



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

CSP-01008/01 and 4-01026 Reconsideration Hearings

Application	General Data	
Project Name: Greenbelt Station Location: North of Greenbelt Road (MD 193) between Metro/CSX Railroad and Cherrywood Lane, south of the Capital Beltway (I-95/495). Applicant/Address: Greenbelt Metropark, LLC c/o Norman Rivera Rifkin, Livingston, Levitan & Silver, LLC 7979 Old Georgetown Road, Suite 400 Bethesda, MD 20814 Property Owner: Greenbelt Metropark, LLC 5450 Branchville Road College Park, MD 20741	Planning Board Hearing Date:	07/26/12
	Staff Report Date:	07/18/12
	Date Received:	06/15/12
	Planning Board Action Limit:	N/A
	Plan Acreage:	243.01
	Zone:	M-X-T & D-D-O
	Uses:	Dwellings, Retail, Commercial, Hotel
	Outlots:	2
	Parcels:	14
	Planning Area:	67
	Tier:	Developed
	Council District:	01
	Election District	21
	Municipality:	Greenbelt
	200-Scale Base Map:	211NE05

Purpose of Application	Notice Dates	
RECONSIDERATION HEARINGS: The Planning Board granted a reconsideration of Conceptual Site Plan CSP-01008/01 on July 12, 2012 for Condition 2 and Finding 17; and reconsideration of Preliminary Plan of Subdivision 4-01026 on May 10, 2012 for Condition 2 and Finding 7, related to the transportation analysis only.	Previous Parties of Record (Applicant):	06/15/12
	Previous Parties of Record both cases (M-NCPPC):	07/13/12

Staff Recommendation		Staff Reviewer: Whitney Chellis Phone Number: 301-952-4325 E-mail: Whitney.Chellis@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

July 17, 2012

MEMORANDUM

TO: The Prince George's County Planning Board

FROM: Whitney Chellis, Subdivision Section Supervisor, Development Review Division

SUBJECT: Reconsideration Hearings for Greenbelt Station
Conceptual Site Plan CSP-01008/01 and Preliminary Plan of Subdivision 4-01026

The Planning Board granted a waiver and reconsideration for Conceptual Site Plan (CSP) CSP-01008/01 on July 12, 2012, and granted a waiver and reconsideration for Preliminary Plan of Subdivision (PPS) 4-01026 on May 10, 2012. In both cases, the applicant presented evidence that an error may have occurred in the approval of these cases related to the transportation analysis. These reconsiderations were set in for the Planning Board hearing of July 26, 2012 to evaluate the substantive issues associated with the applicant's request.

The property is located in the Developed Tier, on the south side of the Capital Beltway (I-95/I-495), east of the CSX railroad tracks, west of Cherrywood Lane, and north of Branchville Road. The site is 243.01 acres and zoned Mixed Use-Transportation Oriented (M-X-T). The property is referred to as the North Core and the South Core. The CSP was originally approved and the resolution adopted on July 26, 2001 (PGCPB Resolution No. 06-32). The District Council affirmed the Planning Board's decision in September of 2001. The PPS was originally approved on September 6, 2001 and the resolution adopted in 2001 (PGCPB Resolution No. 01-130).

The 2001 original approvals for both the CSP and PPS include a transportation analysis, as required. In both cases, the transportation analysis was evaluated based on a level-of-service (LOS) D. At that time LOS D was the standard for the analysis of transportation adequacy for the county, saving limited cases. In 2002, the county adopted the 2002 *Prince George's County Approved General Plan*. The General Plan set forth the land use policies of the county and adopted three tiers (Developed, Developing, and Rural). This new land use policy included the adoption of a different transportation level-of-service standard for each of the three tiers. In the Developed Tier the LOS is E; the Developing Tier D; and the Rural Tier C. Therefore, the applicable LOS for this property in the Developed Tier is E, a change from the original approvals which was based on a LOS D.

Subsequent to the Planning Board's approval of these cases, the CSP was appealed to the Circuit Court relating to the guarantee of funding for the transportation facilities that were required as a part of the finding of transportation adequacy. On or after August 30, 2004, the Court of Special Appeals of Maryland reversed the judgment of the Circuit Court and remanded the CSP case back to the Circuit Court for further proceedings in accordance with its opinion. In addition, the Court found that the order of approvals of Section 27-270 of the Zoning Ordinance required that the CSP be approved prior to the PPS. Therefore, on February 2, 2005, the Circuit Court ordered that the Planning Board's approval of the PPS be reversed to provide that its approval would be subsequent to the CSP final decision.

To address the court's remand, a revision was filed to the CSP (/01) and a reconsideration was granted for the PPS. On September 15, 2005, the Planning Board approved the CSP and PPS with modifications to the original conditions and findings consistent with the decision of the court, which included a revision to the phasing and land use quantities based on a revised traffic study. Of note here, is that the transportation analysis in both cases was based on the LOS D standard, which was no longer applicable in the Developed Tier. Staff agrees in this instance, where the applicable standard changed while the CSP was on appeal and where the court found that the PPS approval could not stand outside the Order of Approval contained in Section 27-270 of the Zoning Ordinance, that the applicable LOS in these cases should have been analyzed based on a LOS E in 2005.

Staff has conducted an analysis of the 2005 revised traffic study and the conditions of approval for both the CSP and PPS, and determined that there are several conditions of the approvals, relating to transportation adequacy LOS E, which should not have been required of the applicant in 2005 when the Planning Board reapproved these cases. There are several improvements related solely to Greenbelt Road (MD 193) and the required phasing that would not have been required based on the facts as they existed in 2005 under a LOS E as opposed to a LOS D standard. Staff recommends that those improvements not be required and the phasing of improvements be adjusted accordingly.

The current CSP approval (CSP-01008/01) includes 2,415,000 square feet of office/retail, a 300-room hotel, and 2,250 dwelling units. The PPS (4-01026) is for 3,440,000 square feet of office/retail, a 550-room hotel, and 1,660 dwelling units. While the amount of development is different in these two cases, the use mix is consistent and both are subject to a trip cap of 4,030 AM and 6,879 PM peak-hour vehicle trips.

RECOMMENDATION

Staff recommends that the Planning Board APPROVE CSP-01008/01 and PPS 4-01026 subject to amended Finding 17 (PGCPB Resolution No. 06-32) File CSP-01008/01, and amended Finding 7 (PGCPB Resolution No. 01-130(A)/2) File 4-01026, pursuant to the Transportation Planning Section's memorandum dated July 16, 2012 (Masog to Chellis) with the following revised conditions:

CSP-01008/01 (PGCPB Resolution No. 06-32)

Revised Condition 2:

2. Development of this site shall be developed as two phases within the context of planned transportation improvements. Prior to the issuance of any building permits within the subject property during the given phase, the following road improvements associated with the phase shall:

- (a) have full financial assurances or

- (b) have been permitted for construction through the operating agency's access permit process, and
 - (c) have an agreed-upon timetable for construction with the appropriate operating agency:
- A. Phase I: Limited to uses generating no more than the number of peak-hour trips 439 AM peak-hour vehicle trips and 933 PM peak-hour vehicle trips). The transportation improvements include:
 - i. ~~MD 193/Rhode Island Avenue: Construct a second left-turn lane along the southbound Rhode Island Avenue approach. Construct a third westbound through lane beginning east of the intersection and extending west to the northbound US 1 ramp. Modify signals and pavement markings as needed.~~
 - ii. MD 193/Greenbelt Road: Construct a second left-turn lane along the westbound MD 193 approach. Modify signals and pavement markings as needed.
 - iii. Cherrywood Lane/Springhill Drive: Prior to the approval of the first detailed site plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to the appropriate operating agency/agencies at this location. If deemed warranted by the responsible agency, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.
 - iv. MD 193/Site Access: Construct this access point to SHA standards as a signalized intersection, with separate outbound right-turn and left-turn lanes and exclusive left-turn and right-turn lanes into the site. Also, prior to the approval of the first detailed site plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to the appropriate operating agency/agencies at this location. If deemed warranted by the responsible agency, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit and install the signal if directed prior to the release of the bonding for the signal.
 - v. Cherrywood Lane/Metro Access Drive: Install a single lane roundabout.
- B. Phase II: Limited to uses generating no more than the number of peak-hour trips (4,030 AM peak-hour vehicle trips and 6,879 PM peak-hour vehicle trips). The transportation improvements include:
 - i. MD 193/site access: Construct a second left-turn lane along the southbound site access approach. Modify signals and pavement markings as needed.
 - ii. I-95/I-495/Greenbelt Metro Access Drive: Provide a new ramp into the site from northbound I-95/I-495 and a new ramp from the site onto southbound I-95/I-495 (complete existing I-95/I-495/Greenbelt Metro Access Drive interchange).

- iii. MD 193/62nd Street: Construct a second northbound approach lane (within the existing right-of-way). Modify traffic signal and pavement markings as needed.
- iv. MD 201: Construct or bond the following road improvements to MD 201. These road improvements are the improvements that are required to meet the Adequate Public Facilities Ordinance. At the current time, improvements to MD 201 are not listed in the State Highway Administration's Consolidated Transportation Program. The applicant will either make the improvements noted below or provide funding to the appropriate governmental agency at a cost of \$3.5 million (with appropriate inflation index) toward the ultimate MD 201 improvements.
 - a. MD 201/Cherrywood Lane: Construct a second northbound through lane, begin 1,000 feet south of Cherrywood Lane and extend north for 2,500 feet. Construct a second left-turn lane along the eastbound Cherrywood Lane approach. Modify traffic signal and pavement markings as needed.
 - b. MD 201/Sunnyside Avenue: Construct second through lane northbound and southbound along MD 201 a total distance of 2,500 feet in each direction. Modify traffic signal and pavement markings as needed.

4-01026 (PGCPB Resolution No. 01-130(A)/2)

Revised Condition 2:

- 2. Development of this site shall be developed as phases within the context of planned transportation improvements. All planned transportation improvements may be funded by the applicant or by others. Prior to the issuance of any building permits within the subject property during the given phase, the following road improvements associated with the phase shall (a) have full financial assurances, or (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Phase I: Limited to 900 residences, of which no fewer than 350 shall be senior housing residences, and 180,000 square feet of retail space; or different uses generating no more than the number of peak-hour trips (412 AM peak-hour vehicle trips and 933 PM peak-hour vehicle trips) generated by the above development. Transportation improvements:
 - (1) ~~MD 193/Rhode Island Avenue: Construct a second left turn lane along the southbound Rhode Island Avenue approach. Construct a third westbound through lane beginning east of the intersection and extending west to the northbound US 1 ramp. Modify signals and pavement markings as needed.~~
 - (2) MD 193/Greenbelt Road: Construct a second left-turn lane along the westbound MD 193 approach. Modify signals and pavement markings as needed.
 - (3) ~~MD 193/Cherrywood Lane/60th Street: Convert the existing right turn lane to a free-flowing right turn lane along the southbound Cherrywood Lane approach. Construct a second left turn lane along the eastbound MD 193 approach. Modify signals and pavement markings as needed.~~

- (4) (3) MD 201/Cherrywood Lane: Construct a second northbound through lane along MD 201. Construct a second left-turn lane along the eastbound Cherrywood Lane approach. Modify signals and pavement markings as needed.
- (5) (4) Cherrywood Lane/Metro Access Roadway: Prior to the approval of the Detailed Site Plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to the appropriate operating agency(ies) at this location. If deemed warranted by the responsible agency, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.
- (6) (5) Cherrywood Lane/Springhill Drive: Prior to the approval of the Detailed Site Plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to the appropriate operating agency(ies) at this location. If deemed warranted by the responsible agency, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.
- (7) (6) MD 193/site access: Construct this access point to SHA standards as a signalized intersection, with separate outbound right-turn and left-turn lanes and exclusive left-turn and right-turn lanes into the site.
- (8) **~~MD 201 from Cherrywood Lane to Sunnyside Avenue: Widen to four-lane roadway with two northbound and two southbound lanes, including the associated improvements to the MD 201/Sunnyside Avenue intersection, or other improvements that create equivalent capacity.~~**

b. Phase II: Limited to 1,660 residences, of which no fewer than 350 shall be senior housing residences, 1,380,000 square feet of retail space, 1,140,000 square feet of general office space, and 250 hotel rooms; or different uses generating no more than the number of peak-hour trips (2,859 AM peak-hour vehicle trips and 5,420 PM peak-hour vehicle trips) generated by the above development. Transportation improvements:

- (1) MD 193/site access: Construct a second left-turn lane along the south-bound site access approach. Modify signals and pavement markings as needed.
- (2) Cherrywood Lane/Ivy Lane: Prior to the approval of the Detailed Site Plan for portions of the subject property under Phase II, the applicant shall submit an acceptable traffic signal warrant study to the appropriate operating agency(ies) at this location. If deemed warranted by the responsible agency, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.
- (3) Provide a new ramp into the site from northbound I-95/I-495 and a new ramp from the site onto southbound I-95/I-495.
- (4) **MD 201 from Cherrywood Lane to Sunnyside Avenue: Widen to four-lane roadway with two northbound and two southbound lanes, including the associated improvements to the MD 201/Sunnyside Avenue intersection, or other improvements that create equivalent capacity.**

- c. Phase III: Limited to 1,660 residences, of which no fewer than 350 shall be senior housing residences, 1,580,000 square feet of retail space, 1,860,000 square feet of general office space, and 550 hotel rooms; or different uses generating no more than the number of peak-hour trips (4,030 AM peak-hour vehicle trips and 6,879 PM peak-hour vehicle trips) generated by the above development. Transportation improvements:
- (1) MD 193/site access: Construct a second left-turn lane along the east-bound MD 193 approach. Modify signals and pavement markings as needed.
 - (2) Provide a connection between the subject property, the USDA facility, and Sunnyside Avenue, or other improvements that create equivalent capacity.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mnccpc.org

July 16, 2012

MEMORANDUM

TO: Whitney Chellis, Subdivision Section, Development Review Division

FROM: Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: CSP-01008/01 and 4-01026, Greenbelt Station, Reconsideration of Condition 2 of PGCPB No. 06-32 for the Conceptual Site Plan and Condition 2 of PGCPB No. 01-130(A)/2 for the Preliminary Plan of Subdivision

The Transportation Planning Section has reviewed the reconsideration request referenced above. The subject property consists of approximately 243 acres of land in the M-X-T Zone. The property is located on the south side of the Capital Beltway (I-95/I-495), east of the CSX railroad tracks, west of Cherrywood Lane, and north of Branchville Road. The applicant proposes a mixed-use development that is controlled by an overall trip cap.

The Planning Board voted to reconsider Condition 2, along with Finding 7, of the resolution approving the preliminary plan. Also, the Planning Board voted to reconsider Condition 2, along with Finding 17, of the resolution approving the conceptual site plan. All information in support of the reconsideration request was provided with the request. These materials have been reviewed and analyzed by the staff of the Transportation Planning Section.

Review Comments

The two reconsideration requests are essentially parallel requests that are intended to address the same issue within both resolutions. On September 15, 2005, the Planning Board reconsidered the conceptual site plan and the preliminary plan of subdivision, and approved the subject applications with modifications to the original conditions and findings, consistent with the decision of the Court of Special Appeals of Maryland. In that decision, the Court held that the original approval of Conceptual Site Plan CSP-01008, a necessary approval to support the preliminary plan, erred by not requiring the applicant to guarantee funding for the transportation facilities that were required as a part of the finding of transportation adequacy.

In handling that narrow issue of bringing all approvals regarding this site into line with the Court decision, no attention was given on the part of the applicant or planning staff to the issue of the policy level of service. In fact, with a re-approval of both cases through the reconsideration process, the policy level of service should have been a key parameter within the process.

Also, as a part of the review of CSP-01008/01, the phasing and land use quantities were revised, and a revised traffic study was done at that time to reflect these changes. The changes were reflected in the resolution approving that conceptual site plan, but were never incorporated into the preliminary plan resolution.

As a point of fact, the site is located within the Developed Tier, as defined in the *Prince George's County Approved General Plan*. Furthermore, the site is located within a Regional Center, as defined in the same planning document. 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, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the “Guidelines for the Analysis of the Traffic Impact of Development Proposals.”

Unsignalized intersections: The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

In reviewing the traffic analysis results, it is determined that several transportation improvements should appropriately be deleted, as they would not have been required had the correct policy standard been considered.

A salient consideration is that, given that the applicant has already accepted conditions to construct certain roadway improvements, the conditions should not be eliminated because any improvements to the roadway system can be considered as a benefit to the traveling public. However, within the context of the *Prince George's County Approved General Plan*, LOS E, not LOS D, has been determined to be the preferred service level standard. LOS E is considered to be a more urban standard that is more consistent with pedestrian activity and the encouragement of transit usage. By adopting the general plan, the District Council is signaling that these benefits are more important within the Developed Tier than the benefits of automobile traffic moving at a greater speed with fewer impediments.

A more difficult issue involves the staging of the conditions. When the staging was prepared, the underlying presumption was that the entire Greenbelt Station site would develop together with the needed transit and pedestrian connections to Metrorail and a true mix of uses. As the portion of the site known as the South Core has evolved, however, the plan for that portion is mostly residential, and the timing of the internal connector road that brings residents into close proximity to the Metrorail station is not known. Without the benefit of the mix of uses, a trip reduction due to internal trip capture is not available. Without the connection to Metrorail, the trip reduction due to transit usage is not fully available. The applicant has provided a study that documents that the site trip generation for the South Core, given the planned uses without a direct roadway connection to the Metrorail station, is 566 AM and 822 PM peak hour vehicle trips.

Once the development on the remainder of the Greenbelt Station site (termed the North Core) is complete, it is estimated that the South Core, by itself, would generate 412 AM and 933 PM peak hour vehicle trips (it is noted that the South Core intends to retain its right to develop uses that generate up to 933 PM peak hour trips even though the future trip generation will probably be less than that number). The trip caps for the overall Greenbelt Station site shall remain unchanged at 4030 AM peak hour vehicle trips and 6879 PM peak hour vehicle trips.

CSP-01008/01: Recommended Revised Findings

It is recommended that the following findings be modified as noted within Finding 17:

(after Table 4, page 25, add the following)

Staging:

When the staging was prepared in the initial traffic study, the underlying presumption was that the entire Greenbelt Station site would develop together with the needed transit and pedestrian connections to Metrorail and a true mix of uses. As the portion of the site known as the South Core has evolved, however, the plan for that portion is mostly residential, and the timing of the internal connector road that brings residents into close proximity to the Metrorail station is not known. Without the benefit of the mix of uses, a trip reduction due to internal trip capture is not available. Without the connection to Metrorail, the trip reduction due to transit usage is not fully available. The applicant has provided a study that documents that the site trip generation for the South Core, given the planned uses without a direct roadway connection to the Metrorail station, is 566 AM and 822 PM peak hour vehicle trips.

Once the development on the remainder of the Greenbelt Station site (termed the North Core) is complete, it is estimated that the South Core, by itself, would generate 412 AM and 933 PM peak hour vehicle trips (it is noted that the South Core intends to retain its right to develop uses that generate up to 933 PM peak hour trips even though the future trip generation will probably be less than that number). The trip caps for the overall Greenbelt Station site shall remain unchanged at 4030 AM peak hour vehicle trips and 6879 PM peak hour vehicle trips. The phasing of the transportation improvements should reflect this situation.

(at the end of the finding on Page 26, add the following)

The conditions in the recommendation section below are made consistent with the policy level of service for properties within a Regional Center in the Developed Tier, as defined in the *Prince George's County Approved General Plan*.

(within Table 4, Page 25, display the following information in regular, not bold, type)

MD 193/Rhode Island Avenue	1,566	1,597	E	E
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CSP-01008/01: Recommended Revised Condition

It is recommended that the overall existing Condition 2 be modified by deleting Condition 2(A)(i).

As a means of addressing the phasing issue, Condition 2(A) should be modified as follows:

- A. Phase I: Limited to uses generating no more than the number of peak-hour trips as follows: (1) The trip cap for the South Core prior to the development of the North Core shall be 566 AM peak-hour trips and 933 PM peak-hour trips; and (2) at such time as the North Core develops with a vehicular connection to the South Core and access to the Greenbelt Metrorail Station, the trip cap in Phase I shall be 412 AM peak-hour trips and 933 PM peak-hour trips.

As a formatting issue in the current overall Condition 2, it is noted that the last two items of Condition 2, labeled (a) and (b), are actually part of Condition 2(B)(iv) but are not formatted to indicate this. Items (a) and (b) should be shown as Conditions 2(B)(iv)(a) and 2(B)(iv)(b) respectively.

4-01026: Recommended Revised Findings

It is recommended that the following findings within Finding 7 be modified as shown, with deletions shown as a strikeout and additions shown with an underline:

~~The transportation staff is aware that the applicant seeks to revise the land use quantities within the proposal, and that a revision of the scope of off-site transportation improvements will also be considered. Nonetheless, those revisions are not part of this reconsideration, and there will be a later opportunity to review these important issues as part of a subsequent proposal.”~~

As a part of the review of CSP-01008/01, the phasing and land use quantities were revised, and a revised traffic study was done at that time to reflect these changes. The changes were reflected in the resolution approving that conceptual site plan, but were never incorporated into the preliminary plan resolution.

Staging:

When the staging was prepared in the initial traffic study, the underlying presumption was that the entire Greenbelt Station site would develop together with the needed transit and pedestrian connections to Metrorail and a true mix of uses. As the portion of the site known as the South Core has evolved, however, the plan for that portion is mostly residential, and the timing of the internal connector road that brings residents into close proximity to the Metrorail station is not known. Without the benefit of the mix of uses, a trip reduction due to internal trip capture is not available. Without the connection to Metrorail, the trip reduction due to transit usage is not fully available. The applicant has provided a study that documents that the site trip generation for the South Core, given the planned uses without a direct roadway connection to the Metrorail station, is 566 AM and 822 PM peak hour vehicle trips.

Once the development on the remainder of the Greenbelt Station site (termed the North Core) is complete, it is estimated that the South Core, by itself, would generate 412 AM and 933 PM peak hour vehicle trips (it is noted that the South Core intends to retain its right to develop uses that generate up to 933 PM peak hour trips even though the future trip generation will probably be less than that number). The trip caps for the overall Greenbelt Station site shall remain unchanged at 4030 AM peak hour vehicle trips and 6879 PM peak hour vehicle trips. The phasing of the transportation improvements should reflect this situation.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the subject plan as required under Section 24-124 of the Prince George’s County Code. ~~It is recommended that all existing transportation-related conditions be retained, and that two additional conditions be required to ensure consistency with the underlying Conceptual Site Plan CSP-01008.~~

The conditions in the recommendation section are made consistent with the policy level of service for properties within a Regional Center in the Developed Tier, as defined in the Prince George's County Approved General Plan. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

Unsignalized intersections: The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

4-01026: Recommended Revised Condition

It is recommended that the overall existing Condition 2 be modified by deleting Condition 2(a)(1) and Condition 2(a)(3). Also, Condition 2(a)(8) should be deferred to Phase II, thereby becoming Condition 2(b)(4).

As a means of addressing the phasing issue, Condition 2(A) should be modified as follows:

- A. Phase I: Limited to uses generating no more than the number of peak-hour trips as follows: (1) The trip cap for the South Core prior to the development of the North Core shall be 566 AM peak-hour trips and 933 PM peak-hour trips; and (2) at such time as the North Core develops with a vehicular connection to the South Core and access to the Greenbelt Metrorail Station, the trip cap in Phase I shall be 412 AM peak-hour trips and 933 PM peak-hour trips.