Admitted in Maryland Email: mtedesco@mhlawyers.com Ext. 222

October 4, 2021

Via Electronic Mail MEMcNeil@co.pg.md.us

Maurene E. McNeil Chief Zoning Hearing Examiner Office of the Zoning Hearing Examiner 14741 Gov. Oden Bowie Drive Upper Marlboro, MD 20772

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

Request for Continuance (Sections 27-129(j)(1)(A) and 27-303(b))

Dear Madam Examiner:

Pursuant to Sections 27-129(j)(1)(A) and 27-303(b) of the Zoning Ordinance, please accept this letter on behalf of the applicant, RF Landover, LLC, as a formal request to continue the hearing in the above-referenced matter from October 6, 2021 to October 20, 2021. The basis for the requested continuance is for good cause, as the applicant's representative and witness was unexpectedly called out of town and will be traveling during the hearing time, so he is unable to attend – even virtually. Undersigned counsel will be prepared to make this request on the record on October 6, 2021.

Thank you for your courtesy and understanding in this matter.

Respectfully submitted,

Matthew C. Tedesco

cc (via email): ZHE Administrative Staff

Stan D. Brown, Esq., People's Zoning Counsel

Jeff Bainbridge Tom Ruszin Emily Dean, P.E. Mark Ferguson, R.A. Mike Lenhart, P.E., P.T.O.E Ed Steere, MSRE, AICP G.S. Proctor & Associates

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 Sewer Comments

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 - Separat | ion |
| | 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 & Section 11. |
| | 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 Ea | asement 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 | Re | plies | |
|--|---|----|-------|--|
|--|---|----|-------|--|

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.

| O | Repl | lies | |
|---|------|------|--|
|---|------|------|--|

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 | Ren | olies | |

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

| |) Rer | olies | |
|--|-------|-------|--|
|--|-------|-------|--|

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 | Re | plies | |
|-------|----|-------|--|
| | | | |

EPS SDRC REVIEW

| CASE NUMBER: SE-4834 | Reviewer: Mary Rea | | | | |
|-------------------------------|--------------------|---------------|------------------|---------------|-------|
| PROJECT NAME: Roy | al Farms #411 Ker | nt Village | | | |
| SDRC Date: Apr | il 30, 2021 | | | | |
| APPLICABLE MASTER P | LANS: | | | | |
| GREEN INFRASTRUCTUI AREAS: | RE □ REG | □ EVAL | | ⊠ NONE | |
| ALL ZONES: C-S-C | | | | | |
| NRI: | ⊠ EL | ☐ Full ☐ Inte | rmed \square L | imited □ CBCA | □ N/A |
| WCO-EX: | | □ Numbered | □ N/A | | |
| EPS PLANS: | □ ТСР1 | □ TCP2 | □ CP ⊠ N | J/A | |
| Specimen Trees: | ☐ Yes | ⊠ No | | | |
| Variance Required: | \square WCO | □ CBCA | ⊠ N/A | | |
| REASON FOR VARIANCE | E: | | | | |
| PMA: | □ Yes | ⊠ No | | | |
| PMA LOJ REQUIRED: | ☐ Yes | ⊠ No | | | |
| ROADS ARTERIAL OR HIGHER: | ⊠ Yes | □ No | | | |
| SPECIAL ROADWAYS: | ☐ Scenic | | □ Byway | □ None | |
| MARLBORO CLAY: | □ Yes | ⊠ No | | | |
| CHRISTIANA CLAY: | ⊠ Yes | □ No | | | |
| STORMWATER CONCEP | Γ: Approved | ☐ Approved | \square Both | □ N/A | |
| | Plan | Letter | | | |
| MAJOR ISSUES/REVISIO | NS: | | | | |

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

Transportation Submittal Checklist for Development Applications

Project Name:_____

| Applicant Name: | Contact/A | gent: |
|--|--|---|
| Phone Number | Fax Numb | er |
| Acreage: | E-mail Ad | dress |
| Type of Application: | | |
| Associated/Previous Proje | ect Numbers | |
| layout of the proposed u | ses, proposed points of access, a | The conceptual plan must show a general nd sufficient detail of nearby public streets, roperty to be located and assessed by staff. |
| | | |
| | | |
| Market Residential: | ent development proposal in ter | |
| Market Residential: | | |
| Market Residential: Single fam Apartment | ily residences (number) or Condominium residences (number | |
| Market Residential: Single fam Apartment Market Non-Residential | ily residences (number) or Condominium residences (number) | Townhouse residences (number) |
| Market Residential: Single fam Apartment Market Non-Residential Square feet | ily residences (number) or Condominium residences (number l: t office (describe) | Townhouse residences (number) |
| Market Residential: Single fam Apartment Market Non-Residential Square feet Square feet | ily residences (number) or Condominium residences (number i: t office (describe) t retail (describe) | Townhouse residences (number) |
| Market Residential: Single fam Apartment Market Non-Residential Square feet | ily residences (number) or Condominium residences (number i: t office (describe) t retail (describe) | Townhouse residences (number) |
| Market Residential: Single fam Apartment Market Non-Residential Square feet Square feet Square feet Other Uses: This includes places of wors special groups, and other type | illy residences (number) or Condominium residences (number i: t office (describe) t retail (describe) t industrial (describe) ship, day care facilities, private school | Townhouse residences (number) s, hotels, housing for elderly citizens or other ize of the proposal, and include square feet, |

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 Trans Estimated Trip Generation | AM: | | PM: | Other: | |
|--|---------------------|---------------------|---|--|--|
| 1 | l | | | <u> </u> | |
| | | | | | |
| Data Need | Yes | No | | Requirement for this Application | |
| Traffic Study | | | If Yes, please have a traffic consultant scope the needed study usi | | |
| | | | | the attached Scoping Agreement. Scoping Agreements must be sent to | |
| | | | | ppd.mncppc.org. The traffic study must be submitted with | |
| Traffic Count | | | the application | on. ts in lieu of a full study are required at the intersection(s) | |
| Traffic Coult | | | | the comment line below. Counts must be taken in | |
| | | | | with the procedures outlined on the attached sheet, and | |
| | | | | ith the application. | |
| Other Transportation Study | | | | e see comment line below. | |
| Transportation Adequacy | | | | s other information is requested by comments above. | |
| Finding Not Required by | | | | 1 | |
| Application or De Minimus | | | | | |
| Insufficient information to | | | If Yes, please see comment line below and resubmit with sufficient | | |
| make determination | | | information. | | |
| Transportation Staffpe | erson Sign | natura | Date | | |
| Transportation Starrpe | ason sigi | nature | Date | | |
| Transportation Staffpe | erson's N | ame (pri | nted) | | |
| Transportation Staffpe | erson's Pl | none and | E-mail | | |
| complete review of the applinformation is determined | plication during | n is pro a detai | ovided. Howe led review of | list, an initial assessment of the data required to ever, if the development proposal changes or if new the application after its formal acceptance, the dditional information in accordance with the | |
| findings required for the a | | _ | to request ut | de la | |
| | ection a | it 301-9 | 952-3084. Ple | portation submittal requirements, contact the ease identify the area in which your development is | |

DO NOT COMPLETE - For Staff Use Only

| Estimated Trip Generation | AM: | | PM: | Other: |
|---|------------------------------------|--------------------------------|--|--|
| Data Need | Yes | No | | Requirement for this Application |
| Traffic Study | | | the attached trafficinfo@the applicat | ase have a traffic consultant scope the needed study using d Scoping Agreement. Scoping Agreements must be sent to ppd.mncppc.org. The traffic study must be submitted wittion. |
| Traffic Count | | | identified o accordance | nts in lieu of a full study are required at the intersection(s) on the comment line below. Counts must be taken in with the procedures outlined on the attached sheet, and with the application. |
| Other Transportation Study | | | | ase 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, plea information | se see comment line below and resubmit with sufficient |
| make determination | | | momation | 1. |
| Transportation Staffpe | erson Sigr | nature | Date | e |
| Transportation Staffpe | erson's Na | ame (pri | nted) | |
| Transportation Staffpe | erson's Ph | one and | l E-mail | |
| complete review of the apinformation is determined | plication during a eserve th | n is pro a detai ne righ | ovided. How led review o | klist, an initial assessment of the data required to vever, if the development proposal changes or if new of the application after its formal acceptance, the additional information in accordance with the |
| | ection a | t 301-9 | 952-3084. Pl | sportation submittal requirements, contact the lease identify the area in which your development is nner. |



Stan Brown, Esq.

Stan Derwin Brown Law Office, LLC 1300 Caraway Court, Suite 101 • Largo, Maryland 20774-5462 Telephone: 301.883.8888 • Fax: 301.883.8606 Website: StanBrown.law

E-mail: attorney@StanBrown.law
Licensed in Maryland & Washington, D.C.

October 5, 2021

To: Zoning Hearing Examiners

Fr: Stan Brown, Esq., People's Zoning Counsel

Re: SE-4834, Royal Farms store #411 (Kent Village), 7401 Landover Road

Applicant: RF Landover, LLC

ZHE hearing date: October 6, 2021

I understand that the above-noted Special Exception application, SE-4834, concerning the applicant RF Landover, LLC a/k/a Two Farms, Inc. d/b/a Royal Farms is scheduled for a public evidentiary hearing on October 6, 2021, or may be continued to October 20, 2021.

I generally participate in all Zoning Hearing Examiner evidentiary hearings and District Council oral argument hearings as a party in my capacity as *People's Zoning Counsel*. See County Code § 27- 139.01(c) (Powers & Duties). This letter is my on-the-record full disclosure of the potential <u>appearance</u> of a conflict of interest concerning my participation in any zoning cases concerning RF Landover, LLC a/k/a Two Farms, Inc. d/b/a Royal Farms.

Two Farms, Inc. t/a Royal Farms, store #356, is a long-term tenant on industrial property that I own located between the intersections of Pennsy Drive, Polk Street, Ardwick Place, and Ardwick-Ardmore Road in Landover, Maryland, *i.e.*, I am Royal Farm's landlord for this specific property, store #356. Royal Farms has commenced construction of its facilities on my industrial property.

I opine that I do not have any <u>actual</u> conflict of interest concerning SE-4834 store #411 located at 7401 Landover Road because a) I do not have any interest, financial or otherwise in any property or entity related to SE-4834, b) I am not related to any party by affinity or consanguinity,

c) I am not a decision-maker or fact-finder in the SE-4834 zoning case, and d) I am able to participate in this SE-4834 zoning case as a party without bias, partiality or prejudice.

Since I do not have any financial bias, personal bias or prejudgment bias, I intend to participate in the Zoning Hearing Examiner evidentiary hearings and the District Council oral argument hearings for SE-4834 and I have filed a *Notice of Intention to Participate* with the Zoning Hearing Examiner's Office and/or the Clerk of the Council.

Although I am not aware of any objections to my participation, if any person-of-record, attorney-of-record, Zoning Hearing Examiner, or District Council member objects to my participation in this SE-4834 zoning case prior to the evidentiary hearing or oral argument hearing, then the issue of my recusal will be reconsidered prior to, or during, such hearing.

Please file this letter in the administrative file, and in the record exhibit file, for SE-4834, store #411.

Sincerely,

Stan Brown, Esq.

People's Zoning Counsel

CC

ZHE record file Persons-of-record

Licensed in Maryland & Washington, D.C.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Mariboro, Maryland 20772

PGCPB NO. 86-373

FILE NO. 4-86130

RESOLUTION

WHEREAS, Kent Village Limited Partnership is the owner of
a 4.4498 acre parcel of land known as Kent Village Shopping
Center (Parcel K and Outlot A) said property being in the 13th
Election District of Prince George's County, Maryland, and

WHEREAS, on July 18, 1986, Kent Village Limited Partnership filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 2 lots; and

being zoned C-S-C; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-86130, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on September 25, 1986 for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with modifications; and

WHEREAS, on September 25, 1986, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board approved Preliminary Plat of Subdivision 4-86130 with the following modifications:

- 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.

PGCPB NO. 86-373 FILE NO. 4-86130 Page Two ,

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

- 1. Stormwater management may be required in order to protect downstream areas.
- 2. The Trails Coordinator recommended requirements for a trail.
- 3. The subdivision, as modified, meets the legal requirements of Subtitle 24 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Dabney, seconded by Commissioner Keller, with Commissioners Dabney, Keller, Rhoads and Yewell voting in favor of the motion, with Commissioner Botts being absent, at its regular meeting held on Thursday, September 25, 1986, in Upper Marlboro, Maryland.

Thomas H. Countee, Jr. Executive Director

BY: Robert D. Reed Community Relations Officer

THC: RDR: DRA

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department

Date 11/24/84



McNamee Hosea

mhlawyers.com

Bryan Spell Land Use Coordinator/Law Clerk

E-mail: BSpell@mhlawyers.com Direct Dial: Extension 267

February 24, 2021

Via Electronic Delivery
Cheryl Summerlin
Applications Supervisor
Development Review Division
M-NCPPC
County Administration Building
Upper Marlboro, MD 20772

Re: SE-4834 – Royal Farms #411 Kent Town Point-By-Point Response Letter

Dear Cheryl:

On behalf of the applicant, please find below point-by-point responses to the Pre-Review Comments transmitted to the applicant on January 21, 2021.

SUPERVISOR COMMENTS: SKC 1-20-21

1. Provide a Zoning Sketch Map less than 6 months old.

Response: Updated Zoning Sketch Map provided.

2. Provide a copy of the resolution for PPS 4-86130 which applies to part of the site.

Response: Copy of Resolution for PPS-4-86130 provided.

3. Provide an approved SWM Concept Plan.

Response: The approved SWM Concept Plan will be provided once received.

4. On the property boundary survey and SE site plan, provide the entire limits of Parcel K and delineate the area of the SE application being filed on a portion of the parcel.

Response: The entire limits of Parcel K are shown on the property boundary survey. The area of the Special Exception application is delineated with a red line.

5. A legend is needed on the existing conditions plan for the bearings and distances and/or curve data.

Response: All bearings and distances and curve data are shown on the existing conditions plan.

REVIEWER COMMENT: SBIV 1-19-21

1. Show all existing development of Parcel K on Existing Conditions Plan.

Response: All existing development of Parcel K is shown on the Existing Conditions Plan.

2. General Note 27 (a)(1) feet of frontage not consistent with feet of frontage stated in SOJ. Ensure the note is also consistent with plan measurements.

Response: The subject site has 250 feet of frontage on Landover Road and 392 feet of frontage on Kent Town Place. The SOJ has been revised to be consistent with the plan.

3. Provide a legend for Site Plan – Lighting Calculations that indicates the plan elements.

Response: A legend has been added to the Lighting Plan indicating plan elements.

4. Reference plat number for Block F, from November 1947, as stated in SOJ

Response: General Note 27(a)(2) has been revised to reference Block F and Plat Book BB 14, P.75, dated November 1947.

Enclosed please find the following revisions for review:

- Updated Zoning Sketch Map;
- Copy of Resolution for 4-86130;
- Revised Special Exception Site Plan;
- Revised Playground Exhibit;
- Revised SOJ; and
- Revised Property Boundary Survey.

If you have any questions, please do not hesitate to contact me at 301-441-2420.

Sincerely,

Bryan Spell

M-NCPPC – Countywide Planning Division, Environmental Planning Section // Send to: PPD-EnvPlanning@ppd.mncppc.org

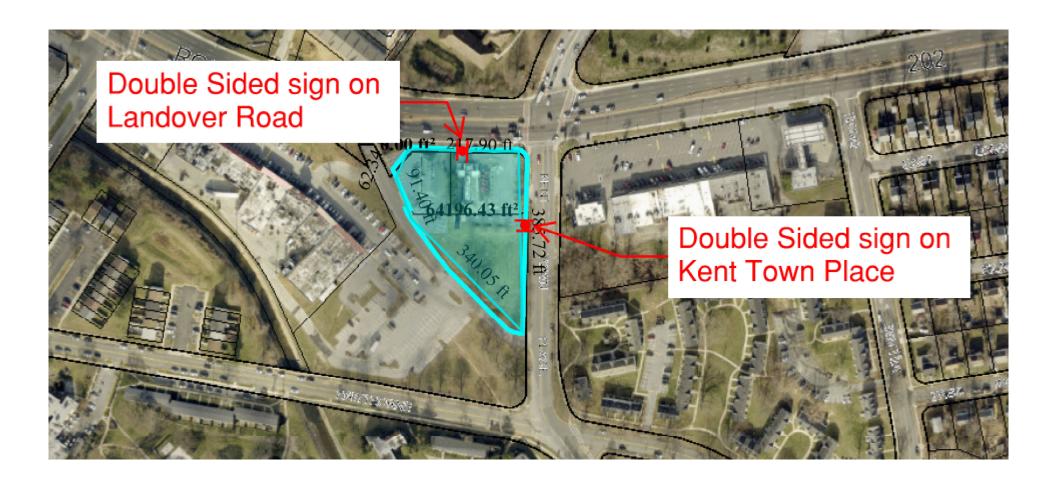
Prince George's County Planning Department ◆ 14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772 ◆ 301-952-3650

APPLICATION FOR WOODLAND CONSERVATION LETTER OF EXEMPTION (WCO-Ex)

APPLICANT TO FILL OUT THIS SECTION - Refer to www.PGAtlas.com for Information

HOVER OVER BLANK FIELDS FOR ADDITIONAL INFORMATION

| | | | 4 4 1 | | | | |
|---|---------------------------------|-----------------|------------------------|-------------|---|--|--|
| Property Owner Name, Address, and Contact Info: Agent/Contact Name, Company, Address, Phone & E-mail: | | | | | | | |
| Arnold Berlin (Kent Village Ltd.), | Jennifer Leonard (Kimley-Horn), | | | | | | |
| 2252 Brightseat Rd. | | 1801 Porter St. | | | | | |
| Landover, Md 20785 Phone: 301-778-3230 | | | ore, MD 21230 Pho | | | | |
| | | Email: | Jennifer.Leonard@ | yKimiey- | Horn.com | | |
| Payment by check, money order, or cashier's o | check ONL | Y – mad | le payable to M-N | CPPC | Agent/Contact | | |
| Please indicate name of project, address, or other identifying ir | | | | | | | |
| | 001 | 1119 | APPLICATION FEE | : - \$50 no | Signature: | | |
| Name on Check: Kimley-Horn & Associates, Inc. Che | ck No | 1118 | Gov't Projects - Fee | Waived | Date: 03/11/2020 | | |
| PROJECT/PROPERTY NAME: | RFS | | Kent Village | | | | |
| Street Address (if available), otherwise Geographic L | _ocation in r | relation to | nearest major road | intersecti | on: | | |
| 7401 & 7415 Landover Rd. & 2500 Kent Town Pl. | , Hyattsville | e, MD 20 | 785 | | | | |
| Companion Case(s) and/or Resolution(s) - Prelimina | arv Plan, Site F | Plan, Spec | ial Exception, etc.: | | | | |
| | , | | 046-2020 | | | | |
| Total Area (agree): 4.40 | T A | | 61458, 1461441, 1 | 160701 | | | |
| | | | | | | | |
| | Current Zon | | C-S-C | WSSC (| 20-11-00 | | |
| | Proposed W Clearing (ft²) | | 0 sf | Environr | mental Strategy Area (ESA): er the Environ- ing in PGAtlas 7 2 3 4 | | |
| Proposed Activity: | | | | mental head | ing in PGAtlas | | |
| 1 Toposed Activity. | | Gas/ Co | nvenience Store | | | | |
| SITE PLAN: | | | Pi | reparer Q | ualifications: PE | | |
| Date: N/A Prepared by: Keith Kosc | cher | Firm: K | imley-Horn & Asso | ociates, I | nc. ID#: 51977 | | |
| RESPONSE (1 | TO BE COM | MPLETE | D BY EPS STAFF | -) | | | |
| APPLICATION TYPE: Numbered Exempti | ion 🗸 | Standa | rd Exemption | • | Exemption Number: | | |
| Staff Reviewer:EF Receipt Number: _ | 7456 | | Filing Fee: \$50.00 |) | S-036-2020 | | |
| Your request for a Standard Letter of Exemption from | | | | | | | |
| Ordinance (WCO) is hereby approved. This Standar | | | | | | | |
| approvals and: | a Lottor or L | zxomption | 10 100000 50000000 1 | no propor | ty had no providuo rei | | |
| Is less than 40,000 square feet in size; and | d/or | | | | | | |
| | | | | | | | |
| Contains less than 10,000 square feet of w | • | | | | | | |
| The project is subject to the Maryland Fore | est Conserva | ation Act a | and will be reviewed | by Depar | tment of Natural Resources | | |
| Your request for a Numbered Letter of Exemption f | from the Prin | nce Georg | e's County Woodlar | nd and Wi | Idlife Habitat | | |
| Conservation Ordinance (WCO) is hereby approved | . This Letter | of Exemp | otion is issued becau | se the sit | e is over 40,000 square | | |
| feet in size and contains over 10,000 square feet of v | woodland; ho | owever the | e project has no prev | ious TCF | approvals and: | | |
| Results in the clearing of less than 5,000 s | • | | | _ | | | |
| The project is a government or linear proje woodland (area of proposed clearing is | ect that result | ts in the c | learing of less than 2 | 20,000 sq | uare feet of | | |
| The proposed activity is for a timber harves | | | | | | | |
| The proposed activity is for a timber harves | St. | | | | | | |
| This letter is valid for two years from approval or un | | | | | | | |
| specified above during the validity period. If a devel | | | | | | | |
| required, the Numbered Exemption may be considered invalid in accordance with Section 25-119(b)(5)(A). A copy of this letter must be submitted at time of development activity or permit application. | | | | | | | |
| must be submitted at time of development activity of | | | | | | | |
| ^ | | | | | 4/40/0000 | | |
| ^ | | | Approval D | ate: | 4/10/2020 | | |
| must be submitted at time of development activity o | | | Approval D | ate: | <u>4/10/2020</u> 4/10/2022 | | |



GENERAL NOTES

- 2. SITE ADDRESS: 7415 LANDOVER ROAD
- HYATTSVILLE, MD 20785
- 3. TAX MAP & GRID: 4. SUBDIVISION & SECTION: 4700
- 5. EXISTING ZONING: C-S-C (COMMERCIAL SHOPPING CENTER), ENTIRE SITE (4.479 AC)
- 6. COMMUNITY PLAN: 2014 APPROVED LANDOVER METRO AREA AND MD-202 CORRIDOR SECTOR PLAN
- 8. PROPOSED BUILDING DATA:
- ONE 4,649 SQUARE FEET COMMERCIAL BUILDING
- BUILDING HEIGHT: ROOFLINE 21.75', PEAK (NOT CUPOLA) 32.11'
- 9. NUMBER OF LOTS, PARCELS, OUTLOTS & OUTPARCELS: PARCELS G9, H, & K 10. GROSS FLOOR AREA OF EXISTING AND PROPOSED BUILDINGS:
- PROPOSED: 4,649 SF. COMMERCIAL BUILDING
- EXISTING: 4,700 SF. 11,200 FOOT MAP REFERENCE NUMBER (WSSC): 204NE06
- 12. THE SITE IS NOT LOCATED WITHIN AN AVIATION POLICY AREA (APA)
- 13. EXISTING WATER/SEWER CATEGORY DESIGNATION: W-3 AND S-3
- 14. PROPOSED WATER AND SEWER CATEGORY: W-3 AND S-3 15. STORMWATER MANAGEMENT CONCEPT NUMBER: SDCP# 872-2020-0
- 16. A 10-FOOT PUBLIC UTILITY EASEMENT WILL BE PROVIDED ALONG ALL PUBLIC RIGHTS-OF-WAY
- 19. THERE ARE NO KNOWN HISTORIC RESOURCES KNOWN TO EXIST ON OR IN THE VICINITY OF THE PROPERTY
- 21.100 YEAR FLOODPLAIN: NO. FEMA MAP #24033C0142E EFFECTIVE 09/16/2016
- 22.CHESAPEAKE BAY CRITICAL AREA OVERLAY: NO
- 23.EXISTING TOPOGRAPHIC AND SITE INFORMATION SHOWN ON THIS PLAN IS BASED ON KARINS AND ASSOCIATES FIELD SURVEY PERFORMED IN JANUARY 2020 (NAD83 & NAVD29) AND HAS BEEN SUPPLEMENTED UTILIZING AVAILABLE INFORMATION ON PGATLAS FOR OFF-SITE AREAS
- 24.SOURCE OF BOUNDARY: THE BOUNDARY SHOWN ON THIS PLAN IS FROM A JANUARY 2020 SURVEY, BY KARINS AND

- THE SUBJECT PROPERTY IS LOCATED 229.7 FEET FROM BLOCK F (PLAT BOOK BB 14, P. 75 DATED
- (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 SECTION 27-417;
- THE USE WILL NOT DISPLAY OR RENT CARGO TRAILERS, TRUCKS, OR SIMILAR USES (4) THE STORAGE OR JUNKING OF WRECKED MOTOR VEHICLES (WHETHER CAPABLE OF MOVEMENT OR NOT) IS

- ROAD IS TWO HUNDRED TWENTY NINE (229) FEET WEST OF THE KENT TOWN PLACE INTERSECTION. THE THE LANDOVER ROAD INTERSECTION AND THE SOUTHERN DRIVEWAY ON KENT TOWN DRIVE IS TWO HUNDRED NINE (209) FEET NORTHWEST OF THE KENT TOWN PLACE INTERSECTION. THE DRIVEWAY ON KENT TOWN PLACE IS ONE HUNDRED EIGHTY (180) FEET SOUTH OF THE LANDOVER ROAD INTERSECTION. THE DRIVEWAY ON KENT TOWN PLACE IS ONE HUNDRED EIGHTY (180) FEET NORTH OF THE KENT TOWN
- DRIVE INTERSECTION (6) ACCESS DRIVEWAYS SHALL BE DEFINED BY CURBING;
- ALL 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 THE CURB IN THOSE AREAS SERVING PEDESTRIAN TRAFFIC: ALL PROPOSED SIDEWALKS ARE A MINIMUM OF FIVE (5) FEET WIDE
- (8) GASOLINE PUMPS AND OTHER SERVICE APPLIANCES SHALL BE LOCATED AT LEAST TWENTY-FIVE (25) FEET BEHIND THE STREET LINE:
- GASOLINE PUMPS AND OTHER SERVICE APPLIANCES ARE LOCATED AT LEAST TWENTY-FIVE (25) FEET BEHIND THE STREET LINE
- (9) DETAILS ON ARCHITECTURAL ELEMENTS SUCH AS ELEVATION DEPICTIONS OF EACH FACADE, SCHEDULE OF EXTERIOR FINISHES AND DESCRIPTION OF ARCHITECTURAL CHARACTER OR PROPOSED BUILDINGS SHALL DEMONSTRATE COMPATIBILITY WITH EXISTING AND PROPOSED SURROUNDING DEVELOPMENT.

DETAILS ON ARCHITECTURAL ELEMENTS DEMONSTRATE COMPATIBILITY WITH EXISTING AND PROPOSED SURROUNDING DEVELOPMENT. C-S-C ZONING STANDARDS

| C-S-C ZONING STANDARDS | | | | | | | |
|-------------------------|---|--|--|--|--|--|--|
| | ALLOWED/ REQUIRED | PROVIDED | | | | | |
| GROSS LOT AREA | N/A | PARCEL G9: 0.50 AC PARCEL H: 0.31 AC PARCEL K: 3.67 AC TOTAL: 4.48 AC | | | | | |
| RIGHT-OF-WAY DEDICATION | N/A | PARCEL G9: 378 SF PARCEL H: 0 SF <u>PARCEL K: 31 SF</u> TOTAL: 409 SF OR 0.01 AC | | | | | |
| NET LOT AREA | N/A | PARCEL G9: 0.49 AC PARCEL H: 0.31 AC PARCEL K: 3.67 AC TOTAL: 4.47 AC | | | | | |
| SPECIAL EXCEPTION AREA | N/A | 1.72 AC. | | | | | |
| LOT COVERAGE | N/A | BUILDING: 0.23 AC IMPERVIOUS: 0.93 AC TOTAL: 1.16 AC COVERAGE: 56% | | | | | |
| MAXIMUM BUILDING HEIGHT | N/A | CONVENIENCE STORE (TO GABLE): 32.42' CANOPY: 19' | | | | | |
| MIN. BUILDING SETBACK | | | | | | | |
| CONVENIENCE STORE | FRONT (LANDOVER ROAD): 10' REAR(KENT TOWN DRIVE): 25' SIDE (KENT TOWN PLACE): 20' | FRONT (LANDOVER ROAD): 182.6' REAR(KENT TOWN DRIVE): 38.1' SIDE (KENT TOWN PLACE): 32.1' | | | | | |
| CANOPY | FRONT (LANDOVER ROAD): 25' REAR(KENT TOWN DRIVE): 25' SIDE (KENT TOWN PLACE): 25' | FRONT (LANDOVER ROAD): 75.9' REAR(KENT TOWN DRIVE): 69.4' SIDE (KENT TOWN PLACE): 51.4' | | | | | |

BEFORE YOU DIG

Know what's **below**.

Call before you dig

IT'S THE LAW!

PROPERTY OWNER

KENT VILLAGE LTD PARTNERSHIP 7007 HEATHERHILL ROAD BETHESDA, MD 20817

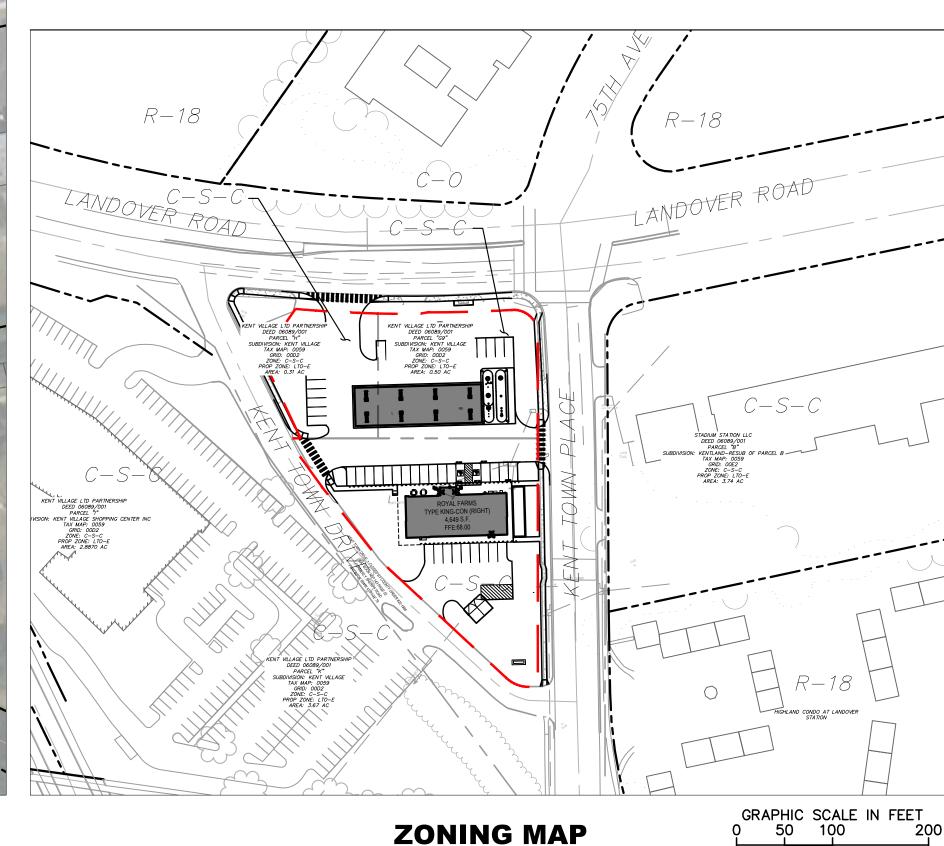
SPECIAL EXCEPTION PLAN SE-4834

ROYAL FARMS # 411 7415 LANDOVER ROAD HYATTSVILLE, MD 20785

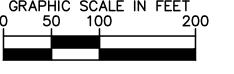


| Sheet L | ist Table |
|--------------|--------------------------|
| Sheet Number | Sheet Title |
| 1 | COVER SHEET |
| 2 | APPROVALS |
| 3 | EXISTING CONDITIONS PLAN |
| 4 | SITE PLAN |
| 4A | TRUCK ACCESS PLAN |
| 5 | SIGN DETAILS |
| 6 | SITE DETAILS |
| 7 | SITE DETAILS |
| 8 | LANDSCAPE PLAN |
| 9 | LANDSCAPE PLAN |
| 10 | LANDSCAPE DETAILS |
| 11 | PHOTOMETRIC PLAN |
| 12 | PHOTOMETRIC PLAN |
| 13 | PHOTOMETRIC PLAN |

| ROYAL FARMS TABL | |
|--------------------------------------|------------------------|
| | |
| BUILDING PROTOTYPE (SQ FT) | KING-CON (4,649-SF) |
| CANOPY TYPE | 8-MPD CANOPY (5,280-SF |
| # OF FUEL DISPENSERS | 8 STANDARD |
| # OF PARKING SPACES | 49 |
| # OF ACCESSIBLE SPACES | 2 |
| # OF TRUCK/OVERSIZED PARKING PLACES | 0 |
| ASPHALT AREA FOR MAINTENANCE (SQ FT) | 50,529-SF |
| LAWN AREA FOR MAINTENANCE (SF FT) | 44,376-SF |
| MULCH AREA (SF FT) | 3,120-SF |



SCALE: 1" = 100'



LOCATION PLAN SCALE: 1" = 100'

| | INDIVIDUAL LOT INFORMATION | | | | | | | | |
|---|----------------------------|-----------|-----------|-------------------|--|--|--|--|--|
| L | ACCOUNT ID | DEED BOOK | DEED PAGE | ADDRESS | | | | | |
| | 13-1461441 | 06089 | 00001 | 7415 LANDOVER RD | | | | | |
| | 13-1461458 | 06089 | 00001 | 7401 LANDOVER RD | | | | | |
| | 13-1460781 | 06089 | 00001 | 2500 KENT TOWN PL | | | | | |

CIVIL ENGINEER

KIMLEY-HORN AND ASSOCIATES, INC ATTN: EMILY DEAN, PE 1801 PORTER ST SUITE 401 BALTIMORE, MD 21230 TEL: (443) 743-3470 EMAIL: emily.dean@kimley-horn.com

PARCEL

G 9

PROJECT MANAGER

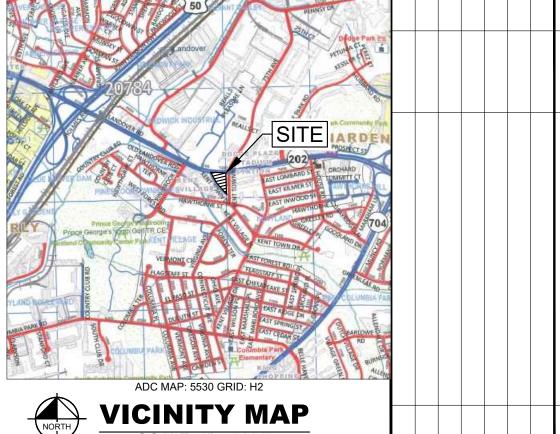
KIMLEY-HORN AND ASSOCIATES, INC ATTN: JEFF SMITH, PE 1801 PORTER ST SUITE 401 BALTIMORE, MD 21230 TEL: (443) 743-3470 EMAIL: jeff.smith@kimley-horn.com

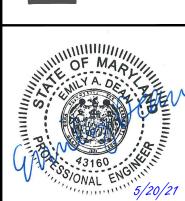
ARCHITECT

RATCLIFFE ARCHITECTS ATTN: WILLIAM "BILL" MORTOFF 10404 STEVENSON ROAD STEVENSON, MD 21153 TEL: (410) 484-7010 EMAIL:bill@ratcliffearchitects.com

APPLICANT

RF LANDOVER, LLC d/b/a ROYAL FARMS ATTN: CHRIS BOLLINO 3611 ROLAND AVENUE BALTIMORE, MD 21211 TEL: (410) 889-0200 x335 EMAIL:cbollino@royalfarms.com





Ш

SHEET NUMBER 1 of 13

OURS
'U DIG

Know what's below.
Call before you dig.

IT'S THE LAW! DIAL 811

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

Horn

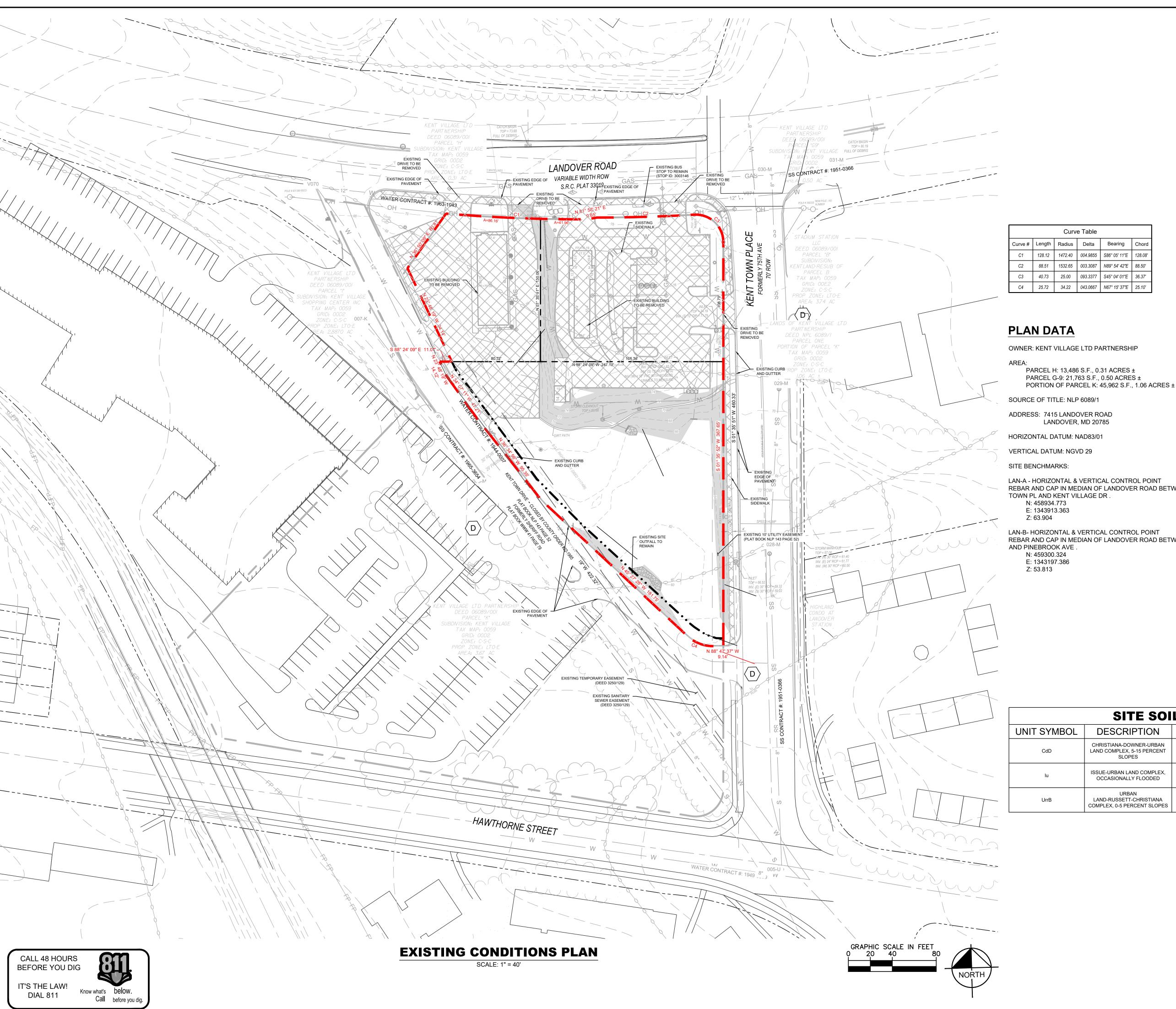
Kimley

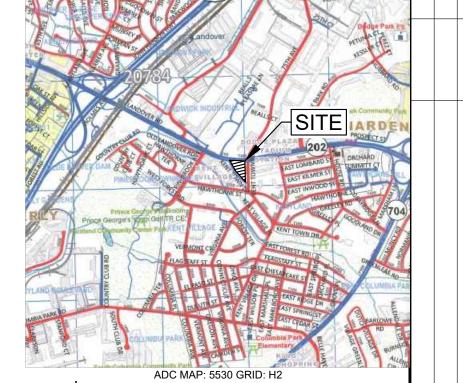
APPROVALS

S 411 - KENT VILLAGE
PREPARED FOR
ROYAL FARMS
SE-4834 RFS

SHEET NUMBER

2 of 13





VICINITY MAP

EXISTING LEGEND

EX. ADJACENT PROPERTY LINE ROAD CENTERLINE EX. CURB AND GUTTER LIMITS OF DISTURBANCE SOIL BOUNDARY HYDROLOGIC SOIL GROUP

EX. CONTOUR X. INDEX CONTOUR EX. SPOT GRADE ANITARY MANHOLE** ANITARY CLEANOUT ANITARY SEWER PIPE* ** CATCH BASIN TORM MANHOLE TORM PIPE*

LAN-A - HORIZONTAL & VERTICAL CONTROL POINT REBAR AND CAP IN MEDIAN OF LANDOVER ROAD BETWEEN KENT

LAN-B- HORIZONTAL & VERTICAL CONTROL POINT REBAR AND CAP IN MEDIAN OF LANDOVER ROAD BETWEEN US-50

| 10 | EX. INDEX CONTOUR |
|--|--------------------|
| × 8.75 | EX. SPOT GRADE |
| S | SANITARY MANHOLE* |
| \bigotimes | SANITARY CLEANOUT |
| s | SANITARY SEWER PIF |
| | CATCH BASIN |
| (ST) | STORM MANHOLE |
| D | STORM PIPE* |
| | WATER VALVE |
| ₩\ | WATER METER PIT |
| N. | FIRE HYDRANT |
| w w | WATER PIPE* |
| <u>G</u> | GAS METER |
| ⟨GV⟩ | GAS VALVE |
| G | GAS SERVICE |
| ———— G ——————————————————————————————— | GAS LINE* |
| | ELECTRIC MANHOLE |
| 業 | LIGHT POLE |
| —————————————————————————————————————— | UDG ELECTRIC* |
| SAN PAYA | SIGN |
| | DECIDUOUS TREE |
| XX | FENCELINE |
| | GUARDRAIL |
| ~~~~~~ | TREE LINE |
| OH | OVEDHEAD WIDES |

JDG ELECTRIC* ENCELINE UARDRAIL REE LINE OVERHEAD WIRES MONITOR STAND PIPE

WALL RAILROAD

EX. IMPERVIOUS AREA EX. STEEP SLOPES

*UNDERGROUND UTILITIES NOTE: MISS UTILITY WAS CONTACTED PRIOR TO SURVEY IN ORDER TO DESIGNATE AND MARK UNDERGROUND UTILITIES WITH TICKET #20021603. UNDERGROUND UTILITIES DEPICTED ON THIS PLAN ARE SHOWN IN THEIR APPROXIMATE LOCATION BASED ON THE LOCATIONS OF OBSERVED SURFACE FEATURES AND MISS UTILITY MARKINGS OBTAINED FOR SURVEY USE. UNDERGROUND UTILITY FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED WITHOUT EXCAVATION.

| SITE SOIL INFORMATION | | | | | | | | | |
|-----------------------|---|-----|-----------|------------|----------|--|--|--|--|
| UNIT SYMBOL | DESCRIPTION | HSG | AREA (SF) | AREA (AC.) | AREA (%) | | | | |
| CdD | CHRISTIANA-DOWNER-URBAN LAND COMPLEX, 5-15 PERCENT SLOPES | D | 24,498 | 0.56 | 30% | | | | |
| lu | ISSUE-URBAN LAND COMPLEX, OCCASIONALLY FLOODED | D | 51,918 | 1.19 | 64% | | | | |
| UrrB | URBAN LAND-RUSSETT-CHRISTIANA COMPLEX, 0-5 PERCENT SLOPES | D | 5,284 | 0.12 | 6% | | | | |

EXISTING CONDITIONS P

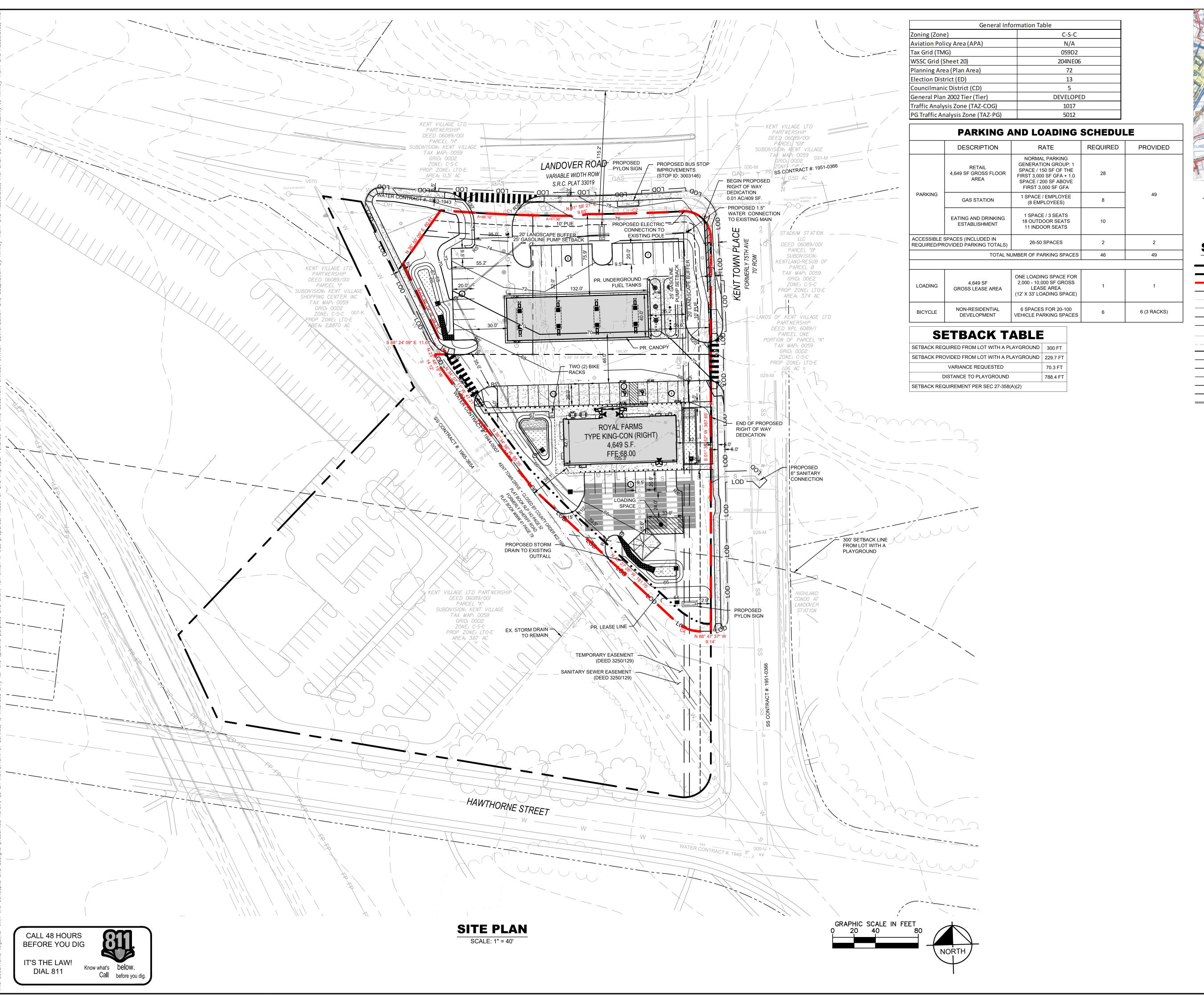
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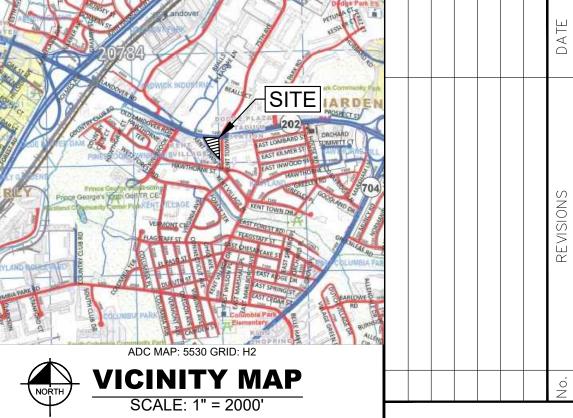
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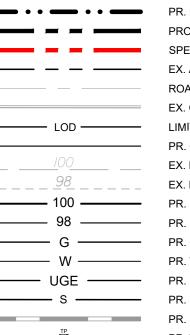
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SHEET NUMBER 3 of 13





SITE LEGEND



SPECIAL EXCEPTION LINE EX. ADJACENT PROPERTY LINE ROAD CENTERLINE EX. CURB AND GUTTER LIMITS OF DISTURBANCE PR. CURB EX. MAJOR CONTOUR EX. MINOR CONTOUR

PR. MAJOR CONTOUR PR. MINOR CONTOUR PR. SANITARY SEWER PR. STORM PIPE PR. TEST PIT

PR. CONCRETE PR. BUILDING

11

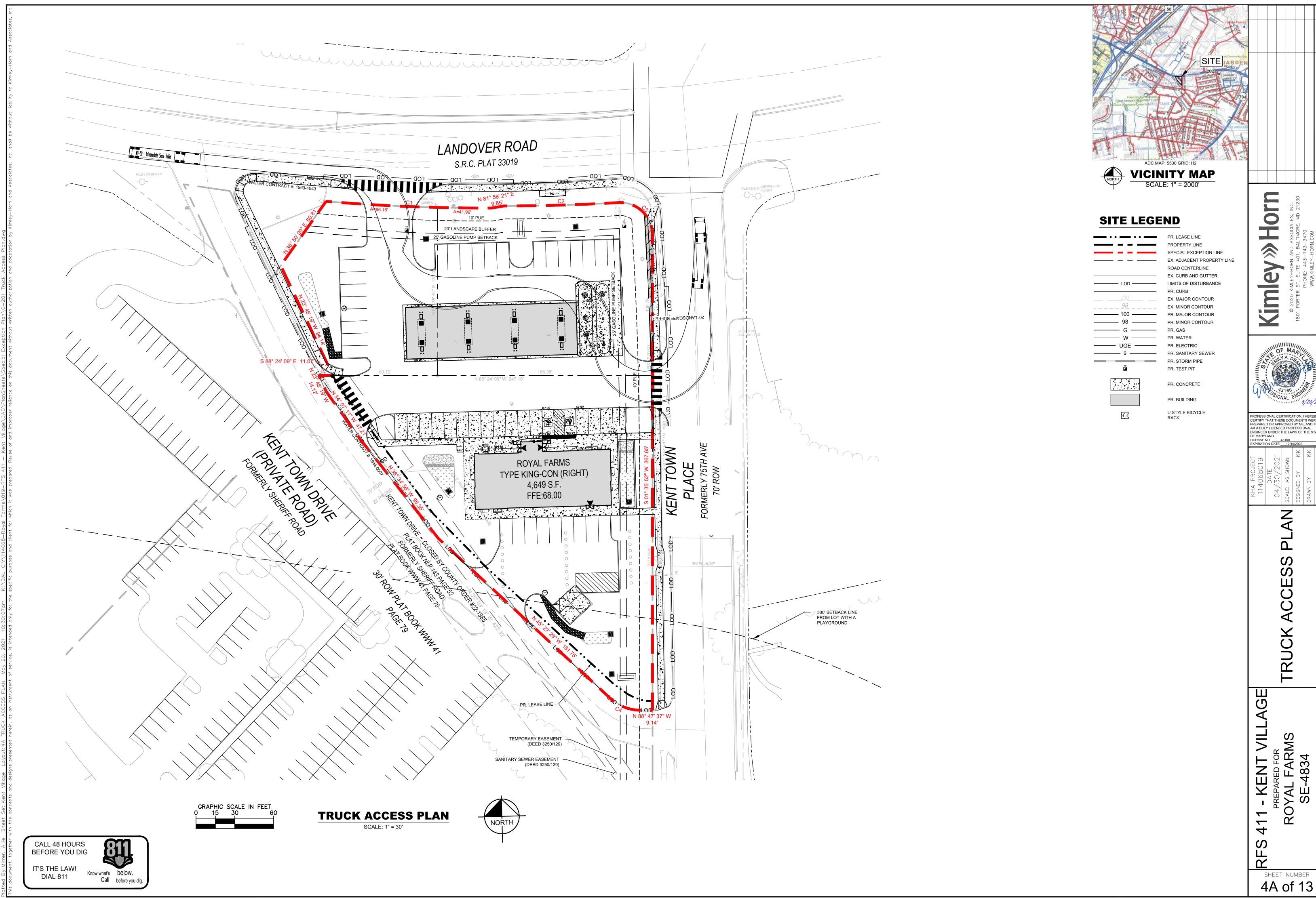
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SITE

SHEET NUMBER 4 of 13

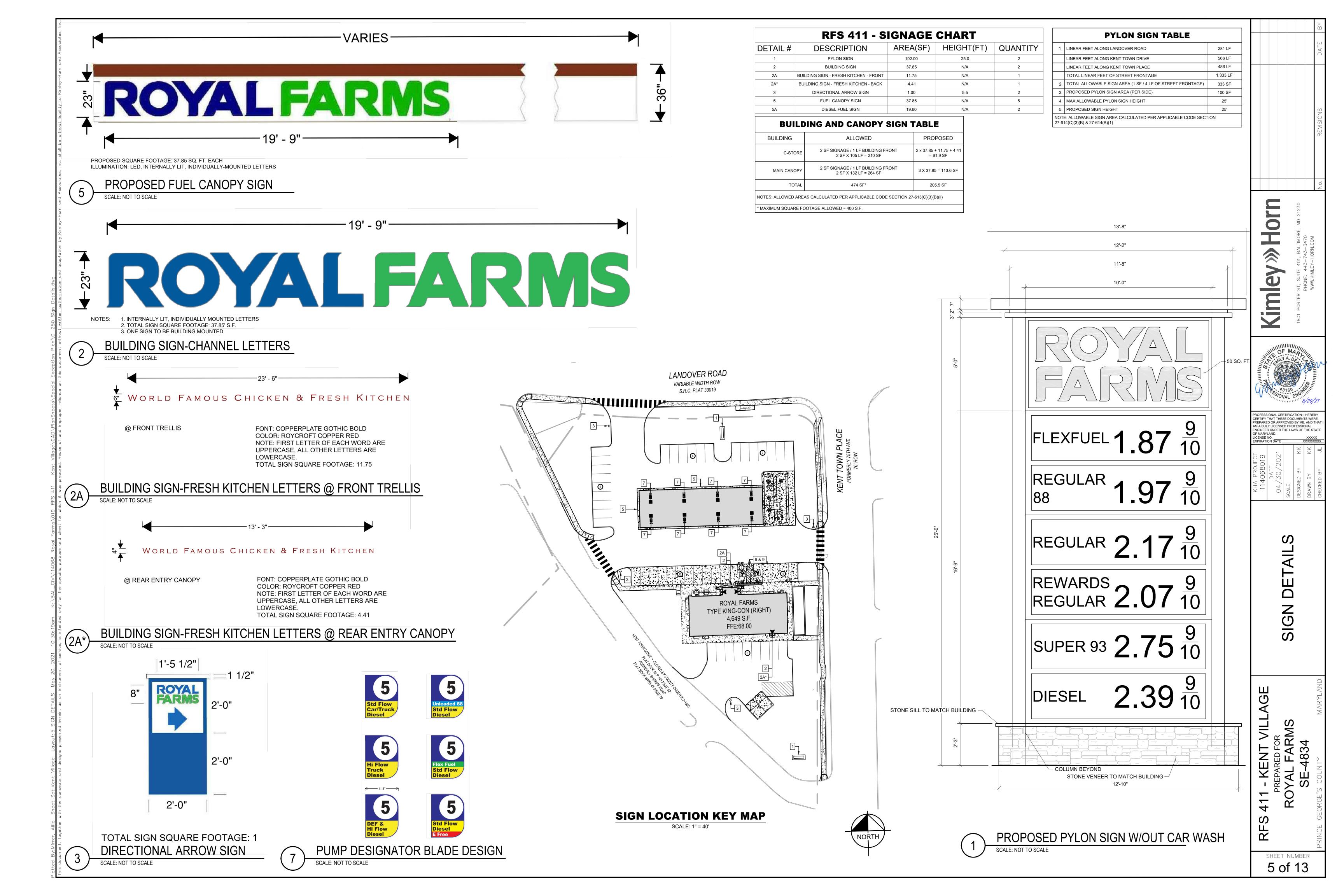


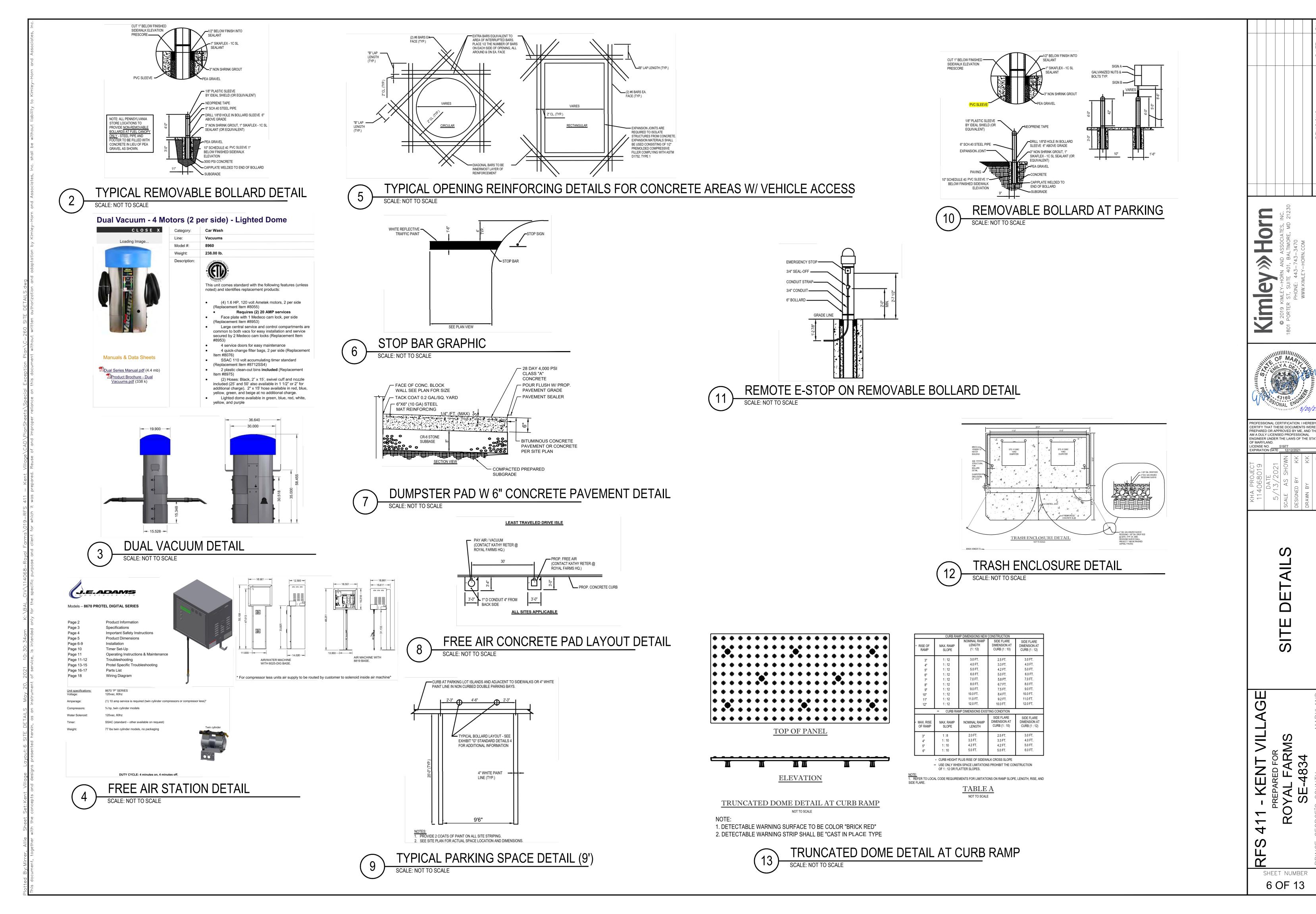
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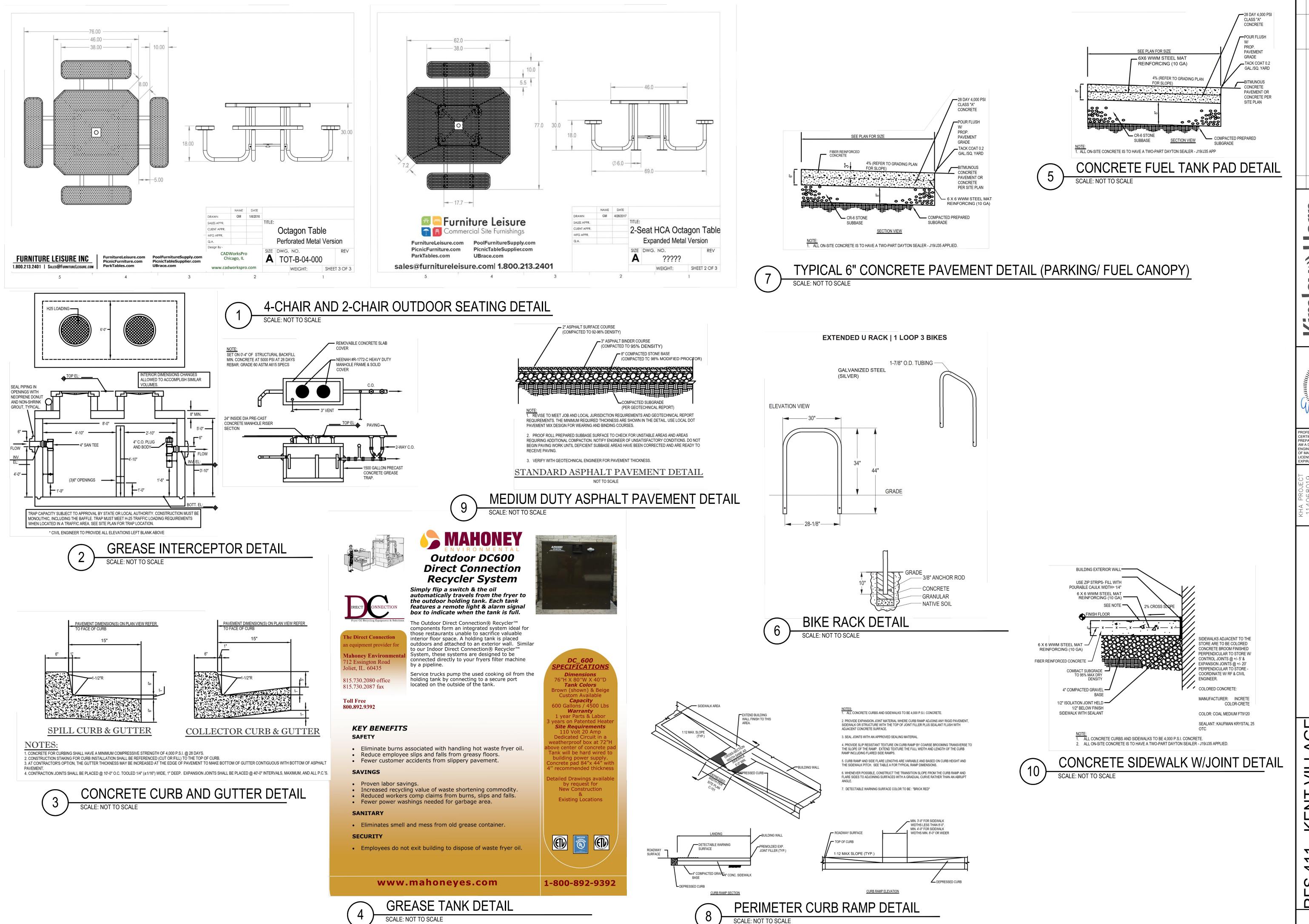
I - KENT VILLAGE
PREPARED FOR
OYAL FARMS
SE-4834

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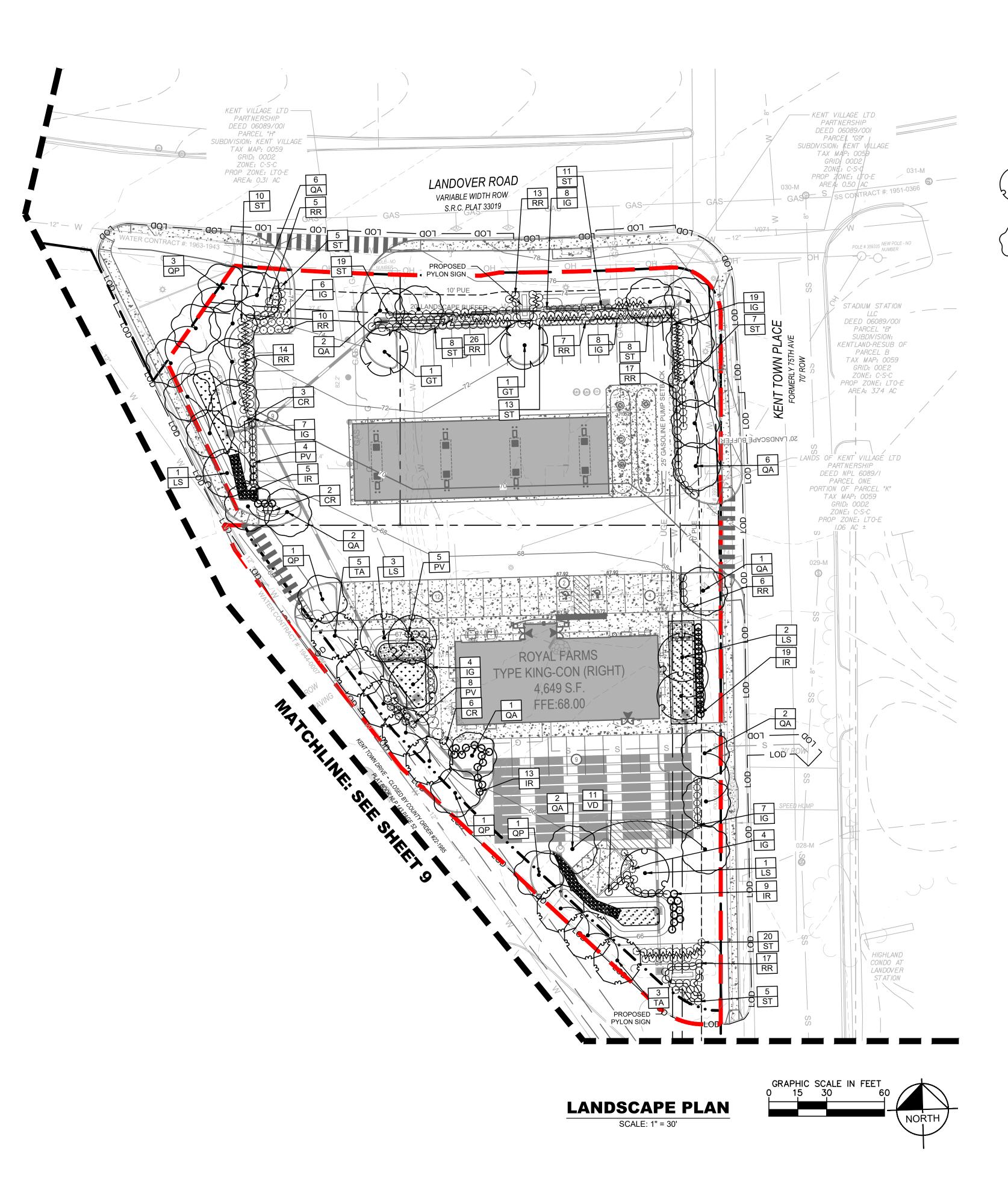


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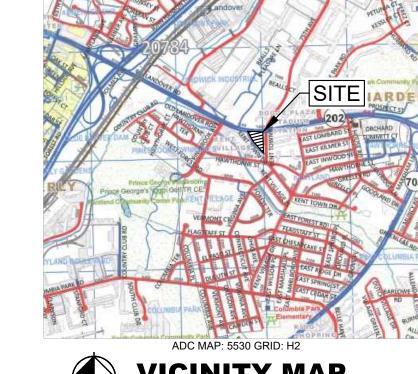
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SHEET NUMBER 7 OF 13



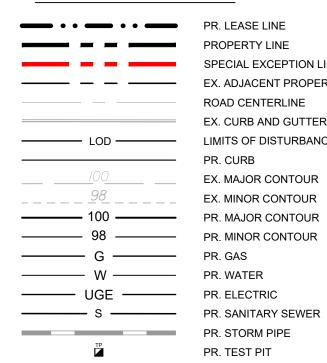


| TREES | CODE | <u>QTY</u> | BOTANICAL NAME | COMMON NAME | CONT. | SIZE |
|--|------|------------|---------------------------------------|------------------------|-------|---------------|
| | GT | 2 | Gleditsia triacanthos inermis | Honey Locust | B & B | 2.5" CAL. |
| (•) | LS | 7 | Liquidambar styraciflua `Rotundaloba` | American Sweet Gum | В&В | 2.5" CAL. |
| | QA | 22 | Quercus alba | White Oak | В&В | 2.5" CAL. |
| | QP | 6 | Quercus palustris | Pin Oak | В&В | 2.5" CAL. |
| | TA | 8 | Tilia americana `Greenspire` | American Linden | B & B | 2.5" CAL. |
| SHRUBS | CODE | QTY | BOTANICAL NAME | COMMON NAME | SIZE | <u>HEIGHT</u> |
| \bigcirc | CR | 11 | Cornus sericea | Red Twig Dogwood | 5 gal | 24"-36" |
| \odot | IR | 46 | llex verticillata `Red Sprite` | Red Sprite Winterberry | 5 gal | 24"-36" |
| 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | PV | 17 | Panicum virgatum ``Shenandoah`` | Blue Switch Grass | 2 gal | 24" HT. |
| \odot | RR | 115 | Rosa x `Radrazz` TM | Knock Out Shrub Rose | 5 gal | 24"-36" |
| \bigcirc | ST | 106 | Spiraea betulifolia `Tor` | Tor Birchleaf Spirea | 3 gal | |
| \odot | VD | 11 | Viburnum dentatum | Arrowwood Viburnum | 5 gal | 24"-36" |
| CONIFEROUS SHRUBS | CODE | QTY | BOTANICAL NAME | COMMON NAME | SIZE | <u>HEIGHT</u> |
| \.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\. | IG | 63 | llex glabra `Compacta` | Inkberry holly | 5 gal | |





SITE LEGEND



PROPERTY LINE SPECIAL EXCEPTION LINE EX. ADJACENT PROPERTY LINE ROAD CENTERLINE EX. CURB AND GUTTER LOD LIMITS OF DISTURBANCE PR. CURB EX. MAJOR CONTOUR

PR. MINOR CONTOUR PR. ELECTRIC PR. SANITARY SEWER

11

PR. BUILDING U STYLE BICYCLE RACK

PR. CONCRETE

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT AM A DULY LICENSED PROFESSIONAL
LANDSCAPE ARCHITECT UNDER THE LAWS O
THE STATE OF MARYLAND.
LICENSE NO. 1138
EXPIRATION DATE 09/04/2022

H

SHEET NUMBER 8 of 13



PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT

AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE NO. 1138

EXPIRATION DATE 09/04/2022

ANDSC,

SHEET NUMBER 9 of 13

| | | Sample Schedule 4.10-1 | | | | | | | Sample Schedule 4. | 6-2 | | | |
|--------------|--|--|--|------------------------------------|----------|----------|-------------|----------------|--|--------------------|-----------------|------------------------|----------|
| | | et Trees Along Private Street IT TOWN DRIVE (PRIVA | | | | | | Buffe | ering Development from Sp | | | | |
| .) : | Number of street trees required (1 | • | ŕ | | | | | | | | | | |
| | excluding driveway openings): | | 9 street tre | es | 1) | Name o | of special | roadway: _ | LANDOVER ROAD | | | | Liı |
| 2) | Number of street trees provided: | | _11 _street tre | ees | 2) | Type of | f special i | roadway: | HISTORIC | | | | 1) |
| 3) | If ornamental trees are used, are the | hey spaced on average 30 feet | on | | 3) | | - | signation: | | | X_Develo | anad Tier | |
| | center? (Ornamental trees may on | ly be used where overhead wir | resyes _ | x_no | | General | i i iaii uc | signation. | | | | pping Tier | |
| | prohibit the planting of shade tree | s.) | | | | | | | | | Bevelo | - | 2) |
| !) . | Are street trees located a minimum | m of 35 feet from the point of o | curvature | | | | | | | | | rier | 3) |
| | of an intersection? | | x yes | no | 4) | Linear i | feet of st | reet frontage | ge, not including driveway en | trances: | 210 feet | | |
| | Are street trees located a minimum | m of 10 feet from the point of o | curvature | | 5) | Minimu | ım width | of required | d buffer: | | _10feet | | |
| | of a residential driveway? | | | no | 6) | Minimu | ım width | of provided | d buffer: | | 10 feet | | 4) |
| | Are street trees located a minimum | _ | | | | | | • | | | 0_% | | |
| | of commercial driveway entrance | | | no | 7) | | | | fer occupied by existing trees | • | | , | |
| | Are street trees located between the | ne sidewalk and face of curb in | _ | | 8) | Invasiv | e species | s in the buffe | er areas? | | yes> | • | |
| | no less than 5 feet wide? | n of 15 foot from street list. | | x_no | 9) | Number | r of plant | ts required: | | | 6 shade t | rees | 5) |
| | Are street trees located a minimum | | - | no | | | | | | | N/A evergre | een trees | |
| _ | Are street trees located a minimum | | | no | | | | | | | 60 shrubs | | |
| | Are street trees located a minimum | n of 10 feet from storm drain i | • | | 10) | Total nu | umber of | f plants prov | vided: | | 6 shade t | rees | |
| | hydrants, or manholes? | | · | no | | | | | | | N/A evergre | een trees | |
| | Area of soil surface required (min | | 400 | a at | | | | | | | 96 shrubs | | |
| | trees and a minimum of 120 squar Minimum area of soil surface pro | | e strips): 120 square for 120 square | I | | | | | | | | | |
| | . | | 1 | | | | | | | | | | |
| | P | Planting Schedule for | Section 4.3-1 | | | | | | Planting Sch | edule for Secti | on 4.3-2 | | |
| | P | arking Lot Perimeter Lan | dscape Strip for | | | | | | Interior Planting for Par | king Lots 7,000 S | Square Feet or | r Larger | |
| | I | Parking Lots 7,000 Square | Feet or Larger | | | | 1) | Doulsing I of | at Amon (con Figure 4.2.7). | | | 31,773 _{squa} | ara faat |
| | | | | | | | | _ | ot Area (see Figure 4.3-7): | • | | | |
| Li | near feet of parking lot perime | | | | | | 2) | Interior land | dscaped area required: | 8_% | | 2,542 squa | |
| 1) | General Plan designation: | YDeveloped Tier, | N Developing Tier | N Ru | ural Tie | er | 3) | Interior land | dscaped area provided: | 13_% | | 4 <u>,242</u> squa | ire fee |
| | | Corridor Node or | | | | | 4) | Minimum n | number of shade trees require | ed: | | | |
| | | Center | | | | | | (1 per 300 s | square feet of interior plantir | g area provided) | | 14 _{shad} | le trees |
| 2) | Option selected: | 1, 2, or 3: 1 | 1 or 2: N/A | 1 or 2: N | N/A | | | | or | | | | |
| 3) | Width of perimeter strip | | | | | | | (1 per 200 s | square feet of interior planting | g area provided) | | 0 shad | le trees |
| | required: | 3 feet | N/A feet | N/A fee | et | | 5) | Number of | Shade trees provided: | | | 15 shad | le trees |
| 4) | Width of perimeter strip | | | | | | | | um of 160 square feet of con | ionous pervious 1: | and area | | |
| | | 4' min.feet | N/A feet | N/A fee | et. | | | | er shade tree? | iguous pervious i | and area | X yes | |
| 5) | Plant material required: | | N/A shade trees | N/A sh | | 20 | | | | 10 ana ang | | X yes | |
| 3) | r fant material required. | | N/A shrubs | N/A sh | | | 7) | is there a pi | lanting island on average even | ery 10 spaces? | | yes | |
| 6) | Total plant material | | N/A shade trees | $\frac{\text{N/A}}{\text{N/A}}$ sh | | 20 | 8) | Is a curb or | r wheel stop provided for all | parking spaces abu | utting a | | |
| 6) | Total plant material | | N/A shrubs | N/A sh | | -S | | | pedestrian area? | . 6 F | 5 | X yes | |
| | provided: | 0 existing shade | | | | 160 de | | - | ng islands that are either para | lel or perpendicul | ar to narking | | |
| | | | N/A existing shade | N/A ex | asting s | nade | | _ | both sides a minimum of 9 fe | | - Parking | X yes | |
| | | trees | trees | trees | | | | _ | g island that is perpendicular | | s on one side o | | |
| | | | | | | | | | of 6 feet wide? | w parking spaces | on one side a | _X yes | |
| | _ | Schedule for Section 4.9-1 le Landscaping Requirements | | | | | | | | raari | | yes | |
| | эизташар | Zunuscaping Keyan ements | | | | | 11) | | g lots 50,000 square feet or la | _ | on to1-: | | |
| | | quired in each actogram | | | | | | a) Is t | there a 9-foot-wide planting i | sianu perpendicul | ar to parking | | |
| 1) | Percentage of native plant material re | | J | | | | | ^ | | | | NI/A | |
| 1) | Shade Trees: total 44 x 5 | 50% = 22 total number required | | | | | | for | every 2 bays? | | | N/A yes | |
| 1) | Shade Trees: total 44 x 5 | 50% = 22 total number required rovided $44 = 100$ % native | | | | | | | every 2 bays? or the number of shade trees rec | | | N/A yes | |

| | 5) | Total nu | umber of trees provided: | existing trees 9 shade trees ornamental/eve trees 102 shrubs | rgreen N | | |
|----------|------|----------|--|--|---|-----------------------|--|
| | | | | N/A 25-foot-wide st | rip of N | I/A _{25-foo} | t-wide strip of |
| | | | | existing trees | ex | isting trees | \$ |
| | | | | Tree Canopy Coverage Schedul | e for Sec. 25-128 | | |
| | | | Project Name: Royal Farms No. 4 | 11 - Kent Village | TCP2#: n/a | DRD Case #: | Area (acres) |
| | | | Site Calculations: | | Zone 2: Zone 3: | | 4.48 |
| ٠f | eet | | | | Zone 4: Total Acres: | | 4.48 |
| , 1 | ·CCI | | | | Total Acres. | TCC | 4.40 |
| f | eet | | Total Acres (gross acres) | | % of TCC required | Required (Acres) | TCC Required in (SF) |
| | _ | | 4.4 | 48 | 10.0% | | 19,515 |
| f | eet | | A. TOTAL ON-SITE WC PROVID | | | acres | 0 |
| tr | rees | | B. TOTAL AREA EXISTING TREE C. TOTAL SQUARE FOOTAGE IN D. TOTAL TREE CANOPY COVE E. TOTAL SQUARE FOOTAGE RI | N LANDSCAPE TREES = RAGE PROVIDED = | 0.41 | acres | 17859.6 8,800 26,660 19,515 Requirement Satisfied |
| tr | ees | | Credit Categories fo | or Landscape Trees | TCC Credit per Tree Based on Size at Planting (SF) | Number of Trees | TCC Credit (SF) |
| tr | rees | | Deciduous - columnar sha | ade tree (50' or less height) | 2-1/2 - 3'' = 50 3 - 3 1/2'' = 75 | | 0 |
| | | | Deciduous - ornamental tree (20' Minimum planting | | 1-1/2 - 1/3/4" = 75 2 - 2 1/2" = 100 3-3 1/2" = 125 | | 0 0 |
| no no | | | Deciduous - minor shade tree (2 greater). Minimum plan | | 1-1 1/2" = 125 2-2 1/2" = 150 3 - 3 1/2" = 175 | | 0 0 |
| | | | Deciduous - major shade tree (50' an greater than ht) Minimum pla | | 2-2-1/2'' = 200 3 - 3 1/2'' = 250 | 44 | 8800 0 |
| | r | 10 | Evergreen - columnar tree (less than | n 30' height with spread less than 15') | 6 - 8' = 40 8 - 10' = 50 10 - 12' = 75 | | 0 0 |
| | | | Evergreen - small tree (30-40 |)' height with spread of 15-20') | 6 - 8' = 75 8 - 10' = 100 | | 0 |

Evergreen - **medium tree** (40-50' height with spread of 20-30')

Planting Schedule for Section 4.2-1

Requirements for Landscape Strips Along Streets

_____Developing Tier

X Developed Tier,

Corridor Node or Center

shade trees

N/A 25-foot-wide strip of

1, 2, 3, or 4: 1

x Yes

90 shrubs

Linear feet of street frontage, excluding driveway entrances: 320 LF

1) General Plan Designation:

3) Is there a public utility easement

along the frontage of the

4) Number of plants required:

2) Option Selected:

property?

KENT TOWN PLACE

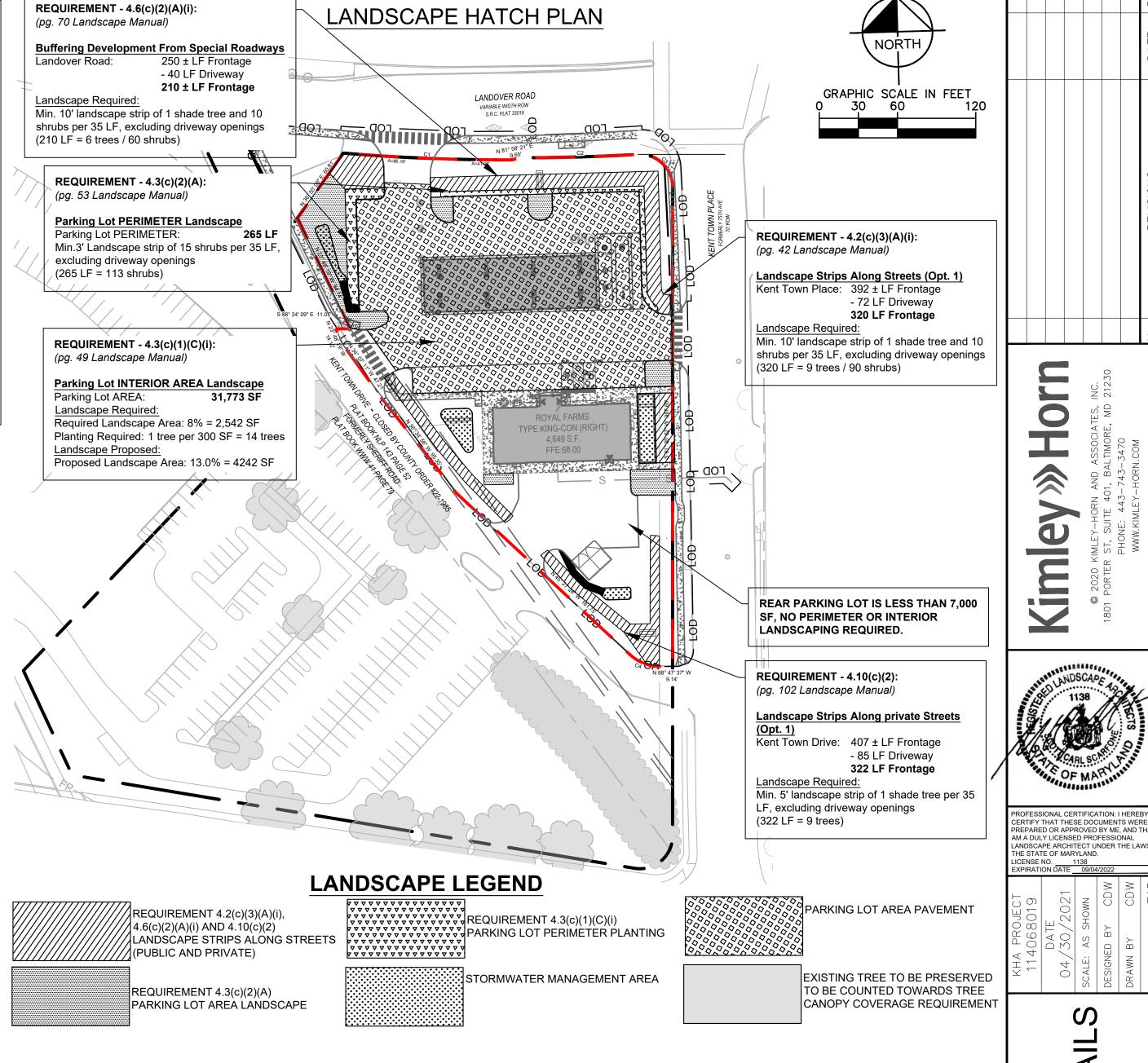
Rural Tier

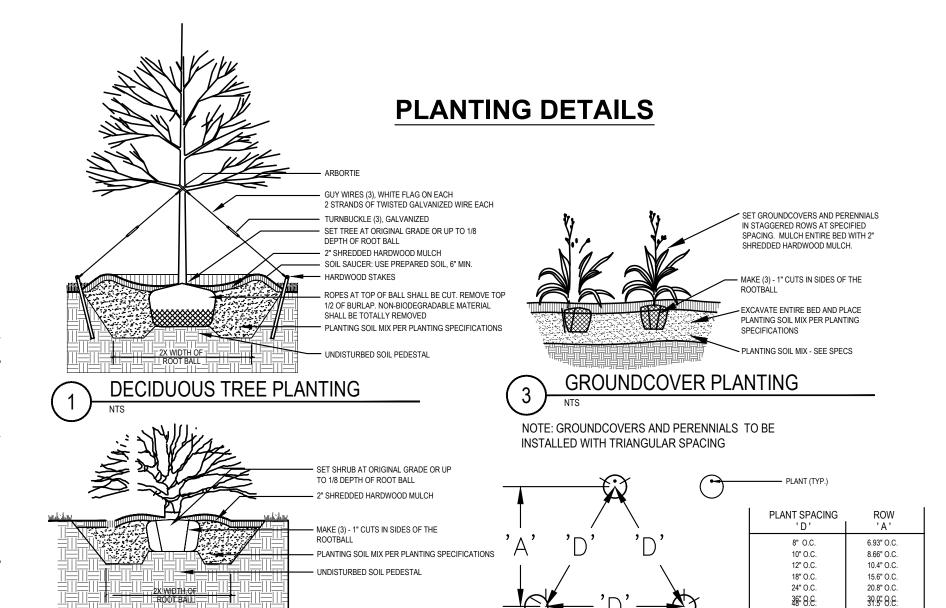
 $_{1 \text{ or } 2:}$ N/A

N/A shade trees

N/A 25-foot-wide strip of

N/A shrubs





GROUNDCOVER SPACING

____yes __X_no

____yes __X_no

total number provided 0 = 0 % native

total number provided 0 = 0 % native total 347 x 30% = 105 total number required total number provided 347 = 100% native

Evergreen Trees: total $\underline{0}$ x 30% = $\underline{0}$ total number required

Are existing invasive species on-site in areas that are to remain

requiring removal of invasive species prior to certification in

Are trees proposed to be planted on slopes greater than 3:1?

If "yes" is checked in numbers 2 or 3, is a note included on the plan

accordance with Section 1.5, Certification of Installation of Plant

Are invasive species proposed?

PLANTING NOTES

square feet of interior planting area provided)

PLANT IDENTIFICATION - ALL PLANTS SHALL BE PROPERLY MARKED FOR IDENTIFICATION AND CHECKING.

 N/A_{yes}

LIST OF PLANT MATERIAL - THE QUANTITIES GIVEN IN THE PLANT LIST ARE APPROXIMATE ONLY. THE CONTRACTOR WILL VERIFY PLANT QUANTITIES PRIOR TO BIDDING AND ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. THE CONTRACTOR SHALL FURNISH, AND PLANT, ALL PLANTS REQUIRED TO COMPLETE THE WORK AS SHOWN ON THE DRAWINGS. SUBSTITUTIONS SHALL NOT BE MADE WITHOUT THE WRITTEN APPROVAL OF KIMLEY-HORN. AND THE OWNER. THIS CONTRACT WILL BE BASED ON THE BIDDER HAVING VERIFIED PRIOR TO BIDDING THE AVAILABILITY OF THE REQUIRED PLANT MATERIALS AS SPECIFIED ON THE PLANT MATERIALS LIST.

PLANT QUALITY - ALL SHRUBS SHALL BE DENSE, HEAVY TO THE GROUND, AND WELL GROWN, SHOWING EVIDENCE OF HAVING BEEN PRUNED REGULARLY, AND SHALL BE VIGOROUS, HEALTHY AND OF GOOD COLOR. ALL PLANTS SHALL BE SOUND, FREE OF PLANT DISEASE, INFESTATION, OR INSECT EGGS AND SHALL HAVE A HEALTHY, NORMAL ROOT SYSTEM. PLANTS SHALL BE FRESHLY DUG AND NOT HEELED-IN STOCK, NOR STOCK FROM COLD STORAGE. ALL PLANTS SHALL BE NURSERY GROWN, PLANTS SHALL NOT BE PRUNED PRIOR TO DELIVERY. THE SHAPE OF THE PLANT SHALL, IN GENERAL, CONFORM TO ITS NATURAL GROWTH PROPORTIONS UNLESS OTHERWISE SPECIFIED. ALL PLANTS, INCLUDING CONTAINER GROWN, SHALL CONFORM TO THE BRANCHING, CALIPER AND HEIGHT SPECIFICATIONS OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S PUBLICATION ENTITLED AMERICAN STANDARD FOR NURSERY STOCK, ANSIZ60.1-2004 OR LATEST EDITION, AND SHALL HAVE A WELL-SHAPED, HEAVY-BRANCHED STRUCTURE FOR THE SPECIES. EVERGREEN TREES ARE TO HAVE AN INTERNODE NO GREATER THAN 24" AND SHALL BE UNIFORMLY WELL-SHAPED. PLANTS OF A GIVEN SIZE SHALL NOT MEASURE LESS THAN THE MINIMUM SIZE AS SET FORTH IN THE AMERICAN STANDARD FOR NURSERY STOCK, ANSIZ60.1-2004

PLANT TAGGING - THE CONTRACTOR SHALL PREPARE A LIST OF NURSERIES SUPPLYING THE SPECIFIED PLANT MATERIAL FOR THE OWNER AND KIMLEY-HORN TO INSPECT, AT THEIR OPTION, AND TAG PRIOR TO DIGGING

PLANT SPACING - PLANT SPACING IS TO SCALE ON PLAN. NO SHRUB MATERIAL SHALL BE CLOSER THAN 30" TO BUILDING

SOIL MIX - SOIL MIX WILL BE 2/3 EXISTING TOPSOIL, 1/3 LEAFMOLD THOROUGHLY MIXED AND HOMOGENIZED. OTHER

ORGANIC MATERIAL MAY BE SUBSTITUTED UPON WRITTEN APPROVAL BY KIMLEY-HORN.

ROOTBALL SIZE - THE BALL SIZE SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN'S PUBLICATION ENTITLED AMERICAN STANDARD FOR NURSERY STOCK, ANSIZ60.1-2004 OR LATEST EDITION, AND SHALL BE WRAPPED IN

EXCAVATION - HOLES FOR ALL TREES SHALL BE 2 TIMES THE SIZE OF ROOT BALL OR CONTAINER AND SHALL HAVE VERTICAL SIDES. HOLES FOR SHRUBS SHALL BE 12" WIDER THAN THE ROOT BALL. BEDS FOR MASS PLANTING SHALL BE ENTIRELY ROTOTILLED TO A DEPTH OF 8" AND SHALL BE 18" BEYOND THE AVERAGE OUTSIDE EDGE OF PLANT BALLS. ORGANIC MATERIAL (LEAFMOLD) WILL BE INCORPORATED INTO PLANT BEDS BY TILLING AGAIN TO A DEPTH OF 8". PROPORTIONS OF SOIL TO ORGANIC MATERIAL WILL BE TWO PARTS EXISTING SOIL TO ONE PART ORGANIC MATERIAL.

PLANTING - BACKFILLING SHALL BE DONE WITH SOIL MIX PREVIOUSLY DESCRIBED, REASONABLY FREE OF STONES, SUBSOIL, CLAY, LUMPS, STUMPS, ROOTS, WEEDS, BERMUDA GRASS, LITTER, TOXIC SUBSTANCES, OR ANY OTHER MATERIAL WHICH MAY BE HARMFUL TO PLANT GROWTH OR HINDER GRADING, PLANTING, OR MAINTENANCE OPERATIONS. SHOULD ANY UNFORESEEN OR UNSUITABLE PLANTING CONDITIONS ARISE, SUCH AS FAULTY SOIL DRAINAGE, CHEMICAL RESIDUES OR INCONSISTENCIES BETWEEN PLANS AND ACTUAL SITE CONDITIONS. THEY SHOULD BE CALLED TO THE ATTENTION OF KIMLEY-HORN AND THE OWNER FOR ADJUSTMENT BEFORE PLANTING. PLANTS SHALL BE SET PLUMB AND STRAIGHT AND TREES SHALL BE GUYED OR STAKED, WHERE REQUIRED, AT THE TIME OF PLANTING. BACKFILL SHALL BE WELL WORKED ABOUT THE ROOTS AND SEATED BY WATERING. PLANTS WILL BE PLANTED HIGHER THAN SURROUNDING GRADE. SHRUBS AND TREES WILL BE SET AT A DEPTH TO PLACE 1/8TH OF THE ROOTBALL ABOVE FINISH GRADE. REMOVE ROPE FROM ROUND TREE TRUNKS AND LAY BACK BURLAP AND WIRE BASKETS FROM TOP 1/3 OF ALL B&B MATERIAL. NYLON, PLASTIC, OR VINYL ROPE AND/OR BURLAP WILL BE COMPLETELY REMOVED FROM ALL PLANT MATERIAL PRIOR TO PLANTING.

CULTIVATION - ALL TRENCHES AND SHRUB BEDS SHALL BE CULTIVATED, EDGED AND MULCHED TO A DEPTH OF 2" MINIMUM AND 3" MAXIMUM WITH WELL-AGED, FINE-SHREDDED HARDWOOD BARK. THE AREA AROUND ISOLATED PLANTS SHALL BE MULCHED TO AT LEAST A 6" GREATER DIAMETER THAN THAT OF THE HOLE. PLANT BEDS ADJACENT TO BUILDINGS SHALL BE ENTIRELY MULCHED TO THE BUILDING WALL

MAINTENANCE - THE CONTRACTOR SHALL BE RESPONSIBLE DURING THE CONTRACT AND UP TO THE TIME OF ACCEPTANCE FOR KEEPING THE PLANTING AND WORK INCIDENTAL THERETO IN GOOD CONDITION BY REPLANTING, PLANT REPLACEMENT, WATERING, WEEDING, CULTIVATING, PRUNING, SPRAYING, RESTAKING AND CLEANING UP, AND BY PERFORMING ALL OTHER NECESSARY OPERATIONS OF CARE FOR THE PROMOTION OF GOOD PLANT GROWTH SO THAT ALL WORK IS IN SATISFACTORY CONDITION AT THE TIME OF ACCEPTANCE AT NO ADDITIONAL COST TO THE OWNER.

FERTILIZER & INOCULATION - ALL FERTILIZER SHALL BE GRANULAR, WITH 35 TO 80 PERCENT OF THE TOTAL NITROGEN IN A SLOWLY AVAILABLE FORM. FOR TREES, SHRUBS, AND GROUNDCOVER; FERTILIZER SHALL BE A COMPLETE FERTILIZER WITH A MINIMUM ANALYSIS OF 10 PERCENT NITROGEN, 6 PERCENT PHOSPHORUS AND 4 PERCENT POTASSIUM. FOR PERENNIALS, ANNUALS, AND BULBS; FERTILIZER SHALL BE A TIME-RELEASED, HIGH-PHOSPHATE FERTILIZER; I.E., OSMACOTE. FOR BULBS, FERTILIZER SHALL BE BONE MEAL (COMMERCIAL, RAW AND FINELY-ROUND), WITH AN ANALYSIS OF 4 PERCENT NITROGEN AND 20 PERCENT PHOSPHORIC ACID.

FERTILIZER SHALL BE ADDED DEPENDING ON THE SIZE OF THE PLANT AND THE MANUFACTURER'S RECOMMENDATION USING THE FOLLOWING APPLICATION RATES:

TREES: USE 2 LB. OF 10-6-4 FERTILIZER PER INCH OF TRUNK DIAMETER. SHRUBS: USE 1/4 LB. OF 10-6-4 FERTILIZER PER FOOT OF HEIGHT OR SPREAD PER PLANT, OR 3-51BS OF 10-6-4

FERTILIZER PER 100 SQUARE FEET OF BED AREA. GROUNDCOVER: USE 3 LBS. OF 10-6-4 FERTILIZER PER 100 SQUARE FEET OF BED AREA.

PERENNIALS, ANNUALS, BULBS: USE 3 LBS, OF TIME-RELEASE, HIGH-PHOSPHATE FERTILIZER (5-10-5) PER 100 SQUARE FEET OF BED AREA.

PLANTING PITS SHALL BE BACKFILLED WITH A MIXTURE CONTAINING 80% EXISTING TOPSOIL, 20% ORGANIC MATERIAL SUCH AS LEAF MOLD, PEAT MOSS OR COMPOSED SEWAGE SLUDGE. INCORPORATE ENDO AND ECTOMYCORRIHIZAL FUNGI TRANSPLANT AMENDMENT PER MANUFACTURER'S RECOMMENDATIONS (MANUFACTURER - HORTICULTURAL ALLIANCE, INC. PHONE 1-800-628-6373).

GROUND COVER - ALL AREAS OF GROUNDCOVER SHALL BE ROTOTILLED TO A DEPTH OF 6" APPLY 2" OF ORGANIC MATERIAL (LEAFMOLD) AND ROTOTILL UNTIL THOROUGHLY MIXED. APPLY FERTILIZER AS STATED ABOVE.

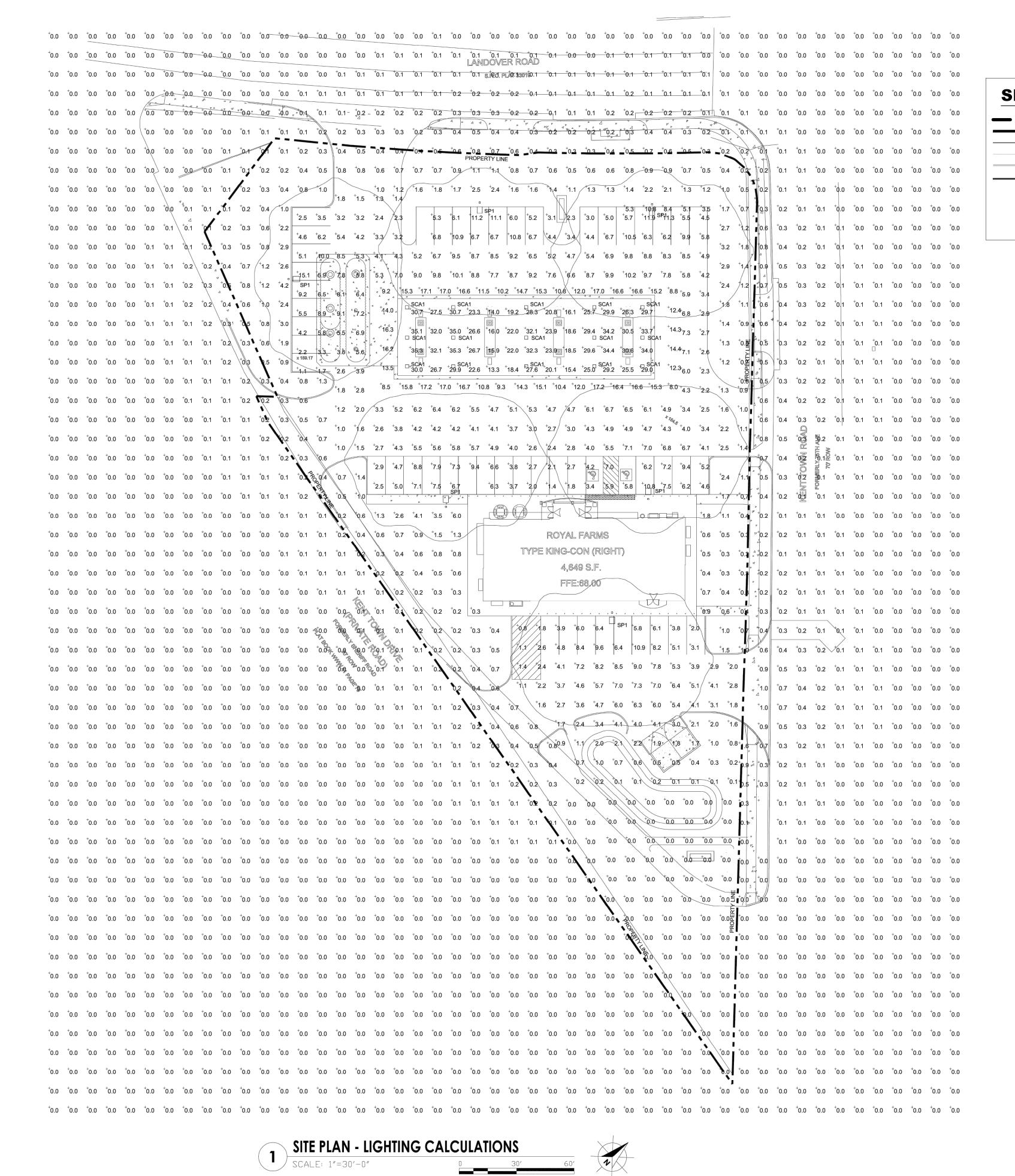
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ANNUAL FLOWER BED PREPARATION- A SOIL TEST SHALL BE TAKEN FOR PH ANALYSIS AND THE SOIL AMENDED WITH GROUND LIMESTONE FOR ACIDIC SOIL AND GARDEN SULFUR OR FERROUS SULFATE TO ALKALINE SOIL AT RATES RECOMMENDED BY THE SOIL TEST. THE FINAL PH SHOULD BE BETWEEN 6.5 AND 6.8. SOIL SHALL BE SPADED TO A DEPTH OF APPROXIMATELY 12". SPREAD 2"-3" OF ORGANIC MATERIAL OVER SOIL ORGANIC MATERIAL MAY BE COARSE MOIST PEAT MOSS, WELL-ROTTED MANURE OR COMPOST. OVER THIS LAYER OF ORGANIC MATERIAL, SPREAD A THIN LAYER OF FERTILIZER PER THE SCHEDULE ABOVE. ROTOTIL FERTILIZER AND ORGANIC MATERIAL TO A DEPTH OF 6", MIXING THEM THOROUGHLY INTO THE SOIL AND CONTINUE TO BREAK-UP LUMPS; THEN RAKE SURFACE WITH STEEL-TOOTH RAKE UNTIL SMOOTH. MOISTEN THE BED, LET THE WATER SOAK IN AND RAKE IT AGAIN. SPACE PLANTS AS INDICATED ON DRAWING.

GUARANTEE AND REPLACEMENT - ALL PLANT MATERIAL SHALL BE UNCONDITIONALLY GUARANTEED FOR ONE YEAR. THE GUARANTEE WILL BEGIN ON THE DATE OF FINAL ACCEPTANCE OF THE WORK. AFTER A PLANT HAS BEEN DETERMINED TO BE DEAD, DYING OR DAMAGED FROM HANDLING OR INSTALLATION, IT WILL BE REPLACED DURING THE NEXT GROWING SEASON. FOR EXAMPLE, IF A PLANT IS FOUND DEAD DURING THE SUMMER MONTHS, IT WILL BE REPLACED DURING THE FALL PLANTING SEASON. THE GUARANTEE WILL END FOR ALL PLANT MATERIAL ONE YEAR AFTER ACCEPTANCE. DURING THE GUARANTEE PERIOD, THE CONTRACTOR WILL NOT BE RESPONSIBLE FOR MECHANICAL INJURY OR VANDALISM CAUSED BY

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and that I am a duly licensed Engineer under the laws of the State of Maryland, License Number 49788, Expiration Date: 08/15/20.

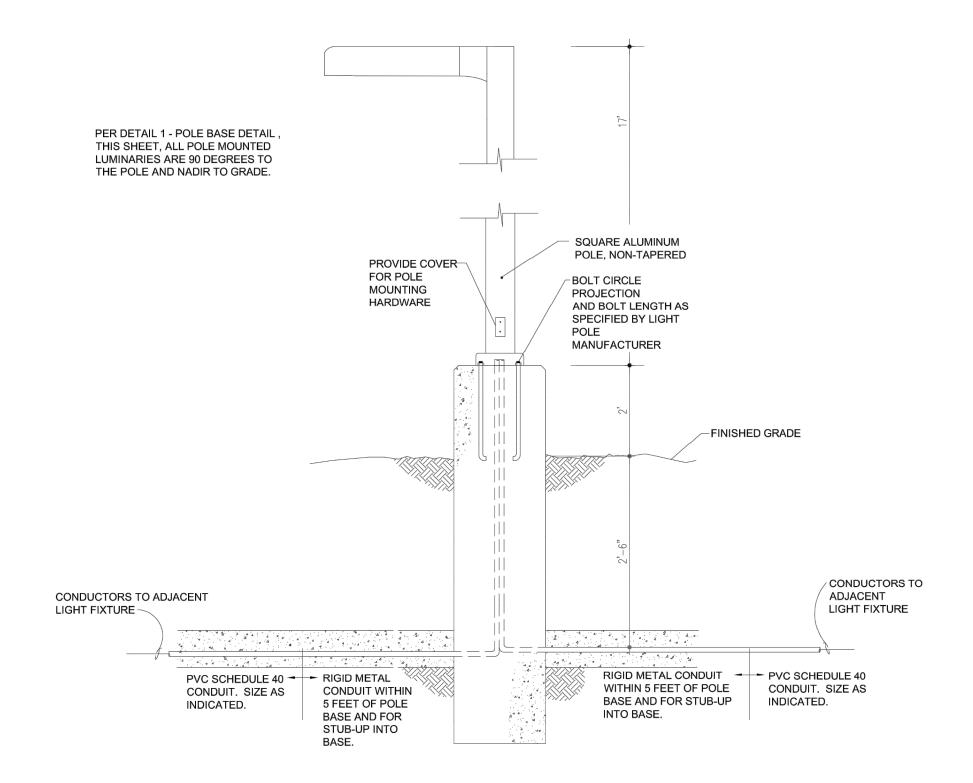
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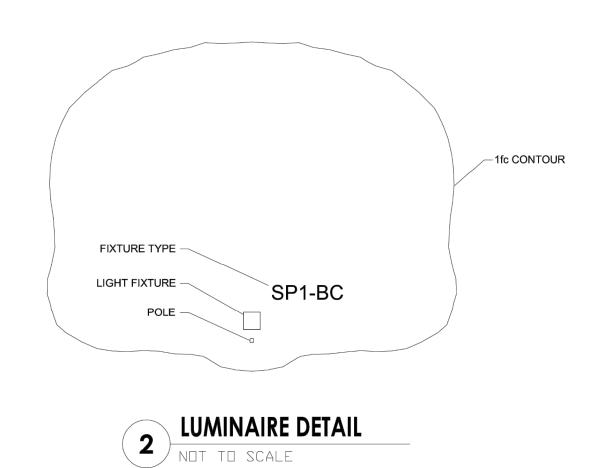
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| Fuel Canopy | + | 26.4 fc | 35.3 fc | 13.3 fc | 2.7:1 | 2.0:1 |
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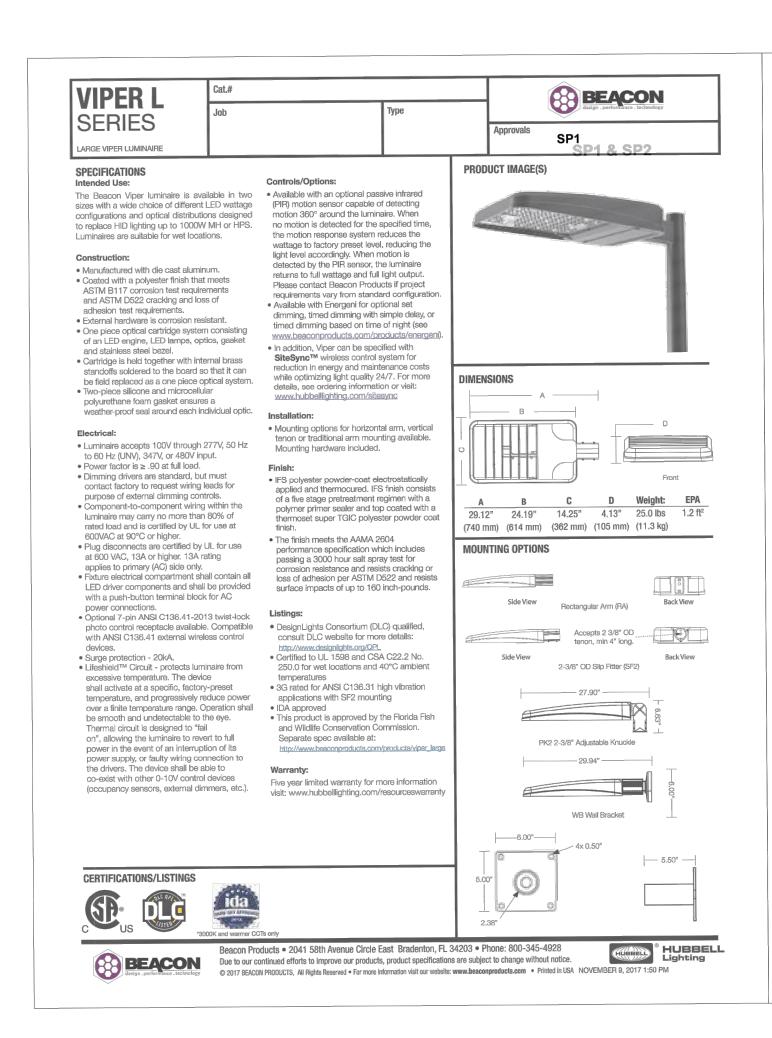


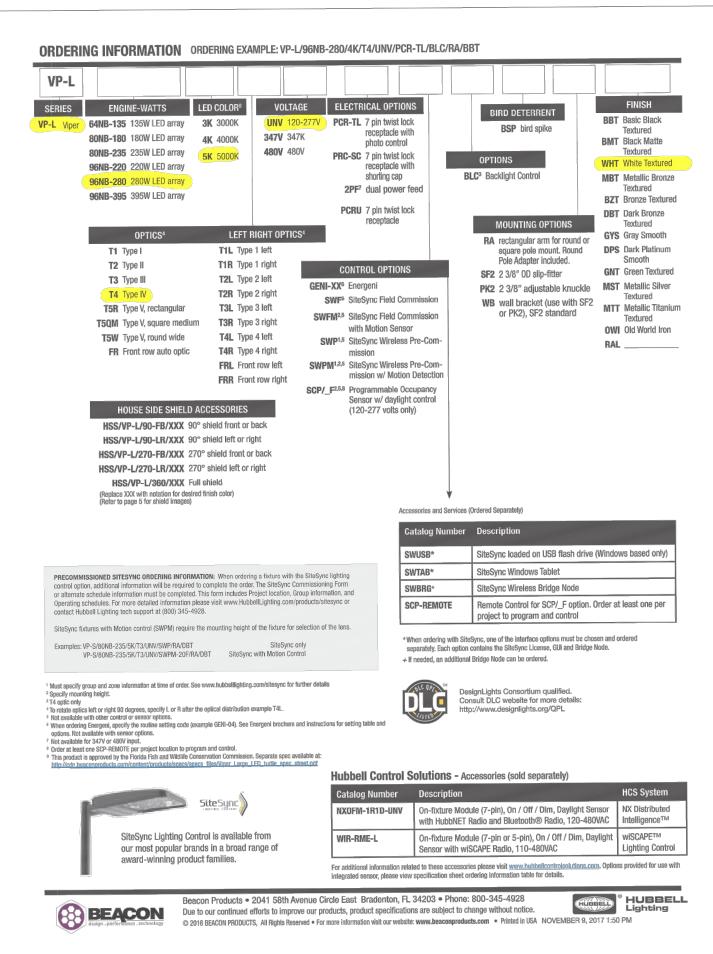


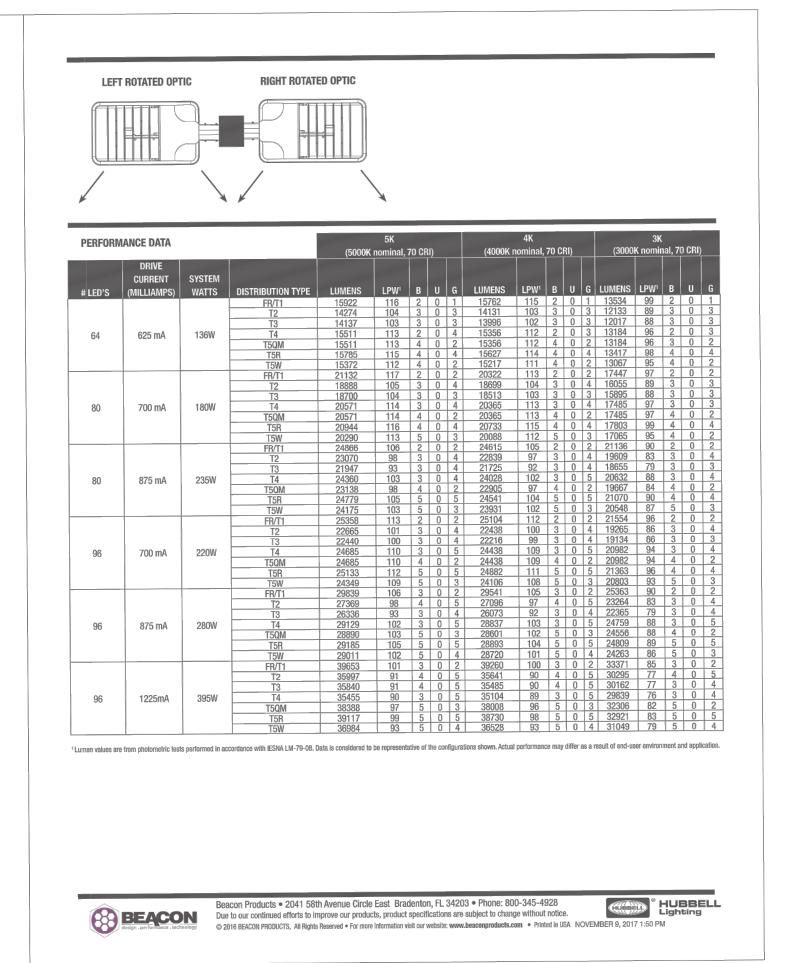


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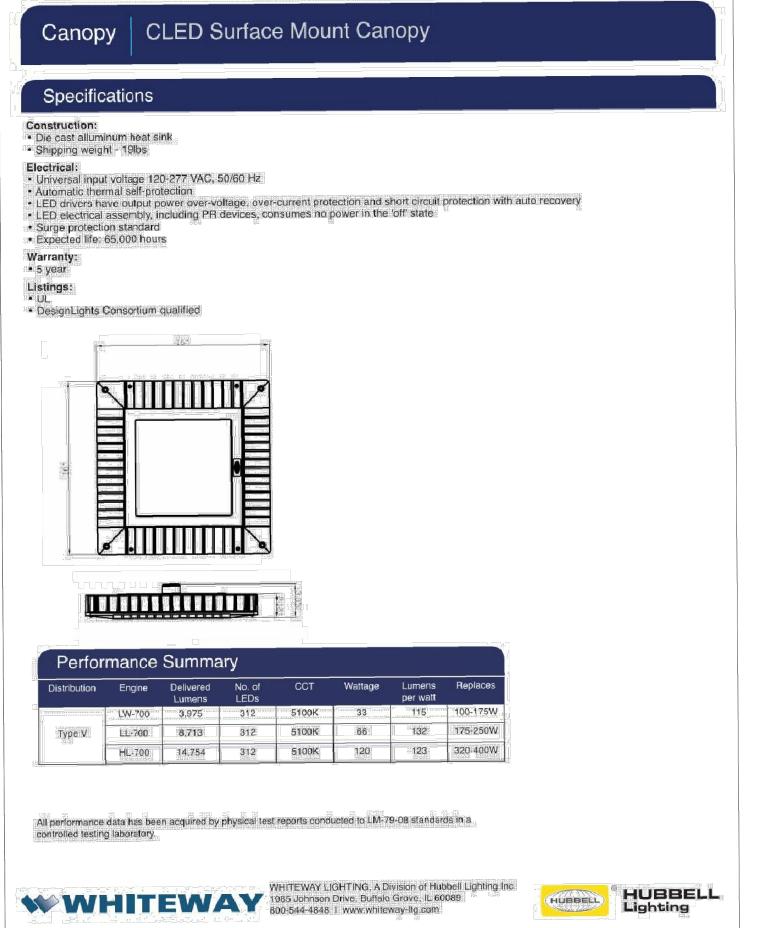
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Professional Certification. I certify that these documents were prepared or approved by me, and that I am a duly licensed Engineer under the laws of the State of Maryland, License Number 49788, Expiration Date: 08/15/20. AGE COL 411 SE'S TLE BLOCK REVISED = KEY NOT REVISED = REVISED CONTENT DATE

13 of 13

SCALE: NOTED

THESE DRAWINGS ARE PROTECTED UNDER THE COPYRIGHT ACT 0F 1976 AND SHALL NOT BE REUSED WITHOUT THE WRITTEN PERMISSION OF THE

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LAND PLANNING ANALYSIS Royal Farms #411, Kent Village 7401 Landover Road

Prepared in connection with Special Exception SE-4834

Prepared by: Mark G. L. Ferguson, R.A.



LAND PLANNING ANALYSIS Royal Farms #411, Kent Village 7401 Landover Road Landover, Maryland

This report is written to consider the planning matters relevant to Special Exception application SE-4834, for approval of a gas station in combination with a food and beverage store in combination with a gas station in the C-S-C Zone, involving a raze and rebuild of two existing eating and drinking establishments. Also included is a discussion of the request for a variance to allow the gas station to be located within 300 feet of a lot containing an outdoor playground.

THE SITE

Location - South side of Landover Road (Maryland Route 202), between its intersections

with Kent Town Drive and Kent Town Place

Address - 7401 Landover Road

Municipality - None; the limits of the Town of Cheverly and the City of Glenarden are each

more than a half-mile distant.

Frontages - Landover Road – 277.05' (including half of each intersection fillet)

Kent Town Place – 388.02' (including half of intersection fillet) Kent Town Drive – 508.90' (including half of intersection fillet)

Zoning - C-S-C (Commercial Shopping Center)

Acreage - 1.87 Acres± (Special Exception Area)

Rights-of-Way - Landover Road - Variable (XXX' Ult.)

Kent Town Place – 70' (70' Ult.) Kent Town Drive – (Former 30')

Zoning Map - 204NE6

Tax Map - Tax Map 59, Grids D-1, D-2, E-1 & E-2

Subdivision - Part of Parcel H, "Kent Village Shopping Center," recorded in Plat Book WWW

57 at Plat 22; Part of Parcel G-9, "Kent Village Shopping Center," recorded in Plat Book WWW 41 at Plat 79; and Part of Parcel K, "Kent Village Shopping

Center," recorded in Plat Book NLP 143 at Plat 52;

Historic Sites - None within 1,000'

Councilmanic District - 5

Master Plan & SMA -

The site is located in Planning Area 72. The applicable Master Plan is the Landover Metro Area and MD 202 Corridor Approved Sector Plan and Sectional Map Amendment, approved on May 13, 2014.

The Master Plan Map designated the site for "Mixed-Use Residential" future land use.

The Approved Sectional Map Amendment retained the site in the previously-existing C-S-C Zone.

The Growth Policy Map in the May, 2014 General Plan placed the property in the Landover Metro Local Center category, and the Generalized Future Land Use Map designated it for "Mixed Use" land use.

The site is not within a Priority Preservation Area.

NEIGHBORHOOD DEFINITION

The neighborhood of the subject property was defined in the Technical Staff Report as having the following boundaries:

North – Landover Road

West – Baltimore Avenue

East – Kent Town Place

South – Hawthorne Street

Other than the western boundary of Baltimore Avenue, the neighborhood boundary closely conforms to the property boundaries; this is unrealistically small. This planner would instead concur with the neighborhood proffered by the Applicant in its Statement of Justification which generally corresponds the Landover Road commercial strip along Landover Road, namely:

North – Landover Road and the properties along its north side including the Landover

Metro station;

West – Penn Line railroad

East – Martin Luther King Boulevard (Maryland Route 704)

South – Cattail Branch.

LOCATION AND FIELD INSPECTION

The subject property comprises parts of three platted parcels. It is located on the south side of Landover Road (Maryland Route 202), between its intersections with Kent Town Drive and Kent Town Place. The subject property is currently occupied by an operating Lenny's Carry Out restaurant and a Checkers restaurant.

Across Kent Town Drive to the west is the Kent Village Shopping Center in the C-S-C Zone, which is anchored by a Dollar Tree and a Family Dollar store, and also includes: a Shell gas station, convenience store and car wash; a liquor store, a barber, a hair salon, a nail salon, a mobile phone store, a fabric store, a cleaner, a hardware store, two carry-out restaurants, and a tobacco store. Beyond the Kent Village Shopping Center to the west along the south side of Landover Road are a locksmith, a liquor store/crab house; a hair salon, and some vehicle storage yards, all in the R-18 Zone. Behind the R-18-zoned sites are single-family dwellings in the R-55 Zone and the Pinebrook apartments in the R-18 Zone. Behind the Kent Village Shopping Center are the Pinebrook Townhomes in the R-T Zone.

Across Kent Town Place to the east and the southeast is a 7-Eleven convenience store in the C-S-C Zone. Beyond the 7-Eleven store to the east along the south side of Landover Road is the rest of the Stadium Station shopping center, which is tenanted by an Exxon gas station and car wash; a liquor store, a barber, a hair salon, a nail salon, a mobile phone store, a pawnshop, a check cashing business, four carry-out restaurants and a dollar store. Further to the east along Landover Road are duplex dwellings in the R-35 Zone (facing East Lombard Street), the Kentland Volunteer Fire Station in the R-35 Zone, a laundromat, an Auto Zone, and a Shell gas station in the C-S-C Zone and a Verizon switching building in the R-35 Zone. Behind these uses are multifamily dwellings, duplexes and single-family dwellings in the R-18, R-35 and R-55 Zones.

The north side of Landover Road in the neighborhood area, proceeding from east to west, is occupied by MNCPPC parkland in the R-O-S Zone, the Dodge Plaza Shopping Center, a Sunoco gas station, the US Post Office, and office building a seafood store, and the Integrity Church in the C-S-C Zone, the Overland Gardens apartments in the R-18 Zone, the J.B. Jenkins funeral home in the C-O and C-S-C Zones (directly across from the subject property), the Metro Pointe townhouse development in the R-18 Zone, the L&W Supply building materials supplier, an abutting self-storage facility and the Landover Metro station in the I-1 Zone, and some vehicle storage yards, a small office building and a small WMATA facility, all in the C-O Zone.

Access to the subject property is available from existing entrances on Landover Road, Kent Town Drive and Kent Town Place. The intersection of Landover Road and Kent Town Place is signalized.

DESCRIPTION OF THE PROPOSED USE

The proposed use for Special Exception application SE-4834 is the razing of the two existing eating and drinking establishments, and their replacement by a new convenience store and gas station. The new convenience store will be located to the south of the two existing buildings and the pump islands will be located parallel to Landover Road; eight MPDs are proposed.

The new facility will be provided with modern stormwater management using Environmental Site Design (ESD) techniques where only an obsolete oil/grit separator exists.

Three of the four existing entrances from Landover Road will be closed, with the remaining entrance being located to the west of the subject property's frontage, further away from the signalized intersection with Kent Town Place, providing greater safety. Additionally, the wide, unchannelized entrance from Kent Town Place will be improved to a modern channelized entrance, also providing greater safety.

CRITERIA FOR APPROVAL

The criteria for approval of a Special Exception for a gas station in combination with a food and beverage store in the C-S-C Zone are the general criteria for approval of a Special Exception of §27-317(a), the special criteria for approval of a food or beverage store of §27-355 and the special criteria for approval of a gas station of §27-358.

COMPLIANCE WITH SECTION 27-317:

Section 27-317(a) of the Zoning Ordinance provides that a Special Exception may be approved if:

27-317(a)(1) The proposed use and site plan are in harmony with the purpose of this Subtitle;

The Zoning Ordinance has a hierarchy of Purposes, for the Ordinance as a whole, for commercial zones generally, and for the C-S-C Zone in specific. Each of these series of purposes is addressed, following.

The fifteen purposes of the Zoning Ordinance are laid out in section 27-102(a). The harmony of the subject project with these purposes is as follows:

(1) To protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County;

The proposed gas station in combination with a food and beverage store will be developed to provide substantive environmental and safety upgrades in the form of modern stormwater management (where only an obsolete oil/grit separator now exists), a reduced number of vehicular entrances, and updated landscaping and tree planting to meet modern tree canopy coverage requirements, and will thus promote the health and safety of the present and future inhabitants of the County by providing for a safe and convenient accommodation of the shopping public.

(2) To implement the General Plan, Area Master Plans, and Functional Master Plans;

The relevant plans which apply to this site are the 2014 General Plan, the 2014 Landover Metro Area and MD 202 Corridor Approved Sector Plan and Sectional Map Amendment, and a number of Functional Master Plans, including the Resource Conservation Plan (which includes the Green Infrastructure Plan),

the County Master Plan of Transportation, the Public Safety Facilities Master Plan, The Historic Sites and Districts Plan, and the Water Resources Functional Master Plan.

General Plan

As noted above, the General Plan classified the subject site in its Growth Policy Map¹ in the Landover Metro Local Center category, and the Generalized Future Land Use Map² designated it for Mixed-Use land use.

"Local Centers" are described by the General Plan as "focal points of concentrated residential development and limited commercial activity serving our Established Communities," and recommends them as, "focal points for development and civic activity based on their access to transit or major highways..."

"Mixed-Use" land use is described by the General Plan as, "areas of various residential, commercial, employment and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e. commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another."

Given its location at a site long used commercially in a historic commercial corridor, it is this planner's opinion that the approval of the subject application would continue a locally commercial-dominant land use pattern.

Master Plan

As noted above, the applicable Master Plan is the *Landover Metro Area and MD 202 Corridor Approved Sector Plan and Sectional Map Amendment*, approved on May 13, 2014. Map 3.9, "Proposed Future Land Uses for the South Landover Road Focus Area, recommends the subject property and the surrounding areas of the Kent Village Shopping Center and the Stadium Station shopping center for "Mixed-Use Residential" land use. ⁶ The sector plan describes its vision for the South Landover Road Focus Area as, "...a mixed- residential area. The residential designation will be the dominant land use, but the mixed-use designation allows for other types of uses such as small-scale, neighborhood-serving commercial uses."⁷

The proposed use will comport with the small-scale, neighborhood-serving component of the sector plan's overall mixed-use vision.

¹ M-NCP&PC, Plan Prince George's 2035 – Approved General Plan (May, 2014), p. 107.

² General Plan, p. 101.

³ *Ibid.,* p. 106.

⁴ *Ibid.*, p. 19.

⁵ *Ibid.*, p. 100.

⁶ M-NCP&PC, Landover Metro Area and MD 202 Corridor Approved Sector Plan and Sectional Map Amendment (May, 2014), p. 54.

⁷ Sector Plan, p. 54.

The sector plan makes a number of recommendations for the South Landover Road Focus area, and for the sector plan area as a whole. In its discussion of its short-term vision and recommendations, the sector plan recommends improving north-south pedestrian crossings along MD 202 (Landover Road) and retrofitting the three strip shopping centers — Kent Village, Stadium Station, and the center with the AutoZone — with environmentally density design features. The subject application will advance both of those goals:

In its Transportation Network Vision, the sector plan more specifically recommends the consideration of, "closing a driveway at each corner property on the south side of Landover Road at the intersection of Landover Road and Kent Town Place...." The proposed Special Exception proposes exactly that, which will enable the creation of an improved north-south pedestrian crossing of Landover Road.

The subject property is part of the commercial continuum which extends along the south side of Landover Road including the Kent Village Shopping Center and the Stadium Station shopping center, and it will be redeveloped with the use of environmental site design methods for its stormwater management in accordance with the plan's vision.

The Transportation Network Vision also recommends the closing of, "excessive or redundant driveways, especially those in close proximity to intersections (less than 35 feet from the corner). Properties should be encouraged to consolidate access points to improve the overall corridor's function, character, and safety." 9

Another transportation recommendation is that, "new developments should limit access to no more than one dual direction access point on each abutting street. If parcels have significantly long frontages on Landover Road (in excess of 100 feet) a second driveway can be considered." The proposed Special Exception Site Plan proposed only one entrance on Landover Road (even though it has almost 300 feet of frontage), one entrance on Kent Town Place, and while it proposes two entrances on the private Kent Town Drive, that is by far the side with the longest frontage (more than 500 feet).

In its Environmental Features Vision, the sector plan recommends that, "new and redevelopment proposals meet and, with incentive, exceed the minimum tree canopy coverage requirements in the county code so that the proposals contribute to an overall increase in the tree canopy throughout the community." This application will meet this recommendation.

Because the proposed application is consistent with the Sector Plan's land use recommendation, its transportation recommendations for improving pedestrian crossings and its environmental recommendations (including the use of environmentally sensitive design for stormwater management at the subject property), the approval of the subject food and beverage store in combination with a gas station would be in harmony with the recommendations of the Sector Plan.

⁸ *Ibid.*, p. 60.

⁹ *Ibid.,* p. 64.

¹⁰ *Ibid*.

¹¹ *Ibid.*, p. 67.

Other Applicable Functional Master Plans

The special exception area is not mapped as containing any Regulated Areas of the County's Green Infrastructure Network; as such, the subject application conforms to the Resource Conservation Plan.

With regard to the Historic Sites and Districts Plan, no historic sites or resources are located immediately proximate to subject site; as such, the approval of the subject application will not have an adverse impact on this Functional Master Plan.

The Water Resources Functional Master Plan addresses broad regulatory policy and large-scale watershed planning, and as such makes no recommendations which are directly applicable to the subject application.

No proposed sites for Public Safety facilities are in the area affected by the subject application.

The Countywide Master Plan of Transportation was not amended by the 2014 Landover Metro Area sector plan, and so its recommendations remain in force. It proposes Landover Road as a 6-lane arterial roadway and also proposes, "standard or wide sidewalks with on-road bicycle facilities." The revisions to the Landover Road striping to accommodate the on-road bicycle facilities extend far beyond the frontage of the subject property, but all can be accomplished within the existing right-of-way and thus the approval of the subject application will not impair the Countywide Master Plan of Transportation.

And, as described below in the discussion of §27-358(a)(7), sidewalks in accordance with the Plan's recommendations are proposed; as such, the subject application is in conformance with this functional master plan.

In conclusion, because the proposed gas station in combination with a food and beverage store are not in conflict with the General Plan, the Sector Plan or the applicable Functional Master Plans, approval of the subject application will be in harmony with the Ordinance's purpose of implementing those plans.

(3) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;

Because this application proposes the redevelopment of two long-existing uses at a site which is being redeveloped in accordance with provisions of the laws which assure the adequacy of local public facilities, approval of it would be in harmony with this purpose of promoting the conservation of a community which will be developed with adequate public facilities.

(4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;

Approval of the subject application would recognize the needs of the County's workers by redeveloping two existing uses in a developed area, and so would abet the orderly growth and development of the County, making the subject application in harmony with this Purpose of the Ordinance.

(5) To provide adequate light, air, and privacy;

The subject gas station in combination with a food and beverage store will be in harmony with this Purpose as it will be developed in conformance with the various regulations in the Zoning Ordinance to ensure the provision of adequate light, air and privacy, both for the occupants of the subject site and for its neighbors. These principles include the provision of sufficient setback distances, and conformance with height limitations in order to allow for access to light and air.

(6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;

The subject gas station in combination with a food and beverage store would be in harmony with this Purpose as it will be developed in accordance with the various principles that have been codified in the Zoning Ordinance to promote the beneficial relationships between land and buildings, including its conformance with the tables of permitted uses for the various zones as laid out in the Ordinance, by providing modern stormwater management, and by bringing the subject property into conformance with the provisions of the Landscape Manual which provide for roadside and parking lot landscaping, and the screening of service functions.

(7) To protect the County from fire, flood, panic, and other dangers;

The subject gas station in combination with a food and beverage store would be in harmony with this Purpose as it will be developed in conformance with regulations established in the body of the Zoning Ordinance, as well as other County Ordinances, which are intended to protect from fire, flood, panic and other dangers, namely: the floodplain regulations, stormwater management regulations, the fire prevention code, the building code, and the tables of permitted uses for the various zones.

(8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;

Because the subject use is commercial in nature, this Purpose is not directly applicable to this Application.

(9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;

The redevelopment of the subject property would be in harmony with this Purpose because it would augment the tax base of the County directly and through the employment provided to its workers.

(10) To prevent the overcrowding of land;

The subject gas station in combination with a food and beverage store would be in harmony with this Purpose as it will occur on a site which will be redeveloped in accordance with various principles that have been codified in the Ordinance to ensure the prevention of overcrowding, including the provisions of the Table of Uses that provides for the compatibility of uses, height limits, and setbacks.

(11) 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 approval of the subject gas station in combination with a food and beverage store would be in harmony with this Purpose because of several factors.

As noted above, the proposed use is a redevelopment of an existing site with two existing uses in a developed area. The proposed use will add some new trips to the road network compared with the existing uses, but will offset that addition by the combination of four existing entrances from Landover Road into a single entrance to minimize traffic conflicts and to provide greater intersection separation, and therefore greater safety, lessening the danger or traffic on the streets.

Also, the proposed gas station in combination with a food and beverage store will be developed in accordance with the regulations established in the body of the Zoning Ordinance (and other County ordinances) which are intended to lessen the danger and congestion of traffic on roads, such as the requirements for the provision of adequate off-street parking, and the separation of entrances from nearby intersections.

(12) To insure the social and economic stability of all parts of the County;

As the Zoning Ordinance is the principal tool for the implementation of the planning process by enacting legal requirements which implement the planning goals that strive to maintain the social and economic stability of the County, this planner believes that conformance with the requirements and regulations of the Zoning Ordinance will be prima facie evidence of the Application's harmony with this purpose.

Beyond that, however, the subject gas station in combination with a food and beverage store would promote the economic and social stability of the County by contributing to the tax base, by continuing to provide a useful and convenient service to the surrounding community.

(13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;

Because the subject gas station in combination with a food and beverage store is a redevelopment of an existing developed site, approval of the subject application will have no impact to the natural features in the County: It will not generate noise pollution beyond that expected by other commercial uses, and the use will be in compliance with the County's Woodland Conservation policies by virtue of its exemption from the requirement for approval of a Tree Conservation Plan. No steep slopes or scenic vistas will be affected. The proposed gas station in combination with a food and beverage store will be provided with modern stormwater management measures where only an obsolete oil/grit separator now exists, and will thus better act against water pollution and protect the stream valleys than the existing development at the subject property. By conformance to these principles and regulations, the approval of this application would be in harmony with this Purpose.

The final two Purposes,

- (14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space; and
- (15) To protect and conserve the agricultural industry and natural resources.

are not directly applicable to the approval of this gas station in combination with a food and beverage store.

In addition to the purposes of the broader Ordinance, there are Purposes for Commercial Zones generally and the C-S-C (Commercial Shopping Center) Zone specifically. The ten purposes of Commercial Zones generally are laid out in Section 27-446(a), as follows:

(1) To implement the general purposes of this Subtitle;

As noted by the foregoing discussion, this planner believes that the subject proposal will implement the general purposes of the Zoning Ordinance.

(2) To provide sufficient space and a choice of appropriate locations for a variety of commercial uses to supply the needs of the residents and businesses of the County for commercial goods and services;

The approval of this facility at this location will allow the proposed gas station in combination with a food and beverage store to provide a useful and convenient site for a needed service.

(3) To encourage retail development to locate in concentrated groups of compatible commercial uses which have similar trading areas and frequency of use;

Because the proposed gas station in combination with a food and beverage store involves (1) a retail use in a retail zone; and (2) because the subject property is located in a corridor where there is already a mix of retail and service commercial uses, including several vehicle storage lots, the approval of this application would be in harmony with this purpose of Commercial Zones generally.

(4) To protect adjacent property against fire, noise, glare, noxious matter, and other objectionable influences;

The redevelopment of the subject property into a gas station in combination with a food and beverage store would implement this purpose by its physical separation from other uses, and by the supplemental planting which will provide tree canopy coverage.

(5) To improve traffic efficiency by maintaining the design capacities of streets, and to lessen the congestion on streets, particularly in residential areas;

The approval of the subject application will improve traffic efficiency by the combination of the existing four vehicular entrances on Landover Road into a single new entrance point.

(6) To promote the efficient and desirable use of land, in accordance with the purposes of the General Plan, Area Master Plans and this Subtitle;

Because the subject gas station in combination with a food and beverage store will meet the intent for the land use provided for in the Master Plan, it will fulfill this purpose for Commercial Zones.

(7) To increase the stability of commercial areas;

The redevelopment of the subject property with a combination of a retail commercial use and a complementary service commercial use which are together in keeping with the existing character of the surrounding commercial area will promote the stability of the surrounding commercial area by revitalizing the existing development with a new, viable use.

(8) To protect the character of desirable development in each area;

Because the subject property will: (1) be redeveloped and operated in accordance with the provisions specifically provided in the ordinance to promote the safe and orderly layout and operation of gas stations and food and beverage stores, and (2) be compatible with the materials, scale and character of the architecture of the surrounding development, the approval of this application will fulfill this purpose.

The final two purposes,

- (9) To conserve the aggregate value of land and improvements in the County; and
- (10) To enhance the economic base of the County.

are fulfilled by allowing for the redevelopment of existing commercial uses that will enhance the tax base and provide additional employment for residents of the County.

In addition to the purposes for commercial zones generally, there are also four purposes for the C-S-C (Commercial Shopping Center) Zone specifically, which are laid out in Section 27-454(a)(1), as follows:

(A) To provide locations for predominantly retail commercial shopping facilities;

While the subject application proposes a new service commercial use (in addition to its associated retail component), it will replace an existing service commercial use, and thus is not in conflict with this purpose. The new gas station – which does not propose visually disruptive auto repair services – will be in keeping with the character of commercial uses which are found around the neighboring intersection.

(B) To provide locations for compatible institutional, recreational, and service uses;

As described above, the redevelopment of the subject property – when redeveloped in accordance with the provisions of the ordinance that promote a safe and orderly operation – fulfills this purpose with its compatible service use component.

(C) To exclude uses incompatible with general retail shopping centers and institutions; and

Because the proposed uses are compatible with general retail uses, this application fulfills this purpose.

(D) For the C-S-C Zone to take the place of the C-1, C-2, C-C, and C-G Zones.

This purpose is not applicable to the subject application.

The other criteria for approval of a Special Exception laid out in Section 27-317(a) of the Zoning Ordinance continue as follows:

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

Based upon an inspection of the proposed Special Exception Site Plan and to the best of this planner's professional knowledge, information and belief, that, with the grant of a variance from the provisions of §27-358(a)(2), discussed below, the proposed use will be in conformance with all of the applicable requirements and regulations 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 Master Plan, the General Plan;

As discussed at length above, it is the Applicant's belief that the subject Application is in harmony with the Purposes of the Zoning Ordinance generally to implement the General and Master Plans and to provide for the efficient and desirable use of land in accordance with those Plans. Accordingly, the approval of the subject application will not impair the integrity of neither the approved Master Plan nor the County's General Plan.

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

As this planner believes to have been amply demonstrated, the conformance of the subject application with the principles laid out in the purposes of the Zoning Ordinance, its compliance with the provisions of the Zoning Ordinance, its compliance with the provisions of other State and County regulations for environmental protection, and building construction represent a high level of protection against adverse effects to the public health, safety and welfare.

Beyond those basic principles, however, the substantive improvements to the existing development, including the combination of the four existing vehicular entrances on Landover Road, the incorporation of modern stormwater management into the proposed development, and the provision of additional landscaping will actively improve the health, safety and welfare of residents and workers in the area as compared to the development currently existing on the subject property.

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

This planner believes that the diverse character of uses in the neighborhood, including vehicle storage yards, other gas stations and industrial development, indicates that the character of service commercial uses at the subject property will continue to be compatible with the surrounding commercial uses, and

the replacement of the old restaurants with a new service commercial use (the proposed gas station component) 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.

The subject property has received an exemption from the requirement for a Tree Conservation Plan.

(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.

No regulated environmental features exist on the subject site.

Finally, this planner notes that because the site is not located within the Chesapeake Bay Critical Area, the provisions of §27-317(b) are not applicable to the subject application.

In summary, this planner believes that the general findings discussed above which are required for approval of a Special Exception are met.

The specific conditions for the approval of a food and beverage store continue in Section 27-355(a):

COMPLIANCE WITH SECTION 27-355:

- (a)(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;
- (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 conditions to demonstrate reasonable need for the store, the size, location and access to the store, and the lack of undue restriction of the availability of land are addressed by another witness.

(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 not located in the I-1 or I-2 Zones.

(5) The retail sale of alcoholic beverages from a food or 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.

No retail sale of alcoholic beverages is proposed.

The specific conditions for the approval of a gas station continue in Section 27-355(a):

COMPLIANCE WITH SECTION 27-358:

(a) (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;

Landover Road has a variable-width right-of-way substantially exceeding seventy feet (dimensioned on the Special Exception Site Plan as 115.2'), and the site has direct vehicular access to it. Kent Town Place also has an ultimate right-of-way width of 70' along the subject property's frontage. The subject property has 277.05' of frontage on Landover Road, and 388.02' of frontage on Kent Town Place.

(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;

No lots containing schools, hospitals or libraries exist within 300' of the subject property. An outdoor playground does exist, however, on the Kent Village Apartments site at 6800 Hawthorne Street; the southern corner of the subject property is 229.7' from the northern edge of the Kent Village Apartments property, applying the provisions of §27-328.01, which specify that, "all setbacks shall be measured from the boundary line of the land for which the Special Exception is requested or approved, regardless of whether his boundary line is a lot, property, street, or other line. This Section applied to all setback requirements of the Subtitle which are specifically applicable to the Special Exception use."

This condition is the subject of a request for variance, which will be discussed in detail 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;

No display or rental of any vehicles is proposed at the subject site.

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

No storage or junking of any vehicles is proposed at the subject site.

(5) Access driveways shall be not less than thirty (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 compliance with the minimum standards required by the County Road Ordinance or 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 twenty (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 twelve (12) feet from the side or rear lot line of any adjoining lot;

The Special Exception Site Plan indicates that each of the proposed access driveways will be at least 35' wide.

The setbacks of the driveways from the intersection PCs are not dimensioned on the Special Exception Site Plan, but it is clear that the driveway locations amply exceed the requirement: The point of curvature of the new combined single driveway location along Landover Road begins approximately 57' east of the nearest intersection point of curvature (at Landover Road and Kent Town Drive); the point of curvature of the new single driveway location along Kent Town Place begins approximately 95' south of the nearest intersection point of curvature (at Landover Road and Kent Town Place); and,); the point of curvature of the nearest of the two driveway locations along Kent Town Drive begins approximately 105' south of the nearest intersection point of curvature (at Landover Road and Kent Town Drive).

Finally, because the subject property is surrounded by three street, the provision addressing adjoining lots is not applicable.

(6) Access driveways shall be defined by curbing;

The Special Exception Site Plan indicates that 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 the curb in those areas serving pedestrian traffic;

The Special Exception Site Plan indicates that sidewalks which are at least 5' wide exist along the site's frontages along both Landover Road and Kent Town Place, and further that a new 5' sidewalk will be extended down Kent Town Drive as far as the building line.

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

While the Special Exception Site Plan does not provide distances from the pumps to the surrounding street lines, it does indicate that the concrete pad under the gas pumps will be no less than 56.6' behind the nearest right-of-way line, and the nearest MPD scales to be approximately 69 feet from a right-of-way line.

(9) Repair service shall be completed within forty-eight (48) hours after the vehicle is 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 building 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 landscaping material, which shall be at least as high as the accessory building. The type of screening shall be shown on the landscape plan.

No repair service is proposed.

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

The architectural details of the proposed structure will harmonize with the commercial character of the surrounding commercial development along Landover Road, including the adjacent Kent Village Shopping Center and Stadium Station shopping center.

- (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 abutting lots (for a depth of at least fifty (50) feet);

Topography of the subject lot and its surroundings has been shown on the subject Special Exception Site Plan.

(2) The location and type of trash enclosures; and

The location and details for the construction of a trash enclosure have been shown on the subject Special Exception Site Plan.

(3) The location of exterior vending machines or vending area.

No exterior vending machines or a vending area are proposed; sales will be inside the proposed convenience store.

(c) Upon the abandonment of a 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 food and beverage store in combination with a gas station for a period of fourteen (14) months after the retail services cease.

This requirement is noted.

- (d) When approving a Special Exception for a gas station, the District Council shall find that the proposed use:
- (1) Is necessary to the public in the surrounding area;
- (2) requires that, "the District Council shall find that the proposed use... Will not unduly restrict the availability of land, or upset the balance of land use, in the area for other trades and commercial uses."

The conditions to demonstrate reasonable need for the gas station and the lack of undue restriction of the availability of land are addressed by another witness.

COMPLIANCE WITH VARIANCE CRITERIA OF SECTION 27-230:

As noted above, a variance is being sought for the 300' setback from the subject property to adjacent property containing an outdoor playground which is required by §27-58(a)(2).

The limits of the subject Special Exception are 229.7' from the property of the Kent Village Apartments, which contains an outdoor playground. While the playground itself is approximately 700' distant from the nearest point on the boundary of the subject Special Exception, the provisions of §27-58(a)(2) are clear in requiring a property-to-property separation regardless of the actual playground location.

Section 27-230(a) provides that, "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;
- (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
- (3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.
- (1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;

The subject property is compromised by an extraordinary situation of its shape and there are exceptional intervening topographic conditions which further mitigate the separation of the playground from the subject property.

The subject property is triangular in shape, and while the physical development of the gas station and the food and beverage store are in the northern half of the property, only the narrow point of the property's triangular shape extends to the south and into the 300' separation requirement. All of the proposed pumps, the proposed building, and the proposed parking and loading spaces would meet a 300' improvement-to-property separation requirement.

Furthermore, the extraordinary condition of the fenced open concrete channel carrying Cattail Branch separates the portion of the Kent Village Apartments from the subject property. While the entire Kent Village Apartments parcel extends across the Cattail Branch channel, it forms a substantial physical barrier which creates a larger separation between the subject property and the playground.

(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 exceptional or undue hardship upon the owner of the property as compliance would make it impossible for the use to be approved.

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

Because the development proposed is in accordance with the recommendations of the General Plan and the Sector Plan as described above, the approval of the requested variance will not impair their purpose, intent or integrity.

As such, the requested variance would be in conformance with the criteria of §27-230(a).

CONCLUSION

In summary, this planner finds that with the grand of a variance from the provisions of Section 27-358(a)(2), the approval of the subject application would be in compliance with the general criteria for approval of a Special Exception found in §27-317(a), and the specific criteria for approval of a food or beverage store found in §27-355, and the specific criteria for approval of a gas station found in §27-358 of the Zoning Ordinance.

Additionally, it is this planner's opinion that because of: (1) the diverse character of uses in the neighborhood; (2) the proposed combination of existing vehicular entrance from Landover Road; (3) the provision of modern stormwater management; and (4), the augmented landscape planting, that the approval of this particular application would not entail a more adverse impact on the public health, safety and welfare than those inherently associated with food or beverage stores or with gas stations, irrespective of their location in the C-S-C Zone.

STATE OF MARYLAND Department of Assessments and Taxation

I, MICHAEL L. HIGGS OF THE STATE DEPARTMENT OF ASSESSMENTS AND TAXATION OF THE STATE OF MARYLAND, DO HEREBY CERTIFY THAT THE DEPARTMENT, BY LAWS OF THE STATE, IS THE CUSTODIAN OF THE RECORDS OF THIS STATE RELATING TO LIMITED PARTNERSHIPS, OR THE RIGHTS OF LIMITED PARTNERSHIPS TO TRANSACT BUSINESS IN THIS STATE, AND THAT I AM THE PROPER OFFICER TO EXECUTE THIS CERTIFICATE.

I FURTHER CERTIFY THAT KENT VILLAGE LIMITED PARTNERSHIP (M01910496), REGISTERED APRIL 03, 1985, IS A LIMITED PARTNERSHIP EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE STATE OF MARYLAND, AND THAT THE LIMITED PARTNERSHIP IS AT THE TIME OF THIS CERTIFICATE IN GOOD STANDING TO TRANSACT BUSINESS.

IN WITNESS WHEREOF, I HAVE HEREUNTO SUBSCRIBED MY SIGNATURE AND AFFIXED THE SEAL OF THE STATE DEPARTMENT OF ASSESSMENTS AND TAXATION OF MARYLAND AT BALTIMORE ON THIS SEPTEMBER 28, 2021.

Michael L. Higgs

Director

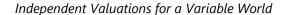


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Qualifications of Edward M. Steere, MSRE, AICP Senior Managing Director – Planning and Market Analysis

Valbridge Property Advisors | Baltimore Washington Metro





Education

MS —

Johns Hopkins University Real Estate

BFA-

Syracuse University
Maxwell School of Citizenship
& Public Affairs, Geography

AICP-

American Planning Association American Institute of Certified Planners

Contact Details

443-333-5521 (direct) 443-333-5445 (fax)

Valbridge Property Advisors | Baltimore Washington Metro 11100 Dovedale Court Marriottsville, MD 21104

ESteere@Valbridge.com www.valbridge.com

Background

Valbridge Property Advisors (October 2017-Present)
Lipman Frizzell & Mitchell LLC (2016-2017)
EMSPlanning LLC, Aberdeen, MD (2009-2015)
Frederick Ward Associates, Bel Air, MD (2003-2009)
Lipman Frizzell & Mitchell LLC, Columbia, MD (2001-2003)
Harford County Planning & Zoning, Bel Air, MD (1990-2001)
Chester County Planning Commission, West Chester, PA (1988-1990)
Fairfax County Public Works, Fairfax, VA (1987-1988)

Expert Witness

Before Maryland public administrative bodies, zoning hearing examiners and/or boards of appeals: Montgomery County, Prince Georges County, Baltimore County, Carroll County, Cecil County, Harford County, City of Laurel, City of Aberdeen, City of Havre de Grace, Town of Bel Air, Town of Elkton, Town of North East, Town of Perryville.

Membership/Affiliations

American Planning Association, American Institute of Certified Planners Lambda Alpha International Land Economics Society (Baltimore), Member Economic Development Advisory Board for Harford County, MD Friends School of Harford Board of Trustees Habitat for Humanity Susquehanna Resource Development Committee Member

Experience

Steere's experience has spanned nearly three decades as a professional in land planning, real estate research, marketing, development, appraisal and public policy across the Mid-Atlantic region. His experience includes both public- and private-sector land planning and zoning; feasibility and site design for development projects including institutional, residential, commercial and industrial; market and financial feasibility analyses for major real estate projects, including mixed use; due diligence research and project entitlement; and advising clients concerning development strategies.

Matthew C. Tedesco

From: Curtis Davis-Olegario <cdavis.olegario@gmail.com>

Sent: Friday, September 3, 2021 9:07 AM

To: Matthew C. Tedesco

Cc: Gregory Proctor; Monroe Harrison

Subject: Re: Response to Community Requests from 8/31/2021 Meeting (RF #411)

Thank you so much, Matt! We really appreciate you all speaking with us this week. I'll get these materials shared with interested homeowners.

On Wed, Sep 1, 2021 at 11:31 AM Matthew C. Tedesco < mtedesco@mhlawyers.com > wrote:

| Citrix Attachments | Expires February 28, 2022 |
|--|---------------------------|
| RYAssociation_202103151130007225.pdf | 4.5 MB |
| Scan.pdf | 276.9 KB |
| SE-4834-Royal Farms 411-Kent Village.GOB.pdf | 464.7 KB |

Hi Curtis.

Thank you again for allowing us to present the proposed Royal Farms project to the Ridges at Landover / Metro Point Community. We greatly enjoyed the meeting and the discussion. As promised, I am writing to you provide you with the follow, which was requested:

- 1. M-NCPPC HOA/Civic Association Registration Form is attached for your use, if needed. If your HOA is not already registered with M-NCPPC, by completing and sending in the attached form, the HOA will be put on M-NCPPC's list, which means you will receive informational mailing letters from applicants proposing new development projects in your community.
- 2. Regarding the question about whether the traffic pattern and any impacts were studied, I inadvertently indicated that a Traffic Impact Analysis was not completed for the application. This was not correct. The applicant did have a Traffic Impact Analysis prepared, which was reviewed by the State Highway Administration and the Transportation Planning Section of M-NCPPC. Both of those referrals are

attached. Based on the analysis that was done and the review by both agencies, all signalized intersections in the study area operate within the acceptable ranges/thresholds, and all of the unsignalized intersections within the study area meet the test with no approach exceeding 50 seconds. The presumed trip cap is also met. Therefore, as determined by the Transportation Planning Section, from the standpoint of transportation, it was determined that the proposed development is acceptable and meets the findings required for a special exception, as described in the Subtitle 27 of the County Code. If you need more information regarding this topic, please let me know.

- 3. A very general breakdown (in no particular order) of what goes into site selection include, but is not limited to:
 - a. zoning classification of the property;
 - b. average daily traffic volumes;
 - traffic patterns and trade areas;
 - d. access to arterial roadways and/or freeways;
 - e. daytime populations;
 - f. proximity to existing commercial/retail/industrial/office/businesses/etc.;
 - g. accessibility (i.e., is the site located at a controlled intersection);
 - h. location of competing uses; and
 - i. location and size of available property.

Thank you again for hosting us, and please do not hesitate to contact us if you need anything or have any follow-up questions.

Matt



Matthew C. Tedesco

Principal*

McNamee Hosea

6411 Ivy Lane, Suite 200 Greenbelt, Maryland 20770 o 301.441.2420

F 301.982.9450

Facebook | mhlawyers.com

*Admitted in Maryland

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Curtis Davis-Olegario

(c) 202-251-7926

(e) cdavis.olegario@gmail.com

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Matthew C. Tedesco

From:

donnie.arrington@gmail.com

Sent:

Wednesday, October 6, 2021 11:59 AM

To:

Matthew C. Tedesco

Cc: Subject: Poteat, Betty M.; McNeil, Maurene E.

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

Thanks for the introduction. I live in the community and wanted to know what was being planned. No questions at this time.

Sent from my iPhone

On Oct 6, 2021, at 11:04 AM, Matthew C. Tedesco <mtedesco@mhlawyers.com> wrote:

Please allow me to introduce myself. I am the local land use attorney for the applicant and would be happy to connect to answer any questions or provide any additional information regarding the request. Please let me know, and we can coordinate a convenient time to connect.

Matt

<image001.png>

Matthew C. Tedesco

Principal*

McNamee Hosea

6411 Ivy Lane, Suite 200

o 301.441.2420

Greenbelt, Maryland 20770

F 301.982.9450

Facebook | mhlawyers.com

*Admitted in Maryland

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From: donnie.arrington@gmail.com <donnie.arrington@gmail.com>

Sent: Wednesday, October 6, 2021 10:55 AM
To: Poteat, Betty M. <bmpoteat@co.pg.md.us>

Cc: McNeil, Maurene E. <MEMcNeil@co.pg.md.us>; Matthew C. Tedesco <mtedesco@mhlawyers.com> Subject: Re: SE/VSE-4834 - Royal Farms #411 (Kent Village))

Thanks for the info. I called into another meeting and forgot. Am adding the 20th to my calendar. Will this link work?

Sent from my iPhone

On Oct 6, 2021, at 9:50 AM, Poteat, Betty M. bmpoteat@co.pg.md.us wrote:

Good Morning Mr./Mrs. Arrington. We missed you in the hearing this morning and hope you did not have a problem getting on board. However, the hearing was rescheduled for October 20, 2021 at 9:00. Should you have any questions and would like to speak with the attorney for the Applicant, his information is listed below. Should you have any questions, do not hesitate to let us know and have a wonderful day.

M atthew Tedesc o, Esq. m tedesco @mhla wyers.c om

This E-mail and any of its attachments may contain Prince George's County Government or Prince George's County 7th Judicial Circuit Court proprietary information or Protected Health Information, which is privileged and confidential. This E-mail is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient of this E-mail, you are hereby notified that any dissemination, distribution, copying, or action taken in relation to the contents of and attachments to this E-mail is strictly prohibited by federal law and may expose you to civil and/or criminal penalties. If you have received this E-mail in error, please notify the sender immediately and permanently delete the original and any copy of this E-mail and any printout.

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Transportation Planning Section

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

301-952-3680

May 25, 2021

MEMORANDUM

TO: Sam Braden, Zoning Review Section, Development Review Division

VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division

FROM: Glen Burton, Transportation Section, Countywide Planning Division

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

Proposal

The applicant is seeking a special exception approval for the purpose of constructing a gas station with a convenience store.

Background

This proposed facility will occupy 4.4 acres within the C-S-C Zone. The property is located within the southwest quadrant of Landover Road (MD 202) and Kent Town Place.

The property is defined by three parcels;

- Parcel G9 = 0.50 acres
- Parcel H = 0.31 acres
- Parcel K (4-86130) = 3.67 acres (approximately 1.06 acres of this are within the development area of the subject application.)

While Parcel K has been the subject of a preliminary plan of subdivision (4-86130), it has never been assigned an explicit trip cap. To determine that entitlement, staff applies the following equation that is used to determine the developable portion of a property. That equation is: 3.67 x 43,560 x 0.4 (FAR) = 63,946 square-feet. Medical office represents one of the highest trip generating use allowed on a C-S-C-Zoned property. Pursuant to the "Guidelines", based on trip rates of 2.85 trips/1,000 square feet of medical use (AM), and 3.8 trips/1,000 square feet (PM), Parcel K could potentially generate $63.946 \times 2.86 = 183$ AM trips and $63.946 \times 3.8 = 243$ PM peak trips. Since only a portion of Parcel K (1.06 acres) will be part of the pending special exception application, that portion could potentially generate $1.06/3.67 \times 183 = 53 \text{ AM trips}$, and $1.06/3.67 \times 183 = 53 \text{ AM trips}$ 243 = 70 PM trips. Regarding the two remaining parcels, they are currently improved with fast food restaurants, both of which will be razed to make room for the proposed service station. Table 1 below shows a breakdown of the trips currently being generated by the existing restaurants, as well as the proposed gas station:

| Table 1 - Trip Generation (existing) | | | | | | | |
|---|---------|------|---------|------|------|-------|--|
| | AM Peak | | PM Peak | | | | |
| | In | Out | Total | In | Out | Total | |
| Fast Food rest. with drive-thru – ITE 934, 1,715 sq. ft. | 35 | 34 | 69 | 29 | 27 | 56 | |
| Less pass-by | -17 | -17 | -34 | -14 | -14 | -28 | |
| Fast Food rest ITE 930, 2,296 sq. ft. | 3 | 2 | 5 | 18 | 14 | 32 | |
| Less pass-by | -2 | -1 | -3 | -11 | -8 | -19 | |
| Total Existing Primary Trips | 19 | 18 | 37 | 22 | 19 | 41 | |
| Potential trip (vested) from Parcel K (based on medical office use). | | | 53 | | | 70 | |
| Total vested trips | | | 90 | | | 111 | |
| Trip Generation (proposed) | | | | | | | |
| Gas Station-Convenience store – ITE 960, With 16 fueling positions and 4,649 square feet | 201 | 201 | 402 | 141 | 172 | 343 | |
| Less pass-by (76%) | -153 | -153 | -306 | -130 | -131 | -261 | |
| Total new trips | 48 | 48 | 96 | 41 | 41 | 82 | |
| | | | | | | | |

The results of the trip analyses show that the proposed development will exceed the trips being generated by the two existing restaurants. However, when the potential trips due to the vesting of a portion of Parcel K (1.06 acres) is factored, the net effect is that the proposed development will have a mixed impact. The morning peak will see a modest increase of 6 trips, while the evening peak will see a decrease of 29 trips. It is noteworthy however, that while medical office use represents a high trip generation, it is conceivable that portions of Parcel K could potentially have been developed as fast food, a use that yields even more traffic, even after the effect of pass-by trips are factored in. It is therefore conceivable that the total vested trips could exceed the trips that are being proposed by the applicant. Since a TIS is being provided, and analyses are done based on the proposed gas station use, a new trip cap will be established based on the trip generation of 96 AM and 82 PM peak trips for the land area being covered by the special exception application.

Traffic impact

Pursuant to the "Transportation Review Guidelines, Part 1" (Guidelines), traffic studies for special exceptions should be prepared for uses generating 100 or more new trips. Based on trip rates from the Guidelines, this proposed development will fall just below that threshold, however, the applicant did provide staff with a traffic impact study (TIS) dated May 2020. The TIS evaluated a total of 12 intersections, eight of which are along MD 202.

The subject property is currently improved and is located within Transportation Service Area (TSA) 1, as defined in the *Plan Prince George's* 2035 *Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation per Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any TSA subject to meeting the geographical criteria in the "Guidelines".

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections:

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

The following represents the intersections deemed critical and the reported levels of service:

| EXISTING CONDITIONS | | | | | |
|--|--------------|--------------|--|--|--|
| Intersection | AM | PM | | | |
| | (LOS/CLV) | (LOS/CLV) | | | |
| MD 202 and Old Landover Road | C/1182 | B/1064 | | | |
| MD 202 and Pinebrook Avenue | C/1152 | C/1254 | | | |
| MD 202 and Kent Town Drive * | 11.7 seconds | 19.3 seconds | | | |
| MD 202 and Site Access * | NA** | 17.2 seconds | | | |
| MD 202 and Kent Town Drive – 75th Avenue | C/1281 | D/1409 | | | |
| MD 202 and Kent Village Drive * | 9.1 seconds | 10.9 seconds | | | |
| MD 202 and Dodge Park Road | B/1088 | A/928 | | | |
| MD 202 and Fire House Road - Shopping Center | B/1112 | C/1197 | | | |
| Kent Town Place and Site Access * | NA | 12.8 seconds | | | |
| Kent Town Drive and Kent Town Place * | 9.8 seconds | 12.7 seconds | | | |
| Kent Village Drive and Kent Town Drive * | 9.0 seconds | 8.9 seconds | | | |
| Kent Town Drive and Site Access * | NA | 8.9 seconds | | | |

^{*} Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study. ** The existing development does not generate traffic during the AM peak hour.

In evaluating traffic under total condition, the TIS included one background development. Additionally, the traffic data was expanded by a growth of one percent for six years. The final addition to the existing data was the additional trips being proposed by the development in Table 1 above. The resulting levels of service under total traffic are as follows:

| TOTAL CONDITIONS | | | | | |
|--|--------------|--------------|--|--|--|
| Intersection | AM | PM | | | |
| | (LOS/CLV) | (LOS/CLV) | | | |
| MD 202 and Old Landover Road | C/1297 | C/1163 | | | |
| MD 202 and Pinebrook Avenue | D/1323 | D/1375 | | | |
| MD 202 and Kent Town Drive * | 12.3 seconds | 21.2 seconds | | | |
| MD 202 and Site Access * | 14.8 seconds | 29.6 seconds | | | |
| MD 202 and Kent Town Drive – 75th Avenue | D/1385 | E/1525 | | | |
| MD 202 and Kent Village Drive * | 9.3 seconds | 10.9 seconds | | | |
| MD 202 and Dodge Park Road | C/1175 | B/1001 | | | |
| MD 202 and Fire House Road - Shopping Center | B/1195 | C/1287 | | | |
| Kent Town Place and Site Access * | 13.1 seconds | 14.3 seconds | | | |
| Kent Town Drive and Kent Town Place * | 10.0 seconds | 13.4 seconds | | | |
| Kent Village Drive and Kent Town Drive * | 9.3 seconds | 9.1 seconds | | | |
| Kent Town Drive and Site Access * | 9.0 seconds | 9.4 seconds | | | |

^{*} Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.

The resulting analyses show that all of the intersections deemed to be critical will operate with adequate levels of service.

Master Plan, Site Access and Circulation

The property is located in an area where the development policies are governed by the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment*, as well as the *Approved Countywide Master Plan of Transportation, November 2009*. The site plan fronts on Landover Road (MD 202), a master planned arterial (A-20), however no additional right-of-way will be required. The plan proposes four access points which are adequate to serve the development. Staff has no issues with future circulation on the site.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a special exception site plan as described in the Subtitle 27 of the County Code.