



TUESDAY, SEPTEMBER 20, 2016
CITY OF COLLEGE PARK
COUNCIL CHAMBERS

WORKSESSION AGENDA
7:30 P.M.

(There will be a closed session at the end of the Worksession)

COLLEGE PARK MISSION STATEMENT

The City Of College Park Provides Open And Effective Governance And Excellent Services That Enhance The Quality Of Life In Our Community.

Time		Item	Staff/Council
7:30		CALL TO ORDER	
		CITY MANAGER'S REPORT	
		AMENDMENTS TO AND APPROVAL OF THE AGENDA	
Discussion Items			
7:35	1	<i>Proposed Consent:</i> Resolution of the Mayor and Council adopting the recommendation of the Advisory Planning Commission Regarding Variance Number CPV-2016-08, located at 5103 Mineola Road, College Park, Maryland, Recommending Approval of a Variance from Sec. 27-442 (e) Table IV, footnote 8 of the Prince George's County Zoning Ordinance, which prescribes a minimum side yard setback. <i>(Appeal period ends September 27)</i>	
	2	<i>Proposed Consent:</i> Resolution of the Mayor and Council adopting the recommendation of the Advisory Planning Commission Regarding Variance Number CPV-2016-10, Located at 4925 Lackawanna Street, College Park, Maryland, Recommending Approval of a 6-foot Variance from Sec. 27-442 (e) Table IV of the Prince George's County Zoning Ordinance, which prescribes a minimum front yard setback. <i>(Appeal period ends September 27)</i>	
7:40	3	Discussion with University of Maryland representatives about their full plan of parking reductions and the impact to the City (20) Guest: David Allen, Department of Transportation Services	

8:00	4	Detailed Site Plan for LIDL (for approval in Special Session on October 4) (30) Guests: Attorney Matt Tedesco and LIDL Applicants	Terry Schum, Director of Planning
8:30	5	Special Session: Authorization for the City to enter into negotiations with the University of Maryland on their child care proposal for Calvert Road School (30)	Scott Somers, City Manager
9:00	6	Discussion of Seniors Program and Aging-In-Place Task Force Report Recommendations (30)	Peggy Higgins, Director of Youth, Family and Senior Services
9:30	7	Discussion of transportation issues and discussion of the request to provide Commuter Shuttle Bus Service and discussion of transportation needs revealed by the Aging-In-Place Task Force Report (30)	Mayor and Council
10:00	8	Resolution to establish a "Candidates' Debate Workgroup" and appointments to the Workgroup (10)	Janeen S. Miller, City Clerk
10:10	9	Requests For/Status of Future Agenda items	Mayor and Council
10:15	10	Appointments to Boards and Committees	Mayor and Council
10:20	11	Mayor and Councilmember Comments	Mayor and Council
10:25	12	City Manager's Comments	Scott Somers, City Manager

INFORMATION/STATUS REPORT

- 1) Draft September 2016 Strategic Plan Report

CLOSED SESSION

- 1) To discuss a matter related to a negotiating strategy, consider matters related to the acquisition or sale of real property for a public purpose, and consider matters relating to a proposal for a business to locate in the County
- 2) To discuss a personnel matter

This agenda is subject to change. Item times are estimates only. For the most current information, please contact the City Clerk. In accordance with the Americans with Disabilities Act, if you need special assistance, please contact the City Clerk's Office and describe the assistance that is necessary. City Clerk's Office: 240-487-3501

1

CPV-2016-08,
5103 Mineola
Road



Resolution of the Advisory Planning Commission of the City of College Park, Maryland, Regarding Variance Number CPV-2016-08, located at 5103 Mineola Road College Park, Maryland, Recommending Approval of a Variance from Sec. 27-442 (e) Table IV, footnote 8 of the Prince George's County Zoning Ordinance, which Prescribes a Minimum Side Yard Setback.

WHEREAS, the City of College Park, Maryland ("City") has, pursuant to §190-1 et seq. of the Code of the City of College Park ("City Code"), and in accordance with Sec. 27-924 of the Prince George's County Zoning Ordinance ("Zoning Ordinance"), enacted procedural regulations governing any or all of the following: departures from design and landscaping standards, parking and loading standards, sign design standards, and variances for lot coverage, setback, and similar requirements for land within the corporate boundaries of the City, alternative compliance from landscaping requirements, certification, revocation, and revision of nonconforming uses, and minor changes to approved special exceptions; and

WHEREAS, the City is authorized by §190-1 et seq. to grant an application for a variance where, by reason of exceptional narrowness, shallowness, shape, topography, or other extraordinary situation or condition of the specific parcel of property, the strict application of the Zoning Ordinance would result in peculiar and unusual practical difficulties or an exceptional or undue hardship upon the owner of the property, and a variance can be granted without substantial impairment of the intent, purpose and integrity of the General Plan or Master Plan; and

WHEREAS, the Advisory Planning Commission ("APC") is authorized by §190-3 of the City Code to hear requests for variances from the terms of the Zoning Ordinance with respect to lot coverage, setback, and similar requirements, including variances from Section 27-442 (e) Table IV, footnote 8, of the Zoning Ordinance and to make recommendations to the City Council in connection therewith; and

WHEREAS, Section 27-442 (e), Table IV, footnote 8 of the Zoning Ordinance prescribes a minimum side yard setback of 7 feet in the R-55 zoning district; and

WHEREAS, on July 26, 2016, Vickey Bennett ("Applicant"), submitted an application for a variance from Section 27-442(e) Table IV, footnote 8., to permit a waiver of the western side yard setback to allow for a roof to be placed over an existing patio.

WHEREAS, on September 1, 2016, the APC conducted a hearing on the merits of the variance application, at which the APC heard testimony and

accepted evidence including the staff report, Exhibits 1-8, and the staff presentation with respect to whether the subject application meets the standards for a variance set forth in §190-4 of the City Code.

NOW, THEREFORE, BE IT RESOLVED by the Advisory Planning Commission of the City of College Park, with the following members present and voting, Lawrence Bleau, Christopher Gill (Chair), Rose Greene-Colby, Kate Kennedy, James McFadden, Denise Mitchell and John Rigg that:

Section 1 Based on the evidence and testimony presented at the hearing with respect to the subject variance application, the APC makes the following findings of fact:

- 1.1 The Property is located at 5103 Mineola Road in the Hollywood subdivision.
- 1.2 The Property and the surrounding neighborhood is zoned R-55, single-family residential.
- 1.3 The property is rectangular in shape with a width of 50-feet and a length of 100-feet.
- 1.4 The property has an area of 5,000 square feet.
- 1.5 The original house was constructed in 1950, with a side door entrance but no rear door entrance.
- 1.6 The lot coverage is currently 17%. With the proposed roof, it will be 22% which meets the maximum permitted lot coverage of 30%.
- 1.7 The western side yard is improved with an existing patio along the side of the house, which has been covered with wood planking. The variance would allow a roof to be placed over the patio area, which would not be enclosed.
- 1.8 There are a number of side yard patios in the neighborhood that are covered.
- 1.9 A driveway in the front yard was removed and grass planted. The apron remains.
- 1.10 The Applicant testified that he has a need for a handicapped accessible entrance due to health conditions. The covered patio would allow the easiest, weather protected access to the house. The side entrance can more readily be made handicapped accessible than the front entrance which is at the top of a number of steps.

Section 2 The APC makes the following conclusions of law:

- 2.1 The property has exceptional conditions due to the unique combination of a narrow lot, the position of the house on the lot, and the location of a door on the side of the house.

- 2.2 The strict application of the Zoning Ordinance will result in a peculiar and unusual practical difficulty to the Applicants by preventing them from taking full advantage of the side entrance when they have need of an accessible, weather-proof entrance.
- 2.3 Waiving the setback requirement of 7 feet will not substantially impair the intent, purpose or integrity of any applicable County General Plan or County Master Plan because covered side yard patios with no side yard setback are a common feature in this neighborhood. There will still be a sufficient separation between the adjoining house and this will not create a health and safety hazard, if the recommended conditions are applied.

Section 3 Based on the evidence and testimony presented, and the findings of fact and conclusions of law set forth hereinabove, the APC recommends, by a 7-0-0 vote, approval of a waiver from Section 27-442 (e) Table IV, footnote 8 which prescribes a minimum side yard setback to allow for a roof over the existing patio with the following two conditions:

- 1. The patio shall not be enclosed unless another variance is requested.
- 2. A gutter shall be installed to the proposed roof with a downspout that directs away from the adjoining property to the west.

So recommended this 1st day of September, 2016
The Advisory Planning Commission of the
City of College Park, Maryland

Chris Gill (MAB)
Christopher Gill, Chair

Dated: 9/12/16

2

CPV-2016-10,
4925
Lackawanna
Street



Resolution of the Advisory Planning Commission of the City of College Park, Maryland, Regarding Variance Number CPV-2016-10, Located at 4925 Lackawanna Street, College Park, Maryland, Recommending Approval of a 6-foot Variance from Sec. 27-442 (e) Table IV of the Prince George’s County Zoning Ordinance, which prescribes a minimum front yard setback.

WHEREAS, the City of College Park, Maryland (“City”) has, pursuant to §190-1 et seq. of the Code of the City of College Park (“City Code”), and in accordance with Sec. 27-924 of the Prince George’s County Zoning Ordinance (“Zoning Ordinance”), enacted procedural regulations governing any or all of the following: departures from design and landscaping standards, parking and loading standards, sign design standards, and variances for lot coverage, setback, and similar requirements for land within the corporate boundaries of the City, alternative compliance from landscaping requirements, certification, revocation, and revision of nonconforming uses, and minor changes to approved special exceptions; and

WHEREAS, the City is authorized by §190-1 et seq. to grant an application for a variance where, by reason of exceptional narrowness, shallowness, shape, topography, or other extraordinary situation or condition of the specific parcel of property, the strict application of the Zoning Ordinance would result in peculiar and unusual practical difficulties or an exceptional or undue hardship upon the owner of the property, and a variance can be granted without substantial impairment of the intent, purpose and integrity of the General Plan or Master Plan; and

WHEREAS, the Advisory Planning Commission (“APC”) is authorized by §190-3 of the City Code to hear requests for variances from the terms of the Zoning Ordinance with respect to lot coverage, setback, and similar requirements, including variances from Sec. 27-442 (e) Table IV of the Zoning Ordinance and to make recommendations to the City Council in connection therewith; and

WHEREAS, Section 27-442 (e), Table IV of the Zoning Ordinance prescribes a minimum front yard setback of 25 feet in the R-55 zoning district; and

WHEREAS, on August 15, 2016, Benjamin and Tracy Busch (the “Applicants”), submitted an application for a variance from Section 27-442(e) Table IV, to permit a 6-foot variance from the front yard setback to construct a front portico.

WHEREAS, on September 1, 2016, the APC conducted a hearing on the merits of the variance application, at which the APC heard testimony and accepted evidence including the staff report, Exhibits 1-7, and the

staff presentation with respect to whether the subject application meets the standards for a variance set forth in §190-4 of the City Code.

NOW, THEREFORE, BE IT RESOLVED by the Advisory Planning Commission of the City of College Park, with the following members present and voting, Lawrence Bleau, Christopher Gill (Chair), Rose Greene-Colby, Kate Kennedy, James McFadden, Denise Mitchell and John Rigg that:

Section 1 Based on the evidence and testimony presented at the hearing with respect to the subject variance application, the APC makes the following findings of fact:

- 1.1 The Property is located at 4925 Lackawanna Street in the Hollywood on the Hill subdivision.
- 1.2 The Property and immediate neighborhood are zoned R-55, single-family residential.
- 1.3 This corner property has an area of 9,375 square feet and is improved with a 2-story, brick and frame house, a rear stone patio and a 4-foot high chain-link perimeter fence.
- 1.4 The original house, including the portico, was constructed in 1948.
- 1.5 The Applicant removed the portico several years ago because the roof and posts had rotted. The house was originally built within one foot back from the front setback line, so that the original steps and portico already encroached into the front yard. Applicant could have replaced the original portico without a variance. However, the Applicant proposes to reconstruct the steps with a slightly expanded portico of six inches on both sides and one foot in front to offer better weather protection and safety.
- 1.6 Existing lot coverage is 8.3%. Proposed lot coverage with the slightly expanded portico is 8.4%, which meets the maximum permitted lot coverage limitation of 30%.
- 1.7 The property is mostly rectangular in shape. The southern property is 75-feet wide. The northern property line along Lackawanna Street is 55-feet wide. The eastern property line along 50th Avenue right-of-way is 105 feet long and the western property line is 125-feet long.
- 1.8 A character defining feature of the neighborhood is a front porch portico.
- 1.9 The new portico will be built on the existing concrete base but designed with a pitched frame roof requiring an extra 6-inches on each side to accommodate rain drip and 12-inches in front to cover a step, in order to provide better weather protection and safety.

Section 2 The APC makes the following conclusions of law:

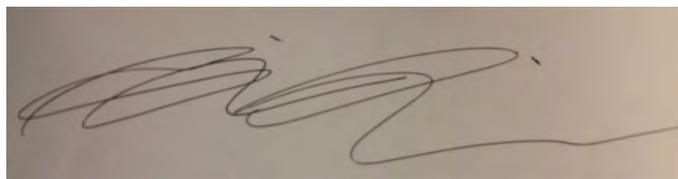
- 2.1 The property has an extraordinary situation in that the portico was an existing, non-conforming, feature of the house. The original

house sits at the front street setback line, so that the original portico and steps already encroached into the front yard. Expanding the portico by 1-foot is de minimis.

- 2.2 The location of the house is such that the strict application of the County Zoning Ordinance results in peculiar and unusual practical difficulties for the Applicants by preventing replacement of the original rotted porch without a variance. The proposal will minimally enlarge the existing 6-foot by 6-foot structure to 7-feet by 7-feet in order to accommodate a pitched roof and extension over the front step to address safety concerns.
- 2.3 Granting the setback variance of 6 feet will not substantially impair the intent, purpose or integrity of any applicable County General Plan or County Master Plan because the new construction replaces an existing structure. There will be no noticeable impact to the appearance of the neighborhood since the new porch only extends an additional 1-foot from the original and is in keeping with the character of the neighborhood where similarly-sized porticos are a common feature.

Section 3 Based on the evidence and testimony presented, and the findings of fact and conclusions of law set forth hereinabove, the APC recommends, by a 7-0-0 vote, approval of a 6-foot variance from Sec. 27-442(e) Table IV, for the proposed portico.

So recommended this 1st day of September, 2016
The Advisory Planning Commission of the
City of College Park, Maryland



Christopher Gill, Chair

Dated: September 12, 2016

3

University of
Maryland
parking
reductions



**CITY OF COLLEGE PARK, MARYLAND
WORKSESSION AGENDA ITEM**

Prepared By: R.W. Ryan,
Public Services Director

Meeting Date: 09/20/2016

Presented By: J. David Allen, Executive Director
UMD Dept. of Transportation Services

Consent Agenda: No

Originating Department: Mayor and Council

Issue Before Council: Review future UMD plans to reduce on campus parking space, and consider the potential impact on City neighborhoods.

Strategic Plan Goal: Goal 4: Quality Infrastructure

Background/Justification:

Councilmember Nagle has requested a presentation by UMD staff and discussion of future on-campus parking plans, and the potential impact on City neighborhoods.

Fiscal Impact:

TBD – future Council decisions may include establishing additional parking restrictions and enforcement in City neighborhoods.

Council Options:

N/A – This is a discussion item

Staff Recommendation:

N/A

Recommended Motion:

N/A

Attachments:

1. UMD Parking Outlook 2015-2018

UNIVERSITY OF MARYLAND

2015-2018

PARKING OUTLOOK

Over the next few years, UMD is going to see some exciting new additions that will change the face of the campus. These changes will have an impact on many parking lots and there will be a significant loss of available parking.



SPRING 2015

18,874 PARKING SPACES ON CAMPUS



BIOENGINEERING A. JAMES CLARK HALL
 •New engineering & biomedical technologies
 •Accelerate advancements in human health
 •State of the art labs & project spaces

Lots Impacted | Paint Branch Visitor Lot
 Spaces Lost | 192



HOTEL AT UMD
 •4-Star hotel
 •Encourage redevelopment of College Park
 •Rooftop banquet facility overlooking campus

Lots Impacted | K*1, K*2, K*3
 Spaces Lost | 61

FALL 2015

18,621 PARKING SPACES ON CAMPUS



UTILITY PROJECT
 •Improve utility connections in central campus

Lots Impacted | HH1
 Spaces Lost | 63

SPRING 2016

18,558 PARKING SPACES ON CAMPUS



HUMAN PERFORMANCE & ACADEMIC RESEARCH FACILITY - PHASE 1
 •Two turf fields for intramural sports
 •Home of school for innovative diagnostics
 •Research treatments of brain injuries

Lots Impacted | WW
 Total Spaces Lost | 20

FALL 2016

18,538 PARKING SPACES ON CAMPUS



TENNIS COURT RELOCATION
 •8 New tennis courts
 •Located behind the Eppley Rec Center

Lots Impacted | Lot 2 Visitor
 Spaces Lost | 360



BRENDAN IRIBE CENTER FOR COMPUTER SCIENCE & INNOVATION
 •World-class computer science classrooms
 •Interactive, collaborative and active learning
 •Cutting-edge work in virtual reality

Lots Affected | GG1
 Spaces Lost | 352

SPRING 2017

17,826 PARKING SPACES ON CAMPUS



INNOVATION DISTRICT
 •Create vibrant mixed-use community
 •Spawn innovation and economic development
 •Improve civic quality of Baltimore Avenue

Lots Impacted | 7
 Spaces Lost | 125



HUMAN PERFORMANCE & ACADEMIC RESEARCH FACILITY - PHASE 2
 •Dynamic indoor football practice
 •Strength & Conditioning facilities
 •Meeting rooms & offices

Lots Impacted | 1, Z
 Spaces Lost | 964

This project timeline is particularly fluid. Please check www.transportation.umd.edu for current status.

FALL 2018

16,737 PARKING SPACES ON CAMPUS



PURPLE LINE
 •3 Stops on campus
 •61,000 Average weekday trips
 •130,000 Jobs reachable by this line

Lots Impacted | 1d, 1b, JJ3, Z, C1, J2, K2
 Spaces Lost | 550



INNOVATION DISTRICT - PHASE 2
 •Create vibrant mixed-use community
 •Spawn innovation and economic development
 •Improve civic quality of Baltimore Avenue

Lots Impacted | 7
 Spaces Lost | 438

Red areas on the map represent the parking lots impacted by additions to campus.



NUMBER OF PARKING SPACES IN 2015:

18,874

NUMBER OF PARKING SPACES AFTER 2018:

15,749

TOTAL NUMBER OF PARKING SPACES LOST: 3,125

Due to these changes, students and faculty may need to consider alternative methods of transportation.



SHUTTLE-UM

Serves over 3.3 million riders a year and is free to the UMD community. Route 104 runs every 5 minutes from campus to College Park metro during peak commute hours.



PUBLIC TRANSPORTATION

There are a variety of transit options that connect to campus: metroRail, MetroBus, commuter buses, local buses and the MARC train.



RIDESHARE-UM

It's easy to find a carpool or vanpool match. Plus discounted parking and guaranteed ride home program will get you home in case of emergency.



BIKE-UMD

Biking is a healthy, cost-effective and fun way for students, faculty, staff and visitors to get to and around campus.

4

Detailed Site Plan for LIDL



**CITY OF COLLEGE PARK, MARYLAND
WORKSESSION AGENDA ITEM**

Prepared By: Miriam Bader
Senior Planner

Meeting Date: September 20, 2016

Presented By: Miriam Bader

Proposed Consent Agenda: No

Originating Department: Planning, Community and Economic Development

Issue Before Council: Review of Lidl DSP-07079-01

Strategic Plan Goal: Goal 3: High Quality Development and Reinvestment

Background/Justification/Recommendation:

The Applicant, Lidl US Operations, LLC, is requesting approval of a Detailed Site Plan to construct a +/-36,185 square foot grocery store on a 3.30 acre site at 8601 Baltimore Avenue in the northeast quadrant of its intersection with Berwyn Road. Currently, the property is improved with a 64,332 square foot hotel (Clarion Inn) which is proposed to be razed. The Planning Board is scheduled to hear this case on Thursday, October 20th. The M-NCPPC Technical Staff Report may be ready on October 7th.

ZONING

The property is zoned Mixed Use Infill and is in the Development District Overlay Zone of the US1 Corridor Sector Plan. It is mostly in the Corridor Infill Character Area with a small portion of the far eastern part of the property being located in the Existing Residential Character Area. The intent of the Corridor Infill area is to encourage a wide range of urban residential options and permit mixed use that supports the residential urban fabric.

ARCHITECTURE/SITE DESIGN

The building consists of a curving asymmetric roofline with a front façade (west) that has fully glazed windows. All other sides of the building are clad with a combination of brick and stucco. The building will be one-story with a height that ranges from 15.5-feet to 29.50-feet high at its highest point located above the entrance. The entrance is located at the southwest corner of the building with a cart corral to the east of the entrance.

A recessed loading dock is located at the rear (south-eastern side) of the building. It is designed to serve two trucks at a time. Bollards and a railing are located along each side of the loading dock. There is an enclosed dumpster located at the eastern rear of the building, at the northern end of the parking lot. Screening for the dumpster is designed to blend with the architecture of the building.

A 200-foot long retaining wall is proposed along the northeastern side of the site. And a four-foot high parking lot screening wall will be erected along the southern property line, fronting Berwyn Road and framing the corner plaza.

A streetscape is proposed along Baltimore Avenue, in front of the entrance that will include a brick paved walking area (8-feet to 22-feet in width), three tree planters each with a bench located on each side of the planter, and pedestrian lighting. At the corner of Baltimore Avenue and Berwyn Road, the Applicant is proposing a plaza which will have landscaping, four benches and some kind of art or sign to identify the Berwyn neighborhood, which is not fully designed at this time but will be coordinated with City of College Park. The Applicant proposes to dedicate or place in an easement 10-feet of right-of-way (ROW) along Berwyn Road and along 48th Avenue and provide 5-foot wide sidewalks with pedestrian street lights. The Applicant is also proposing a 5-foot wide sidewalk along the northern side of the building that will connect from the 48th Avenue sidewalk to the front of the building. No additional dedication is shown along Baltimore Avenue; however, a 10-foot wide sidewalk easement is shown.

A 25-space bicycle rack is shown on the Baltimore Avenue side of the building and a 15-space bike share station is shown adjacent to the cart corral east of the entrance.

TRAFFIC IMPACT/CIRCULATION

The Applicant is proposing two access points to the site: Point A from Baltimore Avenue and Point B from Berwyn Road. The proposed Baltimore Avenue site access will be right-in/right-out which will be designed as

either a channelized “pork chop” entrance island or separated channelized driveways. SHA prohibits delivery trucks and other large commercial vehicles from using the Baltimore Avenue access. The Applicant submitted a Traffic Impact Analysis (TIA), revised August 31, 2016, indicating this project will operate within the acceptable parameters of not exceeding 1,600 Average Critical Lane Volume (CLV). A Saturday/Sunday traffic analysis was not required nor performed.

Currently, there is a hotel on the site. According to the ITE Trip Generation Manual, 9th Edition, the hotel generates 63 total AM Peak Hour trips and 71 total PM Peak Hour trips. The supermarket is projected to generate 74 total AM Peak Hour trips and 220 PM Peak Hour trips which is an increase of 11 and 149 trips respectively.

A queue analysis was subsequently performed at the request of the City that analyzed exiting from Berwyn Road to Baltimore Avenue to see if a right-turn lane on Berwyn Road was warranted. The study showed that there is a back-up for a 20 minute period in the morning and afternoon but it was not sufficient to warrant the construction of a right-turn lane.

The City retained an independent traffic engineer (Sabra, Wang and Associates) to review the applicant's traffic study and assess the need for a right-turn lane on Berwyn Road. Their analysis also did not support a right-turn lane on Berwyn Road but it did recommend site design and intersection improvements to support pedestrian traffic.

LANDSCAPING AND STORMWATER MANAGEMENT

The Applicant is proposing a number of shade trees, ornamental trees, and shrubs to screen the parking lot and use. The existing trees will be removed from the site except for a large tree located at the Berwyn Road/48th Avenue intersection. The trees recommended along 48th Avenue mainly consist of deciduous trees. City staff recommends evergreen trees also be incorporated to more effectively provide year round screening.

The Applicant is proposing 9 micro-bio-retention sites located either along the perimeter of the site or within some of the landscaped parking medians for storm water management. A Stormwater Management Concept Approval Letter was issued on June 7, 2016. The stormwater impact from the proposed development is reduced from the existing due to its smaller size and increase in micro-bio-retention areas, landscaping and open space.

MODIFICATIONS REQUESTED

The Applicant is requesting the following 16 modifications from the Development District Standards:

<u>Standard</u>	<u>Requirement</u>	<u>Modification</u>	<u>Applicant's Justification</u>	<u>Staff Comment</u>
Building Height, p. 233	2-4 stories	To permit a one-story building	The curved roof height varies from 15.5' in the rear to 28'-0" at the front which will appear as a two-story building	Acceptable
Building Setback, p. 233	Secondary Front-10'-20' (from Berwyn Road)	To approve 156-foot setback	“unable to strictly adhere to the 10 foot to 20 foot front BTL (secondary) requirement”	Would prefer a different building location but proposed location is more suitable for a grocery store use
<u>Standard</u>	<u>Requirement</u>	<u>Modification</u>	<u>Applicant's Justification</u>	<u>Staff Comment</u>
Frontage Buildout, p. 233	60% minimum at Build-to-Line (BTL)	To approve 32%	“unable to meet”	Would prefer a different building

				location but proposed location is more suitable for a grocery store
Parking Spaces, p. 239	145 spaces	To approve 134 spaces (11 spaces short). Four of these spaces will be designated for electric cars and will provide charging stations.	Proximity to the University of Maryland and Berwyn Community warrants fewer spaces.	Significant bicycle and pedestrian trips are anticipated. This modification would be acceptable if site improvements for pedestrians are made.
Bicycle Parking Spaces, p. 239	49	To approve 25 spaces	No justification provided	Acceptable based on the use proposed
Primary Access to Off-Street Parking Lots, p. 241.	The primary source of access should be from Berwyn Road	Request for Baltimore Avenue access	Due to design and site constraints	Not supported. Standard can be met.
Access to Off-Street Parking Lots-Restriction, p. 241	Access from Baltimore Avenue should be avoided to comply with access management principals	Request for Baltimore Avenue access	To ease circulation of delivery trucks	Not supported. SHA is proposing a divided median in front of this site which will physically restrict access to right-in, right-out only. In addition, SHA does not permit delivery truck access from Baltimore Avenue. City staff recommends that Baltimore Avenue access be denied in order to comply with the Sector Plan, best access management practices, to avoid conflicts with pedestrians, improve parking lot safety and improve traffic flow on Baltimore Avenue.
<u>Standard</u>	<u>Requirement</u>	<u>Modification</u>	<u>Applicant's Justification</u>	<u>Staff Comment</u>
Vehicular Access Drive Width, p. 241	Maximum 22-foot wide	To approve 24-foot wide drive aisles	"To provide safe, efficient and convenient circulation"	Not supported. If the Applicant built to this standard, there would be

				more space for landscaping and amenities.
Parking Lot Landscaping, p. 242	1 landscape strip/island per 6 parking spaces	To approve 1 landscape island per 10 parking spaces	“To preserve, create, or emphasize views from the public roads and adjoining property”	Appears standard can be met but only if the number of parking spaces is further reduced. Staff supports this modification in order to not further reduce the number of parking spaces.
Façades and Shop Fronts, p. 246	50-70% of ground floor wall area shall be untinted transparent (glass)	To approve 90% glass	“Provides clear views in and out of the store” Good for surveillance, creating street level activity	Acceptable based on use
Store front windows, p.246	The top of storefront window sills shall be between 1-3 feet above the sidewalk grade	To allow the glass windows to extend to the ground	No justification provided	Acceptable since not a significant request.
Public Access Doors, p. 246	Doors or entrances for public access shall be provided at intervals no greater than 50 feet	To provide only one entrance, overall building width is 128-feet, therefore, two doors are required.	One entrance is sufficient for this size grocery store.	Acceptable
Awnings, p.247	Recommended but not required	No modification needed	Does not fit in with architecture of the building	Acceptable since no modification required
Brick Detailing, Header, p. 252	All openings in masonry construction should be spanned by headers	To not provide	Does not fit in with architecture of the building	Acceptable
<u>Standard</u>	<u>Requirement</u>	<u>Modification</u>	<u>Applicant’s Justification</u>	<u>Staff Comment</u>
Signage, p. 254-255	Free-standing and cabinet signs are not permitted	To propose a 52 square foot freestanding sign and two 67.4 square-foot cabinet	The proposed signage is connected to the branding	City staff does not support the freestanding sign but supports the two wall signs,

		wall signs (to be mounted on the east and south façades)		based on the glass façade and branding needs of the Applicant.
LEED Certification, p. 256	Recommended but not required in this character area	No modification needed	“LEED standards and practices will be considered in the design of the building; however, no formal LEED certification is being pursued at this time.”	Acceptable but would recommend the Applicant submit a LEED scorecard to City staff.
Parking Lot Screen, p. 242	A building, wall, fence or hedge should be provided to mask parked cars	To shorten the parking lot wall along the western side of the parking lot	A modification was not requested by the Applicant but is needed.	Not supported. The Applicant should extend their parking lot wall to hide three parking spaces on the western side of the parking lot
Loading Area Screen, p. 242	Loading areas should be hidden from public view by street screens	To provide a railing rather than an opaque screen along the eastern side of the loading dock	A modification was not requested by the Applicant but is needed	Not supported. The Applicant should provide an opaque screen so that the loading area is hidden from public view.

RECOMMENDATION

Staff recommends approval of Detailed Site Plan 07079-01, Lidl, subject to the following:

1. Support for the following 11 Development District Overlay Zone modifications: Building Height Reduction, Building Setback Increase, Frontage Build-out Decrease, Parking Space Reduction, Bicycle Parking Space Reduction, Parking Lot Landscape Island Reduction, Glass Façade Increase, Store Front Window Sill Removal, Public Access Door Reduction, Brick Detailing Waiver, and Two Cabinet Wall Signs Allowance.
2. Denial of the following 5 modifications: Access off of Baltimore Avenue, Drive Width Aisle Increase, Freestanding Sign Allowance, Parking Lot Screen Reduction, and Loading Area Screen Waiver.
3. Revise the Site Plan to:
 - A. Remove the Baltimore Avenue driveway
 - B. Show the relocation of the bus stop
 - C. Specify the pedestrian light fixtures to be used on Baltimore Avenue, Berwyn Road and 48th Avenue. The Baltimore Avenue fixture shall be the Alumilite Red as shown on Sheet DSP-7. The Berwyn Road and 48th Avenue fixtures should reflect a more residential character to be similar to the pedestrian light in the Berwyn Commercial District.
 - D. Remove the rail along the east side of the loading dock and replace with opaque screening
 - E. Provide a detail of the proposed plaza at Berwyn Road including but not limited to:
 - 1) Public Art
 - 2) Street furniture
 - 3) Signage
 - F. Relocate of the ATHA Berwyn Neighborhood sign
 - G. Relocate the bike share station from the shopping corral area to the Berwyn Road plaza
 - H. Delineate raised pedestrian paths or marked crosswalks in the surface parking lot
 - I. Show 10-foot right-of-way dedication on 48th Avenue and Berwyn Road as was previously shown.
4. Revise the Landscape Plan to:
 - A. Extend the parking lot screening along Baltimore Avenue to hide all parking spaces
 - B. Provide details for all screening walls and fences (material, color, height, etc.)
 - C. Add evergreen trees to the landscape buffer along 48th Avenue

5. Revise the Architecture to:
 - A. Continue the brick base along the south building elevation to include the northern façade
 - B. Provide a color and materials board (preference for red brick rather than brown brick).
6. Submit a LEED Scorecard to City staff.
7. Execution of an Agreement and Declaration of Covenants with the Applicant that would:
 - A. Restrict hours of large truck deliveries
 - B. Restrict access of trucks on neighboring streets east of the site
 - C. Specify sidewalk use, maintenance and provision of public access easements for sidewalks that are not to be located in the right-of-way
 - D. Specify pedestrian light maintenance requirements
 - E. Bikeshare funding contribution

Fiscal Impact:

Currently, the City receives from the Clarion Inn:

1. Hotel/Motel Tax- \$61,531.84 (FY 2016)
2. Personal Property Tax-\$2,832.86 (FY 2016)
3. Real Estate Tax-Improvements valued at 2.985 million

From the Lidl Grocery Store:

1. Hotel/Motel Tax-\$0.00
2. Personal Property Tax – Based on Mom’s Organic market, estimating approximately \$5,000 (may be greater than what the Clarion brings in because the furniture and fixtures for the Clarion have depreciated. The Lidl furniture, fixtures, and inventory would be new).
3. Real Estate Tax-Might be the same or go down, the Lidl building is about half the size of the Clarion Inn but the property assessment may go up since this is new construction.

The Fiscal Impact is unclear. It appears there may be no significant net gain or loss.

Council Options:

1. Accept the Staff Recommendations
2. Provide Alternative Recommendations
3. Deny Support of the DSP

Staff Recommendation:

#1

Recommended Motion:

Motion to accept the Staff recommendation.

Attachments:

1. Site Plan
2. Applicant Statement of Justification and Application Materials
3. ~~M-NCPPC Referrals to date~~
4. Traffic Impact Analysis
5. Sabra, Wang and Associates Analysis

STANDARD DRAWING LEGEND		
FOR ENTIRE PLAN SET (NOT TO SCALE)		
EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
---	ON-SITE PROPERTY LINE / R.O.W. LINE	---
---	NEIGHBORING PROPERTY LINE / INTERIOR PARCEL LINE	---
---	EASEMENT LINE	---
---	SETBACK LINE	---
---		CURB AND GUTTER
---	CONCRETE CURB & GUTTER	SPILL CURB TRANSITION CURB DEPRESSED CURB AND GUTTER
---	UTILITY POLE WITH LIGHT	---
---	POLE LIGHT	---
---	TRAFFIC LIGHT	---
---	UTILITY POLE	---
---	TYPICAL LIGHT	---
---	ACCORN LIGHT	---
---	TYPICAL SIGN	---
---	PARKING COUNTS	---
---	CONTOUR LINE	---
---	SPOT ELEVATIONS	---
---	SANITARY LABEL	---
---	STORM LABEL	---
---	SANITARY SEWER LATERAL	---
---	UNDERGROUND WATER LINE	---
---	UNDERGROUND ELECTRIC LINE	---
---	UNDERGROUND GAS LINE	---
---	OVERHEAD WIRE	---
---	UNDERGROUND TELEPHONE LINE	---
---	UNDERGROUND CABLE LINE	---
---	STORM SEWER	---
---	SANITARY SEWER MAIN	---
---	HYDRANT	---
---	SANITARY MANHOLE	---
---	STORM MANHOLE	---
---	WATER METER	---
---	WATER VALVE	---
---	GAS VALVE	---
---	GAS METER	---
---	TYPICAL END SECTION	---
---	HEADWALL OR ENDWALL	---
---	GRATE INLET	---
---	CURB INLET	---
---	CLEAN OUT	---
---	ELECTRIC MANHOLE	---
---	TELEPHONE MANHOLE	---
---	ELECTRIC BOX	---
---	ELECTRIC PEDISTAL	---
---	MONITORING WELL	---
---	TEST PIT	---
---	BENCHMARK	---
---	BORING	---

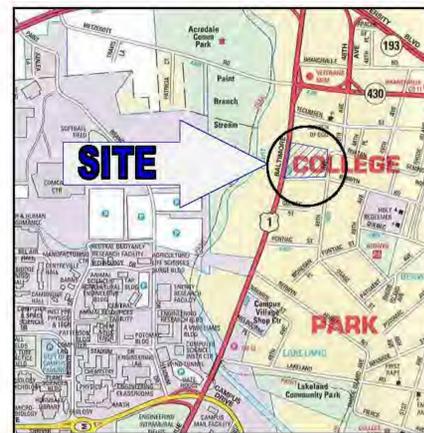
DETAILED SITE PLAN

#DSP-07079/01

FOR

LIDL US OPERATIONS, LLC

LOCATION OF SITE
 8601 BALTIMORE AVENUE
 COLLEGE PARK, MARYLAND 20740
 LANDS OF
 JAYKISHAN HOSPITALITY GROUP, LLC
 LIBER 13632 FOLIO 151
 BERWYN DISTRICT
 PRINCE GEORGE'S COUNTY



LOCATION MAP
 COPYRIGHT ADC THE MAP PEOPLE
 PERMIT USE NO. 20020163-5
 SCALE: 1"=200'

OWNER
 JAYKISHAN HOSPITALITY GROUP, LLC
 8601 BALTIMORE AVE
 COLLEGE PARK, MD 20740

DEVELOPER/APPLICANT
 LIDL US OPERATIONS, LLC
 2600 CLARK STREET
 ARLINGTON, VA 22202
 CONTACT: BRIAN KEARNEY
 PHONE: (703) 659-5784



16701 MELFORD BLVD, SUITE 310
 BOWIE, MARYLAND 20715
 Phone: (301) 809-4500
 Fax: (301) 809-4501
nspeach@BohlerEng.com

CONTACT: NICHOLAS SPEACH, P.E.

GENERAL NOTES

- THIS PLAN IS BASED ON AN ALTA/CMS TITLE SURVEY BY:
 BOHLER ENGINEERING
 TITLED: "PLT", LLC
 8601 BALTIMORE AVENUE-U.S. RTE. 1
 21ST (BERWYN) ELECTION DISTRICT
 PRINCE GEORGE'S COUNTY, MARYLAND
 PROJECT NO.: 08161009
 DATED: 01/29/16
- OWNER:
 JAYKISHAN HOSPITALITY GROUP, LLC
 8601 BALTIMORE AVE.
 COLLEGE PARK, MD 20740
- APPLICANT:
 LIDL US OPERATIONS, LLC
 2600 CLARK STREET
 ARLINGTON, VA 22202
 CONTACT: BRIAN KEARNEY
 PHONE: (571) 859-5784
- ZONING: MUJ (MIXED USE - INFILL) / DDO (DEVELOPMENT DISTRICT OVERLAY)
 USE: COMMERCIAL
 PROPOSED: COMMERCIAL / RETAIL
- WSSO GRID: 210204
- PROPERTY KNOWN AS:
 LANDS OF JAYKISHAN HOSPITALITY GROUP, LLC
 AS RECORDED IN LIBER 13632 FOLIO 151, AMONG THE
 LAND RECORDS OF PRINCE GEORGE'S COUNTY, MARYLAND
 AND HAVING A TAX MAP NUMBER OF 33 D1 14 PER THE DEPARTMENT OF ASSESSMENTS.
- SECTOR PLAN: APPROVED COLLEGE PARK U1 CORRIDOR
 CHARACTER AREA: C1 (CORRIDOR INFILL)
- SECTOR PLAN PROVISIONS:

REFERENCES:

- ALTA/CMS LAND TITLE SURVEY:
 BOHLER ENGINEERING
 TITLED: "PLT", LLC
 8601 BALTIMORE AVENUE-U.S. RTE. 1
 21ST (BERWYN) ELECTION DISTRICT
 PRINCE GEORGE'S COUNTY, MARYLAND
 PROJECT NO.: 08161009
 DATED: 01/29/16
- GEOTECH REPORT:
 TILT RETAIL SITE - COLLEGE PARK, MARYLAND
 HOEA PROJECT NO. 16017A
 DATED: 01/06/16
- SOIL REPORT
 NRCS
 ENTITLED: "CUSTOM SOIL RESOURCE REPORT FOR PRINCE
 GEORGE'S COUNTY, MARYLAND"
 DATED: MARCH 7, 2013

	REQUIRED	PROPOSED
MINIMUM PARKING FOUR (4) SPACES PER 1,000 GFA	145'	154'
BICYCLE PARKING (1 SPACE PER 3 VEHICLE SPACES)	48	TBD (AMENDMENT REQUESTED)
MINIMUM PARKING SPACE DIMENSION (ANGLED PARKING)	8' X 19'	8' X 17' (ADA SPACES)
MINIMUM PARKING SPACE DIMENSION (PARALLEL PARKING)	8' X 22'	NA
DRIVE ABLE WIDTHS	22' FOR TWO-WAY TRAFFIC WITH PERPENDICULAR PARKING	24' MIN. FOR TWO-WAY TRAFFIC WITH PERPENDICULAR PARKING
MINIMUM ENTRANCE WIDTHS	30' WITH TWO-WAY TRAFFIC (DPE) 20' WITH TWO-WAY TRAFFIC (SHA)	24' (BERWYN RD- DPE) 24' (BALTIMORE AVE- SHA)
LANDSCAPING - PARKING FACILITIES	1 ISLAND PER 10 PARKING SPACES (ON AVERAGE); ADDITIONALLY THERE SHALL BE NO MORE THAN TWO (2) CONTIGUOUS PARKING PAYS WITH A MINIMUM NINE (9) FOOT WIDE ISLAND SEPARATION THE PAYS FROM ADDITIONAL BAYS OR ARBLES	1 ISLAND PER 10 PARKING SPACE (ON AVERAGE); NO MORE THAN TWO (2) CONTIGUOUS PARKING BAYS ARE PROPOSED
OFF-STREET LOADING SPACE(S) MINIMUM (ONE (1) SPACE FOR AREA BETWEEN 2,000 TO 10,000 SQ. FT. OF GFA + ONE (1) FOR AREA BETWEEN 10,000 TO 100,000 SQ. FT. OF GFA)	2	2
OFF STREET LOADING MINIMUM SIZE	15' X 35'	15' X 60'
PRINCIPAL BUILDING HEIGHT	4 STORES MAX, 2 MIN	1 (AMENDMENT REQUESTED)
FRONT BUILD-TO-LINE (BTL) PRINCIPAL	20' - 25'	20'
FRONT BTL SECONDARY	10' - 20'	15' ± (AMENDMENT REQUESTED)
SIDE SETBACK	10'	14' ±
REAR SETBACK	10'	10'
FRONTAGE BUILDOUT	80% MIN AT BTL	30% ± (AMENDMENT REQUESTED)
LOT COVERAGE	70% MAX	85% ±

- THERE WERE NO INTERMITTENT OR PERENNIAL STREAMS IDENTIFIED ON PROPERTY.
 - THERE IS NO KNOWN CLASSIFIABLE FOREST ON SITE.
 - SOIL DELINEATION IS SHOWN PER "CUSTOM SOIL RESOURCE REPORT FOR PRINCE GEORGE'S COUNTY MARYLAND" BY NRCS, DATED 03/07/2016.
- | SOIL TYPES | | | |
|------------|--|-----------------------|----------------|
| SOIL TYPE | DESCRIPTION | HYDROLOGIC SOIL GROUP | DRAINAGE CLASS |
| UxG | URBAN LAND-ISSUE COMPLEX 0 TO 5 PERCENT SLOPES, OCCASIONALLY FLOODED | D | MODERATE |
| RuS | RUSSETT-CHRISTIANA URBAN LAND COMPLEX 0 TO 5 PERCENT SLOPES | C | MODERATE |
- THERE ARE NO KNOWN SPRINGS OR SEEPS.
 - THERE ARE NO KNOWN BEDROCK OR MARLBORO CLAY OUTCROPS.
 - THE SITE IS OUTSIDE OF THE CHESAPEAKE BAY CRITICAL AREA.
 - THE PROJECT IS NOT LOCATED WITHIN A WATERSHED WITH A TIDL.
 - THE PROJECT IS NOT LOCATED WITHIN A TIER II WATERSHED.
 - THE PROJECT IS NOT LOCATED WITHIN A 100-YEAR FLOODPLAIN.

SHEET INDEX	
SHEET TITLE	SHEET NUMBER
COVER SHEET	DSP-1
APPROVALS SHEET	DBP-2
EXISTING CONDITIONS / DEMOLITION PLAN	DSP-3
SITE PLAN	DBP-4
GRADING & UTILITY PLAN	DSP-5
DRAINAGE AREA PLAN	DSP-6
SITE DETAILS	DSP-7
SIGNAGE AND SITE DETAILS	DSP-8
LANDSCAPE PLAN	DSP-9
LANDSCAPE NOTES AND DETAILS	DSP-10
PHOTOMETRIC PLAN	DSP-11
LIGHTING DETAILS	DBP-12 - DSP-13

THIS BLOCK IS FOR OFFICIAL USE ONLY
 OR LABEL CERTIFIED THAT THIS PLAN MEETS CONDITIONS OF FINAL APPROVAL BY THE PLANNING BOARD, ITS DESIGNER, OR THE DISTRICT COUNCIL.
 M-NCPPC APPROVAL
 PROJECT NAME: LIDL COLLEGE PARK
 PROJECT NUMBER: DSP-07079/01
 FOR CONDITIONS OF APPROVAL, SEE SITE PLAN COVER SHEET OR APPROVAL SHEET. REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER.

PROFESSIONAL CERTIFICATION
 I, MATTHEW K. JONES, 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. 39999, EXPIRATION DATE 3/15/2017

BOHLER ENGINEERING
 16701 MELFORD BLVD., SUITE 310
 BOWIE, MARYLAND 20715
 Phone: (301) 809-4500
 Fax: (301) 809-4501
nspeach@BohlerEng.com

REVISIONS			
REV	DATE	COMMENT	BY
1	05/26/16	PER M-NCPPC COMMENTS	SRB
2	07/06/16	PER M-NCPPC COMMENTS	TT

NO CONSTRUCTION
 STOP BEFORE YOU ENTER

NOT APPROVED FOR CONSTRUCTION
 PROJECT NO.: M8151009
 DRAWN BY: ALJ
 CHECKED BY: TT
 DATE: 03/09/16
 SCALE: AS SHOWN
 CAD I.D.: SD2

DETAILED SITE PLAN
 FOR
 LIDL US OPERATIONS, LLC
 LOCATION OF SITE:
 8601 BALTIMORE AVENUE -
 US ROUTE 1
 21ST (BERWYN) ELECTION DISTRICT
 COLLEGE PARK, MD 20740
 PRINCE GEORGE'S COUNTY

BOHLER ENGINEERING
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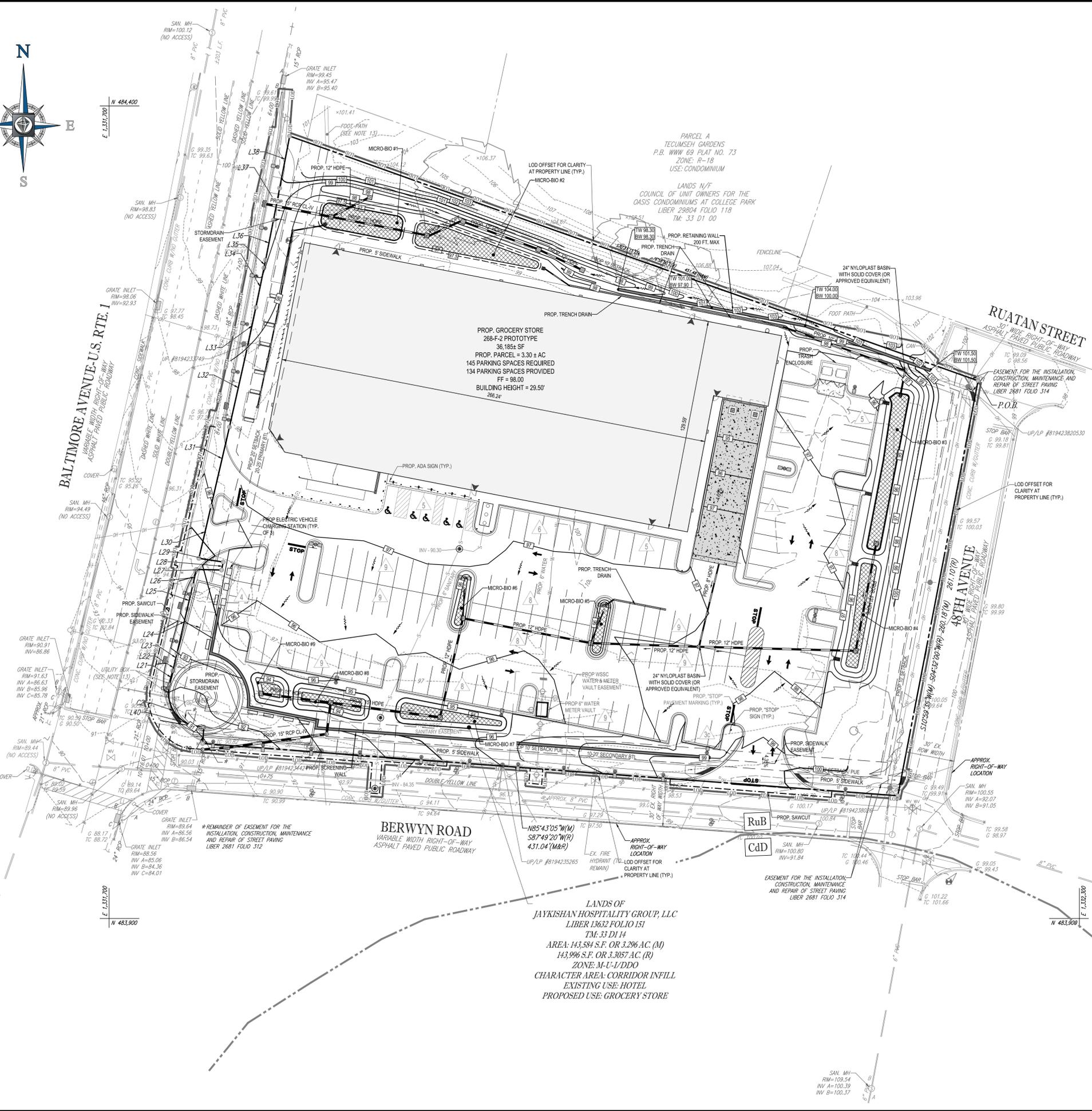
M. K. JONES
 PROFESSIONAL ENGINEER
 LICENSE NO. 39999
 EXPIRATION DATE 3/15/2017

SHEET TITLE:
 COVER SHEET
 SHEET NUMBER:
 DSP-1
 OF DSP-13



N 484.400
E 1,371.700

N 483.900
E 1,371.700



LINE TABLE (M)			LINE TABLE (R)		
LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L21	N13° 38' 45"E	8.82'	L1	N02° 10' 40"E	10.08'
L22	N13° 34' 15"E	4.00'	L2	N87° 49' 20"W	2.43'
L23	N13° 15' 51"E	7.00'	L3	N07° 11' 10"E	8.82'
L24	N13° 07' 15"E	28.00'	L4	N07° 06' 40"E	4.00'
L25	N13° 07' 20"E	15.00'	L5	N06° 48' 16"E	7.00'
L26	N13° 05' 03"E	10.00'	L6	N06° 39' 40"E	28.00'
L27	S88° 49' 59"E	15.56'	L7	N06° 37' 45"E	15.00'
L28	N12° 16' 55"E	5.00'	L8	N06° 37' 28"E	10.00'
L29	N81° 28' 56"W	15.23'	L9	N84° 42' 26"E	15.56'
L30	N13° 10' 02"E	33.00'	L10	N05° 49' 20"E	5.00'
L31	N13° 07' 06"E	50.00'	L11	N87° 56' 31"W	15.23'
L32	N12° 43' 44"E	50.00'	L12	N06° 42' 27"E	33.00'
L33	N12° 07' 27"E	25.40'	L13	N06° 39' 31"E	50.00'
L34	N11° 41' 41"E	24.83'	L14	N06° 16' 09"E	50.00'
L35	N11° 27' 23"E	5.00'	L15	N05° 39' 52"E	25.40'
L36	N11° 12' 15"E	25.00'	L16	N05° 14' 06"E	24.83'
L37	N10° 58' 09"E	20.00'	L17	N04° 59' 48"E	5.00'
L38	N10° 56' 28"E	32.65'	L18	N04° 44' 40"E	25.00'
L39	N04° 16' 55"E	10.08'	L19	N04° 30' 34"E	20.00'
L40	N85° 43' 05"W	2.43'	L20	N04° 28' 53"E	33.55'

CURVE TABLE (M)						
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C2	21.00'	36.49'	N35°56'44"W	32.07'	099°33'36"	24.83'

CURVE TABLE (R)						
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	21.00'	36.49'	N42°24'19"W	32.07'	099°33'36"	24.83'

SUBTITLE 32, DIVISION 2 CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY WATER RESOURCES PROTECTION AND GRADING CODE, AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.*

MATTHEW K. JONES, P.E.
 PRINT NAME: _____ SIGNATURE: _____ DATE: _____
 MD LICENSE NO. 39999
 ADDRESS: 16701 MELFORD BLVD., SUITE 310, BOWIE, MD 20715 TELEPHONE #: (301) 809-4500

STANDARD STABILIZATION NOTE

STABILIZATION PRACTICES ON ALL PROJECTS MUST BE IN COMPLIANCE WITH THE REQUIREMENTS OF COMAR 26.17.08 G REGULATIONS BY JANUARY 9, 2013, REGARDLESS OF WHEN AN EROSION AND SEDIMENT CONTROL PLAN WAS APPROVED.

FOLLOWING INITIAL SOIL DISTURBANCE OR RE-DISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION MUST BE COMPLETED WITHIN:

- THREE (3) CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1); AND
- SEVEN (7) CALENDAR DAYS AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE NOT UNDER ACTIVE GRADING.

HATCH LEGEND

MICRO-BIORETENTION FACILITY

LIMIT OF DISTURBANCE = 150,128 SF OR 3.44 AC.

THIS BLOCK IS FOR OFFICIAL USE ONLY

OR LABEL CERTIFIES THAT THIS PLAN MEETS THE CONDITIONS OF FINAL APPROVAL BY THE PLANNING BOARD, ITS DESKNEE OR THE DISTRICT COUNCIL.

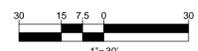
M-NCPPC APPROVAL

PROJECT NAME: LIDL COLLEGE PARK

PROJECT NUMBER: DSP-07079/01

FOR CONDITIONS OF APPROVAL, SEE SITE PLAN COVER SHEET OR APPROVAL SHEET. REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER.

PROFESSIONAL CERTIFICATION
 I, MATTHEW K. JONES, 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. 39999, EXPIRATION DATE: 3/15/2017



BOHLER ENGINEERING

STATE OF MARYLAND: LICENSED PROFESSIONAL ENGINEER
 LICENSE NO. 39999, EXPIRATION DATE: 3/15/2017

LAND SURVEYING, PROGRAM MANAGEMENT, LANDSCAPE ARCHITECTURE, SUSTAINABLE DESIGN, PERMITTING SERVICES, TRANSPORTATION SERVICES

NORTHERN VIRGINIA
 PHILADELPHIA, PA
 BALTIMORE, MD
 CHARLOTTE, NC
 SOUTH FLORIDA

REVISIONS

REV	DATE	COMMENT	BY
1	05/26/16	PER MNCPPC COMMENTS	SRB
2	07/06/16	PER MNCPPC COMMENTS	TT

NOT APPROVED FOR CONSTRUCTION

THE FOLLOWING STATES REQUIRE NOTIFICATION BY EXCAVATORS, DEGRADERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE.

IN ORIGINAL MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE, CALL 411
 IN VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE, CALL 411
 IN NORTH CAROLINA, CALL 800-368-5877
 IN SOUTH CAROLINA, CALL 800-368-5877
 IN FLORIDA, CALL 800-368-5877

PROJECT: MB151009
ALJ
DRAWN BY: ALJ
CHECKED BY: 03/09/16
DATE: TT
SCALE: 1"=30'
CAD I.D.: SS2

DETAILED SITE PLAN

FOR
LIDL US OPERATIONS, LLC

LOCATION OF SITE
 8601 BALTIMORE AVENUE - US ROUTE 1
 21ST (BERWYN) ELECTION DISTRICT
 COLLEGE PARK, MD 20740
 PRINCE GEORGE'S COUNTY

BOHLER ENGINEERING

16701 MELFORD BLVD., SUITE 310
 BOWIE, MARYLAND 20715
 Phone: (301) 809-4500
 Fax: (301) 809-4501
 nspeach@BohlerEng.com

M. K. JONES
 Matthew K. Jones
 PROFESSIONAL ENGINEER
 9/12/16

SHEET TITLE:
GRADING AND UTILITY PLAN

SHEET NUMBER:
DSP-5
 OF DSP-13

\\S01MS1106\DRAWING\PLAN\SETSP\MB151009\000022.DWG PRINTED BY: TTYBORSA, 6/12/16 4:36 PM LAST SAVED BY: TTYBORSA



N 484,400
E 1,331,700

N 483,900
E 1,331,700

DA - 6
0.04 AC

DA - 9
0.15 AC

DA - 1
0.39 AC

DA - 2
0.46 AC

DA - 10
0.08 AC
NOT TREATED BY ESD'S
(BYPASSED)

DA - 3
0.40 AC

DA - 4
0.29 AC

DA - 5
0.23 AC

DA - 8
0.22 AC

DA - 7
0.46 AC*

BALTIMORE AVENUE - U.S. RTE. 1
30' WIDE RIGHT-OF-WAY
ASPHALT PAVED PUBLIC ROADWAY

RUATAN STREET
30' WIDE RIGHT-OF-WAY
ASPHALT PAVED PUBLIC ROADWAY

48TH AVENUE
30' WIDE RIGHT-OF-WAY
ASPHALT PAVED PUBLIC ROADWAY

BERWYN ROAD
VARIABLE WIDTH RIGHT-OF-WAY
ASPHALT PAVED PUBLIC ROADWAY

PARCEL A
TECUMSEH GARDENS
P.B. WWW 69 PLAT NO. 73
ZONE: R-18
USE: CONDOMINIUM

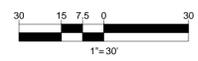
LANDS N/F
COUNCIL OF UNIT OWNERS FOR THE
OASIS CONDOMINIUMS AT COLLEGE PARK
LIBER 29804 FOLIO 118
TM: 33 D1 00

PROP. GROCERY STORE
268-F-2 PROTOTYPE
36,185± SF
PROP. PARCEL = 3.30 ± AC
145 PARKING SPACES REQUIRED
134 PARKING SPACES PROVIDED
FF = 98.00
BUILDING HEIGHT = 29.50'

M85°43'05"W(M)
S87°49'20"W(R)
431.04 (M&R)

LIMIT OF DISTURBANCE = 150,128 SF OR 3.44 AC.

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OFFICIAL USE ONLY
OR LABEL CERTIFIES THAT THIS PLAN
MEETS CONDITIONS OF FINAL APPROVAL
BY THE PLANNING BOARD, ITS DESKREEE
OR THE DISTRICT COUNCIL.
M-NCPPC
APPROVAL
PROJECT NAME: LIDL COLLEGE PARK
PROJECT NUMBER: DSP-07079/01
FOR CONDITIONS OF APPROVAL, SEE SITE PLAN COVER SHEET OR APPROVAL SHEET
REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER



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I, MATTHEW K. JONES, 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. 39999, EXPIRATION DATE: 3/15/2017

BOHLER ENGINEERING

STATE OF MARYLAND LICENSE NO. 39999
LAND SURVEYING PROGRAM MANAGER
SUSTAINABLE DESIGN PERMITTING SERVICES
TRANSPORTATION SERVICES
LANDSCAPE ARCHITECTURE

NORTHERN VIRGINIA
PHILADELPHIA, PA
PHOENIX, AZ
RICHMOND, VA
ROCKFORD, IL
SOUTH BEND, IN
SOUTH CAROLINA
SOUTH EASTERN, PA
SOUTH FLORIDA
SOUTH MARYLAND
SOUTH WEST, FL
WASHINGTON, DC
WICHITA, KS
WISCONSIN

REVISIONS

REV	DATE	COMMENT	BY
1	05/26/16	PER M-NCPPC COMMENTS	SRB
2	07/06/16	PER M-NCPPC COMMENTS	TT

NOT APPROVED FOR CONSTRUCTION

THE FOLLOWING STATES REQUIRE NOTIFICATION BY EXCAVATORS, DEGRADERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE.
IN VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE
CALL 811
WWW.800CALL811.PA 1-800-242-7777 (DC 1-800-251-7777)
VA 1-800-551-7001 (MD 1-800-551-7777) (DE 1-800-291-4565)

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PROJECT NO.: MB151009
DRAWN BY: ALJ
CHECKED BY: TT
DATE: 03/09/16
SCALE: 1"=30'
CAD I.D.: DA2

DETAILED SITE PLAN
FOR
LIDL US OPERATIONS, LLC

LOCATION OF SITE
8601 BALTIMORE AVENUE -
US ROUTE 1
21ST (BERWYN) ELECTION DISTRICT
COLLEGE PARK, MD 20740
PRINCE GEORGE'S COUNTY

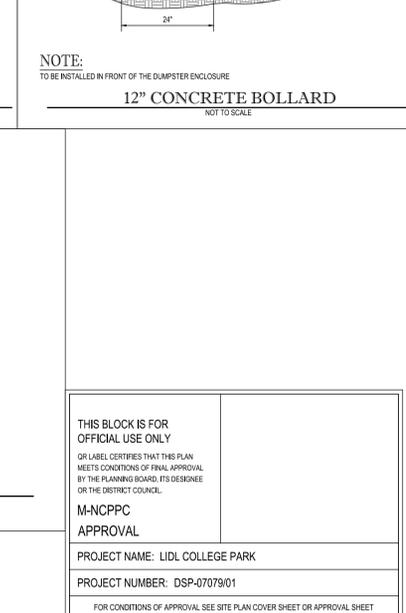
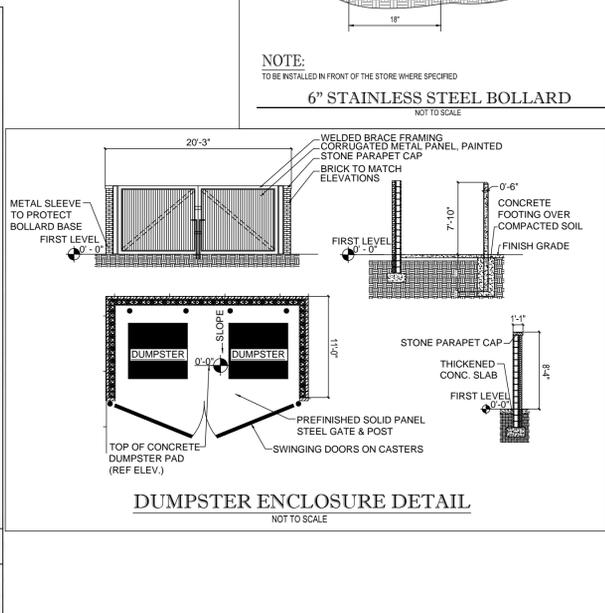
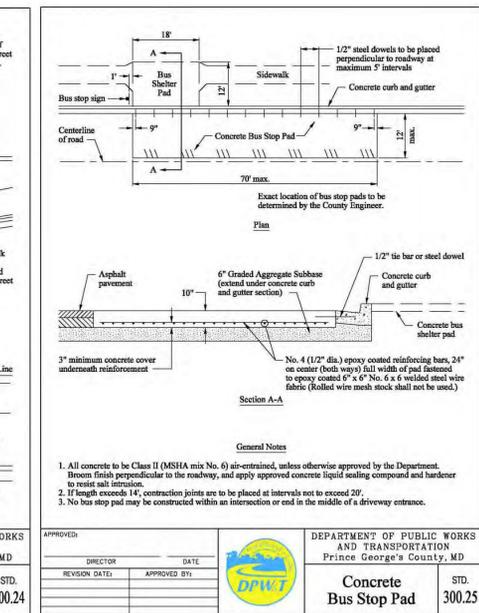
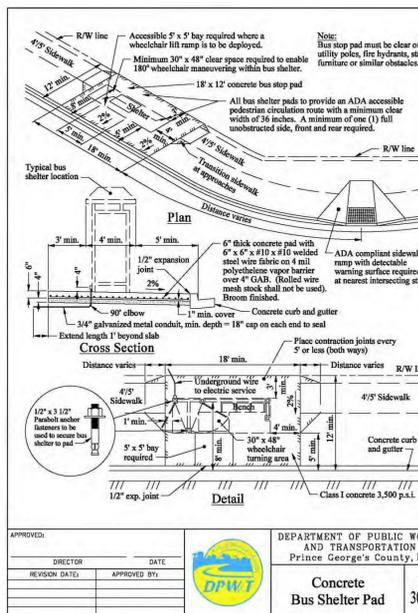
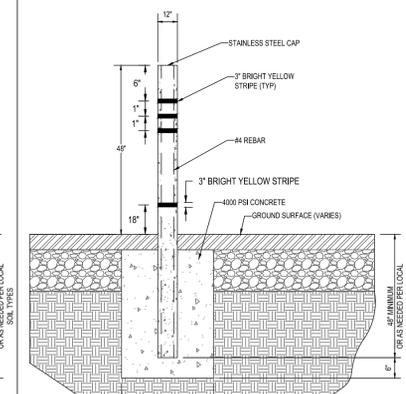
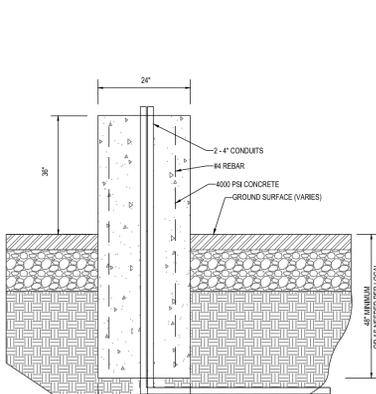
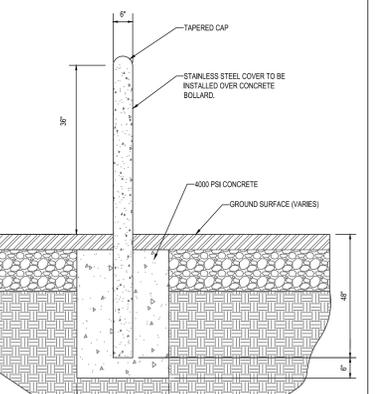
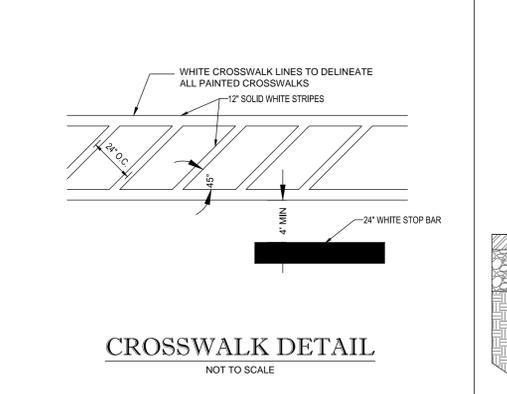
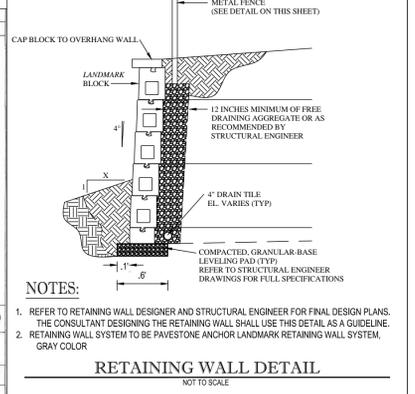
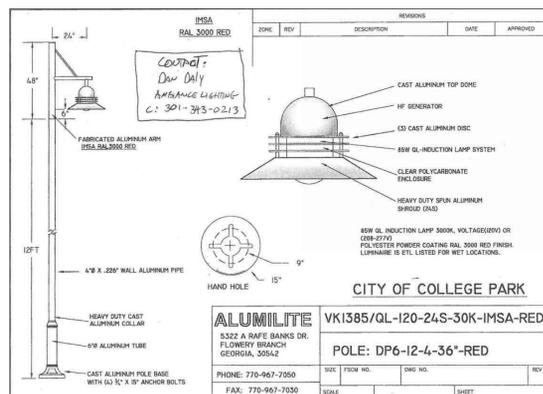
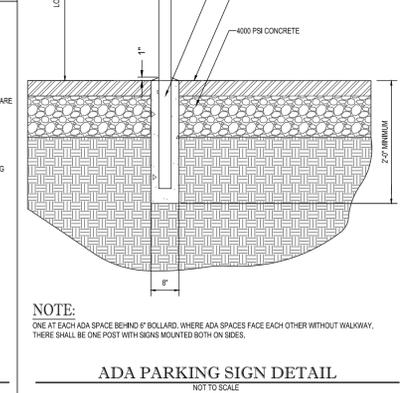
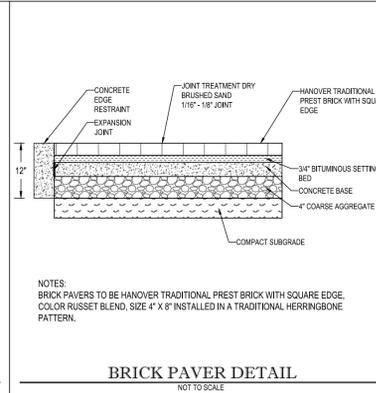
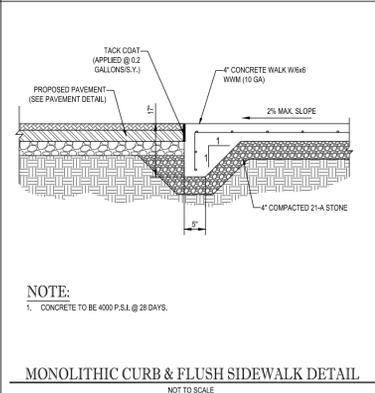
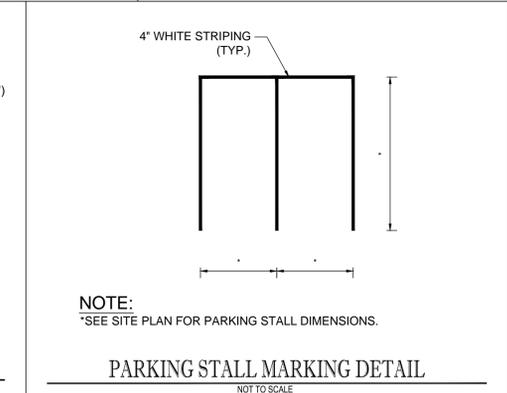
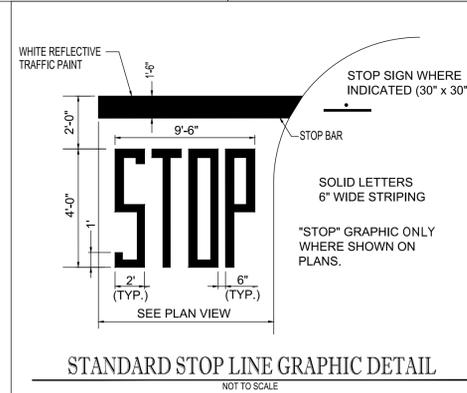
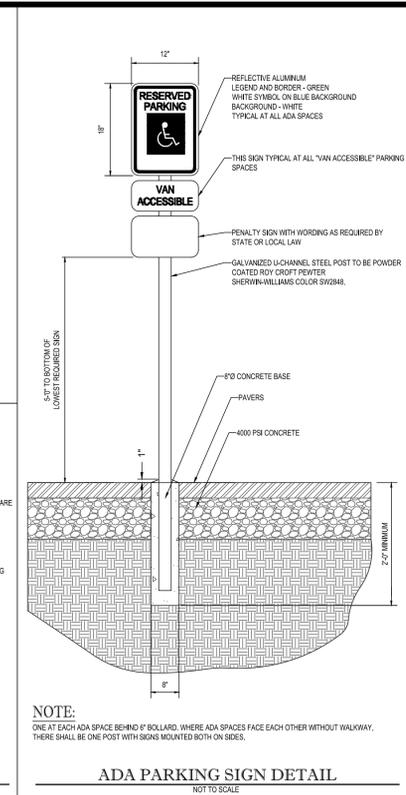
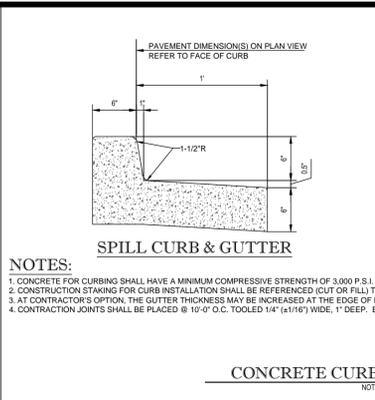
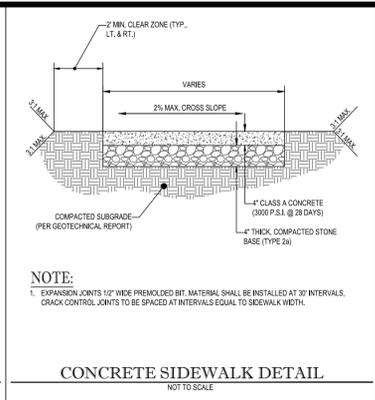
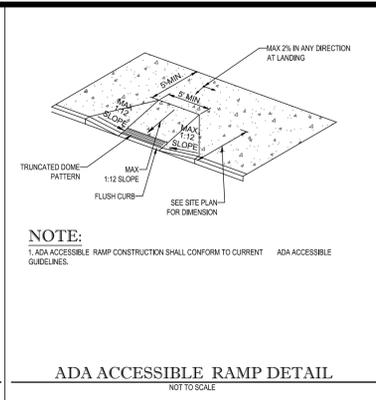
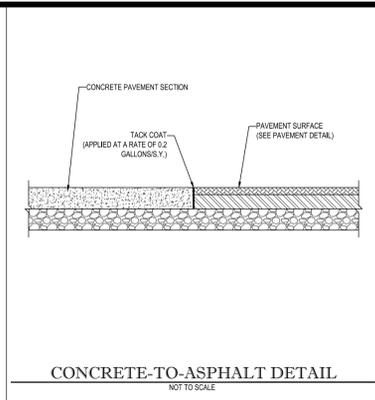
BOHLER ENGINEERING

16701 MELFORD BLVD., SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
nspeach@BohlerEng.com

M. K. JONES
Matthew K. Jones
PROFESSIONAL ENGINEER
9/12/16

SHEET TITLE:
DRAINAGE AREA PLAN

SHEET NUMBER:
DSP-6
OF DSP-13



BOHLER ENGINEERING
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BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
nspeech@BohlerEng.com

REV	DATE	COMMENT	BY
1	05/26/16	PER MNCPPC COMMENTS	SRB
2	07/06/16	PER MNCPPC COMMENTS	TT

NOT APPROVED FOR CONSTRUCTION
PROJECT NO.: MB151009
DRAWN BY: ALJ
CHECKED BY: ALJ
DATE: 03/09/16
SCALE: AS SHOWN
CAD: SD2

DETAILED SITE PLAN
FOR
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8601 BALTIMORE AVENUE -
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BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
nspeech@BohlerEng.com

M. K. JONES
Professional Engineer
9/12/16

SITE DETAILS
SHEET TITLE:
SHEET NUMBER:
DSP-7
OF DSP-13



Site & Area

EcoForm combines economy with performance in an LED area luminaire. Capable of delivering up to 20,000 lumens or more in a compact, low profile housing, EcoForm offers a new level of customer value. EcoForm features an innovative retrofit arm kit, simplifying site conversions to LED by eliminating the need to drill additional holes in most existing poles. Integral control systems, including motion response and wireless controls are available for further energy savings during off peak hours.

Ordering guide table with columns: Prefix, Controls, Mounting, Optics, LED Wattage, Color Temp, Voltage, Finish, Options. Includes rows for EcoForm, DIM, APD, APD-MRO, APD-MRI, MRSO, MRH, MRSO, LCC2, LCC3, LCC4.

- 1. Available in 120V-277V Voltages only.
2. MRSO and APD-MRO luminaires require one motion sensor per pole, ordered separately.
3. EcoForm requires outdoor-rated sensor when used with Terminal Block (TB) Option.

ECF_en_03/15 page 1 of 8

ECF EcoForm

Site & Area

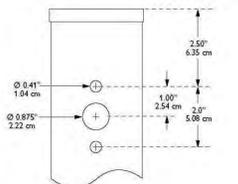
EcoForm Accessories (order separately)

FSIR-100 MR hand held programmer. For use with "MRI" motion response when field programming is required, if desired, only one is needed per job.

MS-A-120V 120V Input Area Motion Sensor. For MRSO (Motion Response) or APD-MRO (Automatic Profile Dimming with Motion Response Override).

MS-A-277V 277V Input Area Motion Sensor. For MRSO (Motion Response) or APD-MRO (Automatic Profile Dimming with Motion Response Override).

EcoForm Drill Template (standard arm mount)

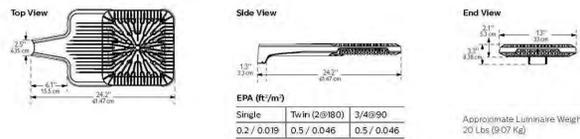


LED Wattage and Lumen Values (standard EcoForm luminaire)

Table with columns: Order Code, Array Quantity, Total LEDs, LED Current (mA), Average System Watts, LED Selection, Initial Lumens (Types 2-5).

- 1. System input wattage may vary based on input voltage, by up to +/- 5%, and based on manufacturer forward voltage, by up to +/- 5%.
2. Lumen values based on photometric tests performed in compliance with IESNA LM-79.

Dimensions - Standard EcoForm luminaire

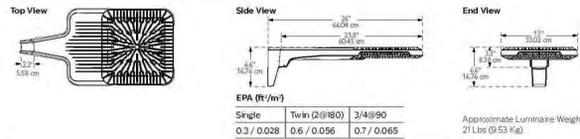


ECF_en_03/15 page 2 of 8

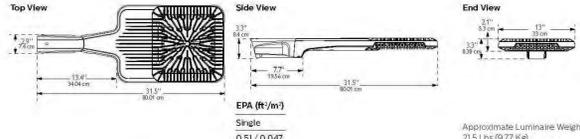
ECF EcoForm

Site & Area

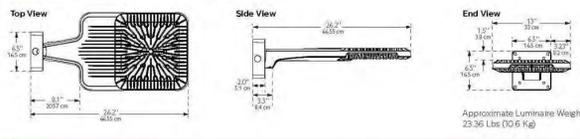
Dimensions - EcoForm with Retrofit Arm Mount (RAM)



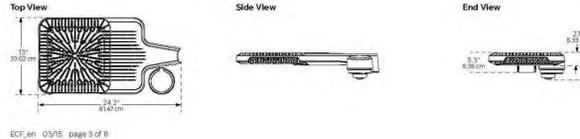
Dimensions - EcoForm with Mast Arm Filter (MA)



Dimensions - EcoForm with Wall Mount (WS)



Dimensions - EcoForm with Linelight Luminaire mounted controller



ECF_en_03/15 page 3 of 8

ECF EcoForm

Site & Area

Luminaire Configuration Information

ECF Philips Gardco EcoForm LED standard luminaire providing constant wattage and constant light output when power to the luminaire is energized.

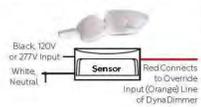
ECF-DIM Philips Gardco EcoForm LED luminaire provided with 0-10V dimming for connection to a control system provided by others.

ECF-APD Philips Gardco EcoForm LED luminaire with Automatic Profile Dimming. Luminaire is provided with a Philips DynaDimmer module, programmed to go to 50% power, 50% light output two (2) hours prior to night time mid-point and remain at 50% for six (6) hours after night time mid-point.

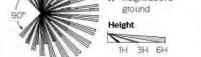
ECF-APD Dimming Profile: 100% 2 hours 50% 6 hours 50% 100%

ECF-MRSO Philips Gardco EcoForm LED luminaire with motion response, providing a 50% power reduction on low and a commensurate reduction in light output.

The Area PIR motion sensor is the WattStopper EW-200-120-W (120V input - MSA-120V) or the WattStopper EW-200-277-W (277V input - MSA-277V) for most MRH.



The area motion detector provides coverage equal to up to 6 times the sensor height above ground, 20% from the front-center of the sensor.



Motion response requires that the pole include an additional hand hole 15 feet above the pole base, normally oriented 180° to the standard hand hole.

ECF-MRSO is available in 120V-277V input only to the luminaire. Motion sensors require single voltage 120V or 277V input.

ECF_en_03/15 page 4 of 8

ECF EcoForm

Site & Area

Luminaire Configuration Information (Continued)

ECF-MRI Luminaires with Motion Response include a LED driver and an integral programmable motion sensor.

ECF-APD-MRI Luminaires with Automatic Profile Dimming and Motion Response Override.

The FSIR-100 IR transceiver allows bi-directional communication between the FSP-211 and the FSIR-100 programming tool.

APD-MRI luminaires are available with 120V or 277V input voltages only.

APD-MRI luminaires use the identical motion sensor as MRI luminaires.

FSIR-100 Wireless Remote Programming Tool. The FSIR-100 Remote Programming Tool is a handheld tool for setup and testing of EcoForm MRH and APD-MRI sensor settings.

The FSIR-100 Wireless IR Programming Tool is a handheld tool for setup and testing of EcoForm MRH and APD-MRI sensor settings.

The FSIR-100 display shows menus and prompts to lead you through each process.

By combining the benefits of automatic profile dimming and motion response, the ECF-APD-MRO assumes maximum energy savings, and assures that adequate light is present if motion is detected.

All motion sensors utilized consume 0.0 watts in the off state.

ECF_en_03/15 page 5 of 8

ECF EcoForm

Site & Area

Luminaire Configuration Information - EcoForm with Linelight

ECF-LLC2 EcoForm with Linelight wireless technology. Controller pod attached to luminaire arm and includes radio, photocell and motion sensor with #2 lens for 8-15' mounting heights.

ECF-LLC3 EcoForm with Linelight wireless technology. Controller pod attached to luminaire arm and includes radio, photocell and motion sensor with #3 lens for 15-25' mounting heights.

ECF-LLC4 EcoForm with Linelight wireless technology. Controller pod attached to luminaire arm and includes radio, photocell and motion sensor with #4 lens for 25-40' mounting heights.

You navigate from one field to another using (up) or (down) arrow keys.

Once active, use the Select button to move to a menu or function within the active field.

The FSIR-100 Remote Programming Tool is a handheld tool for setup and testing of EcoForm MRH and APD-MRI sensor settings.

With this configuration, the controller pod is mounted to the luminaire arm.

Recommended Sensor by Pole Height diagram showing sensor height vs pole height.

Photocell - Ambient light photocell on every wireless radio that averages the light levels of up to 5 controllers.

Motion Response - Three different lens configurations - Detects motion through passive infrared sensing technology.

ECF_en_03/15 page 6 of 8

BOHLER ENGINEERING logo and list of services: SITE VISITS, LAND SURVEYING, PROGRAM MANAGER, SUSTAINABLE DESIGN, etc.

REVISIONS table with columns: REV, DATE, COMMENT, BY. Includes entries for 05/26/16 and 07/06/16.

Professional Engineer seal for M. K. Jones, State of Maryland, License No. 38999.

NOT APPROVED FOR CONSTRUCTION

PROJECT No: M815009, DRAWN BY: ALJ, CHECKED BY: TT, DATE: 03/09/16, SCALE: AS SHOWN, CAD ID: SD2

DETAILED SITE PLAN FOR LIDL US OPERATIONS, LLC. LOCATION OF SITE: 8601 BALTIMORE AVENUE - US ROUTE 1, 21ST (BERWYN) ELECTION DISTRICT, COLLEGE PARK, MD 20740, PRINCE GEORGE'S COUNTY.

BOHLER ENGINEERING logo and contact information: 18701 MELFORD BLVD, SUITE 310, BOWIE, MARYLAND 20715.

M. K. JONES PROFESSIONAL ENGINEER seal and signature.

LIGHTING DETAILS SHEET TITLE: DSP-12 OF DSP-13. PROJECT NAME: LIDL COLLEGE PARK. PROJECT NUMBER: DSP-0707901.

PROFESSIONAL CERTIFICATION: I, MATTHEW K. JONES, 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. 38999, EXPIRATION DATE: 3/15/2017.

ECF EcoForm

Site & Area

Luminaire Configuration Information - EcoForm with LimeLight (Continued)

Gateway

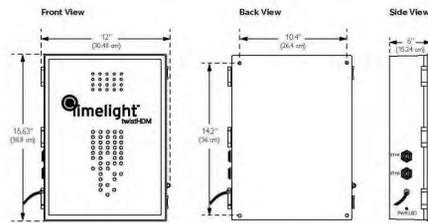
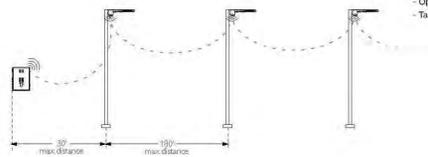
Overview: One gateway is included with the wireless controls system. The gateway opens up communication with the wireless radios installed with the EcoForm luminaires (or pole), allowing you to control your fixtures straight from the web. One LimeLight gateway can communicate with up to 800 fixtures. Typically one unit is required per parking lot.

Installation: Gateway has 4 blind threaded holes on the back side that accept 10-32 screws. Mount spacing is 10.41" across and 18.91" vertical.

Requirements: The gateway must be mounted in a secure on-site location. The gateway requires 120V. Distance of gateway to the first radio varies upon application; contact factory. Strong internet connection required.

Specifications:

- High density RF Mesh coordinator
- Ethernet or wireless internet connection to LimeLight server
- Proprietor of software "rules of operation"
- Waterproof Ethernet connectors
- Highly protected, long life ac/dc power supply
- Single board, ARM compliant 520MHz Intel computer
- Operating Temperature: -20°C to 55°C
- Tamper proof housing



ECF_en_03/15 page 7 of 8

ECF EcoForm

Site & Area

Specifications

Housing

One piece die cast aluminum housing with integral arm and separate self-retained hinged, one piece die cast door frame.

IP Rating

LED Light engine rated IP66.

Vibration Resistance

EcoForm with Standard Arm carries a 3G vibration rating that conforms to standards set forth by ANSI CDE.31. Testing includes vibration to 3G acceleration in three axes, all performed on the same luminaire.

Electrical

Driver efficiency (>90% standard), 120-480V available (restrictions apply). Open/short circuit protection. Optional 0-10V dimming to 10% power. RoHS compliant. Surge protector standard. 10KA per ANSI/IEEE C82.41.2.

LED Board and Array

32, 48, or 64 LEDs. Color temperatures: 3000K, 4000K, 5700K +/- 250K. Minimum CRI of 70. Aluminum metal clad board. RoHS compliant.

LED Thermal Management

The housing design allows the one piece housing to provide excellent thermal management critical to long LED system life.

Energy Saving Benefits

System efficacy up to 95 lumens/W with significant energy savings over Pulse Start Metal Halide luminaires. Optional control options provide added energy savings during unoccupied periods.

LED Performance

Ambient Temperature °C	Driver (mA)	Predicted Lumen Depreciation Data ¹		Lumen Maintenance % @ 60,000 hours
		Calculated L ₇₀ Hours ²	L ₇₀ Per TM-213 ³	
Up to 40 °C	Up to 1050 mA	> 350,000 hours	> 60,000 hours	97%

1. Predicted performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology. Actual performance may vary due to field application conditions.
2. L70 is the predicted time when LED performance deprecates to 70% of initial lumen output.
3. Calculated per IESNA TM21-11. Published L70 hours limited to 6 times actual LED test hours.

ECF_en_03/15 page 8 of 8

Philips Lighting, North America Corporation
200 Franklin Square Drive, Somerset, NJ 08873
Tel: 855-486-2266

Imported by: Philips Lighting
A Division of Philips Electronics Ltd.
281 Hillmount Rd, Markham, ON, Canada L3R 2S3
Tel: 905-668-9038

Retrofit Arm Mount

EcoForm features an innovative retrofit arm kit. When specified with the retrofit arm (RAM) option, EcoForm seamlessly simplifies site conversions to LED by eliminating the need for additional pole drilling on most existing poles. RAM will be boxed separately.



Listings

ETL/cETL listed to the UL 1599 standard, suitable for Wet Locations. Suitable for use in ambient temps from -40° to 40°C (-40° to 104°F). The quality systems of this facility have been registered by UL to the ISO 9001 series standards. All EcoForm luminaires equipped with NW and CW are DesignLights Consortium® qualified.

Finish

Each standard color luminaire receives a fade and abrasion resistant, electrostatically applied, thermally cured, triglycidyl epoxy resin (TGE) textured polyester powdercoat finish. Standard colors include: bronze (BRP), black (BLP), white (WP), and natural aluminum (NP). Contact factory for specs on optional or custom colors.

Warranty

EcoForm luminaires feature a 5 year limited warranty. Philips Gardco LED luminaires with LED arrays feature a 5 year limited warranty covering the LED arrays. LED Drivers also carry a 5 year limited warranty. Motion sensors are covered by warranty for 5 years by the motion sensor manufacturer.

Philips Lighting, North America Corporation
200 Franklin Square Drive, Somerset, NJ 08873
Tel: 855-486-2266

Imported by: Philips Lighting
A Division of Philips Electronics Ltd.
281 Hillmount Rd, Markham, ON, Canada L3R 2S3
Tel: 905-668-9038

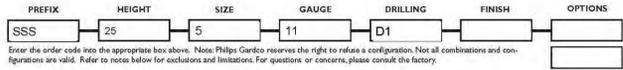
Job: TLBT Bowie
Type:
Notes:

Poles

Page 1 of 4

5" / 6" Straight Square Steel

The Philips Gardco SSS straight steel pole consists of a one-piece square fabricated steel lighting standard. The carbon steel base plate is secured to the shaft with a continuous circumferential weld providing excellent strength and integrity. The poles are finished with an electrostatically applied, thermally cured TGIC polyester powdercoat. All poles include anchor bolts, full base cover, hand hole, ground lug and top cap.



PREFIX	HEIGHT	SIZE	GAUGE	DRILLING
SSS	20	5"	7	D1 1 Way
SSS	25	5"	7	D2 2 Way
SSS	30	6"	11	D2@90 2 Way at 90°
	35			D3 3 Way
	40			D4 4 Way
				T2 2 3/8" OD Tension
				T4 4" OD Tension

FINISH	OPTIONS
PP Prime Painted	FES Fessoon Outlet
BRP Bronze Paint	AHH Additional Hand Hole
BLP Black Paint	
WP White Paint	
NP Natural Aluminum Paint	
GV Galvanized (No Paint)	
FGV Finished Paint over Galvanized (specify color)	
OC Optional Color Paint Specify RAL designation ex: OC.RAL7024	
SC Special Color Paint Specify: Must supply color chip.	

1611 Clovis Barker Road, San Marcos, TX 78666
(800) 227-0758 (512) 753-1000 FAX: (512) 753-7855 site@lighting.com
© 2011 Koninklilja Philips Electronics N.V. All Rights Reserved.
Philips Gardco reserves the right to change materials or modify the design of its product without notification as part of the company's continuing product improvement program.
79415-18/6611

Poles

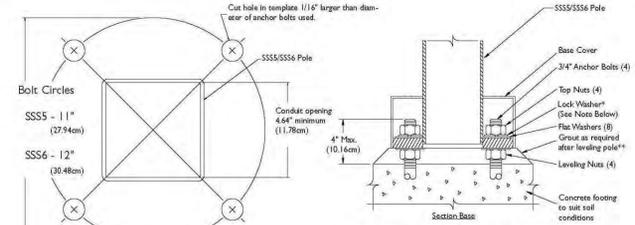
Page 2 of 4

5" / 6" Straight Square Steel

CATALOG NUMBER	POLE SIZE	MAXIMUM LUMINAIRE LOADING ¹												ANCHOR BOLT DATA ²						
		HIGH WIND CONDITIONS						NORMAL WIND CONDITIONS						BOLT CIRCLE (inches)	BOLT SIZE (inches)	MAX PROJ. (inches)				
PREFIX	HEIGHT (FT.)	POLE SIZE (inches)	GAUGE	EPA FT ²	Max. Weight (lbs)	EPA FT ²	Max. Weight (lbs)	EPA FT ²	Max. Weight (lbs)	EPA FT ²	Max. Weight (lbs)	EPA FT ²	Max. Weight (lbs)				EPA FT ²	Max. Weight (lbs)		
SSS	20	5	11	3.5	86	5.0	125	7.0	175	9.4	127	17.7	11.0"	3/4 x 17 x 3	4.0"					
SSS	20	5	7	6.2	155	8.2	205	10.7	270	16.2	21.4	28.1	11.0"	3/4 x 17 x 3	4.0"					
SSS	25	5	11	-	-	-	-	-	-	-	-	-	2.1	5.3	3.7	6.3	9.8	11.0"	3/4 x 17 x 3	4.0"
SSS	25	5	7	2.7	60	4.3	100	6.3	128	9.5	13.3	18.5	11.0"	3/4 x 17 x 3	4.0"					
SSS	30	5	11	-	-	-	-	-	-	-	-	-	2.0	4.7	3.1	5.6	8.6	11.0"	3/4 x 17 x 3	4.0"
SSS	30	5	7	-	-	-	-	-	-	-	-	-	2.0	5.0	3.9	6.7	10.7	11.0"	3/4 x 17 x 3	4.0"
SSS	30	6	7	-	-	-	-	-	-	-	-	-	2.5	5.9	4.4	7.8	11.0"	3/4 x 17 x 3	4.0"	
SSS	35	5	7	-	-	-	-	-	-	-	-	-	2.5	5.9	4.4	7.8	11.0"	3/4 x 17 x 3	4.0"	
SSS	35	6	7	-	-	-	-	-	-	-	-	-	4.2	7.6	12.4	12.0"	1 x 36 x 4	4.0"		
SSS	40	6	7	-	-	-	-	-	-	-	-	-	3.0	7.2	12.0"	1 x 36 x 4	4.0"			

1. Warning: Additional wind loading in terms of EPA, from banners, cameras, floodlights and other accessories attached to the pole, must be added to the luminaire(s) EPA before selecting the pole with the appropriate wind load capability.
2. Factory supplied template must be used when setting anchor bolts. Philips Gardco will not honor any claim for incorrect anchorage placement resulting from failure to use factory supplied templates.

DIMENSIONS



NOTE: Factory supplied template must be used when setting anchor bolts. Philips Gardco will not honor any claim for incorrect anchorage placement resulting from failure to use factory supplied templates.

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Poles

Page 3 of 4

5" / 6" Straight Square Steel

POLE SHAFT: The pole shaft is fabricated from a single piece of 11 ga (1.186") or 7 ga (1.792") commercial carbon steel. The formed steel plate is longitudinally welded providing minimum yield strength of 46 KSI.

ANCHOR BASE: The pole anchor base is fabricated from A-36 structural quality carbon steel with a minimum yield strength of 36 KSI. The base plate telescopes the pole shaft and is circumferentially welded on both top and bottom.

ANCHOR BOLTS: Anchor bolts are fabricated from a commercial quality hot rolled carbon steel bar that meets or exceeds a minimum guaranteed yield strength of 50,000 psi. Bolts have an "L" bend on one end and threaded on the opposite end. Anchor bolts are galvanized a minimum of 12" on the threaded end. Four (4) properly sized bolts, each furnished with two (2) regular hex nuts and two (2) flat washers, are provided per pole, unless otherwise specified.

BASE COVER: A two-piece base cover completely conceals the entire base plate and anchorage.

HAND HOLE: The reinforced hand hole has a nominal rectangular 2" X 4" inside opening in the pole shaft. Included is a cover plate with attachment screws. The hand hole is located 18" above the base and 180° clockwise with respect to the luminaire arm when viewed from the top of the pole for one arm. For two arms the hand hole is located directly under one arm.

POLE TOP CAP: Each pole assembly is provided with a removable pole top cap.

FINISH: Poles are available with a bronze, natural, white or black electrostatically applied, thermally cured TGIC polyester powdercoat finish.

STOCK POLES: Poles provided from stock under the Quick Ship program are drilled for four (4) luminaires at 90° with three (3) hole sets placed.

GENERAL POLE INFORMATION

DESIGN: The poles as charted are designed to withstand dead loads and predicted dynamic loads developed by variable wind speeds with an additional 30% gust factor under the following conditions:

The charted weights include luminaire(s) and/or mounting bracket(s).

The wind velocities are based on 10 mph increments from 80 mph through 100 mph. Poles to be located in areas of known abnormal conditions may require special consideration. For example: coastal areas, airports and areas of special winds.

Poles are designed for ground mounted applications. Poles mounted on structures (such as buildings and bridges) may also necessitate special consideration requiring Philips Gardco's recommendation.

Height correction factors and drag coefficients are applied to the entire structure. An appropriate safety factor is maintained based on the minimum yield strength of the material incorporated in the pole.

WARNING: This design information is intended as a general guideline only. The customer is solely responsible for proper selection of pole, luminaire, accessory and foundation under the given site conditions and intended usage. The addition of any items to the pole, in addition to the luminaire, will dramatically impact the EPA load on that pole. It is strongly recommended that a qualified professional be consulted to analyze the loads given the user's specific needs to ensure proper selection of the pole, luminaire, accessories, and foundation. Philips Gardco assumes no responsibility for such proper analysis or product selections. Failure to insure proper site analysis, pole selection, loads and installation can result in pole failure, leading to serious injury or property damage.

GENERAL INFORMATION: Mounting height is the vertical distance from the base of the lighting pole to the center of the luminaire arm at the point of luminaire attachment. Two arms as charted are oriented at 180° with respect to each other. For applications of two (2) arms at 90° or other multiple arm applications, consult the factory.

WARRANTY: Philips Gardco poles feature a 1 year limited warranty. See Warranty Information on www.site@lighting.com for complete details and exclusions.

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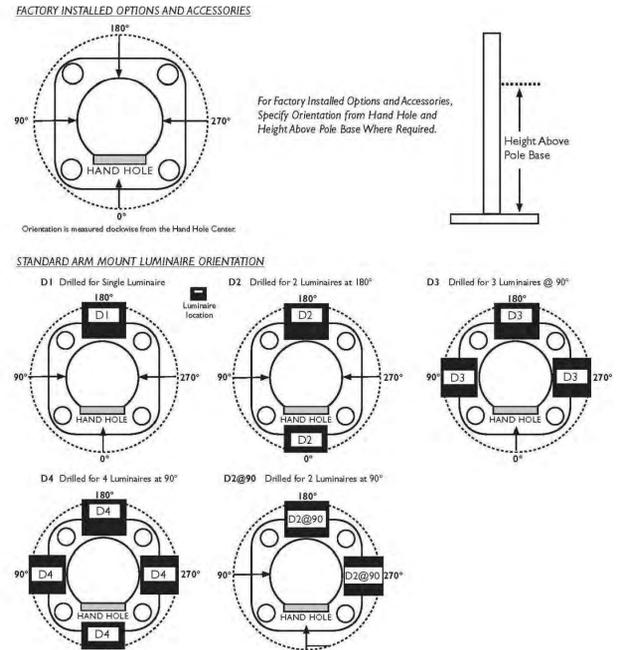
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Page 4 of 4

Poles

5" / 6" Straight Square Steel

ORIENTATION INFORMATION



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ON LABEL CERTIFIES THAT THIS PLAN MEETS CONDITIONS OF FINAL APPROVAL BY THE PLANNING BOARD, ITS DESIGNER OR THE DISTRICT COUNCIL.

M-NCPPC APPROVAL

PROJECT NAME: LIDL COLLEGE PARK

PROJECT NUMBER: DSP-07079/01

FOR CONDITIONS OF APPROVAL, SEE SITE PLAN COVER SHEET OR APPROVAL SHEET. REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER.

PROFESSIONAL CERTIFICATION

I, MATTHEW K. JONES, 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. 39999, EXPIRATION DATE: 3/15/2017

BOHLER ENGINEERING

16701 MELFORD BLVD, SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
nspeach@BohlerEng.com

REV	DATE	COMMENT	BY
1	05/26/16	PER M-NCPPC COMMENTS	SRB
2	07/06/16	PER M-NCPPC COMMENTS	TT

NOT APPROVED FOR CONSTRUCTION

PROJECT No.:	MB15009
DRAWN BY:	ALJ
CHECKED BY:	TT
DATE:	03/09/16
SCALE:	AS SHOWN
CAD ID.:	SD2

PROJECT: DETAILED SITE PLAN FOR LIDL US OPERATIONS, LLC

LOCATION OF SITE: 8601 BALTIMORE AVENUE - US ROUTE 1, 21ST (BERWYN) ELECTION DISTRICT, COLLEGE PARK, MD 20740, PRINCE GEORGE'S COUNTY

BOHLER ENGINEERING

16701 MELFORD BLVD, SUITE 310
BOWIE, MARYLAND 20715
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SHEET TITLE: LIGHTING DETAILS

SHEET NUMBER: DSP-13 OF DSP-13

AMENDED¹
STATEMENT OF JUSTIFICATION
DSP-07079/01

APPLICANT/
CONTRACT PURCHASER: Lidl US Operations, LLC
3500 South Clark Street
Arlington, VA 22202

OWNER: Jaykishan Hospitality Group, LLC
8601 Baltimore Avenue
College Park, MD 20740

ATTORNEY/
CORRESPONDENT: 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

CIVIL ENGINEER: Bohler Engineering
16701 Melford Boulevard, Suite 310
Bowie, Maryland 20715
(301) 809-4500 Voice

TRAFFIC ENGINEER: Lenhart Traffic Consulting, Inc.
645 Baltimore Annapolis Boulevard
Suite 214
Severna Park, Maryland 21146
(410) 216-3333 Voice

ARCHITECT: Gensler
1 East Pratt Street
Suite 202
Baltimore, Maryland 21202
(410) 539- 8776 Voice

REQUEST: Detailed Site Plan pursuant to Section 27-285(b) of the
Zoning Ordinance and modifications to the Development
District Standards pursuant Section 27-548.25(c) of the
Zoning Ordinance to accommodate the development of a

¹ Underscoring indicates language added to justification statement and ~~strikethrough~~ indicates language deleted from prior justification statement.

food and beverage store (i.e., a Lidl grocery store) in the MUI/DDO Zone.

I. DESCRIPTION OF PROPERTY

1. Address – 8601 Baltimore Avenue, College Park, Maryland 20740
2. Proposed Use – Approximately 36,185 square foot grocery store (food and beverage store).
3. Election District – 21
4. Parcels – P. 14
5. Total Area – 3.30 acres
6. Tax Map & Grid – 33/D-1
7. Location – Located on the east side of Baltimore Avenue (US 1) in the northeast quadrant of its intersection with Berwyn Road.
8. Zone – M-U-I & DDO
9. Overlay Zone – DDOZ within the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*
10. Zoning Map – 210NE04
11. Incorporated Area – College Park
12. Archived 2002 General Plan Tier – Developed
13. Growth Policy Tier, *Plan Prince George's 2035* – Tier I

II. NATURE OF REQUEST

Lidl US Operations, LLC (hereinafter the “Applicant”) is requesting the approval of a Detailed Site Plan to construct a +/-36,185 square foot grocery store. The applicant is requesting modifications of the Development District Standards outlined in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (hereinafter “Sector Plan”).

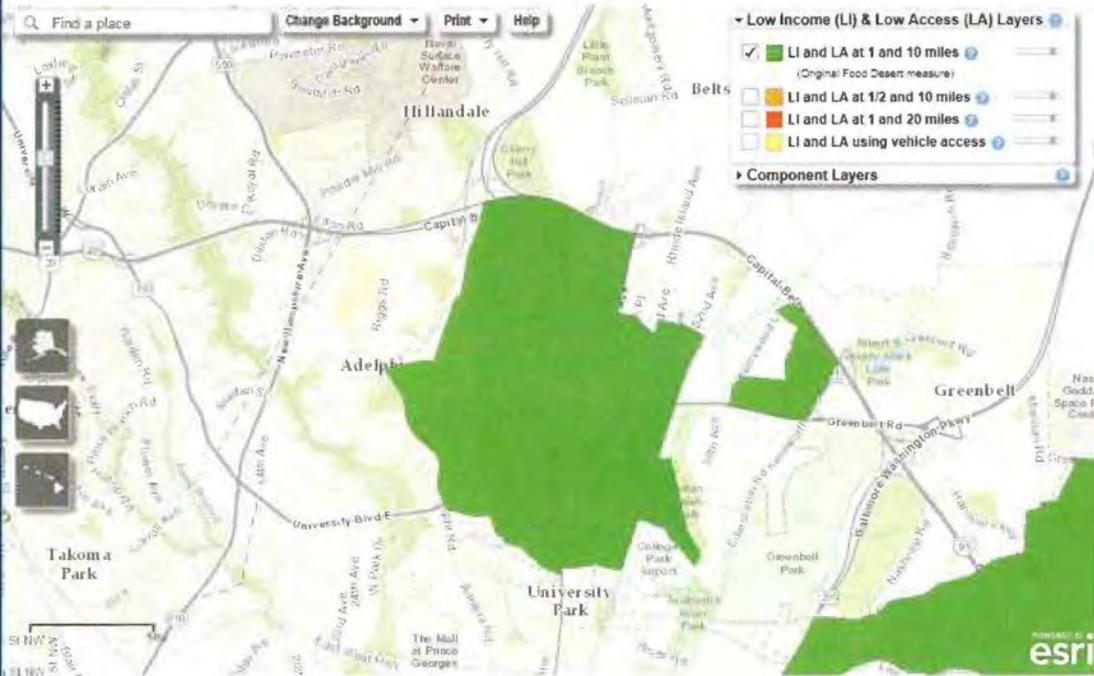
III. APPLICANT'S PROPOSAL

The applicant is requesting the approval of a detailed site plan for the development of a +/-36,185 square foot grocery store at 8601 Baltimore Avenue, College Park, Maryland, which is currently improved with an approximate 64,332 square foot hotel (currently operating as a

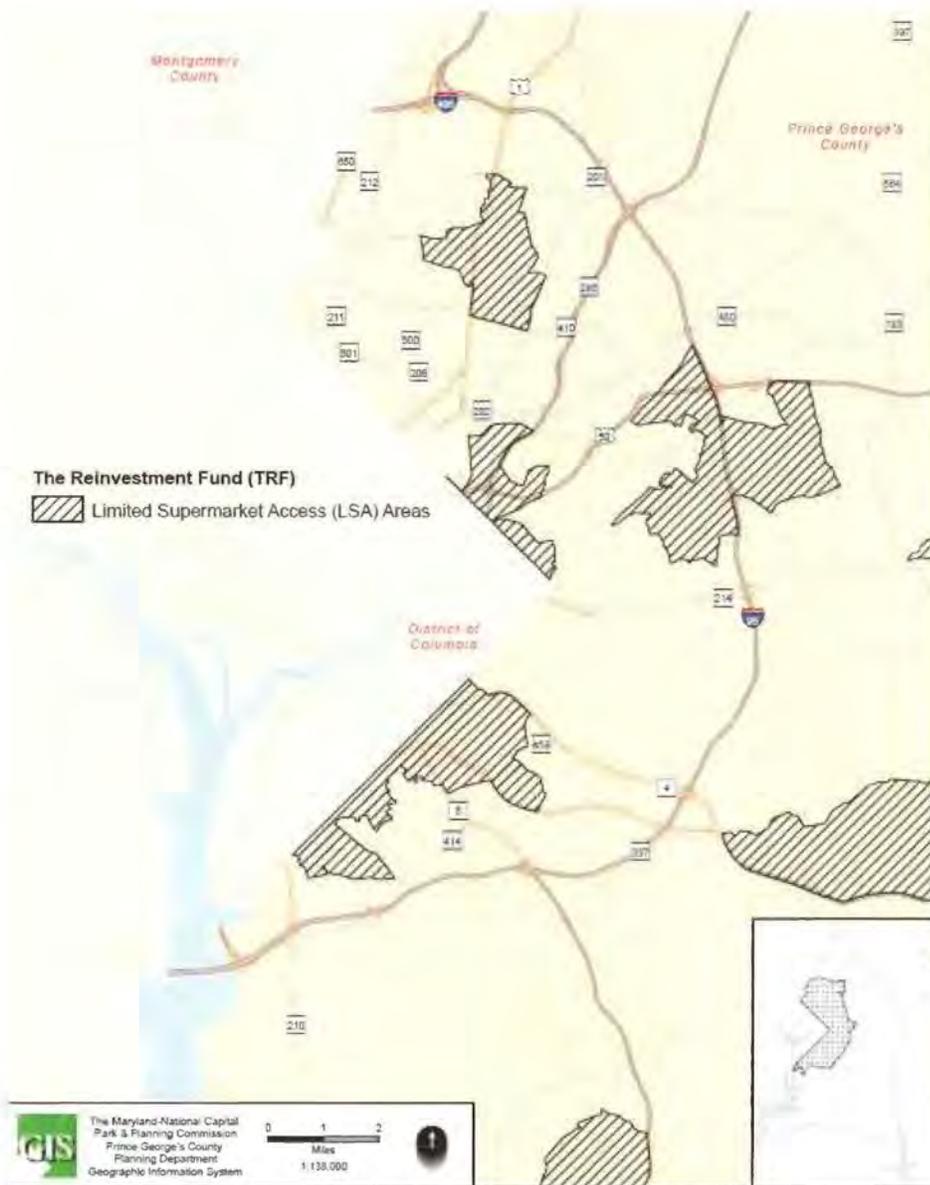
Clarion Inn). Based on property tax records and aerial photographs, the property has been improved as a hotel since at least 1964. However, and as explained further below, given the current status of College Park specifically, and the County generally, as being identified by the United States Department of Agriculture as a “food desert,” the Applicant, as part of its expansion into the United States, is excited to bring its new concept of a grocery store to College Park and Prince George’s County.

For over 40 years, Lidl has been a growing presence in the European grocery marketplace. With 10,000 stores in 26 countries, it has very precisely designed every part of its process to deliver the highest quality products at the lowest possible price while providing the most efficient shopping experience possible. Lidl is bringing its unique vision to the United States in an unprecedented way, which it believes will create a unique and better way of shopping for the U.S. consumer. Unlike with some competitors, Lidl will offer fresh meats and produce, an in-store bakery, as well as a wide selection of goods that will include Lidl’s own premium quality brands and highly selected national brands to ensure the highest-quality at the lowest possible prices; which will truly provide consumers with a unique shopping experience.

Two major nationwide studies have been conducted that identify areas with limited access to healthy food, which includes the “Food Access Research Atlas” prepared by the USDA Economic Research Service and the “Limited Supermarket Access Areas” prepared by The Reinvestment Fund. Below are maps from both studies that show College Park, among other areas of the County, as being underserved.



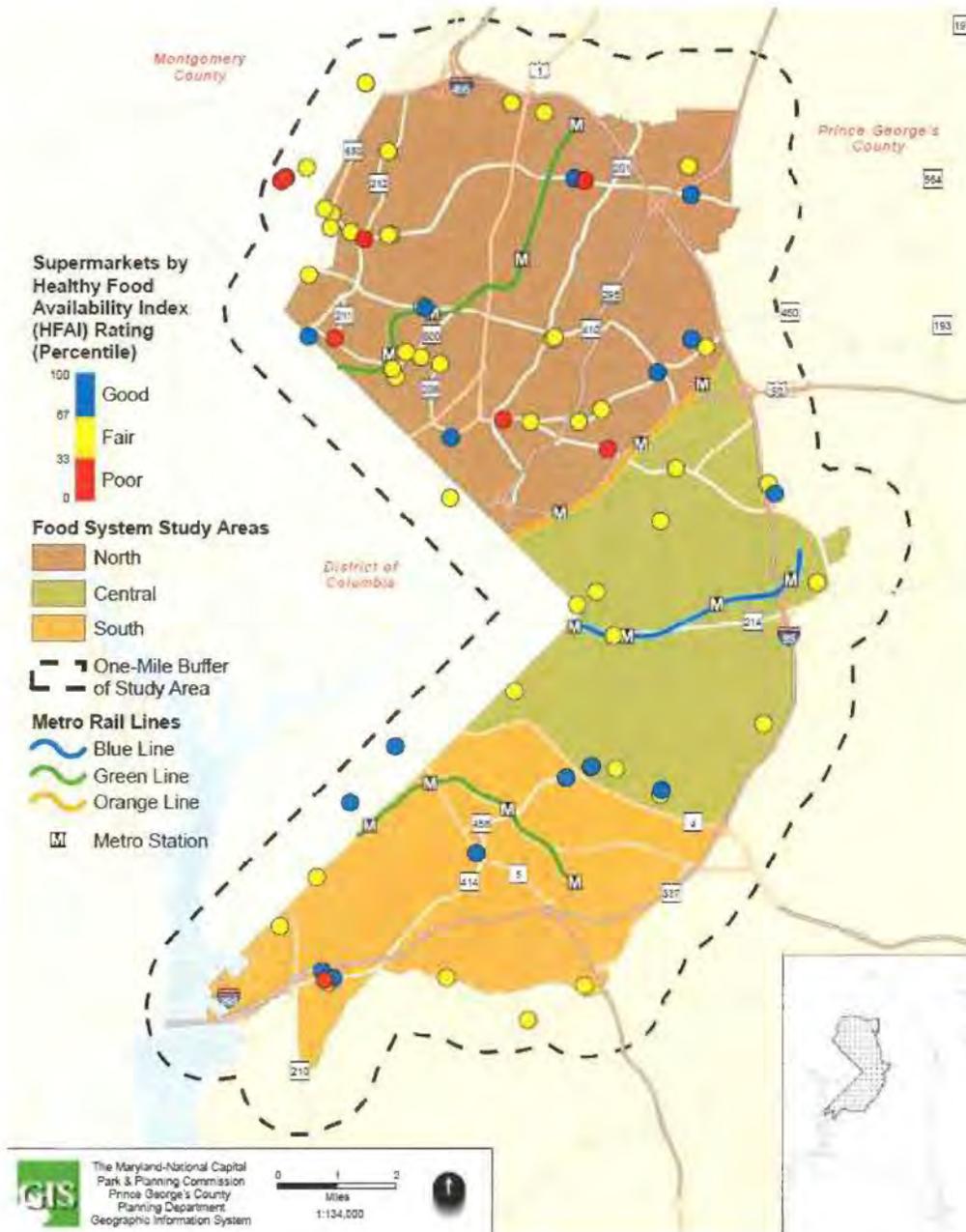
Last updated: Tuesday, June 14, 2016



In 2014, for the purpose of conducting an assessment of the county's food system to better understand how it works, identify challenges and opportunities, and provide recommendations for creating a healthy, equitable, and sustainable food system that ensures that every County resident has access to nutritious, affordable, and culturally appropriate food, a County Food System Study was prepared. Although the County Study took issue with the USDA and TRF "food desert" analyses, a number of issues were identified, which included:

- Lack of affordable healthy food;
- Varying quality between stores in the same chain depending on location;
- Lack of good customer service in most stores;
- Inadequate public transportation; and
- Lack of pedestrian and biker safety.

The County’s Study also confirmed that College Park, as depicted on the map below, is currently underserved with supermarkets regardless of rating (no supermarkets received a rating of “good”).



Although it may be true that the problem is not the lack of grocery stores per se, it is also true that the applicant’s proposed development will provide affordable and healthy food in an area in need of the same. Moreover, given the location of the proposed store, within the center of the City at the intersection of Baltimore Avenue and Berwyn Road, access to more affordable and higher-quality food choices is also being addressed with this proposal. Currently, many residents do not shop at easily accessible nearby stores, but, instead, go out of the County to shop at better stores and to buy affordable healthy food; thus, causing leakage of food dollars. The

applicant very strongly believes that with the addition of a Lidl at this location (which will necessitate the razing of the existing Clarion Inn), residents – including students at the University of Maryland – will no longer have to travel out of the County or be limited based on access to obtain high-quality affordable food options. This is especially true for seniors within the Berwyn Community, who likely have no means to travel farther than their immediate neighborhood and currently have no choice but to shop at nearby substandard stores and pay higher prices for lower-quality food. Lidl will provide what is desperately needed: affordable, healthy, and wholesome food varieties in a clean attractive store that will have good customer service, be closer to home, and be easily accessible by foot, bicycle, public transportation, or car.

DESIGN FEATURES

Lidl is a global brand with over 10,000 stores worldwide that provide access to quality products at a reasonable price. Lidl has developed their United States store, not only to create and establish its new US brand with attractive and iconic architecture, but also to provide an innovative shopping experience to the American consumer. To enhance the shopping experience, Lidl is proposing a fully-glazed front façade, which is a signature/defining design element of its store that allows daylight to spill into the store while also providing clear views in to the store with interior spaces being lit from within. Given that Lidl is new to the United States market, and although not required for detailed site plan review, the applicant has included an interior floorplan to better show/articulate the layout and store features. The interior of the building is clean with aisles efficiently laid-out to help customers find their grocery items while not compromising function. The Lidl US store represents a dramatic change in the way that a grocer can cater to the customer needs by using impactful design and an attitude about customer satisfaction that is never-compromising.

The most notable feature of the design, which sets the building apart and forms the basis of its iconic architecture, is the gently curving asymmetric roofline which frames the fully glazed front façade. The building is anchored to the ground at the corner of the low end of the roofline by solid brick panels. The main entrance to the building occupies the most prominent corner of the building and the site, with the soaring full height glass enclosed entry vestibule being located along the frontage of US 1. The entry feature provides an appropriate termination to the fully glazed façade and facilitates the transition to the façade configuration of the side of the building. All other sides of the building are clad with a combination of brick and stucco in a complimentary multicolor scheme. Each façade is broken down into a series of articulated panels based upon the module of the building structure to lend scale and interest to the building. Clerestory windows on each of the long facades cap the panels and further define and set apart the curving roof structure.

The second most prominent side of the building, which faces the parking areas, consists of a full length brick wainscot with a contrasting cast stone sill to transition to the brick or stucco panels above. Brick panels are provided at the ends of the building and have been added to the center of this façade, to anchor the structure to the ground with a series of stucco panels between to provide contrast and visual interest. This façade is capped by the large glazed clerestories. A small accessory structure which forms a cart corral for shopping cart storage is designed on the west side of this façade which provides relief, additional visual interest, and breakdown of the scale of this side of the building. The north façade has a brick panel towards US 1, with the rest

of the façade articulate with alternating panels of stucco with dark grey stucco vertical bands, to compliment the main features of the design already described.

Finally, s Service functions are accomplished at the rear of the building. The east façade is a series of stucco panels anchored by grey brick and capped with a metal fascia panel. The loading dock, designed to serve two trucks at a time, if needed, is positioned to ensure that vehicles parked at the dock area are not visible from surrounding areas. The loading area is also recessed and screened to further minimize any visual impacts. There is a separate dumpster enclosure located at the rear of the building, along the northeast property line, within close proximity to the loading area. The enclosure is designed with the same materials and design features to blend with the architecture of the building.

Finally, pedestrian connections have been added within the site and at the northeast corner of the property to better tie the development to the nearby residential neighborhood. The Applicant has added a pedestrian feature at the southwest corner of the site (at the intersection of Berwyn Road and US 1) to create place making and outdoor seating for patrons and citizens.

IV. COMMUNITY

The subject property is located in Planning Area 66, Councilmanic District 3, within the City of College Park. More specifically, the site is located on the east side of Baltimore Avenue (US 1) in the northeast quadrant of its intersection with Berwyn Road. The property is located in the Mixed Use-Infill (“M-U-I”) Zone and is subject to the Development District Overlay (“D-D-O”) Zone standards found in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (“Central Us 1 Corridor Sector Plan and SMA” or “Sector Plan”).

The subject property is surrounded by the following uses:

North: Extra Fuel and University Mart (food and beverage store in combination with a gas station) in the M-U-I/D-D-O Zone and The Oasis Condominiums at College Park (multi-family dwelling units) in the R-18 Zone.

South: Berwyn Road, and beyond, Napa Auto & Truck Parts in the M-U-I/D-D-O Zone and single family detached dwelling units in the R-55 Zone

East: 48th Avenue, and beyond single family detached dwelling units in the R-55 Zone.

West: Baltimore Avenue (US 1), and beyond, various commercial uses (i.e., a 7-Eleven food and beverage store; Richard Custom Tailor and Dry Cleaners; and a car wash) in the M-U-I/D-D-O Zone.

V. GENERAL CRITERIA FOR DSP APPROVAL

Section 27-285. Planning Board Procedures.

(b) Required findings.

(1) The Planning Board may approve a Detailed Site Plan if it finds that the plan

represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

COMMENT: The plan does represent a reasonable alternative for satisfying the site design guidelines. The site design guidelines are found in the Sector Plan, the intent of which is to regulate the design and character of the Central US 1 Corridor. “The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for College Park and the University of Maryland, consistent with the land use and urban design recommendations of the Sector Plan.” (Sector Plan at p. 227). These standards “are intended as a supplement to the existing zoning regulations for the Central US 1 Corridor.” (*Id.*). “All new development and redevelopment of existing structures within the DDOZ shall comply with the development district standards and the general intent and goals of the US 1 Corridor Sector Plan.” (*Id.* at p. 223).

VI. M-U-I/D-D-O ZONE REQUIREMENTS

The Sector Plan defines long-range land use and development policies, detailed zoning changes, design standards, and a Development District Overlay (D-D-O) Zone for the US 1 Corridor area. The land use concept of the sector plan divides the corridor into four inter-related areas, walkable nodes, corridor infill, existing neighborhoods, and natural areas, for the purpose of examining issues and opportunities and formulating recommendations. Detailed recommendations are provided for in six distinct areas within the sector plan: Downtown College Park, the University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and the Hollywood Commercial District. The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

The sector plan recommends commercial land uses for the subject property (*see* Map 8, page 60). These land uses are described on page 57 of the Sector Plan. Commercial land uses emphasize commerce, office, and wholesale services and include associated yards and parking areas. The proposed development of a +/-36,185 square foot grocery store is in conformance with the land use recommendations of the Sector Plan. Moreover, the subject property is within the M-U-I Zone, which permits a food and beverage store, by right.

The proposed development is primarily located in the Corridor Infill Character Area with a small portion of the far eastern part of the property being located in the Existing Residential Character Area, as shown on the diagram on page 61 of the Sector Plan, and on Map 27 on page 230. The corridor infill character area consists of mixed-use, but primarily residential development with park-like landscaping and easy accessibility to goods and services, and is intended to facilitate the redevelopment of existing strip-commercial development along Baltimore Avenue (US 1) while serving as a transition from the more intensive walkable nodes to existing residential areas adjacent to the corridor. The applicant contends, and despite any requested modifications or amendments that are necessary to facilitate the development, that the proposed development is in conformance with the intent of corridor infill areas to serve as a

transition from walkable nodes to the existing residential areas adjacent to the corridor. Moreover, given that the eastern portion of the property is located in the Existing Residential Character Area, which provides a range of 1 to 3 story building height(s), the proposed development not only serves as a transition from the commercial land uses to the residential uses to the east, but also helps to ensure consistency in size, scale, and context with the surrounding development.

In addition to the general criteria outlined in Sections V and VI above, additional findings for a Detailed Site Plan in the Development District Overlay Zone are set forth in Section 27-548.25(b) of the Zoning Ordinance. That section provides that in order to approve a DSP in the D-D-O, the Planning Board must find that the site plan meets applicable development district standards. However, Section 27-548.25(c) provides that an applicant may request, and the Planning Board may apply, development standards that differ from the D-D-O Standards so long as the “alternate D-D-O Standards *will benefit the development and the Development District, and will not substantially impair implementation of the . . . Sector Plan.*” (Emphasis added). In essence, unless there is a *substantial impairment*, which is a very high standard, the alternate D-D-O Standard(s) needed to facilitate the development and the District will be deemed to be in conformance with the intent of the corridor infill area; and thereby, is in conformance with the Sector Plan.

The submitted application and the justification materials provide the basis needed to deviate from a number of development district standards in order to accommodate the proposed development on the subject property. These standards^{2, 3} are discussed as follows (all page numbers reference the sector plan)⁴:

BUILDING FORM

- Building Height (Page 233)

COMMENT: The Corridor Infill Character Area provides that the principal building height shall be a maximum of 4 stories and a minimum of 2 stories. An amendment/modification to this development standard is requested. The front façade of the proposed building, along the frontage of US 1 (Baltimore Avenue), is approximately 29’7” in height and is composed of almost 100% glazed windows. The roofline transitions along the frontage to the north to a height of 17 feet. Based on the building configuration requirements, a first-floor commercial use must be a minimum of 11 feet with a maximum of 25 feet in height. Consequently, with a building height

² The applicant contends that the proposed development, in as much as a small portion of the subject property is located in Character Area 3, Existing Residential, despite the fact that the subject property has been improved with a hotel and hotel use for more than 50 years, is nevertheless generally consistent and compatible with surrounding development; prevents and/or corrects the ongoing erosion and adverse effects created by the current use; and sufficiently buffers and screens the use from existing residential dwellings.

³ Only those Development District Standards that require a modification have been provided herein. If not otherwise listed, the standard has been met and more detailed information can be found on the site plan and/or within the Development District Standards Analysis, which was filed in conjunction with this Justification.

⁴ As further support/supplementation/clarification, in conjunction with the application and this justification, the applicant has also submitted an analysis of the D-D-O Standards in chart form. This justification will provide comments only to those standards in which the applicant is seeking a modification.

exceeding 11 feet and 25 feet, respectively, the applicant contends that although the proposed building meets the strict definition of a one-story building, the actual height of the building meets the purpose and intent of the development standard by providing a building that is almost 30 total feet in height. Moreover, the building's massing is designed to reflect its surroundings. It varies between approximately 17 feet to almost 30 feet in height along US 1 (Baltimore Avenue). As it approaches the corner of Berwyn Road, the elevation reaches its highest point, which is carried around to the southern elevation facing Berwyn Road. The full glazed window treatment continues at the entrance feature with floor to ceiling windows, then a mix of building materials including glass, brick, cast stone, and stucco are provided. The building design creates a unique retail storefront that is expressed to relate to the development standards of the Sector Plan. The applicant believes that the architectural character of the proposed building (with the use of glass, brick, stone, and metal), will not only be an attractive addition to the surrounding community, but will generally be consistent with the surrounding development, and it will set the bar high for future commercial development. Moreover, it will replace the existing Clarion Inn building, which is more than 50 years old. It should also be noted that the eastern side of the property is located in the Existing Residential Character area; consequently, the dimensions proposed create a human scale to the project, while meeting the intent of the sector plan to have buildings that are more than 11 – 25 feet in height (or one story). The applicant is proposing outdoor seating, which is reflected on the detailed site plan that will facilitate pedestrian activities and gathering places for patrons to enjoy the applicant's use. The Landscape Plan, which adheres to or exceeds the requirements of the Landscape Manual, facilitates additional urban design elements that will further buffer the use from existing residential units to the east. In all, the design pays adequate attention to human scale and offers a varying assortment of textures and materials.

- Lot Occupation and Setbacks-Building (Page 233)

COMMENT: An amendment/modification to the lot occupation for the frontage buildout and the front build-to-line (secondary) are requested. In an attempt to meet as many of the development district standards as possible, the applicant reconfigured the building placement and location on-site by shifting the building to the west (along US 1); thereby, adhering to the front BTL (principal) requirement. However, in order to accommodate safe internal circulation (both pedestrian and vehicular) and to accommodate the necessary access and loading (with truck circulation), the applicant is proposing the layout shown on the detailed site plan that provides for an access on to US 1 and parking to the south of the building, which will assist in keeping some traffic off of Berwyn Road. That said, however, the applicant is also proposing a 4 foot high landscape wall at the southwest corner of the site (at the intersection of US 1 and Berwyn Road) as well as an additional pedestrian plaza with landscaping and benches at this location. This wall, pedestrian plaza and landscape design provides an additional hardscape along the frontage of the site to better adhere to the development standard. These features help screen the parking, which is responsive to the purpose of this standard. Strictly applying the standard, however, the applicant is unable to meet the 60% minimum frontage buildout requirement, and therefore, respectfully requests a modification to said standard. In addition, in designing the site to accommodate this permitted use, the applicant is unable to strictly adhere to the 10 foot to 20 foot front BTL (secondary) requirement, and respectfully requests a modification/amendment to said standard.

In further support of the same, the applicant contends that the proposed site and streetscape amenities (including brick pavers, benches, planters, and a bus shelter) will contribute to an attractive, coordinated development. That is, the proposed Landscape Plan was prepared in accordance with the provisions of the Sector Plan and the Landscape Manual, and the materials used will be of high quality and will be attractive, which will enhance the use and enjoyment of the site. This location is anticipated to be used by alternate modes of transportation such as bikes as well as pedestrian access, so outdoor amenities and landscaping are proposed at multimodal scale. The site plan shows details of the outdoor pavers, planters, a bus shelter, and seating area, which will enhance the patron's use and enjoyment of the site by creating a plaza-like environment at the front of the store and along the US 1 frontage. The State Highway Administration has an improvement plan for this portion of US 1 that include a bus shelter on the frontage of the property. The site proposes two seating areas. The first is along US 1, with a bench located on both the north and south sides of each of the landscape planters, for six benches total. The second wraps around the southwest corner of the site from US 1 to Berwyn Road. The plaza frontage on US 1 proposes two benches, one on either side of the landscape planter, and the frontage on Berwyn Road proposes four benches. The proposed seating areas greatly enhance the pedestrian realm by providing rest areas and shade for the pedestrians and patrons of the store. The design of the site is also dictated by the environs of the property that include existing residential units to the south and east. To effectively buffer the use, as well as to provide environmental site design for stormwater management, the applicant contends that its layout is acceptable. Along Berwyn Road, the applicant is proposing three micro-bioretenion facilities to treat stormwater. In addition, and as provided on the Landscape Plan (Sheet 9), the applicant is proposing a number of shade trees, ornamental trees, and shrubs to buffer the parking lot and use.

Although the applicant is unable to strictly adhere to these standards of the Sector Plan, the applicant is providing a well-designed development that will benefit the College Park and Berwyn communities while not substantially impairing the implementation of the Sector Plan. Due to certain site specific and design elements that are required in order to accommodate the development of a successful use/retail business (while creating a brand), strict application to these standards are very difficult – if not impossible, and the applicant contends that its design, coupled with the proposed landscaping, can be found to be in conformance with the land use recommendations and design policies/principles intended to implement the development concepts recommended by the Sector Plan.

- Parking (Page 239)

COMMENT: The number of parking spaces required in the Sector Plan area is specified and any deviation from the standard requires a modification of the development district standard. The number of required parking spaces within the Corridor Infill Character Area for a retail use is 4 spaces for every 1,000 square feet of gross floor area. Based on the proposed use and building, as indicated on the detailed site plan (Sheet 4), the required number of parking spaces is 145 spaces. The applicant is proposing a total of ~~134~~ 137 spaces, which is ~~11~~ 8 spaces below what is required. Three of the required spaces will be designated for electric cars and will provide charging stations. Therefore, the applicant is requesting a modification to the development district standard to allow the proposed parking.

Although the applicant's proposed parking is less than that which is required, the parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site with parking spaces designed to be located near the use that it serves, and parking aisles have been oriented and designed to minimize the number of parking lanes crossed by pedestrians. Moreover, although the applicant was unable to utilize the shared parking factor, the applicant contends that by providing less parking than what is required positions the development to be more in line with the purpose of the Sector Plan by reducing auto dependency while reflecting the benefits of shared parking facilities. Simply put, a use that provides less parking in the Corridor Infill Character Area than that which is required should be encouraged and not discouraged, as the same encourages pedestrian activity and alternate modes of transportation. Moreover, the applicant is proposing a pedestrian plaza along US 1 that includes a bus stop with shelter and benches. Given the location of the subject property within the City of College Park and in close proximity to the University of Maryland and the Berwyn community, the applicant contends that the modification to deviate from the required number of parking is warranted.

- Parking Access (Page 241)

COMMENT: The applicant is requesting a modification to this development standard. It must be highlighted that this standard provides that "when present, alleys *shall* be the primary source of access to off-street parking." (Emphasis added). When alleys are not present, "secondary frontage or side streets *may* be used as the primary source of access to off-street parking." (Emphasis added). Alleys do not exist; consequently, the only form of access to the site is primary and secondary streets. As described above, the applicant is providing approximately 35% frontage buildout lot occupation due to design and site constraints, and is further using the same number of existing access points from the primary and secondary streets to access the off-street parking. Given there are no alleys available and this design requirement provides flexibility in the use of the word "may," the applicant contends that by utilizing the same number of access points – although in slightly different locations that result in better design, safety, circulation, and access – the requested modification does not impair the implementation of the Sector Plan. This Detailed Site Plan illustrates that all parking and loading areas are located and designed to provide safe and efficient vehicular and pedestrian circulation within the site. The drive aisles are more than 22 feet wide. All drive aisles are large enough to provide safe, efficient and convenient circulation and loading within the site. Site access to and from US 1 has been coordinated with the State Highway Administration. There will be ~~134~~ 137 parking spaces including 5 handicapped spaces and 2 loading spaces (the latter are recessed to further screen the same from the parking lot and street(s)). The parking has been placed along the southern and eastern boundaries and generally in close proximity to the entrance of the store. This ensures a safe circulation pattern and open – relatively unobstructed – views from the building out onto the property frontage. The design of the access to off-street parking also ensures that the requisite delivery truck has minimal impacts to the primary and secondary streets, while also ensuring safe on-site circulation and movement.

- Parking Lot Landscaping Requirement (Page 242)

COMMENT: This Detailed Site Plan generally complies with this design guideline with the exception of the requirement that “no more than six consecutive parking stalls be permitted without a landscape island. . . .” As designed, landscape islands that otherwise comply with the design standards are provided, on average, every 10 stalls, which adheres to the Landscape Manual. Thus, a modification to the strict application of this standard is requested. The applicant contends that its detailed site plan, despite this or any modification requested herein, is designed to preserve, create, or emphasize views from the public roads and the adjoining property. Again, the proposed building has been designed to provide a modern, clean and strong street presence along both US 1 and Berwyn Road. The applicant is proposing a modern architectural design that includes a combination of glass, brick, metal, and stucco on all four sides of the building to ensure that all views are attractive and of high quality. The applicant has prepared a Landscape Plan showing the proposed landscaping associated with the development. A screen wall is proposed along the frontage of US 1 and Berwyn Road to provide screening for the parking lot, as allowed for in the Sector Plan. This design promotes pedestrian connectivity, while not sacrificing the needed visibility of the site to the traveling public and/or without jeopardizing the health, safety, and general welfare of the public due to on-site constraints that other designs would create. The site layout also adheres to acceptable CPTED practices. Given that the design otherwise complies with the Landscape Manual and the requested modification is fairly limited in scope, the applicant contends that it is warranted in this instance.

ARCHITECTURAL ELEMENTS

- Façades and Shop Fronts (Pages 246)

COMMENT: As indicated above, the most notable feature of the building design, which sets the building apart and forms the basis of its iconic architecture, is the gently curving asymmetric roofline that frames the fully glazed front façade. Generally, the applicant’s proposal satisfies the requirements for facades and shop fronts, with the exception of the requirement that doors or entrances be provided at intervals no greater than 50 feet. Given the use of the property includes a single building and not multiple buildings with multiple uses, it is debatable whether the door or entry standard is even applicable. That said, the applicant contends that the building design with the main entrance to the building occupying the most prominent corner of the building, the soaring full height glass enclosed entry vestibule satisfies the purpose or intent of requiring opening no more than 50 feet apart. The entry feature provides an appropriate termination to the fully glazed façade and facilitates the transition to the façade configuration of the side of the building. As proposed, the building and the building entrance – with approximately over 90% glazed – provides clear views in and out of the store, which not only provides natural surveillance, but also creates activity at street level, as opposed to a monolithic and uninviting atmosphere. All other sides of the building are clad with a combination of brick and stucco in a complimentary multicolor scheme. Each façade is broken down into a series of articulated panels based upon the module of the building structure to lend scale and interest to the building. Clerestory windows on each of the long facades cap the panels and further define and set apart the curving roof structure.

The second most prominent side of the building, which faces the parking areas, consists of a full length brick wainscot with a contrasting cast stone sill to transition to the brick or stucco panels above. Brick panels are provided at the ends as well as the center of this building façade

to anchor the structure to the ground with a series of stucco panels between to provide contrast and visual interest. This façade anchored to the ground by a dark grey brick and is capped by the large glazed clerestories. A small accessory structure which forms a cart corral for shopping cart storage is designed along the façade which provides relief, additional visual interest, and breakdown of the scale of this side of the building. The remainder of the facades of the building consists of the articulated stucco panels to compliment the main features of the design already described.

- Awnings (Page 247)

COMMENT: The applicant is requesting a modification to this standard to allow the design of the building as proposed, which does not include any projecting awnings. Instead of using awnings along the US 1 frontage to define the shopfront, the applicant has located the building's most distinctive architectural feature – the wall of glazed glass (from floor to ceiling) – to face US 1. Thus, creating a much more visually interesting yet iconic statement, which the applicant contends is far superior to the use of awnings.

- Brick Detailing – Header (Page 252)

COMMENT: Brick headers are not provided at masonry openings; therefore, the applicant is seeking a modification to this standard. As indicated above, the building design that utilizes glass, brick, and stucco materials creates an interesting and iconic building for the applicant, who is trying to create a new brand in the United States. Lidl's design is fresh and new, and the use of brick detailing at masonry openings is not in keeping with a new urban design that primarily utilizes glass as its key design feature. That said, a full length brick wainscot with a contrasting cast stone sill to transition to the brick or stucco panels above is proposed. Brick panels are provided at the ends of the building as well as the center of this façade to anchor the structure to the ground with a series of stucco panels between to provide contrast and visual interest. This façade is anchored by a band of contrasting dark grey brick and capped by the large glazed clerestories. A small accessory structure which forms a cart corral for shopping cart storage is designed along the façade which provides relief, additional visual interest, and breakdown of the scale of this side of the building. The remainder of the facades of the building consists of the articulated stucco panels to compliment the main features of the design already described

- Signage (page 254-255)

COMMENT: As provided for on the detailed site plan filed in conjunction with this justification statement (Sheet 8), the signage proposed generally adheres to the development standards, with the exception that the signs are internally illuminated and the applicant is requesting a monument sign. All other standards are met. Keeping with the theme that Lidl is new to the United States and is not only creating a new brand, but also intending to create a new way Americans shop for groceries, it is critically important that its building and signage be visible and recognizable. To that end, internally illuminated signage, which is not overdone, as there are only two (2) logo signs on the east and south facades, respectively, will ensure the signage is visible while not impairing the implementation of the Sector Plan. The applicant contends, however, that its development – with its unique and iconic building design – would negatively be impacted if the

building mounted signage was required to be externally illuminated. The look of having external goose-neck style lighting at almost 30 feet in the air on the corner feature of the building would result in a design that is detrimental to the overall look of the building. While it may be true, generally speaking, that externally lit signs for ground level commercial/retails uses are appropriate, in this instance, where the building design is designed at a scale to create a presence along the US 1 corridor (by being almost 30 feet tall), the applicant believes that strict application to this design standard will result in a substandard and aesthetically unattractive design.

In addition, the applicant is also requesting a modification to the development district standard that prohibits monument signs. The applicant is proposing an 8 foot tall monument sign on the south side of driveway entrance off of US 1. The sign design is attractive and mirrors the roof line of the building with a gently curving asymmetric top that frames the sign. The monument sign is not overdone and subtle while performing a critical function, as most consumers identify entrances and access points with signage. The Sector Plan's prohibition on monument signs is based on the contention that "monument signs reflect a more suburban environment." Despite this, the applicant contends that given that the property is adjacent to and across from established residential units; the property offers a unique ability to blend urban design with suburban environs. The design elements and features of this detailed site plan balance the surrounding environment (which are generally suburban – especially to the east) with the urbanization required by the Sector Plan. This is particularly true given that the property is located in both the Corridor Infill and Existing Residential Character Areas. In so balancing the various design guidelines with the generally residential character of the area (mainly to the east), which the applicant believes it has satisfactorily accomplished, a monument sign will not impair the implementation of the Sector Plan. In addition, and as indicated previously, in creating a brand for the very first time, the applicant does not have the luxury that all other commercial retailers have, which is name/logo recognition. Consequently, it is critically important that the applicant provide signage that is visible, recognizable, and attracts patrons/customers. Thus, internally illuminated logo signage at the top of the building at the entrance will capture the motorists traveling on US 1, and more pedestrian friendly signage in the form of a monument sign will attract pedestrians, bicyclists, and the residents in the Berwyn neighborhood. Given the totality of all of the circumstances, the applicant believes that its detailed site plan will not only benefit its development and the Development District, but will not substantially impair implementation of the Sector Plan.

That said, adequate lighting will be provided to illuminate entrances and parking throughout the site. The proposed lighting will provide patrons with a bright, safe atmosphere while not causing a glare or light bleeding onto adjoining properties. A photometric plan is included with the detailed site plan (Sheet 11), which demonstrates that there will not be any adverse effects from the on-site lighting to the residential units to the south and east.

SUSTAINABILITY AND THE ENVIRONMENT

- LEED Certification (page 256)

COMMENT: The applicant is not proposing to obtain Leadership in Energy and Environmental Design (LEED) or equivalent certification. It is important to note that certification is not a

requirement of corridor infill sites. That said, the applicant's design, as illustrated on the Architectural Plans, includes a unique and iconic design that provides exterior and architectural façades being comprised of high quality and attractive materials that include glass, brick, stone, metal, and stucco. The building design and enhanced details of all of the building materials – including a wall of windows along US 1 that wraps the main entrance – will provide a variety of building forms with a unified, harmonious use of materials and styles. Further, although certain details have not yet been finalized, the applicant's development may satisfy various LEED checklist items including:

- Infill development that takes advantage of existing infrastructure and the site location to basic community services including public transportation;
- Implementation of erosion and sediment control plans;
- Implementation of environmental site design techniques in the form of micro-bioretenion facilities for stormwater management;
- Reduced number of parking spaces provided;
- Possible use of high efficiency fixtures to reduce water usage;
- HVAC system will be SEER 13+;
- Exterior building materials will be glass, brick and stucco panels as opposed to vinyl siding;
- Collection of recyclables;
- Low VOC (Volatile Organic Compounds) materials (i.e., adhesives, sealants and carpet);
- Upgraded thermal insulation;
- Low E glazing and upgraded performance windows;
- LED EcoForm Lighting; and
- Landscaping to add shade, ornamental, and evergreen trees, and
- Parking for electric cars and charging stations.

TRAFFIC IMPACT ANALYSIS

In conjunction with its detailed site plan, the applicant, through its expert traffic engineer, submitted a Traffic Impact Analysis ("TIA"), which was prepared and conducted in accordance with the Prince George's County *Transportation Review Guidelines (2012)*. As noted in Section 2.H.1. of the Guidelines, the project is located within the Development District Overlay Zone of the approved Sector Plan, which requires specific analyses of the Average Critical Lane Volume ("CLV") of all of the signalized intersections along US 1 from the intersection of Greenbelt Road to the intersection of Lakeland Road (inclusive of both intersections). Section 24-124 of the County Code and the *Transportation Review Guidelines* specify that the average CLV of all signalized intersections in the study area must operate at a 1,600 or less. The TIA has been submitted for review, and based on the analysis, as shown on Exhibit 10a of the TIA, the average CLV will be less than 1,600 CLV's; therefore, the corridor will operate well within acceptable parameters. The proposed project passes the Adequate Public Facilities test in the *Guidelines*; consequently, this project will satisfy the requirements of the DDOZ and the Guidelines of Prince George's County, and should be approved.

VIII. CONCLUSION

The Applicant is seeking approval of its Detailed Site Plan to allow the subject property to be developed with a 36,185 square foot food and beverage store. The Applicant contends that

this request, with modifications to certain development district standards, will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan. That is, based on the foregoing and the evidence that has or will be submitted into the record, this application does not substantially impair the implementation of the Sector Plan and the modifications to the standards are needed to facilitate the development. Therefore, the Applicant respectfully requests that DSP-07079/01 be approved.

The applicant respectfully submits that all of the criteria for granting the proposed detailed site plan with modifications to the design standards have been met, and as such, the plan does represent a reasonable alternative for satisfying the site design guidelines. Thus, this application is legally justified and must be approved.

Respectfully submitted,

McNAMEE, HOSEA, JERNIGAN, KIM,
GREENAN & LYNCH, P.A.

By: 

Matthew C. Tedesco
Attorney for the Applicant

Date: September 14, 2016

TRAFFIC IMPACT ANALYSIS

FOR

LIDL COLLEGE PARK

Prepared for:

Bohler Engineering

Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

May 27, 2016

Revised: August 31, 2016



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 Roadway Network	
	2.2 Existing Lane Configurations	
	2.3 Existing Traffic Counts	
Section 3	Background Conditions.....	9
	3.1 Annual Growth	
	3.2 Approved Background Development	
	3.3 Base / Background Traffic Volumes	
Section 4	Projected Conditions with Site.....	13
	4.1 Site Trip Generation	
	4.2 Site Trip Distribution & Trip Assignment	
	4.3 Total Traffic Volumes	
	4.4 Projected Level of Service	
Section 5	Conclusions / Recommendations.....	23
	5.1 Results of Analyses	
 Appendices		
	A Supplemental Info, Traffic Volumes	
	B Level of Service (LOS) Worksheets	
	C Background Developments	

List of Exhibits		Page
Exhibit 1	Site Location & Study Intersections	5
Exhibit 2	Existing Lane Use & Traffic Controls	7
Exhibit 3	Existing Peak Hour Traffic Volumes	8
Exhibit 4	Base Peak Hour Traffic Volumes	10
Exhibit 5	Combined Trips from App'd Background Dev's	11
Exhibit 6	Background Peak Hour Traffic Volumes	12
Exhibit 7	Trip Generation for Site	14
Exhibit 8a	Trip Assignment for Primary Trips 	15
Exhibit 8b	Primary Trip Assignment for Site Access	16
Exhibit 8c	Trip Assignment for Pass-by Trips	17
Exhibit 8d	Pass-by Trip Assignment for Site Access	18
Exhibit 9a	Total Peak Hour Traffic Volumes	19
Exhibit 9b	Total Peak Hour Traffic Volumes for Site Access	20
Exhibit 10a	Results of CLV LOS Analyses	21
Exhibit 10b	Results of HCM LOS Analyses	22

Section 1 Introduction

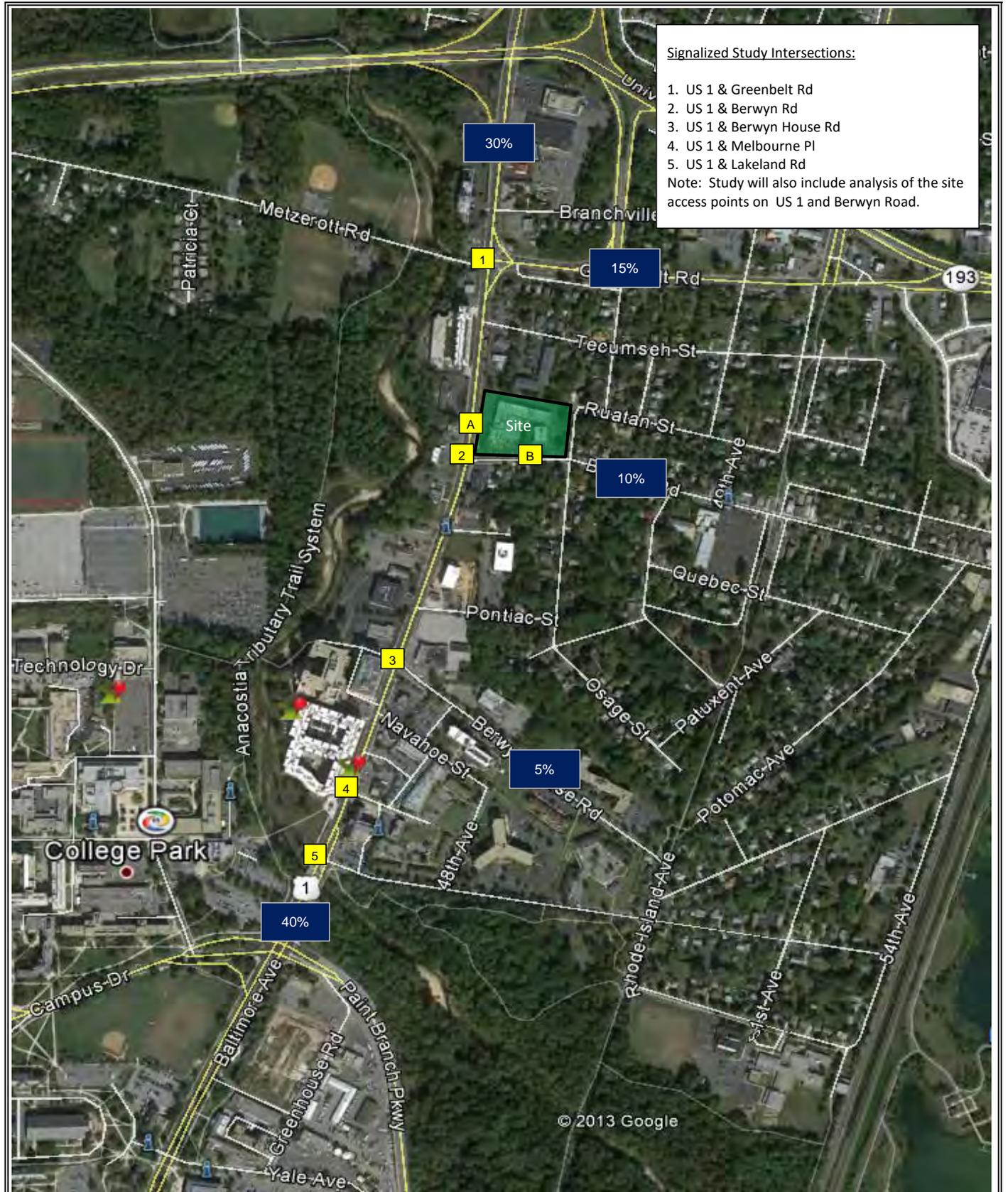
1.1 Project Description

This Traffic Impact Analysis (TIA) was prepared for the development of a Lidl supermarket in College Park, Maryland. The project is located on the north side of Berwyn Road directly adjacent to US 1 as shown on Exhibit 1. The site is currently developed with a hotel and is proposed to be re-developed with a 36,710 SF supermarket.

1.2 Scope of Study

A Scoping Agreement was coordinated and approved by MNCPPC. A copy is included in Appendix A.

The TIA is conducted in accordance with the Prince George's County *Transportation Review Guidelines (2012)*. As noted in Section 2.H.1. of the Guidelines, the project is located within the D-D-O-Z of the Approved US 1 Corridor Area Sector Plan which prescribes specific analyses of the Average Critical Lane Volume (CLV) of all of the signalized intersections along US 1 from the intersection of Greenbelt Road to the intersection of Lakeland Road (inclusive of both intersections). Section 24-124 of the County Code and the *Transportation Review Guidelines* specify that the average CLV of all signalized intersections in the study area must operate at a 1,600 or less.



Signalized Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne PI
5. US 1 & Lakeland Rd

Note: Study will also include analysis of the site access points on US 1 and Berwyn Road.

Traffic Impact Analysis

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

**Site Location Map
and Study Intersections**

**Exhibit
1**

Section 2 Existing Conditions

Description of Road Network

US 1 is a 4-lane roadway that runs north and south from outside the Beltway into the District of Columbia. The key intersections are identified on Exhibit 1. All of the study intersections identified along US 1 are signalized intersections with the exception of the proposed Site Access Points A and B.

PGAtlas identifies Berwyn Road as a planned shared bikeway.

Sidewalks are existing as follows:

- US 1 has existing sidewalks on both sides of the roadway through the entire area.
- Berwyn Road has existing sidewalks on the south in the vicinity of the site.

There are existing transit stops along US 1 in the vicinity of Berwyn Road.

2.1 Existing Lane Configurations

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

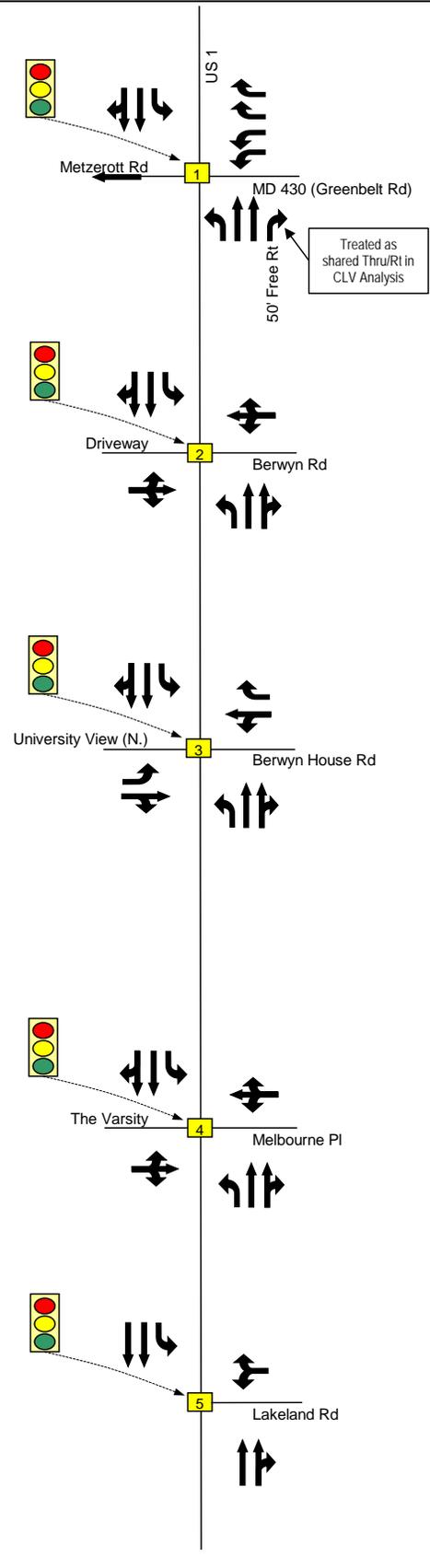
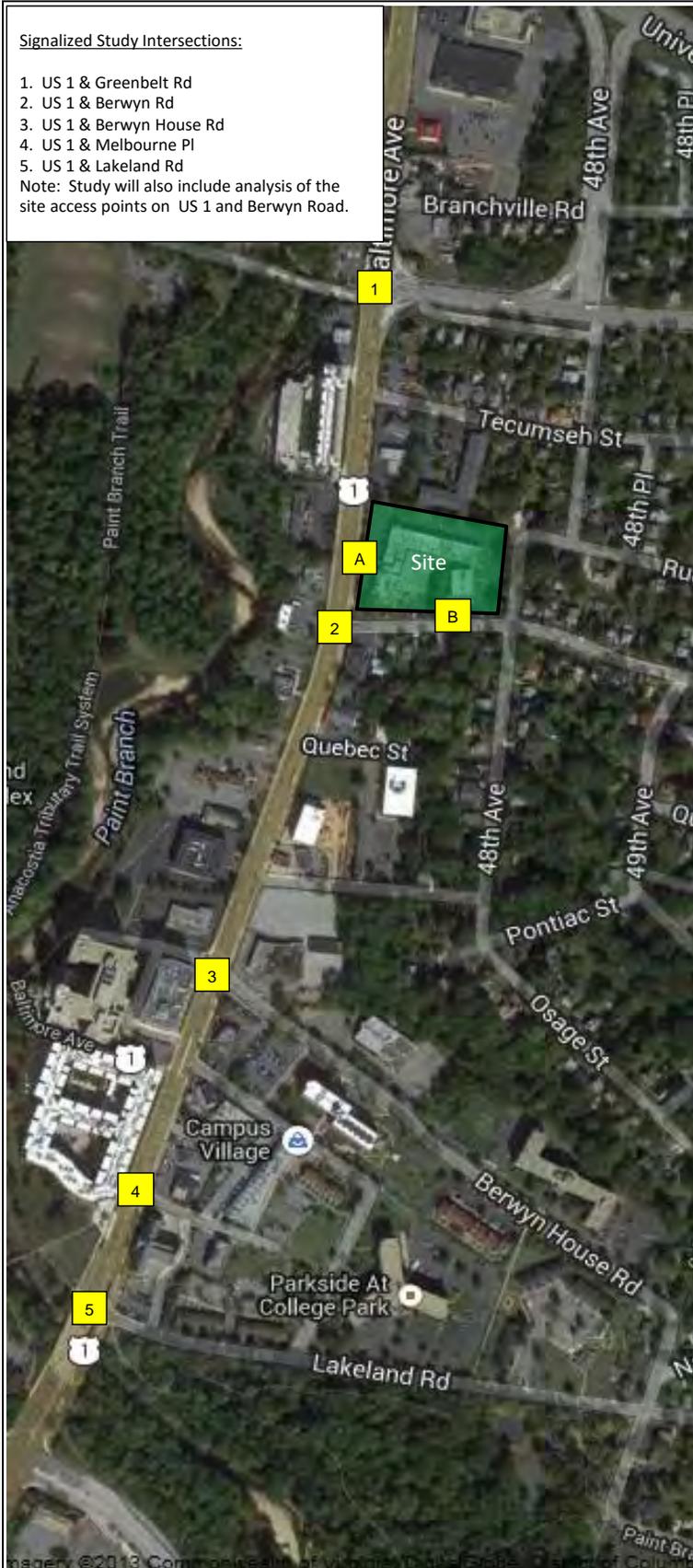
2.2 Existing Traffic Counts

Peak Hour Traffic counts were conducted, and the counts are summarized on Exhibit 3. The existing signalized intersections along US 1 were evaluated using the CLV methodology and the results are shown on Exhibit 10a. Exhibit 10a also contains an average CLV for all study intersections

Signalized Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd

Note: Study will also include analysis of the site access points on US 1 and Berwyn Road.

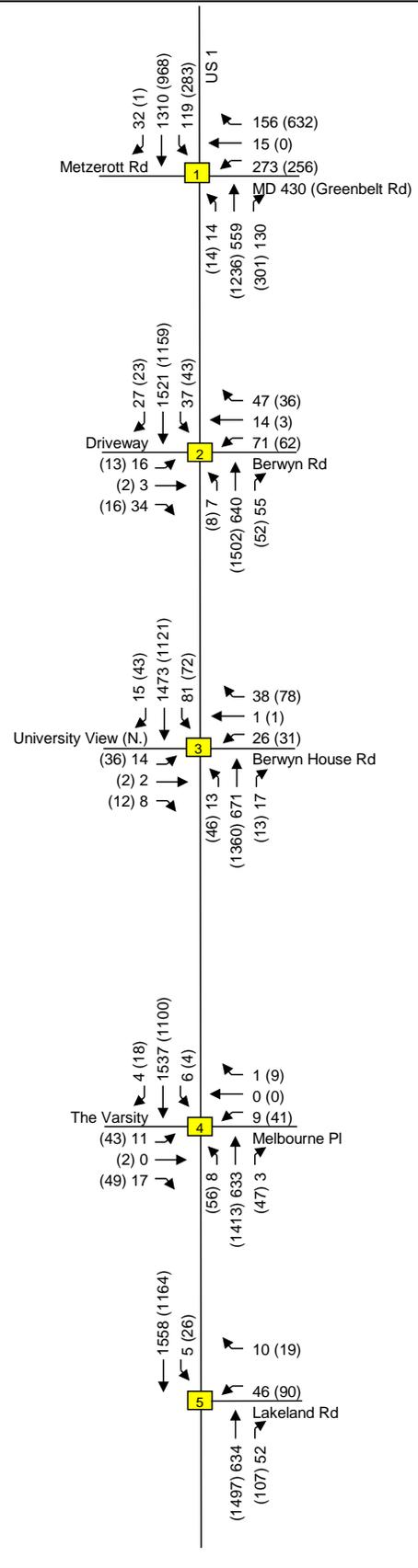
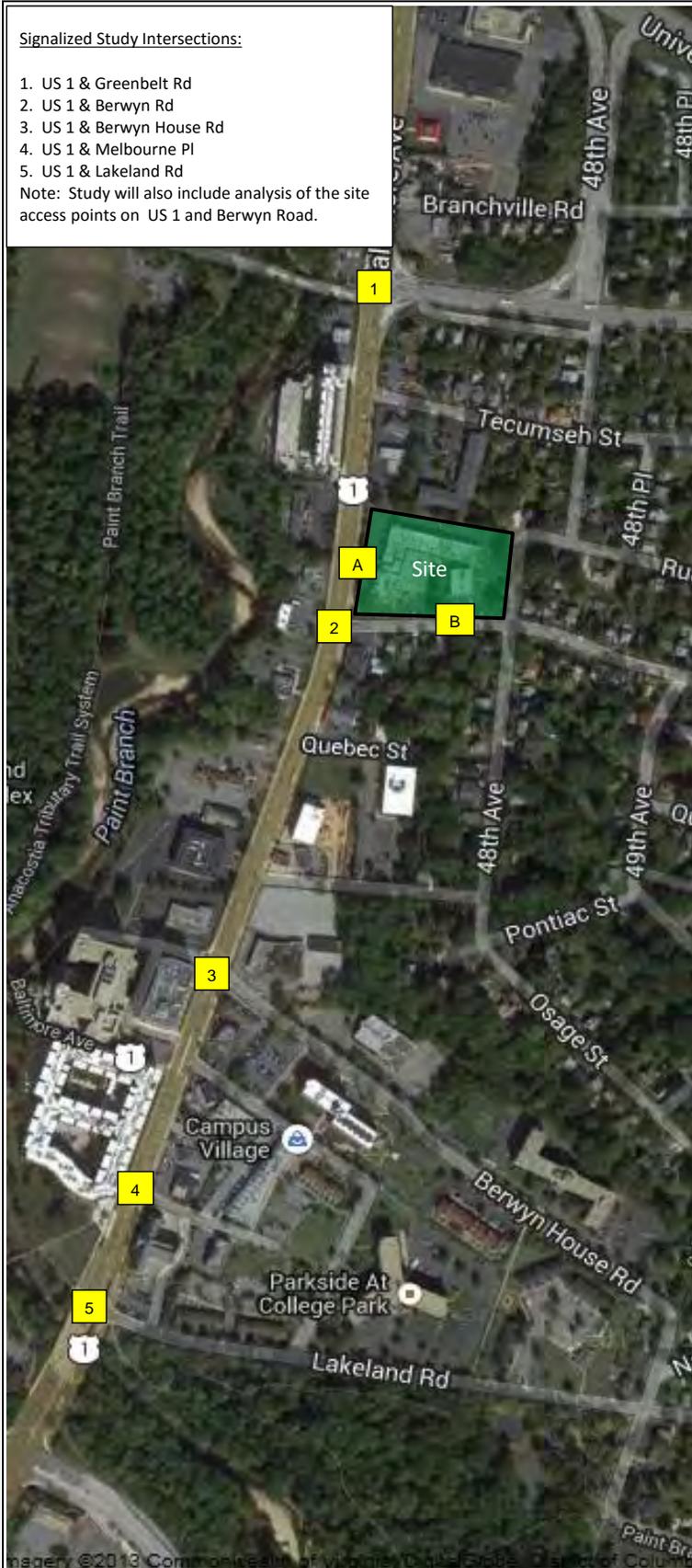


<p>Traffic Impact Analysis</p>	<p>Existing Lane Use & Traffic Controls</p>	<p>Exhibit 2</p>
 <p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Key: xx = AM Vol's (xx) = PM Vol's</p>	

Signalized Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd

Note: Study will also include analysis of the site access points on US 1 and Berwyn Road.



Traffic Impact Analysis	Existing Peak Hour Traffic Volumes	Exhibit 3
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Vol's (xx) = PM Vol's	

Section 3 Background Conditions

3.1 Annual Growth

Section 3.C.3 of the *Guidelines* specifies minimum study timeframes for various application types. The timeframes reflect a six (6) year analysis with more than 20,000 SF.

The regional traffic growth has been evaluated and estimated at one half of one percent (0.5%) percent for six (6) years. The base peak hour volume is shown on Exhibit 4.

3.2 Approved Background Developments

The background developments were taken from the 4700 Berwyn House Road study and included the 4700 Berwyn House Road development. In addition, The Hotel at University of Maryland was included as a background development. A list of the approved background developments is contained in Appendix C along with the trip generation and assignments for each development.

The combined trips generated by all background developments are shown on Exhibit 5.

3.3 Base/Background Traffic Volumes

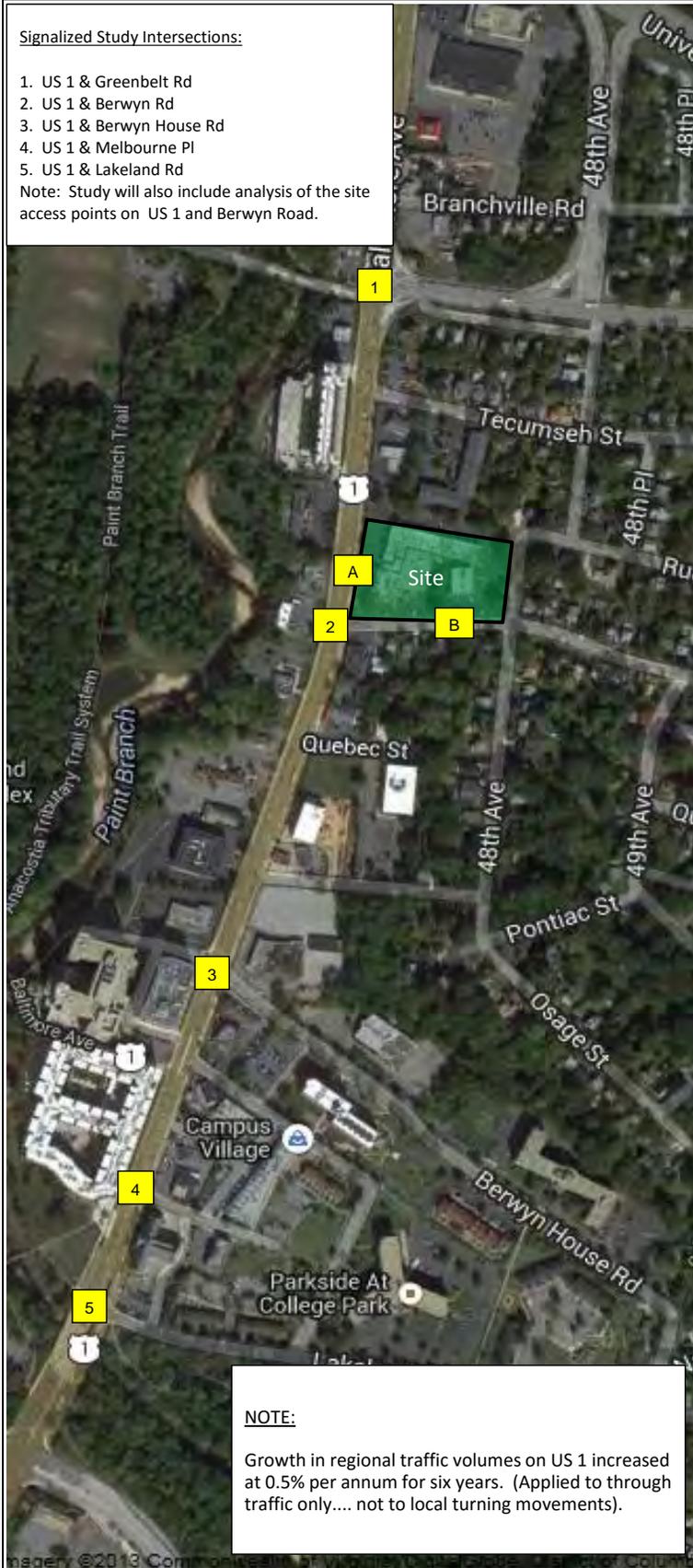
Exhibit 6 shows the background peak hour traffic volumes.

The background traffic conditions at the signalized intersections along US 1 were evaluated using the CLV methodology and the results are shown on Exhibit 10a. Exhibit 10a also contains an average CLV for all study intersections.

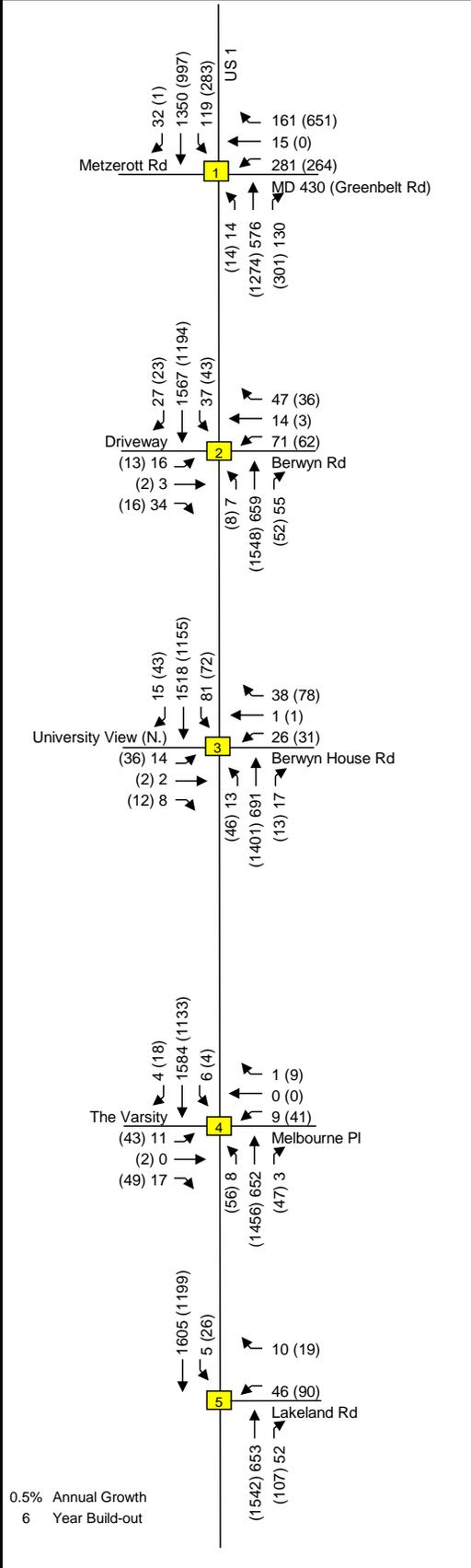
Signalized Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd

Note: Study will also include analysis of the site access points on US 1 and Berwyn Road.



NOTE:
Growth in regional traffic volumes on US 1 increased at 0.5% per annum for six years. (Applied to through traffic only.... not to local turning movements).

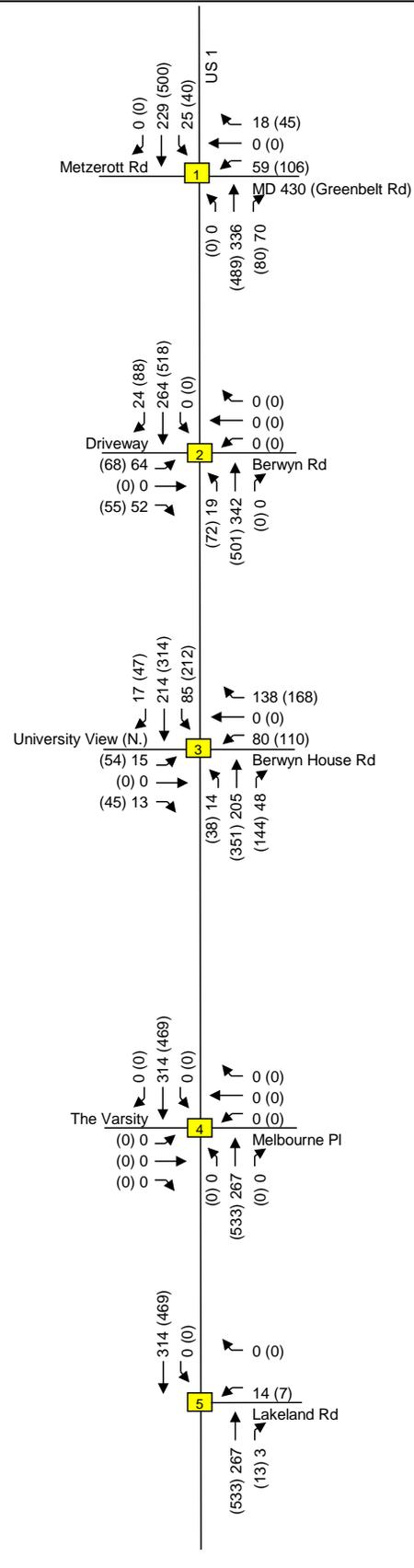


Traffic Impact Analysis	Base Peak Hour Traffic Volumes	Exhibit 4
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Vol's (xx) = PM Vol's	

Signalized Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd

Note: Study will also include analysis of the site access points on US 1 and Berwyn Road.

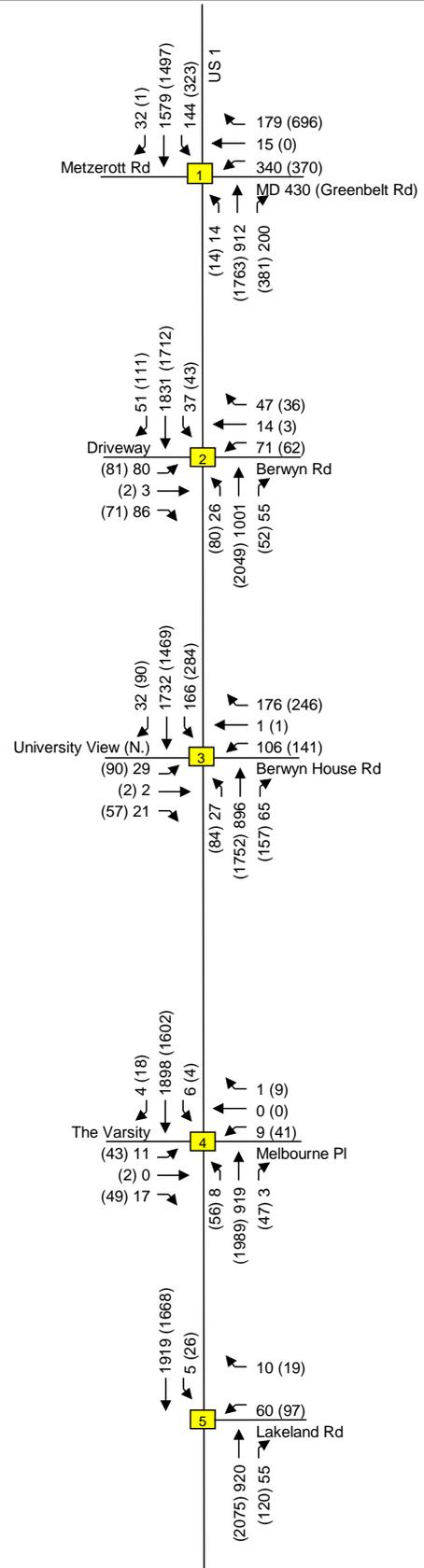
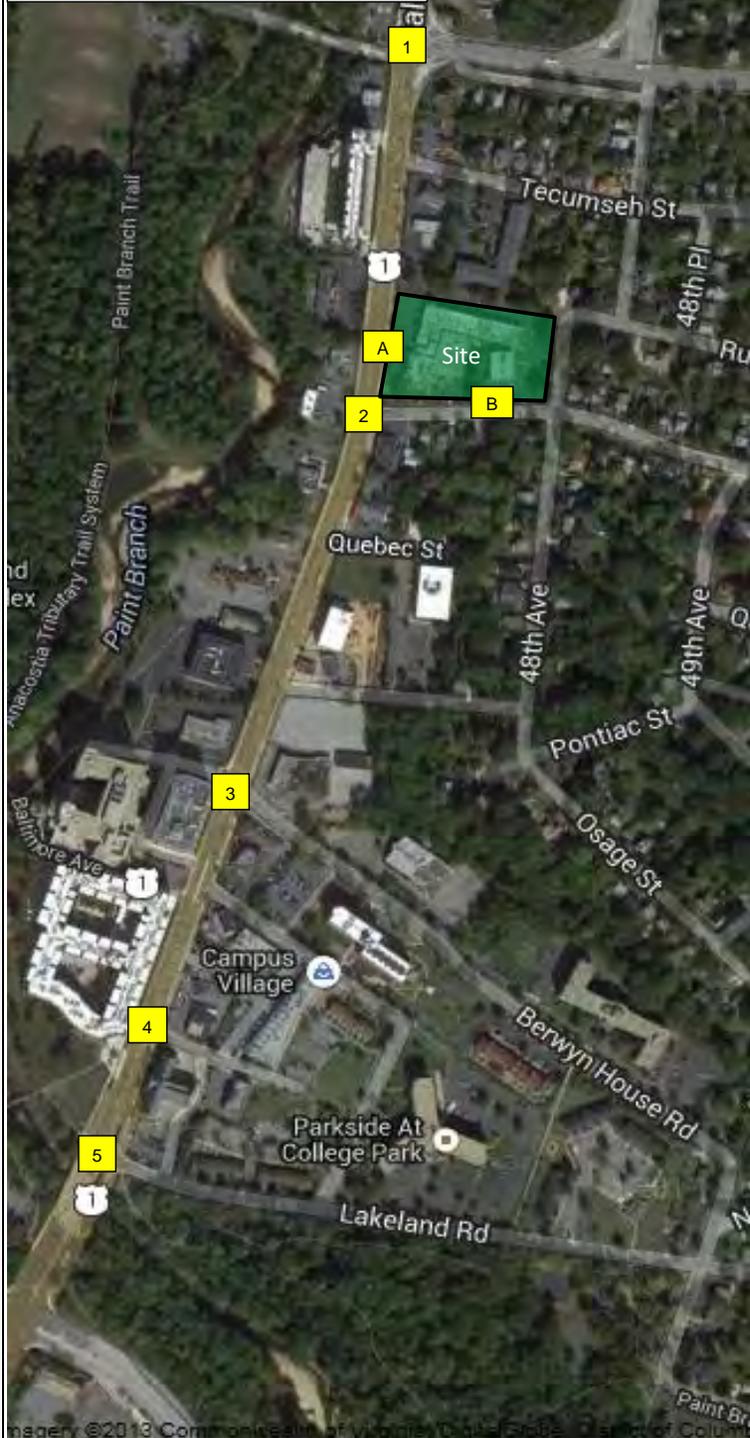


Traffic Impact Analysis	Combined Trips from Approved Background Developments	Exhibit 5
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Vol's (xx) = PM Vol's	

Signalized Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
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4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd

Note: Study will also include analysis of the site access points on US 1 and Berwyn Road.



Traffic Impact Analysis

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 www.lenharttraffic.com

Background Peak Hour
 Traffic Volumes

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

**Exhibit
 6**

Section 4 Projected Conditions with Site

4.1 Site Trip Generation

This Traffic Impact Analysis (TIA) was prepared for the development of a Lidl supermarket in College Park, Maryland. The project is located on the north side of Berwyn Road directly adjacent to US 1 as shown on Exhibit 1. The site is currently developed with a hotel and is proposed to be re-developed with a 36,710 SF supermarket.

The trip generation for the site is detailed on Exhibit 7, and is based upon the Prince George's County *Guidelines*. Exhibit 7 shows the trip generation of the existing building that needs to be removed from the road network, and the new trips that would be generated by the 36,710 SF supermarket.

4.2 Site Trip Distribution & Trip Assignment

The primary and pass-by trip assignments for the signalized intersections along US 1 are shown on Exhibits 8a and 8c respectively. In addition, the primary and pass-by trip assignment for the proposed site access points are shown on Exhibits 8b and 8d respectively.

4.3 Total Traffic Volumes

The Total Peak Hour Volumes for the signalized intersections along US 1 and the proposed site access points are shown on Exhibits 9a and 9b respectively.

4.4 Projected Level of Service

The results of the level of service analyses are shown on Exhibit 10a along with the average CLV results for the study corridor. In addition to CLV analysis, HCS analysis was also used to evaluate the unsignalized site access points. The results of the HCS analysis can be found in Exhibit 10b.

Trip Generation Rates

Supermarket (ksf, ITE-850)

Morning Trips = 3.40 x ksf

Ln(Evening Trips) = 0.74 x Ln(ksf) + 3.25

Trip Distribution (In/Out)

62/38

51/49

Trip Generation Totals

Existing		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Hotel Rooms (ITE-310)	118 rooms	37	26	63	36	35	71
Total Existing (Off-site Primary) Trips:		37	26	63	36	35	71

Proposed		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Supermarket (ksf, ITE-850)	36,170 sq.ft.	76	47	123	187	180	367
Passby Trips per M-NCPPC Guidelines (40% AM & 40% PM)		-30	-19	-49	-75	-72	-147
Total Primary (Off-site) Trips:		46	28	74	112	108	220

Net Increase in Primary Trips	9	2	11	76	73	149
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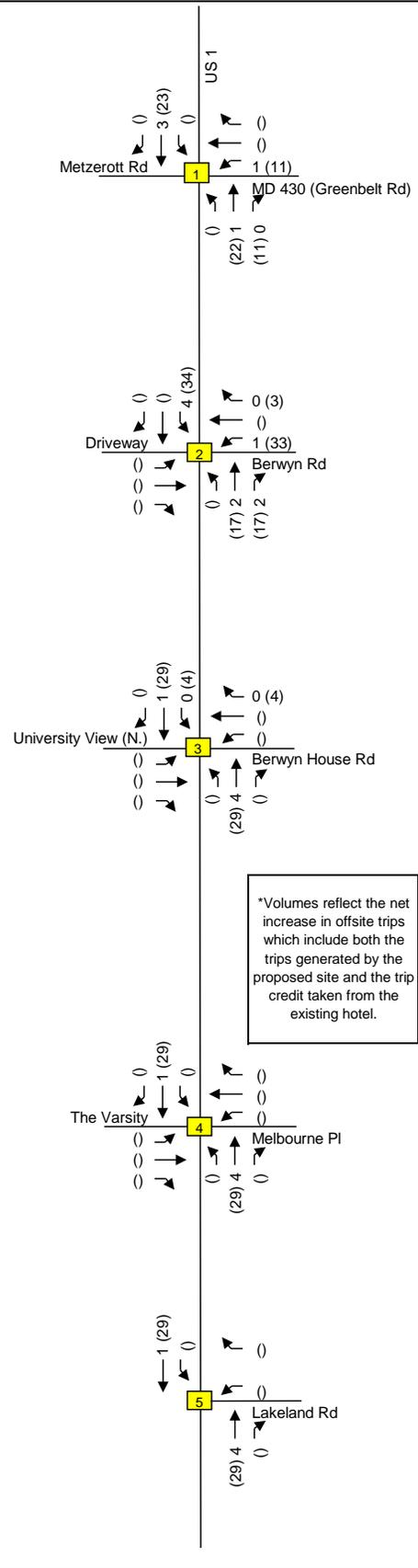
NOTES: Trip Generation Rates obtained from the ITE Trip Generation Manual, 9th Edition
 Pass-by Rates obtained from the M-NCPPC Guidelines

Traffic Impact Analysis	Trip Generation for Site	Exhibit 7
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

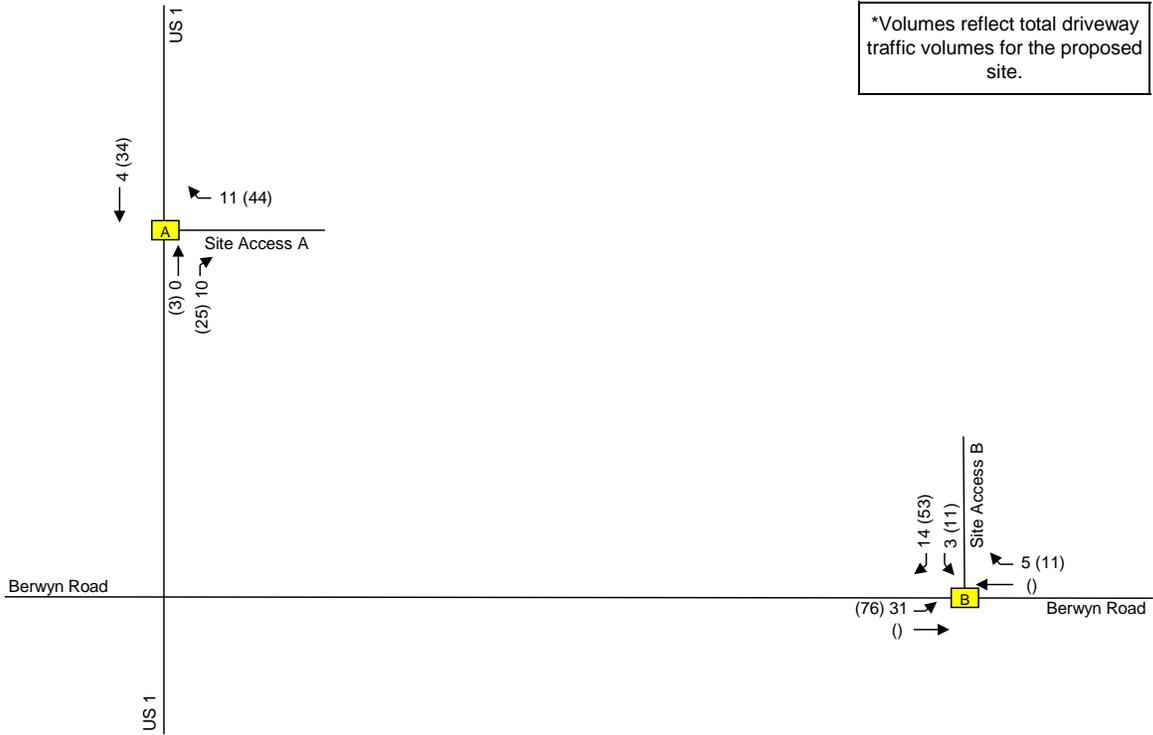
Signalized Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd

Note: Study will also include analysis of the site access points on US 1 and Berwyn Road.



<p>Traffic Impact Analysis</p>	<p>Trip Assignment for Primary Trips</p>	<p>Exhibit 8a</p>
<p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Key: xx = AM Vol's (xx) = PM Vol's</p>	

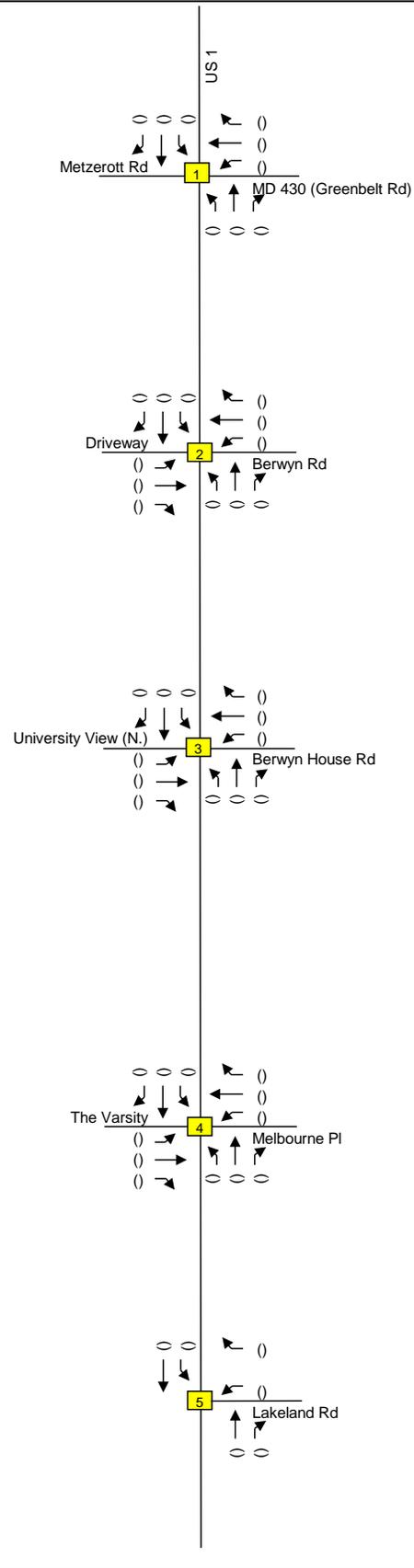
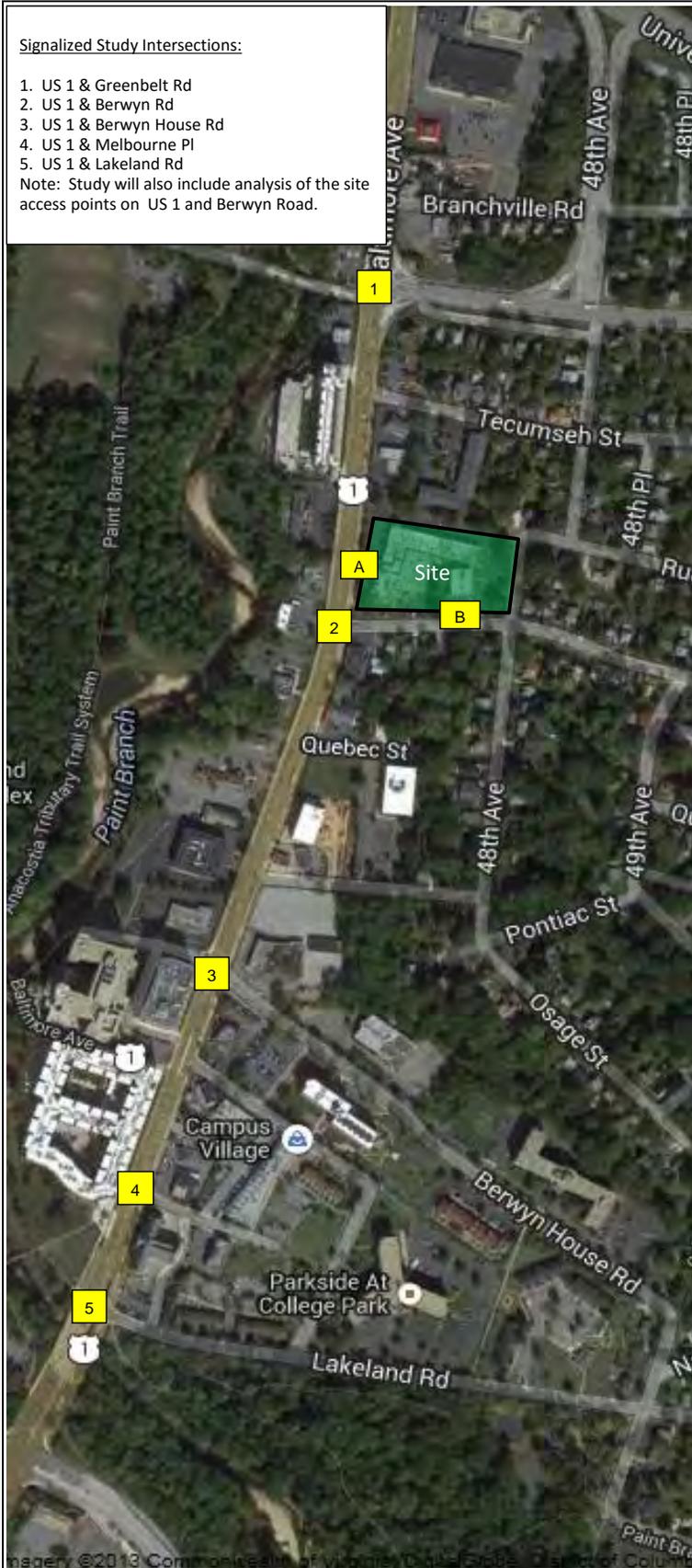


Traffic Impact Analysis	Primary Trip Assignment for Site Access Points	Exhibit 8b
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Vol's (xx) = PM Vol's	

Signalized Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd

Note: Study will also include analysis of the site access points on US 1 and Berwyn Road.



Traffic Impact Analysis

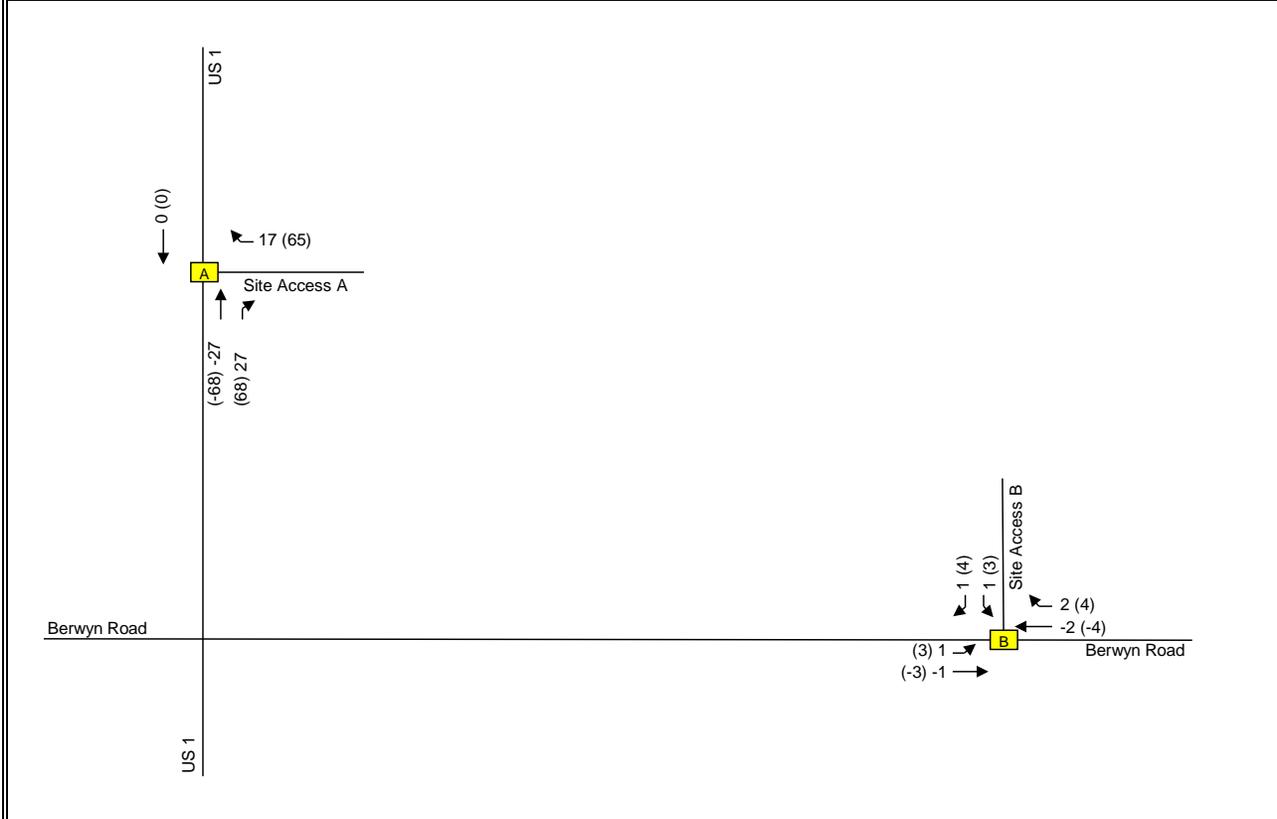


LENHART TRAFFIC CONSULTING, INC.
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 SEVERNA PARK, MD 21146
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**Trip Assignment for
Pass-by Trips**

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

**Exhibit
8c**

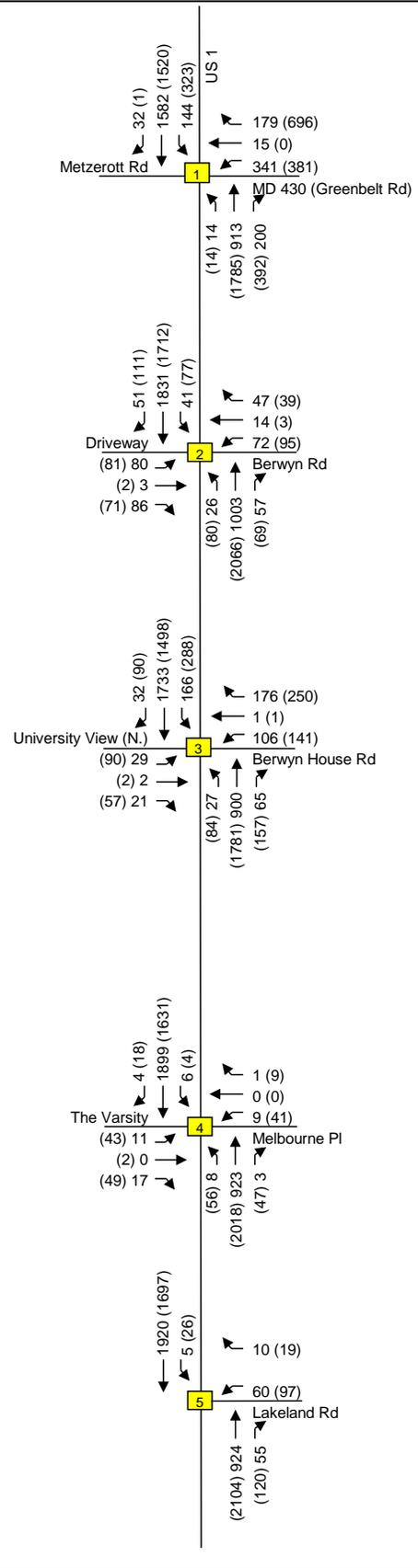
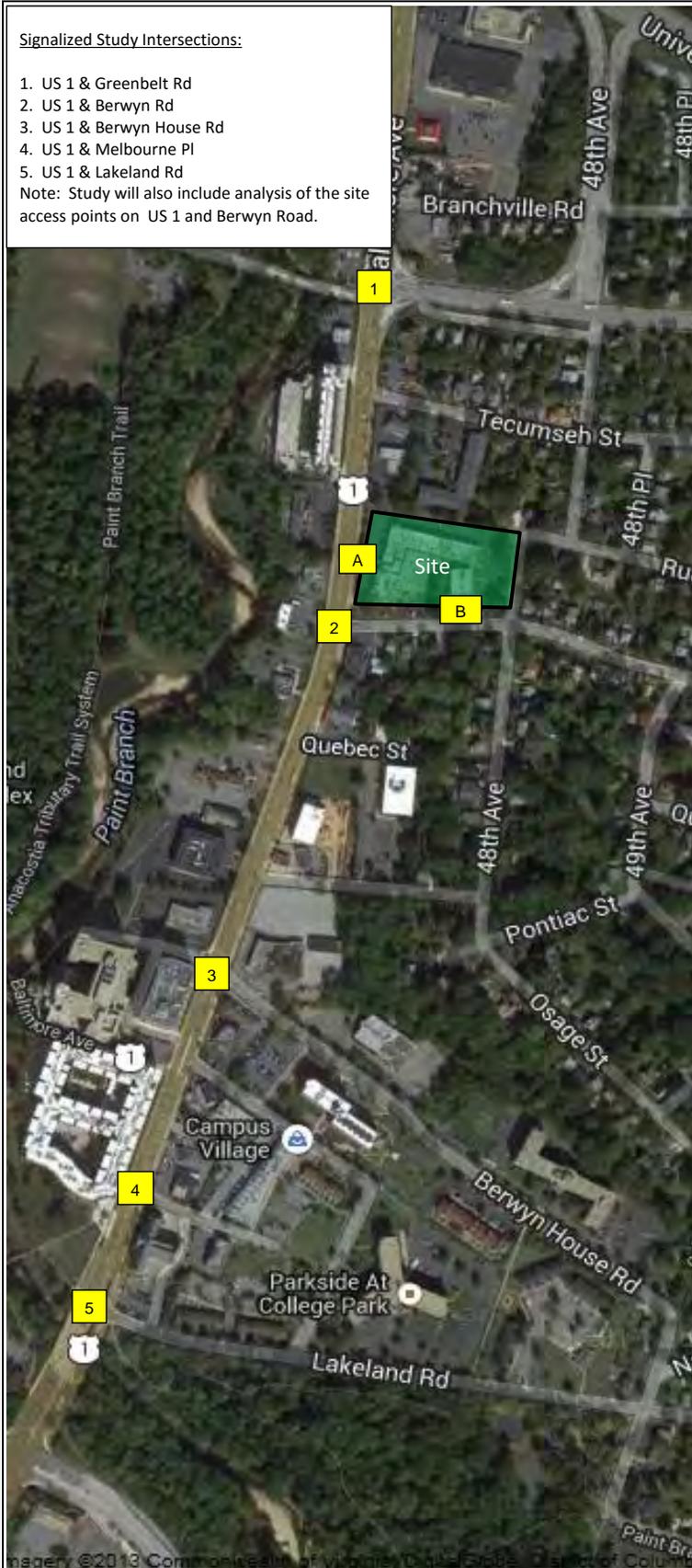


<p>Traffic Impact Analysis</p>	<p>Pass-by Trip Assignment for Site Access Points</p>	<p>Exhibit 8d</p>
 <p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Key: xx = AM Vol's (xx) = PM Vol's</p>	

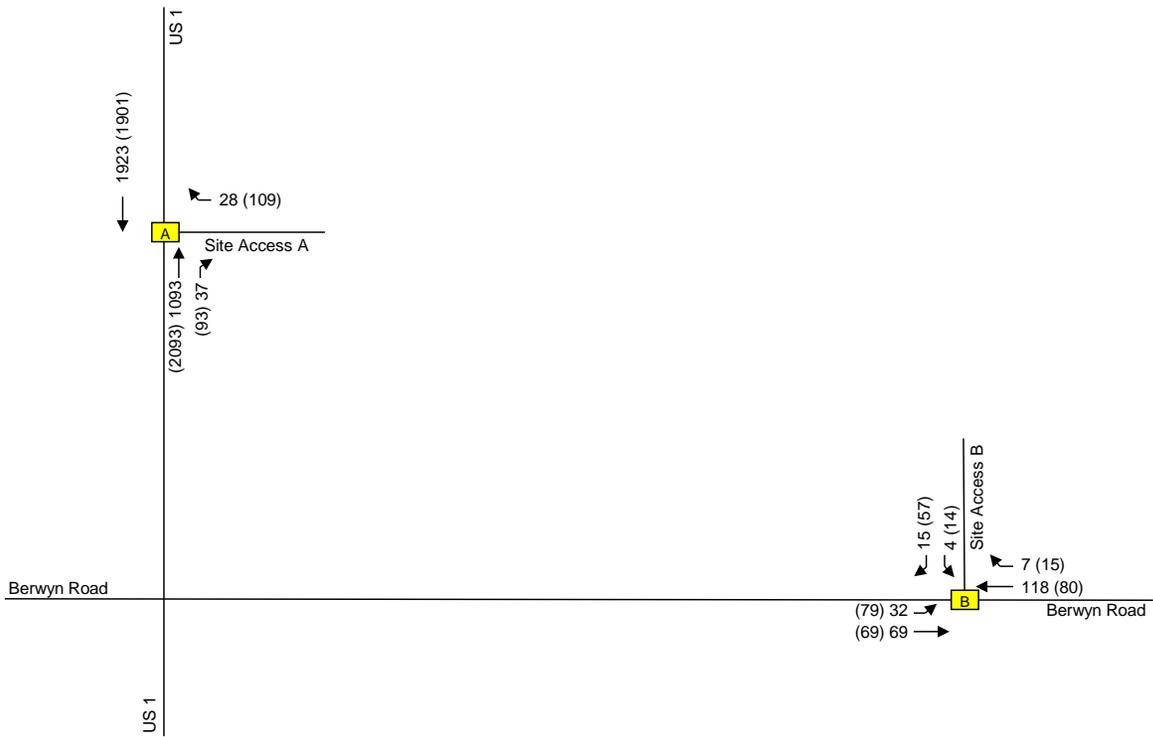
Signalized Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd

Note: Study will also include analysis of the site access points on US 1 and Berwyn Road.



Traffic Impact Analysis	Total Peak Hour Traffic Volumes	Exhibit 9a
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOUS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Vol's (xx) = PM Vol's	



Traffic Impact Analysis



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

Total Peak Hour Traffic Volumes for Site Access Points

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

Exhibit 9b

Critical Lane Volume (CLV) Analysis

Morning Peak Hour	Existing	Background	Total
1). US 1 & MD 430 (Greenbelt Rd)	A / 925	B / 1113	B / 1116
2). US 1 & Berwyn Rd	B / 1013	D / 1309	D / 1310
3). US 1 & Berwyn House Rd	A / 875	B / 1144	B / 1145
4). US 1 & Melbourne Pl	A / 894	B / 1092	B / 1093
5). US 1 & Lakeland Rd	A / 913	B / 1125	B / 1126

Evening Peak Hour	Existing	Background	Total
1). US 1 & MD 430 (Greenbelt Rd)	D / 1337	F / 1726	F / 1749
2). US 1 & Berwyn Rd	B / 1018	D / 1423	E / 1508
3). US 1 & Berwyn House Rd	A / 898	E / 1580	E / 1600
4). US 1 & Melbourne Pl	A / 946	C / 1263	C / 1279
5). US 1 & Lakeland Rd	B / 1017	D / 1349	D / 1365

Average CLV's for Corridor			
Study Period	Existing	Background	Total
Morning Average CLV's	A / 924	C / 1157	C / 1158
Evening Average CLV's	B / 1043	E / 1468	E / 1500
Corridor Requirement =	1,600 (LOS "E") or better		

NOTES:

1. US 1 Sector Plan requires Average CLV's (1,600 or better) for all signalized intersections in study corridor.

***** Study Passes Sector Plan Requirements for Adequacy**

Traffic Impact Analysis  LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Results of LOS Analyses	Exhibit 10a
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Level-of-Service Results

Morning Peak Hour	Total
1). US 1 & Site Access A westbound approach	N/A A / 9.4
2). Berwyn Road & Site Access B southbound approach	N/A A / 9.3
eastbound left/thru	A / 2.5
Evening Peak Hour	Total
1). US 1 & Site Access A westbound approach	N/A C / 15.9
2). Berwyn Road & Site Access B southbound approach	N/A A / 9.6
eastbound left/thru	A / 4.3

NOTES:

1. All intersection movements/approaches do not exceed 50.0 seconds and meet the *Transportation Review Guidelines*.

Traffic Impact Analysis

**Results of HCM
Level-of-Service Analyses**

**Exhibit
10b**



Section 5 Conclusions / Recommendations

5.1 Results of Analysis

This Traffic Impact Analysis (TIA) was prepared for the development of a Lidl supermarket in College Park, Maryland. The project is located on the north side of Berwyn Road directly adjacent to US 1 as shown on Exhibit 1. The site is currently developed with a hotel and is proposed to be re-developed with a 36,710 SF supermarket.

Based on the analyses contained in this report:

- As previously noted and identified in Section 2.H.1. of the *Guidelines*, the project is located within the D-D-O-Z of the Approved US 1 Corridor Area Sector Plan which prescribes specific analyses of the Average Critical Lane Volume (CLV) of all signalized intersections along US 1 from the intersection of Greenbelt Road to the intersection of Lakeland Road (inclusive of both intersections). Section 24-124 of the County Code and the *Transportation Review Guidelines* specify that the average CLV of all signalized intersections in the study area must operate at a 1,600 or less. As shown on Exhibit 10a, the average CLV will be less than 1,600 CLV's; therefore, the corridor will operate well within acceptable parameters.
- The project passes the Adequate Public Facilities test in the *Guidelines*.

In light of the results of this study and the recommendations noted above, this project will satisfy the requirements of the DDOZ and the Guidelines of Prince George's County, and should be approved.

Appendix A

Supplemental Information
Condition Diagrams
Turning Movement Counts

Weekday Morning Peak Hour (6:30 am - 9:30 am)													
Time:	US-1 Northbound			US-1 Southbound			Greenbelt Rd. Eastbound			Greenbelt Rd. Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30-6:45	0	68	5	15	188	0	0	0	0	39	0	34	349
6:45-7:00	1	89	20	16	201	0	0	0	0	46	0	32	405
7:00-7:15	2	116	16	24	267	0	0	0	0	42	0	35	502
7:15-7:30	5	118	22	20	289	1	0	0	0	52	0	35	542
7:30-7:45	3	134	16	20	350	5	0	0	0	64	1	37	630
7:45-8:00	3	153	35	30	322	7	0	0	0	70	1	39	660
8:00-8:15	1	136	36	34	303	5	0	0	2	69	4	42	632
8:15-8:30	2	136	28	29	355	10	0	0	0	61	7	38	666
8:30-8:45	8	134	31	26	330	10	0	0	0	73	3	37	652
8:45-9:00	1	129	39	27	326	11	0	0	0	67	1	48	649
9:00-9:15	3	127	47	39	268	7	0	1	2	69	2	25	590
9:15-9:30	3	130	46	38	231	4	0	0	0	59	1	43	555

Hourly Totals													
Time:	Left	Thru	Right	Total									
6:30-7:30	8	391	63	75	945	1	0	0	0	179	0	136	1798
6:45-7:45	11	457	74	80	1107	6	0	0	0	204	1	139	2079
7:00-8:00	13	521	89	94	1228	13	0	0	0	228	2	146	2334
7:15-8:15	12	541	109	104	1264	18	0	0	2	255	6	153	2464
7:30-8:30	9	559	115	113	1330	27	0	0	2	264	13	156	2588
7:45-8:45	14	559	130	119	1310	32	0	0	2	273	15	156	2610
8:00-9:00	12	535	134	116	1314	36	0	0	2	270	15	165	2599
8:15-9:15	14	526	145	121	1279	38	0	1	2	270	13	148	2557
8:30-9:30	15	520	163	130	1155	32	0	1	2	268	7	153	2446

AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
7:45-8:45	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2610
	14	559	130	119	1310	32	0	0	2	273	15	156	

Weekday Evening Peak Hour (4 pm - 7 pm)													
Time:	US-1 Northbound			US-1 Southbound			Greenbelt Rd. Eastbound			Greenbelt Rd. Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00-4:15	4	309	69	54	228	0	0	0	0	47	0	119	830
4:15-4:30	3	270	70	76	245	0	0	0	0	72	0	126	862
4:30-4:45	6	276	86	78	273	1	0	0	0	55	0	133	908
4:45-5:00	3	276	65	63	242	2	0	0	0	69	0	162	882
5:00-5:15	4	322	63	51	253	1	0	0	0	59	0	154	907
5:15-5:30	3	306	79	81	209	0	0	0	0	66	0	191	935
5:30-5:45	2	301	90	80	255	0	0	1	1	69	0	147	946
5:45-6:00	5	307	69	71	251	0	0	0	0	62	0	140	905
6:00-6:15	3	264	66	86	251	0	0	1	1	42	1	122	837
6:15-6:30	4	317	75	60	258	0	0	0	0	67	0	167	948
6:30-6:45	2	246	71	57	220	1	0	0	0	53	0	133	783
6:45-7:00	3	309	72	53	250	0	1	0	0	38	0	125	851

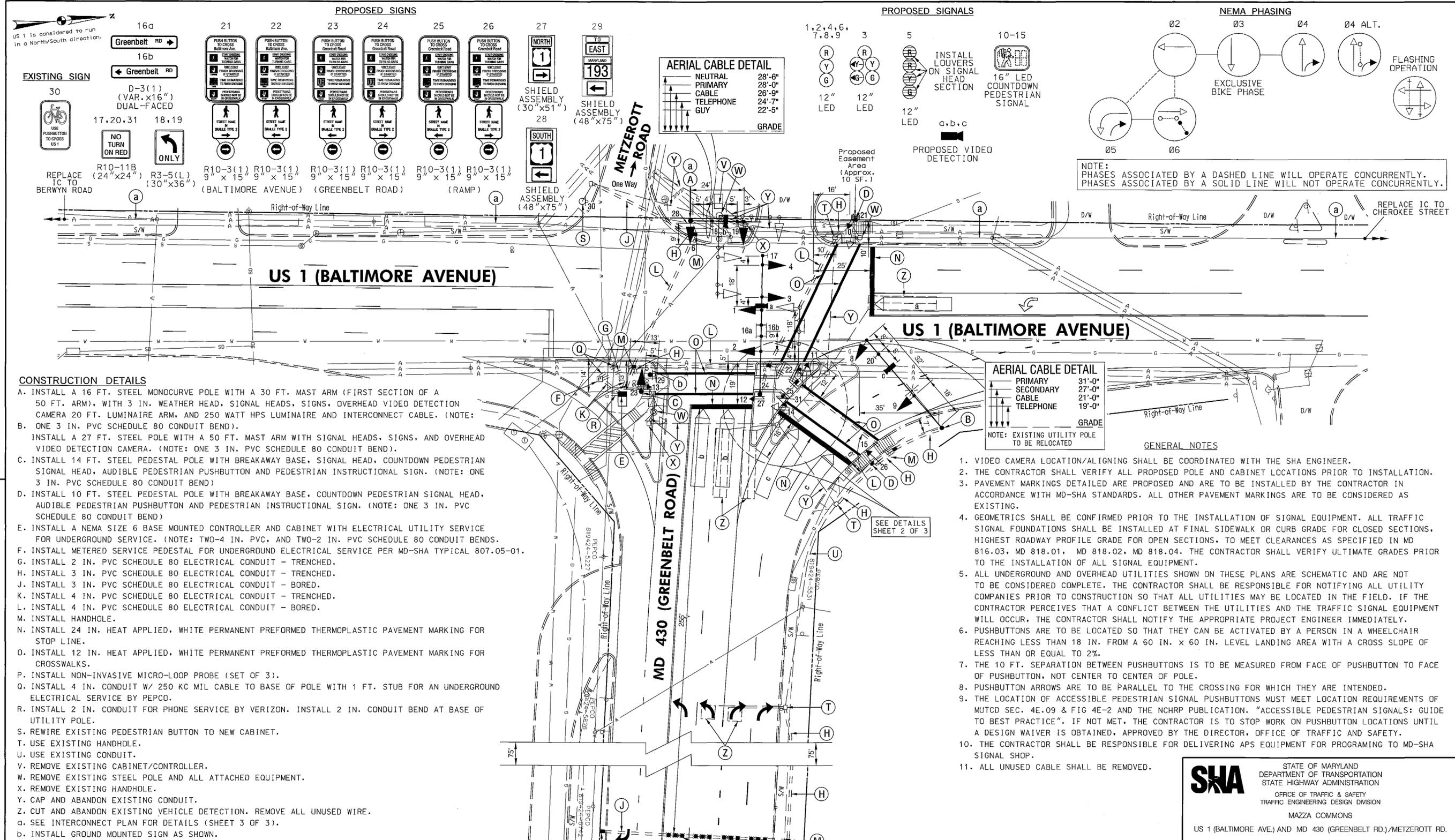
Hourly Totals													
Time:	Left	Thru	Right	Total									
4:00-5:00	16	1131	290	271	988	3	0	0	0	243	0	540	3482
4:15-5:15	16	1144	284	268	1013	4	0	0	0	255	0	575	3559
4:30-5:30	16	1180	293	273	977	4	0	0	0	249	0	640	3632
4:45-5:45	12	1205	297	275	959	3	0	1	1	263	0	654	3670
5:00-6:00	14	1236	301	283	968	1	0	1	1	256	0	632	3693
5:15-6:15	13	1178	304	318	966	0	0	2	2	239	1	600	3623
5:30-6:30	14	1189	300	297	1015	0	0	2	2	240	1	576	3636
5:45-6:45	14	1134	281	274	980	1	0	1	1	224	1	562	3473
6:00-7:00	12	1136	284	256	979	1	1	1	1	200	1	547	3419

PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
5:00-6:00	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	3693
	14	1236	301	283	968	1	0	1	1	256	0	632	

Peak Hour
Turning Movement Count

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Intersection: US-1 at Greenbelt Road
Weather: Clear
Count by: CountCam - BG
Count Day/Date: Tuesday, February 2, 2016
County: Prince George's



The Traffic Group, Inc.
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410-931-6600
1-800-583-8411
Fax 410-931-6601
"Merging Innovation and Excellence"

GEOMETRIC LEGEND	
	EXISTING
	PROPOSED
UTILITY LEGEND	
	STORM DRAIN
	GAS MAIN
	WATER MAIN
	SEWER MAIN
	ELECTRIC CABLES
	AERIAL CABLES
	TELEPHONE CABLES
	FIBER-OPTIC

THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF 1 YEAR FROM THE DATE OF APPROVAL. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME THESE PLANS SHALL BE NULL AND VOID WITHOUT A REVIEW FROM THE TRAFFIC ENGINEERING DESIGN DIVISION.

APPROVALS	REVISIONS
TEAM LEADER	① WIDENING FOR DBL RT EB MD 430 TO NB US 1 SHA NO. BW998M82 MAY 8, 2009
ASST. DIV. CHIEF	FDB SDY [Signature] 3/23/09
DIVISION CHIEF	F ADD PEDESTRIAN INDICATIONS & PHASE EXISTING METZEROTT RD SHA NO. BW998M82 3/23
OFFICE DIRECTOR	BRD [Signature] 3/23
	E REPLACE DAMAGED DETECTOR 3/27
	NML [Signature]

TRAFFIC SIGNAL PLAN	
SCALE: 1" = 20'	SUBMITTAL DATE: _____ CONTRACT NO.: BW998M82
DESIGNED BY: H.J. REINHARDT	COUNTY: PRINCE GEORGES
DRAWN BY: H.J. REINHARDT	LOGMILE: 16000195.03
CHECKED BY: _____	TIMS NO.: G832
F.A.P. NO.: N/A	TOD NO.: _____
TS NO. 1094G	DRAWING SG-01 OF 3 SHEET NO. 1 OF 3

PLOTTED: Friday, May 08, 2009 AT 12:58 PM
FILE: F:\2002\2002-0507\Des\TEDU\99-P09-US1-MD430.dgn

BY: EBrownley

Weekday Morning Peak Hour (6:30 am - 9:30 am)													
Time:	US-1 Northbound			US-1 Southbound			Berwyn Rd. Eastbound			Berwyn Rd. Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30-6:45	2	67	4	5	212	10	2	0	12	4	0	4	322
6:45-7:00	2	98	3	3	235	9	2	0	10	7	2	10	381
7:00-7:15	3	122	6	5	299	5	2	0	13	7	2	10	474
7:15-7:30	2	129	2	4	324	13	5	1	8	11	0	11	510
7:30-7:45	3	145	10	9	397	8	2	1	4	12	2	6	599
7:45-8:00	5	178	24	10	374	8	4	2	11	20	3	9	648
8:00-8:15	2	150	22	18	347	9	4	1	7	30	1	19	610
8:15-8:30	0	151	4	6	404	6	3	0	9	9	9	12	613
8:30-8:45	0	161	5	3	396	4	5	0	7	12	1	7	601
8:45-9:00	0	163	1	7	378	8	1	1	4	11	0	5	579
9:00-9:15	3	166	5	3	331	5	1	1	5	17	1	10	548
9:15-9:30	2	171	5	7	277	6	3	0	4	14	1	5	495

Hourly Totals													
6:30-7:30	9	416	15	17	1070	37	11	1	43	29	4	35	1687
6:45-7:45	10	494	21	21	1255	35	11	2	35	37	6	37	1964
7:00-8:00	13	574	42	28	1394	34	13	4	36	50	7	36	2231
7:15-8:15	12	602	58	41	1442	38	15	5	30	73	6	45	2367
7:30-8:30	10	624	60	43	1522	31	13	4	31	71	15	46	2470
7:45-8:45	7	640	55	37	1521	27	16	3	34	71	14	47	2472
8:00-9:00	2	625	32	34	1525	27	13	2	27	62	11	43	2403
8:15-9:15	3	641	15	19	1509	23	10	2	25	49	11	34	2341
8:30-9:30	5	661	16	20	1382	23	10	2	20	54	3	27	2223

AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
7:45-8:45	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2472
	7	640	55	37	1521	27	16	3	34	71	14	47	

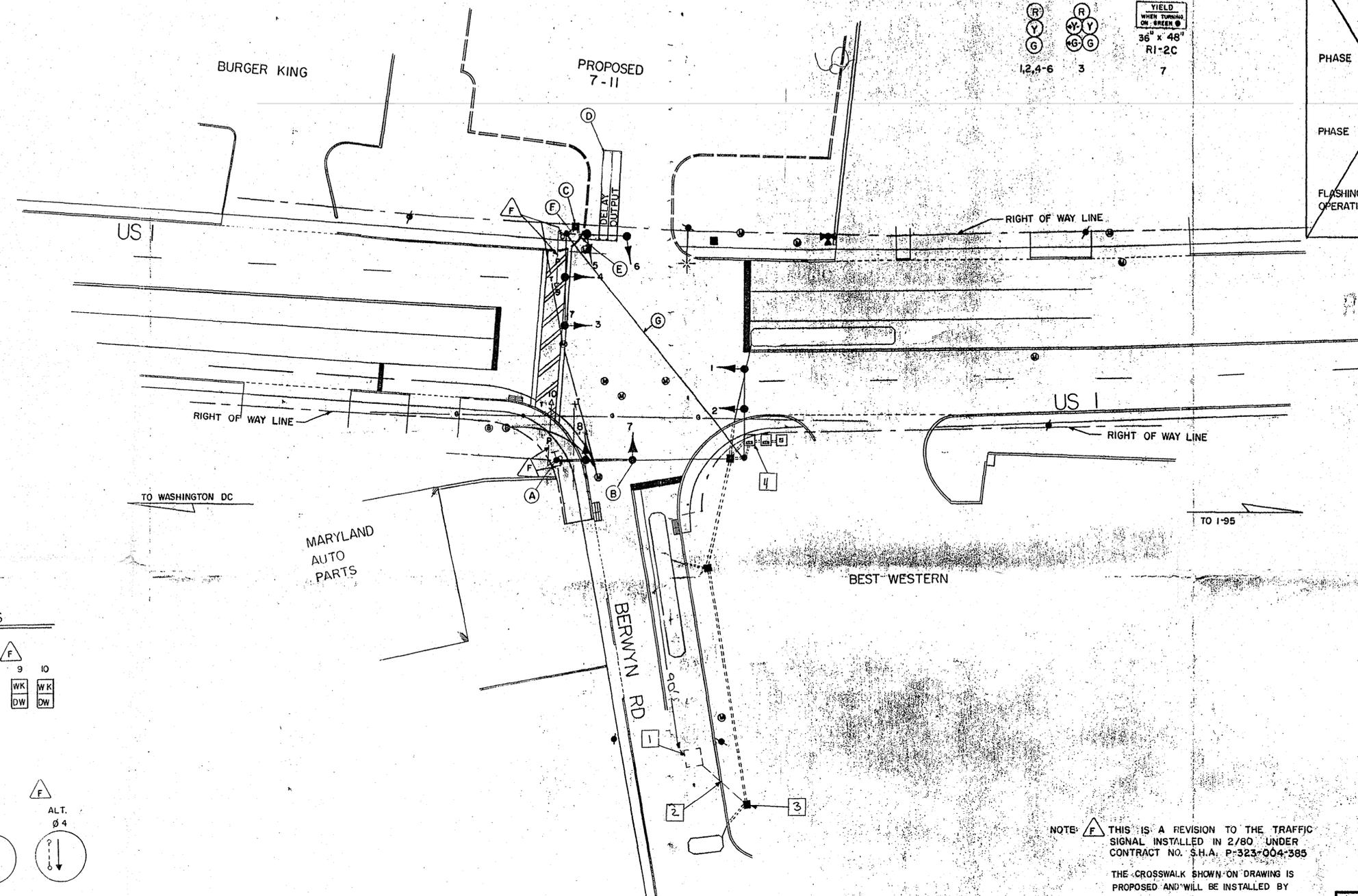
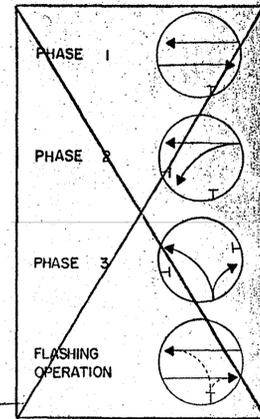
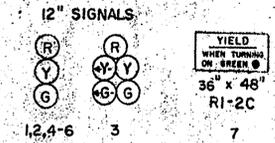
Weekday Evening Peak Hour (4 pm - 7 pm)													
Time:	US-1 Northbound			US-1 Southbound			Berwyn Rd. Eastbound			Berwyn Rd. Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00-4:15	4	367	10	9	260	6	4	0	6	14	0	11	691
4:15-4:30	3	327	24	10	299	8	5	0	2	13	0	11	702
4:30-4:45	4	355	8	9	314	5	3	1	8	20	1	10	738
4:45-5:00	1	333	8	10	298	3	3	1	6	22	4	8	697
5:00-5:15	3	379	11	9	298	5	3	0	1	12	1	7	729
5:15-5:30	2	375	18	7	259	9	5	0	7	14	0	8	704
5:30-5:45	2	379	19	10	312	3	3	1	4	21	0	11	765
5:45-6:00	1	369	4	17	290	6	2	1	4	15	2	10	721
6:00-6:15	2	320	13	13	275	6	2	0	10	12	0	11	664
6:15-6:30	1	384	7	15	299	11	4	0	6	14	0	8	749
6:30-6:45	1	311	9	14	258	1	0	0	6	16	2	8	626
6:45-7:00	1	375	15	11	271	6	1	1	3	9	0	8	701

Hourly Totals													
4:00-5:00	12	1382	50	38	1171	22	15	2	22	69	5	40	2828
4:15-5:15	11	1394	51	38	1209	21	14	2	17	67	6	36	2866
4:30-5:30	10	1442	45	35	1169	22	14	2	22	68	6	33	2868
4:45-5:45	8	1466	56	36	1167	20	14	2	18	69	5	34	2895
5:00-6:00	8	1502	52	43	1159	23	13	2	16	62	3	36	2919
5:15-6:15	7	1443	54	47	1136	24	12	2	25	62	2	40	2854
5:30-6:30	6	1452	43	55	1176	26	11	2	24	62	2	40	2899
5:45-6:45	5	1384	33	59	1122	24	8	1	26	57	4	37	2760
6:00-7:00	5	1390	44	53	1103	24	7	1	25	51	2	35	2740

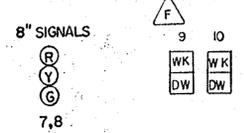
PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
5:00-6:00	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2919
	8	1502	52	43	1159	23	13	2	16	62	3	36	

Peak Hour Turning Movement Count	Intersection: US-1 at Berwyn Road Weather: Clear Count by: CountCam - BG Count Day/Date: Tuesday, February 2, 2016 County: Prince George's
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	

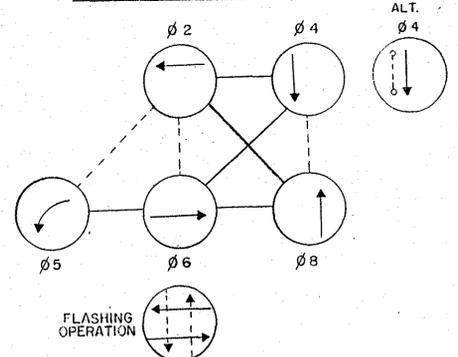
EXISTING CONDITIONS



PROPOSED ADDITIONS



NEMA PHASING



NOTE: 1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY / WILL OPERATE CONCURRENTLY.

NOTE: THIS IS A REVISION TO THE TRAFFIC SIGNAL INSTALLED IN 2/80 UNDER CONTRACT NO. S.H.A. P-323-004-385. THE CROSSWALK SHOWN ON DRAWING IS PROPOSED AND WILL BE INSTALLED BY OTHERS.

REVISIONS

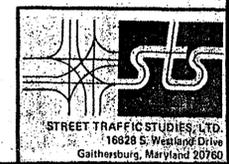
1	7-16-84	INSTALL PEDESTRIAN PUSH-BUTTONS, SIGNALS AND SIGNS
2	8-11-83	INSTALL SIGNAL EQUIPMENT FOR PROPOSED NEW

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
TRAFFIC DIVISION - BUREAU OF TRAFFIC ENGINEERING

US 1 & BERWYN RD.

SCALE 1" = 20' DATE 2-25-80 CONTRACT NO. P-323-004-385

DRAWN BY: T. MANK COUNTY: PRINCE GEORGES
REDRAWN BY: JOHN BOLING 4/83
DESIGNED BY: SIGNAL NO.: 16021
CHECKED BY: DRAWING NO. TS-379A



Weekday Morning Peak Hour (6:30 am - 9:30 am)													
Time:	US-1 Northbound			US-1 Southbound			Berwyn House Rd. Eastbound			Berwyn House Rd. Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30-6:45	2	73	1	12	213	3	1	0	0	7	0	8	320
6:45-7:00	4	76	1	13	235	2	3	1	0	7	0	2	344
7:00-7:15	2	117	2	17	283	7	2	0	0	16	1	11	458
7:15-7:30	2	122	2	9	341	1	5	0	1	12	0	7	502
7:30-7:45	3	130	4	14	374	2	3	0	3	8	0	13	554
7:45-8:00	1	214	4	17	380	6	5	1	4	6	0	8	646
8:00-8:15	7	151	3	15	336	5	5	0	2	5	0	7	536
8:15-8:30	3	150	7	18	398	0	4	0	2	6	0	5	593
8:30-8:45	2	156	3	31	359	4	0	1	0	9	1	18	584
8:45-9:00	8	156	1	28	315	4	3	0	2	11	0	18	546
9:00-9:15	1	151	1	29	304	7	2	1	2	5	0	19	522
9:15-9:30	5	160	2	15	275	4	2	0	1	9	1	19	493

Hourly Totals	Left	Thru	Right	Total									
6:30-7:30	10	388	6	51	1072	21	11	1	1	42	1	28	1632
6:45-7:45	11	445	9	53	1233	12	13	1	4	43	1	33	1858
7:00-8:00	8	583	12	57	1378	16	15	1	8	42	1	39	2160
7:15-8:15	13	617	13	55	1431	14	18	1	10	31	0	35	2238
7:30-8:30	14	645	18	64	1488	13	17	1	11	25	0	33	2329
7:45-8:45	13	671	17	81	1473	15	14	2	8	26	1	38	2359
8:00-9:00	20	613	14	92	1408	13	12	1	6	31	1	48	2259
8:15-9:15	14	613	12	106	1376	15	9	2	6	31	1	60	2245
8:30-9:30	16	623	7	103	1253	19	7	2	5	34	2	74	2145

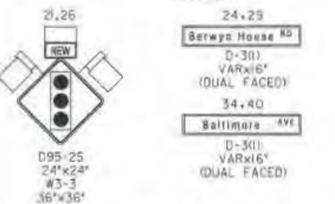
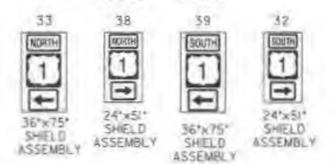
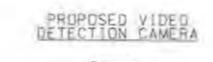
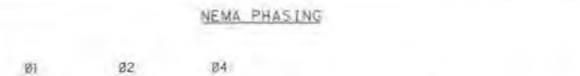
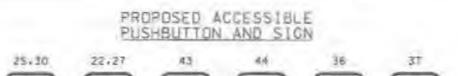
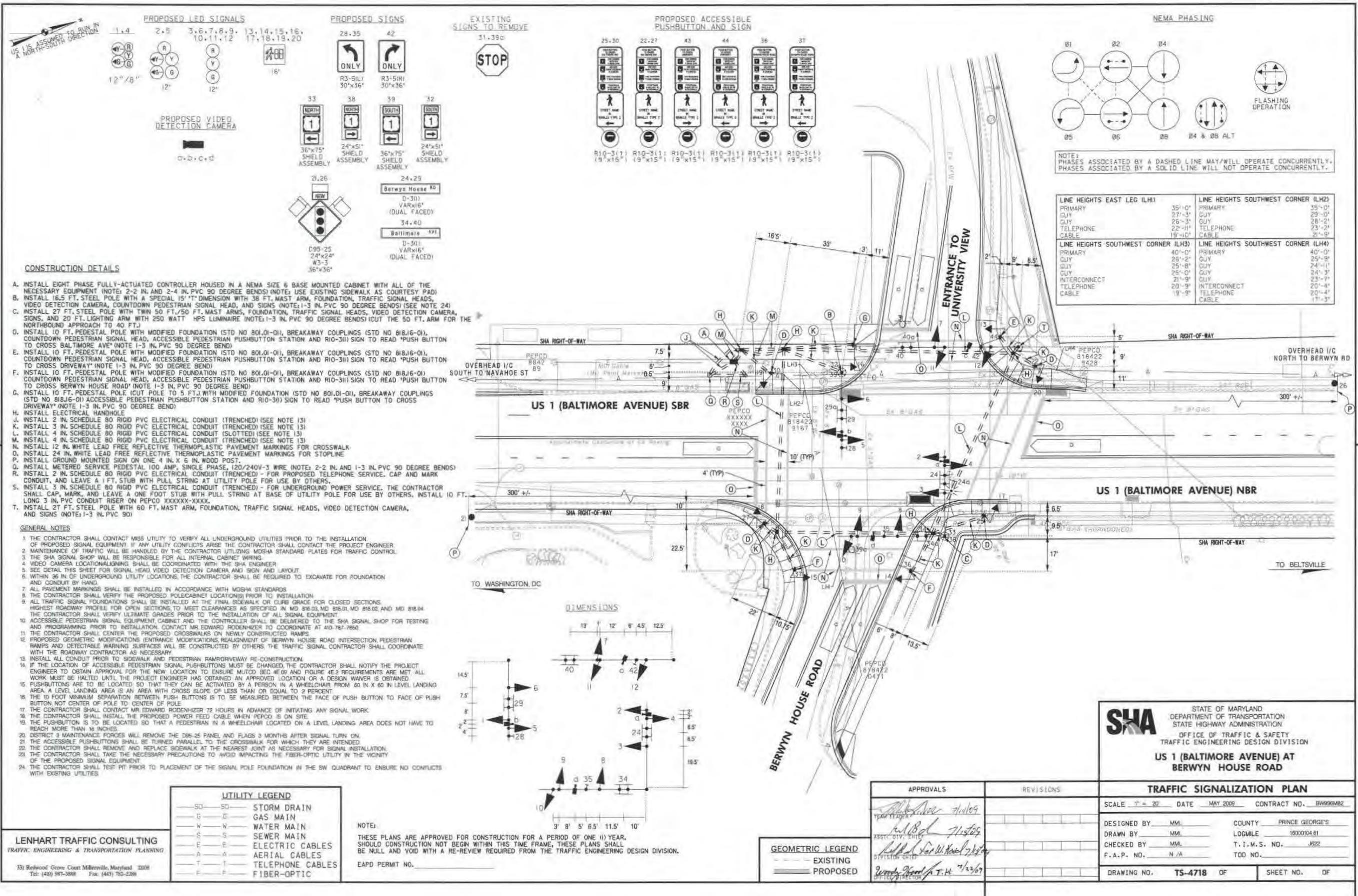
AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
7:45-8:45	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2359
	13	671	17	81	1473	15	14	2	8	26	1	38	

Weekday Evening Peak Hour (4 pm - 7 pm)													
Time:	US-1 Northbound			US-1 Southbound			Berwyn House Rd. Eastbound			Berwyn House Rd. Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00-4:15	8	322	4	13	246	9	15	1	2	9	1	22	652
4:15-4:30	10	334	2	15	295	13	12	0	4	12	0	18	715
4:30-4:45	9	317	10	13	281	7	7	0	2	18	0	22	686
4:45-5:00	10	320	3	18	303	9	8	0	2	8	0	19	700
5:00-5:15	14	332	7	15	268	12	11	0	6	9	1	18	693
5:15-5:30	12	365	2	22	245	11	10	2	2	10	0	21	702
5:30-5:45	10	343	1	17	305	11	7	0	2	4	0	20	720
5:45-6:00	11	309	6	21	270	7	8	1	3	10	2	20	668
6:00-6:15	10	331	6	18	266	8	4	1	4	10	2	13	673
6:15-6:30	9	302	8	15	299	8	8	1	8	8	2	22	690
6:30-6:45	13	291	9	23	247	10	6	0	6	9	1	19	634
6:45-7:00	8	366	7	16	258	9	9	2	4	11	1	14	705

Hourly Totals	Left	Thru	Right	Total									
4:00-5:00	37	1293	19	59	1125	38	42	1	10	47	1	81	2753
4:15-5:15	43	1303	22	61	1147	41	38	0	14	47	1	77	2794
4:30-5:30	45	1334	22	68	1097	39	36	2	12	45	1	80	2781
4:45-5:45	46	1360	13	72	1121	43	36	2	12	31	1	78	2815
5:00-6:00	47	1349	16	75	1088	41	36	3	13	33	3	79	2783
5:15-6:15	43	1348	15	78	1086	37	29	4	11	34	4	74	2763
5:30-6:30	40	1285	21	71	1140	34	27	3	17	32	6	75	2751
5:45-6:45	43	1233	29	77	1082	33	26	3	21	37	7	74	2665
6:00-7:00	40	1290	30	72	1070	35	27	4	22	38	6	68	2702

PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
4:45-5:45	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2815
	46	1360	13	72	1121	43	36	2	12	31	1	78	

Peak Hour Turning Movement Count	Intersection: US-1 at Berwyn House Road Weather: Clear Count by: CountCam - BG Count Day/Date: Tuesday, February 2, 2016 County: Prince George's
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	



NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

LINE HEIGHTS EAST LEG (LH1)		LINE HEIGHTS SOUTHWEST CORNER (LH2)	
PRIMARY	35'-0"	PRIMARY	35'-0"
GUY	27'-3"	GUY	29'-0"
GUY	26'-3"	GUY	28'-2"
TELEPHONE	22'-11"	TELEPHONE	23'-2"
CABLE	19'-0"	CABLE	21'-9"
LINE HEIGHTS SOUTHWEST CORNER (LH3)		LINE HEIGHTS SOUTHWEST CORNER (LH4)	
PRIMARY	40'-0"	PRIMARY	40'-0"
GUY	28'-2"	GUY	29'-3"
GUY	25'-8"	GUY	24'-11"
GUY	25'-0"	GUY	24'-3"
INTERCONNECT	21'-9"	GUY	23'-9"
TELEPHONE	20'-9"	INTERCONNECT	20'-8"
CABLE	19'-9"	TELEPHONE	20'-4"
		CABLE	17'-3"

CONSTRUCTION DETAILS

- A. INSTALL EIGHT PHASE FULLY-ACTUATED CONTROLLER HOUSED IN A NEMA SIZE 6 BASE MOUNTED CABINET WITH ALL OF THE NECESSARY EQUIPMENT (NOTE: 2-2 IN. AND 2-4 IN. PVC 90 DEGREE BENDS) USE EXISTING SIDEWALK AS COURTESY PAD.
- B. INSTALL 16.5 FT. STEEL POLE WITH A SPECIAL 15" DIA. DIMENSION WITH 38 FT. MAST ARM, FOUNDATION, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND SIGNS (NOTE: 1-3 IN. PVC 90 DEGREE BENDS) (SEE NOTE 24).
- C. INSTALL 27 FT. STEEL POLE WITH TWIN 50 FT./50 FT. MAST ARMS, FOUNDATION, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, SIGNS, AND 20 FT. LIGHTING ARM WITH 250 WATT HPS LUMINAIRE (NOTE: 1-3 IN. PVC 90 DEGREE BENDS) (CUT THE 50 FT. ARM FOR THE NORTHBOUND APPROACH TO 40 FT.).
- D. INSTALL 10 FT. PEDESTAL POLE WITH MODIFIED FOUNDATION (STD NO 801.01-01), BREAKAWAY COUPLINGS (STD NO 818.16-01), COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON STATION AND RIO-311 SIGN TO READ "PUSH BUTTON TO CROSS BALTIMORE AVE" (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
- E. INSTALL 10 FT. PEDESTAL POLE WITH MODIFIED FOUNDATION (STD NO 801.01-01), BREAKAWAY COUPLINGS (STD NO 818.16-01), COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON STATION AND RIO-311 SIGN TO READ "PUSH BUTTON TO CROSS DRIVEWAY" (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
- F. INSTALL 10 FT. PEDESTAL POLE WITH MODIFIED FOUNDATION (STD NO 801.01-01), BREAKAWAY COUPLINGS (STD NO 818.16-01), COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON STATION AND RIO-311 SIGN TO READ "PUSH BUTTON TO CROSS BERWYN HOUSE ROAD" (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
- G. INSTALL 10 FT. PEDESTAL POLE (CUT POLE TO 5 FT.) WITH MODIFIED FOUNDATION (STD NO 801.01-01), BREAKAWAY COUPLINGS (STD NO 818.16-01) ACCESSIBLE PEDESTRIAN PUSHBUTTON STATION AND RIO-311 SIGN TO READ "PUSH BUTTON TO CROSS DRIVEWAY" (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
- H. INSTALL ELECTRICAL HANDHOLE.
- I. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) (SEE NOTE 13).
- J. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) (SEE NOTE 13).
- K. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (SLOTTED) (SEE NOTE 13).
- L. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) (SEE NOTE 13).
- M. INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
- N. INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
- O. INSTALL GROUND MOUNTED SIGN ON ONE 4 IN. X 6 IN. WOOD POST.
- P. INSTALL METERED SERVICE PEDESTAL 100 AMP, SINGLE PHASE, 120/240V-3 WIRE (NOTE: 2-2 IN. AND 1-3 IN. PVC 90 DEGREE BENDS).
- Q. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) FOR PROPOSED TELEPHONE SERVICE. CAP AND MARK CONDUIT, AND LEAVE A 1 FT. STUB WITH PULL STRING AT UTILITY POLE FOR USE BY OTHERS.
- R. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) - FOR UNDERGROUND POWER SERVICE. THE CONTRACTOR SHALL CAP, MARK, AND LEAVE A ONE FOOT STUB WITH PULL STRING AT BASE OF UTILITY POLE FOR USE BY OTHERS. INSTALL 10 FT. LONG 3 IN. PVC CONDUIT RISER ON PEPCO XXXXX-XXXX.
- T. INSTALL 27 FT. STEEL POLE WITH 60 FT. MAST ARM, FOUNDATION, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, AND SIGNS (NOTE: 1-3 IN. PVC 90).

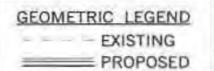
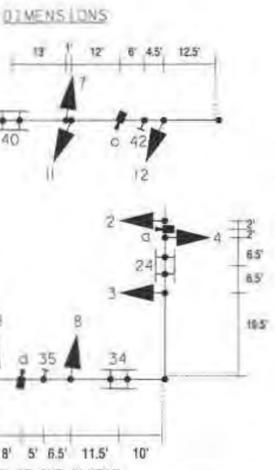
GENERAL NOTES

1. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
2. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MSHA STANDARD PLATES FOR TRAFFIC CONTROL.
3. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
4. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
5. SEE DETAIL THIS SHEET FOR SIGNAL HEAD VIDEO DETECTION CAMERA AND SIGN AND LAYOUT.
6. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
7. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
8. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE/CABINET LOCATIONS PRIOR TO INSTALLATION.
9. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIGNAL OR CURB GRADE FOR CLOSED SECTIONS.
10. HIGHEST ROADWAY PROFILE FOR OPEN SECTIONS TO MEET CLEARANCES AS SPECIFIED IN MD 88.03, MD 88.01, MD 88.02, AND MD 88.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
11. ACCESSIBLE PEDESTRIAN SIGNAL EQUIPMENT CABINET AND THE CONTROLLER SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER TO COORDINATE AT 410-767-7650.
12. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON NEWLY CONSTRUCTED RAMPS.
13. PROPOSED GEOMETRIC MODIFICATIONS (ENTRANCE MODIFICATIONS REALIGNMENT OF BERWYN HOUSE ROAD INTERSECTION PEDESTRIAN RAMPS AND DETECTABLE WARNING SURFACES WILL BE CONSTRUCTED BY OTHERS. THE TRAFFIC SIGNAL CONTRACTOR SHALL COORDINATE WITH THE ROADWAY CONTRACTOR AS NECESSARY.
14. INSTALL ALL CONDUIT PRIOR TO SIDEWALK AND PEDESTRIAN RAMPS/DRIVEWAY RE-CONSTRUCTION.
15. IF THE LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST BE CHANGED, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER TO OBTAIN APPROVAL FOR THE NEW LOCATION TO ENSURE MUTCD SEC 4E.09 AND FIGURE 4E.2 REQUIREMENTS ARE MET. ALL WORK MUST BE HALTED UNTIL THE PROJECT ENGINEER HAS OBTAINED AN APPROVED LOCATION OR A DESIGN WAIVER IS OBTAINED.
16. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM 60 IN. X 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH CROSS SLOPE OF LESS THAN OR EQUAL TO 2 PERCENT.
17. THE 10 FOOT MINIMUM SEPARATION BETWEEN PUSH BUTTONS IS TO BE MEASURED BETWEEN THE FACE OF PUSH BUTTON TO FACE OF PUSH BUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
18. THE CONTRACTOR SHALL CONTACT MR. EDWARD RODENHIZER 72 HOURS IN ADVANCE OF INITIATING ANY SIGNAL WORK.
19. THE CONTRACTOR SHALL INSTALL THE PROPOSED POWER FEED CABLE WHEN PEPCO IS ON SITE.
20. THE PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON A LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 INCHES.
21. DISTRICT 3 MAINTENANCE FORCES WILL REMOVE THE DRS-25 PANEL AND FLAGS 3 MONTHS AFTER SIGNAL TURN ON.
22. THE ACCESSIBLE PUSHBUTTONS SHALL BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
23. THE CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AT THE NEAREST JOINT AS NECESSARY FOR SIGNAL INSTALLATION.
24. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO AVOID IMPACTING THE FIBER-OPTIC UTILITY IN THE VICINITY OF THE PROPOSED SIGNAL EQUIPMENT.
25. THE CONTRACTOR SHALL TEST PIT PRIOR TO PLACEMENT OF THE SIGNAL POLE FOUNDATION IN THE SW QUADRANT TO ENSURE NO CONFLICTS WITH EXISTING UTILITIES.

UTILITY LEGEND

—SD—	STORM DRAIN
—G—	GAS MAIN
—W—	WATER MAIN
—S—	SEWER MAIN
—E—	ELECTRIC CABLES
—A—	AERIAL CABLES
—T—	TELEPHONE CABLES
—F—	FIBER-OPTIC

NOTE: THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF ONE (1) YEAR. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME, THESE PLANS SHALL BE NULL AND VOID WITH A RE-REVIEW REQUIRED FROM THE TRAFFIC ENGINEERING DESIGN DIVISION. EAPD PERMIT NO. _____



APPROVALS

APPROVED	DATE
<i>[Signature]</i>	7/1/09
<i>[Signature]</i>	7/15/09
<i>[Signature]</i>	7/15/09
<i>[Signature]</i>	7/15/09

REVISIONS

NO.	DESCRIPTION

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 1 (BALTIMORE AVENUE) AT BERWYN HOUSE ROAD

TRAFFIC SIGNALIZATION PLAN

SCALE: 1" = 20' DATE: MAY 2009 CONTRACT NO.: BW9998R2

DESIGNED BY: MML COUNTY: PRINCE GEORGE'S
DRAWN BY: MML LOGMILE: 1600104.61
CHECKED BY: MML T. I. M. S. NO.: J622
F. A. P. NO.: N/A TOD NO.:

DRAWING NO.: **TS-4718** OF SHEET NO. OF

LENHART TRAFFIC CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

331 Rehwood Grove Court Millersville, Maryland 21108
Tel: (410) 987-3888 Fax: (410) 782-2286

Weekday Morning Peak Hour (6:30 am - 9:30 am)													
Time:	US-1 Northbound			US-1 Southbound			The Varsity Eastbound			Melbourne Place Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30-6:45	3	70	0	0	223	1	0	0	1	1	0	0	299
6:45-7:00	1	88	0	0	246	2	4	0	1	1	0	0	343
7:00-7:15	2	129	0	0	297	0	1	0	1	1	0	1	432
7:15-7:30	1	128	0	0	346	0	0	0	2	1	0	0	478
7:30-7:45	3	146	0	0	366	0	0	0	3	2	0	0	520
7:45-8:00	2	182	0	0	401	2	4	0	3	3	0	1	598
8:00-8:15	2	154	1	3	344	1	3	0	4	2	0	0	514
8:15-8:30	2	146	0	1	421	0	1	0	4	3	0	0	578
8:30-8:45	2	151	2	2	371	1	3	0	6	1	0	0	539
8:45-9:00	3	157	0	0	359	0	2	0	5	3	0	0	529
9:00-9:15	9	150	0	1	309	0	2	0	11	3	0	1	486
9:15-9:30	4	171	1	0	293	1	5	0	13	4	0	1	493

Hourly Totals													
6:30-7:30	7	415	0	0	1112	3	5	0	5	4	0	1	1552
6:45-7:45	7	491	0	0	1255	2	5	0	7	5	0	1	1773
7:00-8:00	8	585	0	0	1410	2	5	0	9	7	0	2	2028
7:15-8:15	8	610	1	3	1457	3	7	0	12	8	0	1	2110
7:30-8:30	9	628	1	4	1532	3	8	0	14	10	0	1	2210
7:45-8:45	8	633	3	6	1537	4	11	0	17	9	0	1	2229
8:00-9:00	9	608	3	6	1495	2	9	0	19	9	0	0	2160
8:15-9:15	16	604	2	4	1460	1	8	0	26	10	0	1	2132
8:30-9:30	18	629	3	3	1332	2	12	0	35	11	0	2	2047

AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
7:45-8:45	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2229
	8	633	3	6	1537	4	11	0	17	9	0	1	

Weekday Evening Peak Hour (4 pm - 7 pm)													
Time:	US-1 Northbound			US-1 Southbound			The Varsity Eastbound			Melbourne Place Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00-4:15	8	326	8	3	275	2	8	0	4	3	0	2	639
4:15-4:30	7	293	7	4	286	4	13	0	3	10	0	1	628
4:30-4:45	15	338	15	2	318	5	8	0	9	10	0	0	720
4:45-5:00	5	297	5	0	300	4	6	1	12	11	0	4	645
5:00-5:15	13	393	13	1	267	3	12	0	11	9	0	1	723
5:15-5:30	16	367	11	2	249	6	10	1	11	12	0	2	687
5:30-5:45	11	340	9	0	306	5	9	1	14	9	0	5	709
5:45-6:00	16	313	14	1	278	4	12	0	13	11	0	1	663
6:00-6:15	13	334	8	1	272	7	11	1	9	8	0	2	666
6:15-6:30	9	309	6	0	307	8	6	1	10	10	0	4	670
6:30-6:45	11	304	10	1	258	3	8	0	9	8	0	1	613
6:45-7:00	9	372	6	1	267	5	8	1	6	6	0	1	682

Hourly Totals													
4:00-5:00	35	1254	35	9	1179	15	35	1	28	34	0	7	2632
4:15-5:15	40	1321	40	7	1171	16	39	1	35	40	0	6	2716
4:30-5:30	49	1395	44	5	1134	18	36	2	43	42	0	7	2775
4:45-5:45	45	1397	38	3	1122	18	37	3	48	41	0	12	2764
5:00-6:00	56	1413	47	4	1100	18	43	2	49	41	0	9	2782
5:15-6:15	56	1354	42	4	1105	22	42	3	47	40	0	10	2725
5:30-6:30	49	1296	37	2	1163	24	38	3	46	38	0	12	2708
5:45-6:45	49	1260	38	3	1115	22	37	2	41	37	0	8	2612
6:00-7:00	42	1319	30	3	1104	23	33	3	34	32	0	8	2631

PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
5:00-6:00	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2782
	56	1413	47	4	1100	18	43	2	49	41	0	9	

Peak Hour Turning Movement Count	Intersection: US-1 at The Varsity and Melbourne Place Weather: Clear Count by: CountCam - BG Count Day/Date: Tuesday, February 2, 2016 County: Prince George's
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	

Weekday Morning Peak Hour (6:30 am - 9:30 am)													
Time:	US-1 Northbound			US-1 Southbound			N/A Eastbound			Lakeland Rd. Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30-6:45	0	72	6	1	224	0				2		1	306
6:45-7:00	0	87	5	2	246	0				4		2	346
7:00-7:15	0	131	6	2	297	0				8		0	444
7:15-7:30	0	127	6	4	345	0				10		2	494
7:30-7:45	0	149	4	0	371	0				15		0	539
7:45-8:00	0	183	11	1	406	0				9		1	611
8:00-8:15	1	155	12	2	348	0				5		2	525
8:15-8:30	0	143	17	1	427	0				12		5	605
8:30-8:45	0	153	12	1	377	0				20		2	565
8:45-9:00	0	158	17	0	367	0				15		2	559
9:00-9:15	0	155	20	3	320	0				27		4	529
9:15-9:30	0	170	9	0	310	0				17		6	512

Hourly Totals													
6:30-7:30	0	417	23	9	1112	0	0	0	0	24	0	5	1590
6:45-7:45	0	494	21	8	1259	0	0	0	0	37	0	4	1823
7:00-8:00	0	590	27	7	1419	0	0	0	0	42	0	3	2088
7:15-8:15	1	614	33	7	1470	0	0	0	0	39	0	5	2169
7:30-8:30	1	630	44	4	1552	0	0	0	0	41	0	8	2280
7:45-8:45	1	634	52	5	1558	0	0	0	0	46	0	10	2306
8:00-9:00	1	609	58	4	1519	0	0	0	0	52	0	11	2254
8:15-9:15	0	609	66	5	1491	0	0	0	0	74	0	13	2258
8:30-9:30	0	636	58	4	1374	0	0	0	0	79	0	14	2165

AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
7:45-8:45	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2306
	1	634	52	5	1558	0	0	0	0	46	0	10	

Weekday Evening Peak Hour (4 pm - 7 pm)													
Time:	US-1 Northbound			US-1 Southbound			N/A Eastbound			Lakeland Rd. Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00-4:15	0	340	16	3	279	0				22		2	662
4:15-4:30	0	303	14	2	297	0				15		4	635
4:30-4:45	0	367	21	6	331	0				11		1	737
4:45-5:00	0	304	18	4	319	0				16		3	664
5:00-5:15	0	415	26	2	285	0				24		4	756
5:15-5:30	0	389	27	6	266	0				16		5	709
5:30-5:45	0	358	25	9	320	0				27		2	741
5:45-6:00	0	335	29	9	293	0				23		8	697
6:00-6:15	0	347	19	5	284	0				16		8	679
6:15-6:30	0	320	24	9	318	0				14		4	689
6:30-6:45	0	319	24	4	271	0				26		6	650
6:45-7:00	0	384	22	6	273	0				16		3	704

Hourly Totals													
4:00-5:00	0	1314	69	15	1226	0	0	0	0	64	0	10	2698
4:15-5:15	0	1389	79	14	1232	0	0	0	0	66	0	12	2792
4:30-5:30	0	1475	92	18	1201	0	0	0	0	67	0	13	2866
4:45-5:45	0	1466	96	21	1190	0	0	0	0	83	0	14	2870
5:00-6:00	0	1497	107	26	1164	0	0	0	0	90	0	19	2903
5:15-6:15	0	1429	100	29	1163	0	0	0	0	82	0	23	2826
5:30-6:30	0	1360	97	32	1215	0	0	0	0	80	0	22	2806
5:45-6:45	0	1321	96	27	1166	0	0	0	0	79	0	26	2715
6:00-7:00	0	1370	89	24	1146	0	0	0	0	72	0	21	2722

PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
5:00-6:00	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2903
	0	1497	107	26	1164	0	0	0	0	90	0	19	

Peak Hour
Turning Movement Count

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

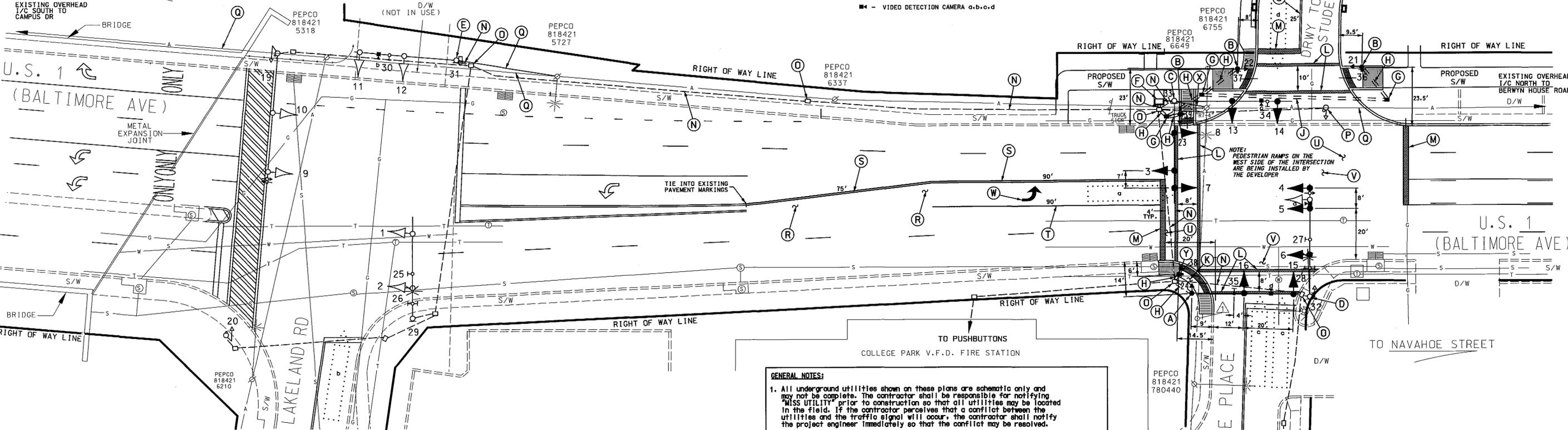
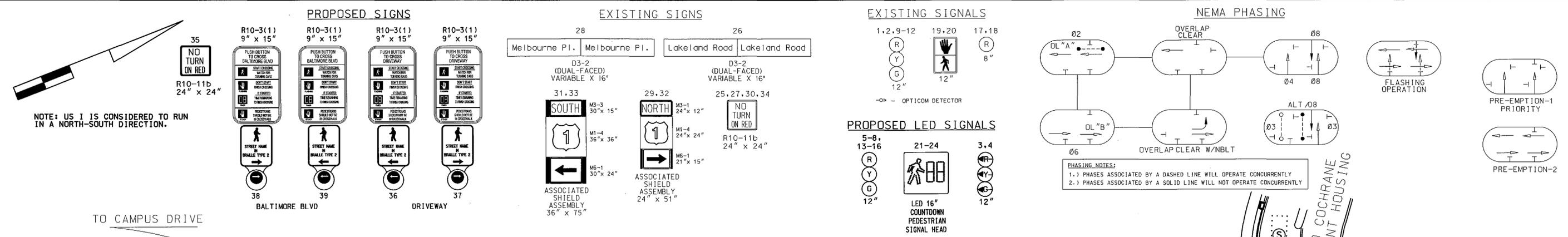
Intersection: US-1 at Lakeland Road
Weather: Clear
Count by: CountCam - BG
Count Day/Date: Tuesday, February 2, 2016
County: Prince George's

DRILL HOLES

DRILL HOLES

DRILL HOLES

BORDER REV. DATE: June 1, 2004



- CONSTRUCTION DETAILS**
- A. Install a 16.5' steel pole with a 15' "T" dimension and a 50' mast arm (cut to 42'), traffic signal heads, countdown pedestrian signal head, sign and video detection camera as shown. (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.)
 - B. Install 10' breakaway pedestal pole, countdown pedestrian signal head, audible pushbutton with pedestrian education sign as shown. (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.)
 - C. Use existing 21' steel pole with twin 40'-46' mast arms. Replace existing traffic signal heads with LED heads in existing locations, install proposed LED (RA,YA,GA) signal head and video detection camera as shown.
 - D. Use existing 21' steel pole with 40' mast arm. Replace existing traffic signal heads with LED heads in existing locations, install proposed LED (RA,YA,GA) signal head and video detection camera as shown. Remove existing pedestrian signal head, pushbutton and sign.
 - E. Use existing 21' steel pole with 40' mast arm. Install video detection camera as shown.
 - F. Use existing size "6" base mounted cabinet. Remove 2-channel amplifier and install video interface and all necessary equipment.
 - G. Install handhole.
 - H. Install 3" polyvinyl chloride electrical conduit (schedule-80) (trenched).
 - J. Install 4" polyvinyl chloride electrical conduit (Schedule 80) (bored).
 - K. Remove existing curb and gutter and sidewalk section and install parallel handicapped ramp (Std. No. MD 655.12) with detectable warning surface (Std. No. 655.40), as shown.
 - L. Install 12" white heat applied permanent preformed thermoplastic pavement marking (Crosswalk).
 - M. Install 24" white heat applied permanent preformed thermoplastic pavement marking (Stopline).
 - N. Use existing conduit.
 - D. Use existing handhole.
 - P. Remove existing 10' pedestal pole and all attached equipment. Cap abandon existing conduit.
 - Q. Existing overhead interconnect cable.
 - R. Remove 165' of existing 5" double yellow center line and crosshatching.
 - S. Install 5" double yellow center line as shown.
 - T. Install 5" white lane line as shown.
 - U. Remove existing stopline.
 - V. Remove existing crosswalk.
 - W. Install heat applied permanent preformed thermoplastic pavement marking (left turn arrow) as shown.
 - X. Existing overhead electrical service to be maintained by PEPCO.
 - Y. Install 5' pedestal pole with breakaway support couplings and special footer (STANDARD NO. MD801.01-01), audible pushbutton with pedestrian education sign as shown. (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.)

- GENERAL NOTES:**
1. All underground utilities shown on these plans are schematic only and may not be complete. The contractor shall be responsible for notifying "MISS UTILITY" prior to construction so that all utilities may be located in the field. If the contractor perceives that a conflict between the utilities and the traffic signal will occur, the contractor shall notify the project engineer immediately so that the conflict may be resolved.
 2. All Traffic Signal Foundations shall be installed at the Final Sidewalk or Curb grade for closed sections, Highest Roadway Profile Grade for open sections, to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, and MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
 3. All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All crosswalks shall be centered on handicap ramps or median cut throughs.
 4. Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18" from a 60" x 60" level landing area with a cross slope of less than or equal to 2%.
 5. Pushbutton arrows are to be parallel to the crossing for which they are intended.
 6. Location of Accessible Pedestrian signal pushbuttons must meet location requirements of MUTCD Sec. 4E.09 and Fig. 4E.2 and the NCHRP publication, Accessible Pedestrian Signals: Guide to Best Practices. If not met, the contractor is to stop work on pushbutton locations until a design waiver is obtained, approved by the Director, Office of Traffic and Safety.
 7. The contractor shall remove all unused wiring.
 8. The approved plans are good for one year from the date of the signature after which the plans are null and void. After one year the plans must be resubmitted to the SHA Traffic Engineering Design Division for review.
 9. The 10' separation between pushbuttons is to be measured from face of pushbutton, not center to center of pole.

GEOMETRIC LEGEND

PROPOSED _____
EXISTING _____

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A	A
ELECTRIC	E	E
TELEPHONE	T	T
GAS	G	G
SEWER	S	S
WATER	W	W
CABLE TV	TV	TV



APPROVALS

TEAM LEADER _____
ASST. DIV. _____
DIVISION CHIEF _____
OFFICE DIRECTOR _____

ORIGINAL ON FILE

REVISIONS

NO.	DESCRIPTION	DATE
1	ADD 4th LEG AT MELBOURNE, CFS - APS AND VIDEO SHA NO. 7 RESPONSES TO I.A.S. 6-7-09	6-18-09
2	REVISE	6-18-09

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

**US 1 (BALTIMORE AVE) AND
MELBOURNE PLACE / LAKELAND DRIVE**
COLLEGE PARK, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 2-13-92 CONTRACT NO. BW-506-802-312

DESIGNED BY RR ZACHERL COUNTY PRINCE GEORGE'S
DRAWN BY SR BARANOWSKI LOGMILE 16000104.48
CHECKED BY _____ TMS NO. J676
F.A.P. NO. _____ TOD NO. _____

TS NO. 3218E DRAWING NO. 1 OF 2 SHEET NO. OF

5273REV.dgn 6/22/2009 11:07:36 AM

Appendix B

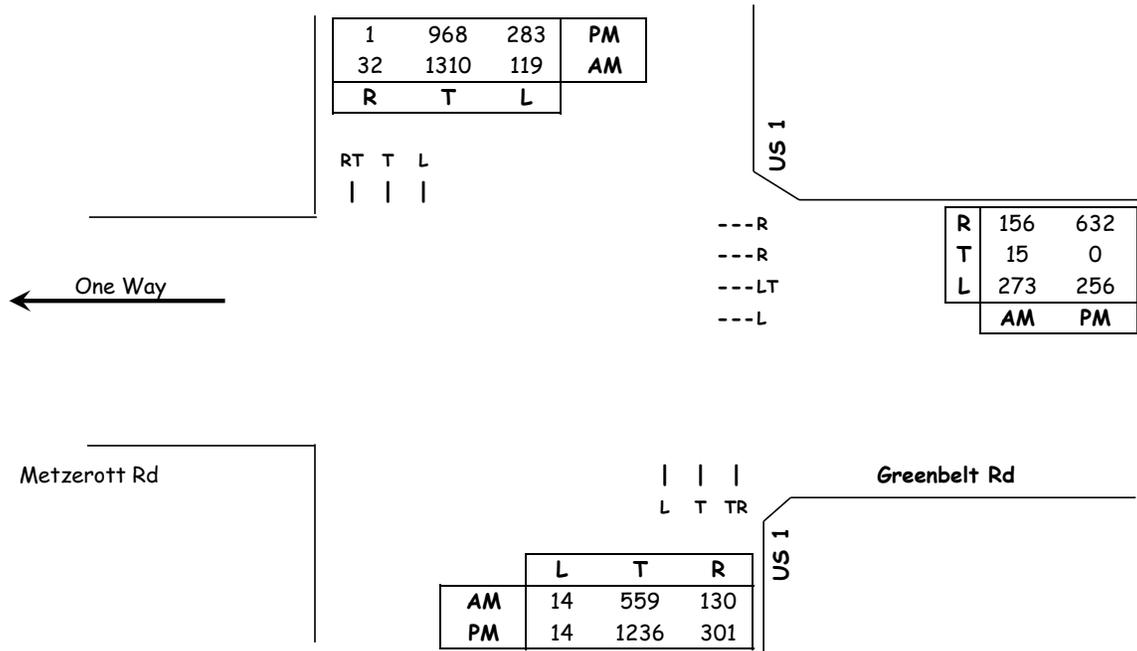
Critical Lane Volume (LOS) Worksheets
Synchro (LOS) Worksheets

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 1
 Minor Street: Greenbelt Rd
 Study Period: Existing Traffic

Analyst: ml

Lane Use + Traffic Volumes



AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	288	0.60	173				173
NB	689	0.55	379	119	1.00	119	752
SB	1342	0.55	738	14	1.00	14	
CLV TOTAL=							925
Level of Service (LOS)=							A

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	349	0.60	209				209
NB	1537	0.55	845	283	1.00	283	1128
SB	969	0.55	533	14	1.00	14	
CLV TOTAL=							1337
Level of Service (LOS)=							D

Critical Lane Volume Analysis



US 1
 Greenbelt Rd
 Existing Traffic

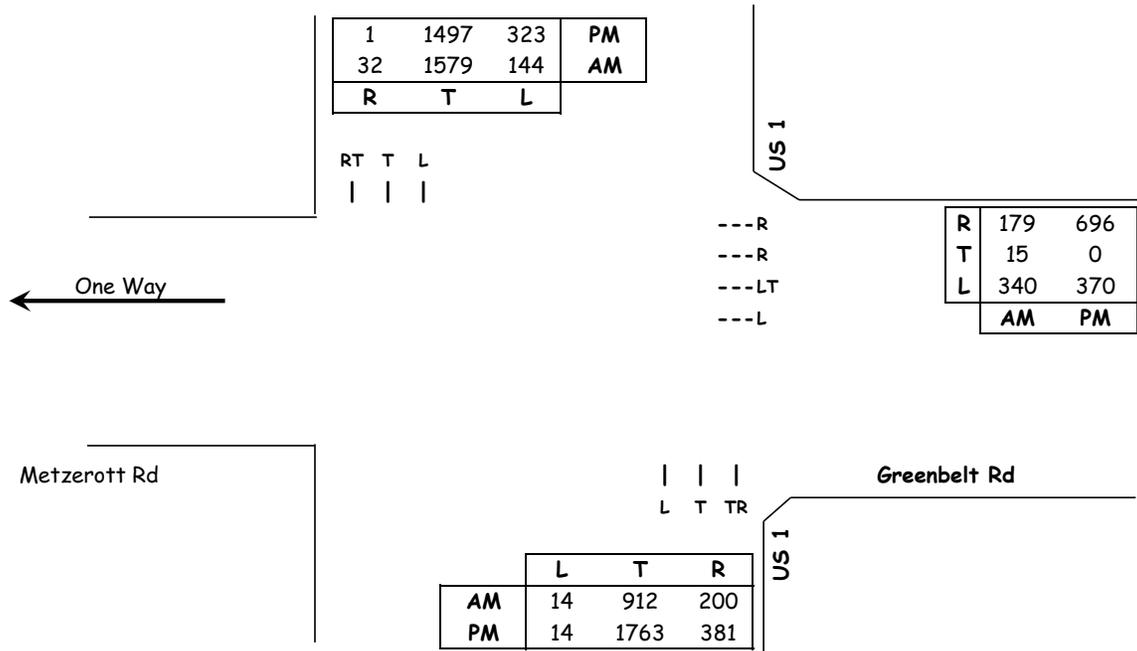
Intersection
 1

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 1
 Minor Street: Greenbelt Rd
 Study Period: Background Traffic

Analyst: ml

Lane Use + Traffic Volumes



AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	355	0.60	213				213
NB	1112	0.55	612	144	1.00	144	900
SB	1611	0.55	886	14	1.00	14	
CLV TOTAL=							1113
Level of Service (LOS)=							B

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	373	0.60	224				224
NB	2144	0.55	1179	323	1.00	323	1502
SB	1498	0.55	824	14	1.00	14	
CLV TOTAL=							1726
Level of Service (LOS)=							F

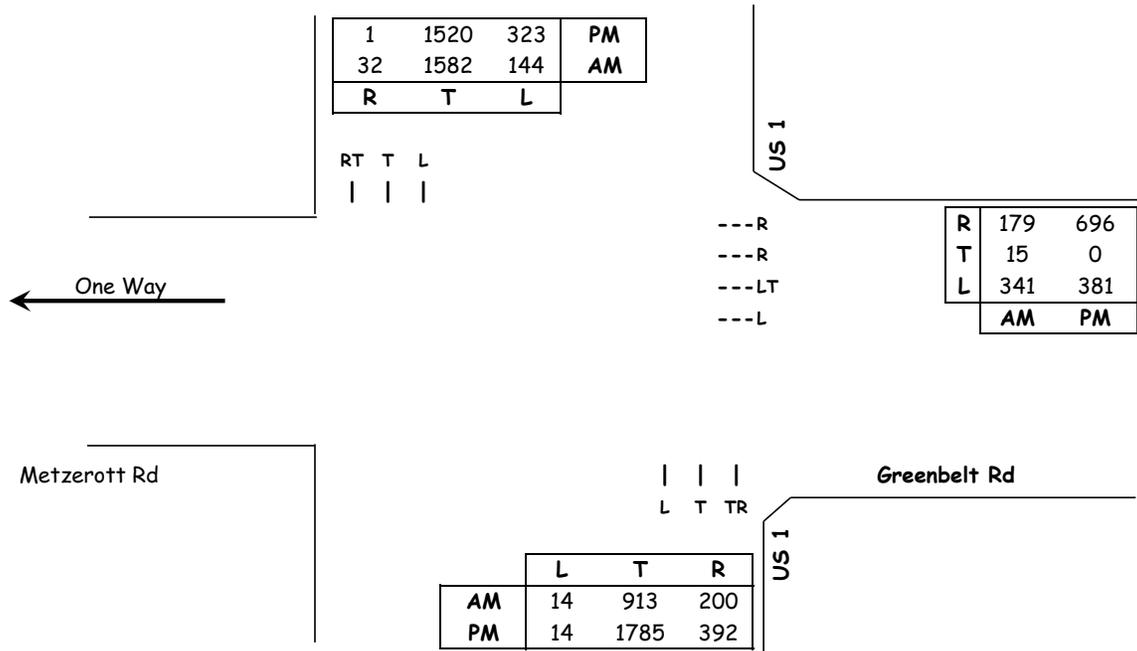
Critical Lane Volume Analysis		US 1 Greenbelt Rd Background Traffic
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		Intersection 1

Critical Lane Volume (CLV) Methodology for Prince Georges County

Main Line: US 1
 Minor Street: Greenbelt Rd
 Study Period: Total Traffic

Analyst: ml

Lane Use + Traffic Volumes



AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	356	0.60	214				214
NB	1113	0.55	612	144	1.00	144	902
SB	1614	0.55	888	14	1.00	14	
CLV TOTAL=							1116
Level of Service (LOS)=							B

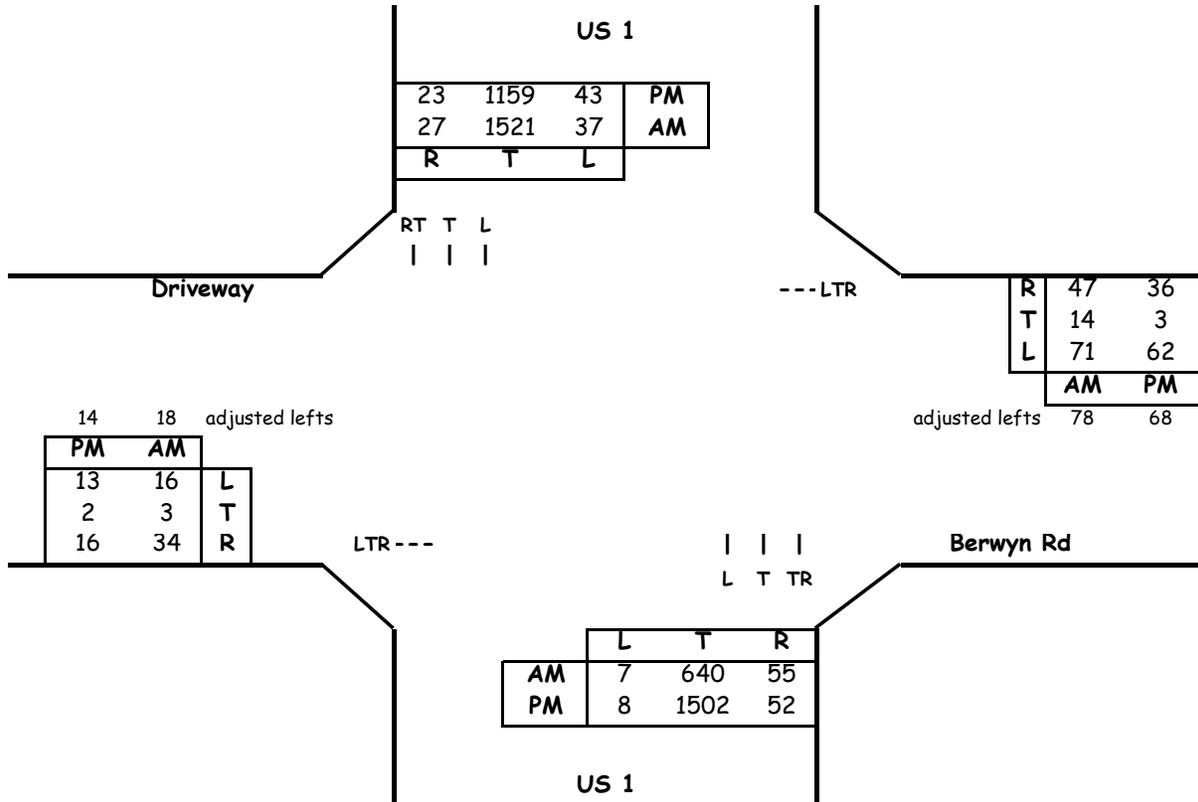
PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	381	0.60	229				229
NB	2177	0.55	1197	323	1.00	323	1520
SB	1521	0.55	837	14	1.00	14	
CLV TOTAL=							1749
Level of Service (LOS)=							F

Critical Lane Volume Analysis		US 1 Greenbelt Rd Total Traffic
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CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 1
 Minor Street: Berwyn Rd
 Study Period: EXISTING TRAFFIC
 Analyst: ml

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	695	0.55	382	37	1	37	858
SB	1548	0.55	851	7	1	7	
EB	55	1	55	71	1	71	155
WB	139	1	139	16	1	16	
CLV TOTAL=							1013
Level of Service (LOS)=-							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1554	0.55	855	43	1	43	898
SB	1182	0.55	650	8	1	8	
EB	32	1	32	62	1	62	120
WB	107	1	107	13	1	13	
CLV TOTAL=							1018
Level of Service (LOS)=-							B

Critical Lane Volume Analysis



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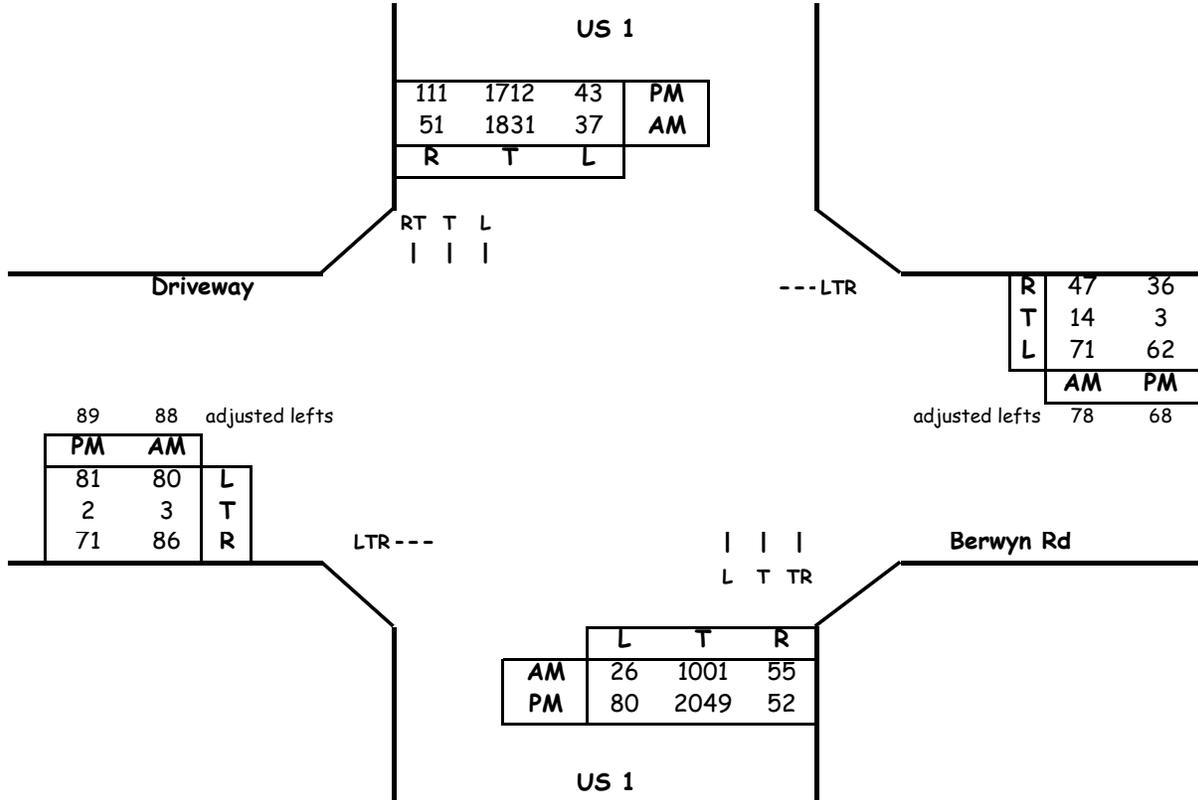
**US 1 &
Berwyn Rd**
(EXISTING TRAFFIC)

**Intersection
2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 1
Minor Street: Berwyn Rd
Study Period: BACKGROUND TRAFFIC
Analyst: ml

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1056	0.55	581	37	1	37	1061
SB	1882	0.55	1035	26	1	26	
EB	177	1	177	71	1	71	248
WB	139	1	139	80	1	80	
CLV TOTAL=							1309
Level of Service (LOS)=-							D

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2101	0.55	1156	43	1	43	1199
SB	1823	0.55	1003	80	1	80	
EB	162	1	162	62	1	62	224
WB	107	1	107	81	1	81	
CLV TOTAL=							1423
Level of Service (LOS)=-							D

Critical Lane Volume Analysis



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**US 1 &
Berwyn Rd**
(BACKGROUND TRAFFIC)

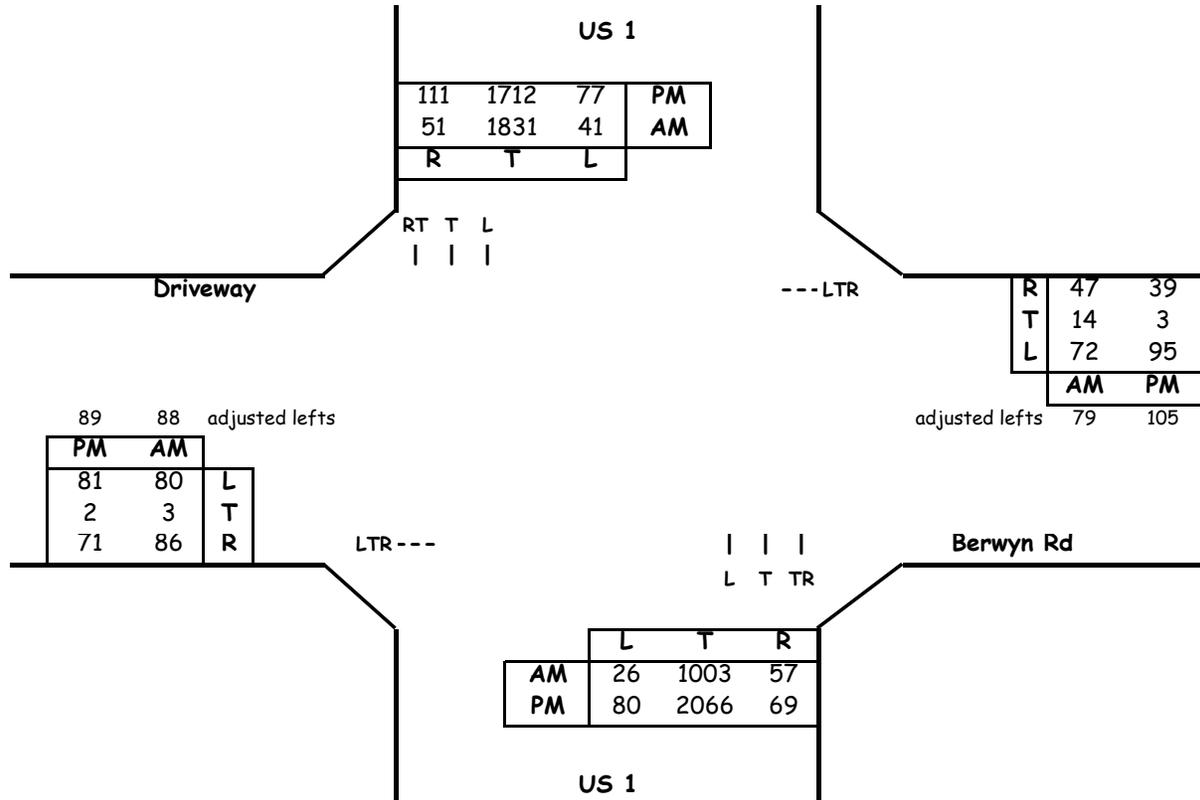
**Intersection
2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 1
 Minor Street: Berwyn Rd
 Study Period: TOTAL TRAFFIC

Analyst: ml

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1060	0.55	583	41	1	41	1061
SB	1882	0.55	1035	26	1	26	
EB	177	1	177	72	1	72	249
WB	140	1	140	80	1	80	
CLV TOTAL=							1310
Level of Service (LOS) =							D

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2135	0.55	1174	77	1	77	1251
SB	1823	0.55	1003	80	1	80	
EB	162	1	162	95	1	95	257
WB	147	1	147	81	1	81	
CLV TOTAL=							1508
Level of Service (LOS) =							E

Critical Lane Volume Analysis



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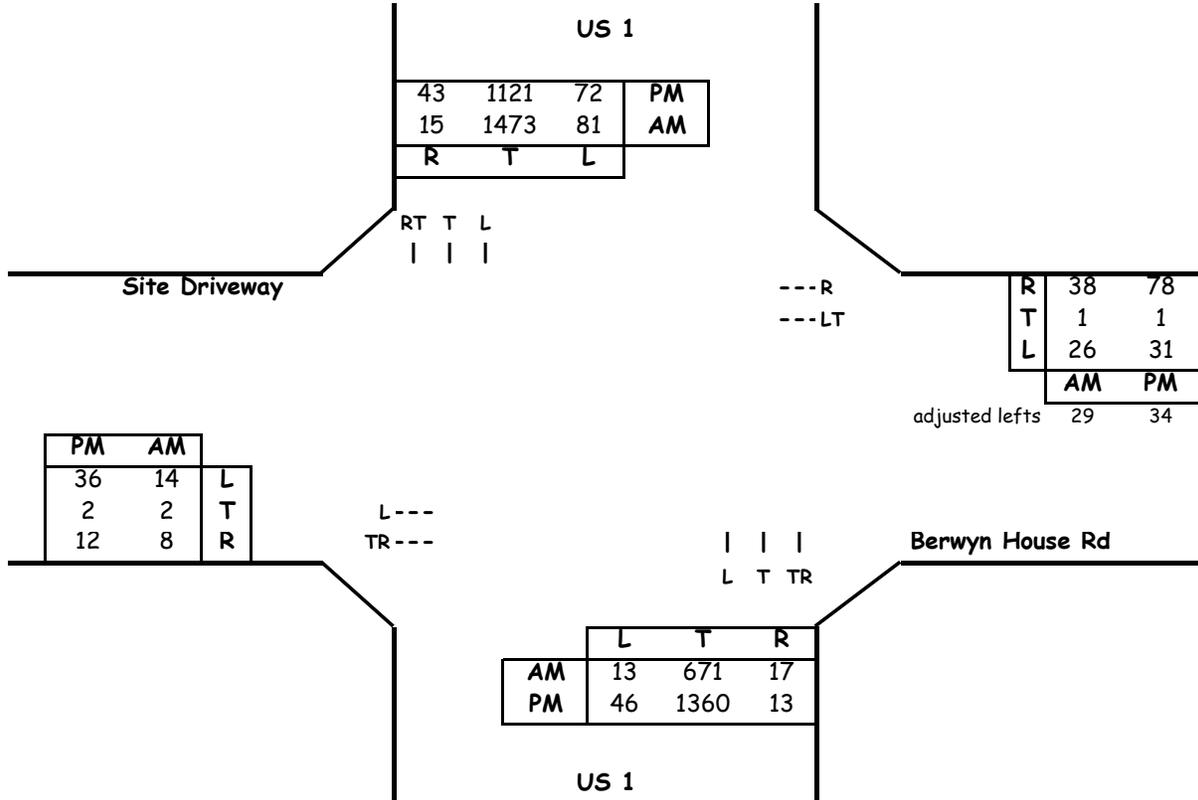
**US 1 &
 Berwyn Rd
 (TOTAL TRAFFIC)**

**Intersection
 2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 1
 Minor Street: Berwyn House Rd Analyst: ml
 Study Period: EXISTING TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	688	0.55	378	81	1	81	831
SB	1488	0.55	818	13	1	13	
EB	10	1	10	26	1	26	44
WB	30	1	30	14	1	14	
CLV TOTAL=							875
Level of Service (LOS)=-							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1373	0.55	755	72	1	72	827
SB	1164	0.55	640	46	1	46	
EB	14	1	14	31	1	31	71
WB	35	1	35	36	1	36	
CLV TOTAL=							898
Level of Service (LOS)=-							A

Critical Lane Volume Analysis



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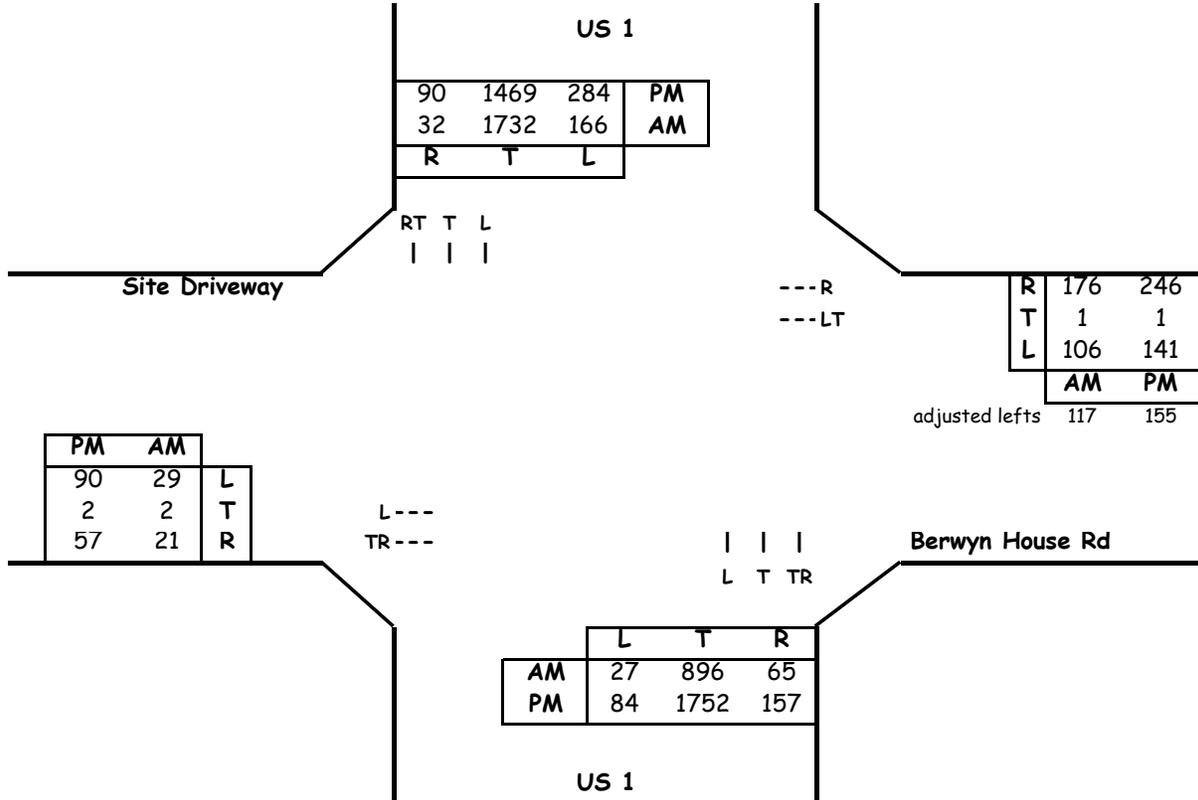
**US 1 &
 Berwyn House Rd
 (EXISTING TRAFFIC)**

**Intersection
 3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 1
 Minor Street: Berwyn House Rd Analyst: ml
 Study Period: BACKGROUND TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	961	0.55	529	166	1	166	997
SB	1764	0.55	970	27	1	27	
EB	23	1	23	106	1	106	147
WB	118	1	118	29	1	29	
CLV TOTAL=							1144
Level of Service (LOS)=-							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1909	0.55	1050	284	1	284	1334
SB	1559	0.55	857	84	1	84	
EB	59	1	59	141	1	141	246
WB	156	1	156	90	1	90	
CLV TOTAL=							1580
Level of Service (LOS)=-							E

Critical Lane Volume Analysis



LENHART TRAFFIC CONSULTING, INC.
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 SEVERNA PARK, MD 21146
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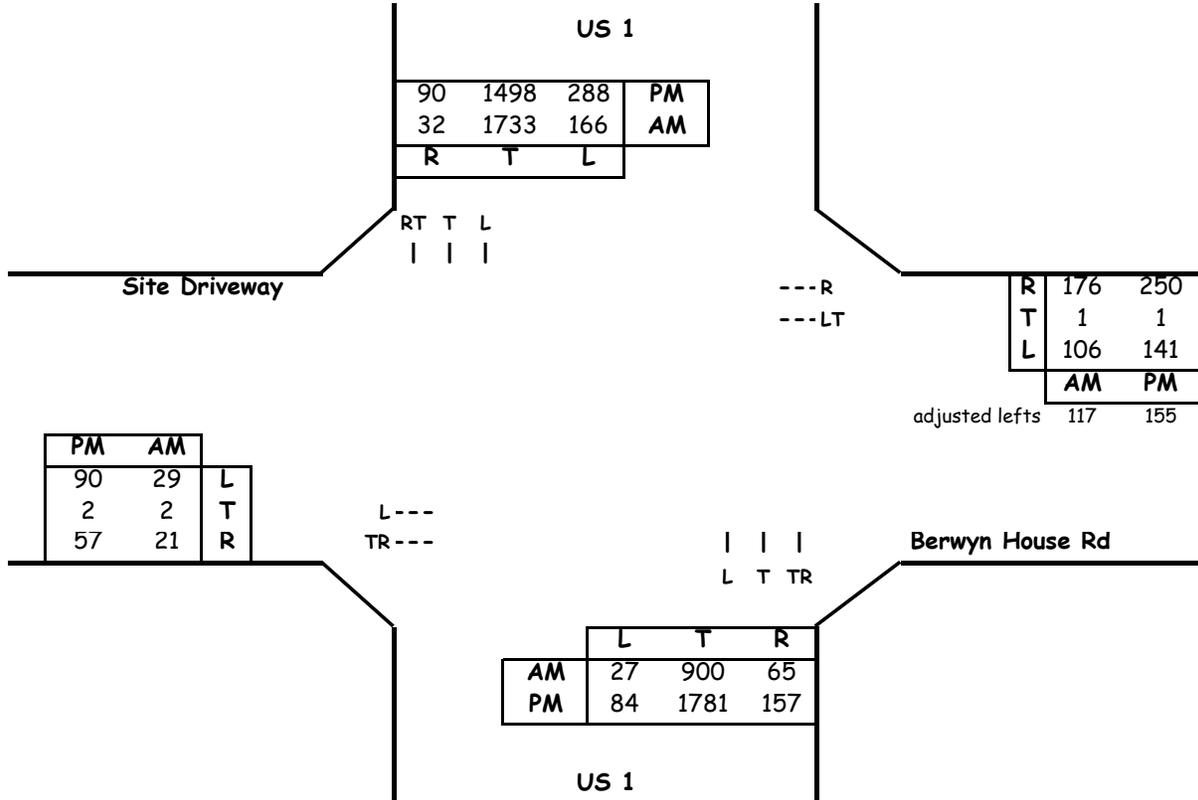
**US 1 &
 Berwyn House Rd
 (BACKGROUND TRAFFIC)**

**Intersection
 3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 1
 Minor Street: Berwyn House Rd Analyst: ml
 Study Period: TOTAL TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	965	0.55	531	166	1	166	998
SB	1765	0.55	971	27	1	27	
EB	23	1	23	106	1	106	147
WB	118	1	118	29	1	29	
CLV TOTAL=							1145
Level of Service (LOS)=-							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1938	0.55	1066	288	1	288	1354
SB	1588	0.55	873	84	1	84	
EB	59	1	59	141	1	141	246
WB	156	1	156	90	1	90	
CLV TOTAL=							1600
Level of Service (LOS)=-							E

Critical Lane Volume Analysis



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**US 1 &
Berwyn House Rd
(TOTAL TRAFFIC)**

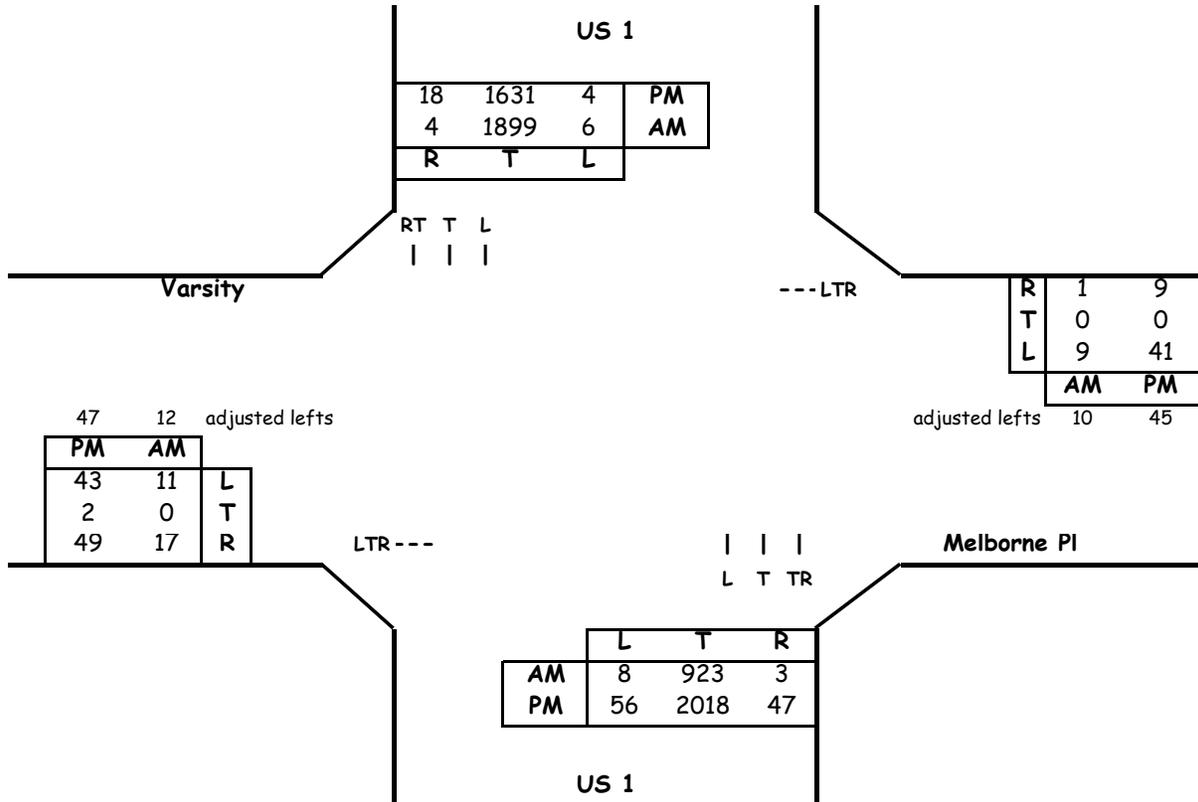
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: US 1
 Minor Street: Melborne PI
 Study Period: TOTAL TRAFFIC

Analyst: ml

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	926	0.55	509	6	1	6	1055
SB	1903	0.55	1047	8	1	8	
EB	29	1	29	9	1	9	
WB	11	1	11	11	1	11	38
CLV TOTAL=							1093
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	2065	0.55	1136	4	1	4	1140
SB	1649	0.55	907	56	1	56	
EB	98	1	98	41	1	41	
WB	54	1	54	43	1	43	139
CLV TOTAL=							1279
Level of Service (LOS) =							C

Critical Lane Volume Analysis



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**US 1 &
 Melborne PI
 (TOTAL TRAFFIC)**

**Intersection
 4**

Critical Lane Volume (CLV) Methodology for Prince Georges County

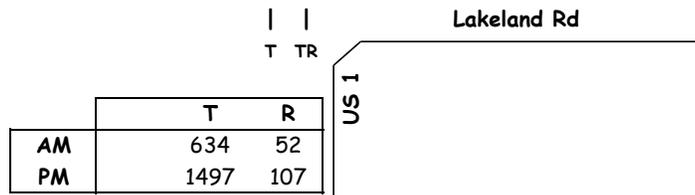
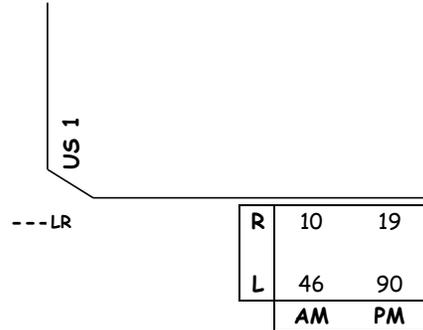
Main Line: US 1
 Minor Street: Lakeland Rd
 Study Period: Existing Traffic

Analyst: ml

Lane Use + Traffic Volumes

1164	26	PM
1558	5	AM
T	L	

T T L
 | | |



AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	56	1.00	56				56
NB	686	0.55	377	5	1.00	5	857
SB	1558	0.55	857				
CLV TOTAL=							913
Level of Service (LOS)=							A

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	109	1.00	109				109
NB	1604	0.55	882	26	1.00	26	908
SB	1164	0.55	640				
CLV TOTAL=							1017
Level of Service (LOS)=							B

Critical Lane Volume Analysis



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US 1
 Lakeland Rd
 Existing Traffic

Intersection
 5

Critical Lane Volume (CLV) Methodology for Prince Georges County

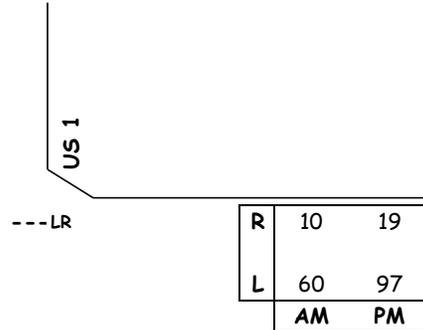
Main Line: US 1
 Minor Street: Lakeland Rd
 Study Period: Background Traffic

Analyst: ml

Lane Use + Traffic Volumes

1668	26	PM
1919	5	AM
T	L	

T T L
 | | |



| |
 T TR

	T	R
AM	920	55
PM	2075	120

AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	70	1.00	70				70
NB	975	0.55	536	5	1.00	5	1055
SB	1919	0.55	1055				
CLV TOTAL=							1125
Level of Service (LOS)=							B

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	116	1.00	116				116
NB	2195	0.55	1207	26	1.00	26	1233
SB	1668	0.55	917				
CLV TOTAL=							1349
Level of Service (LOS)=							D

Critical Lane Volume Analysis



US 1
 Lakeland Rd
 Background Traffic

Intersection
 5

Critical Lane Volume (CLV) Methodology for Prince Georges County

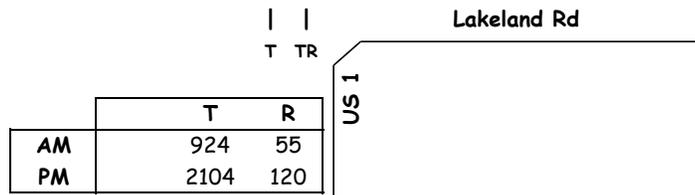
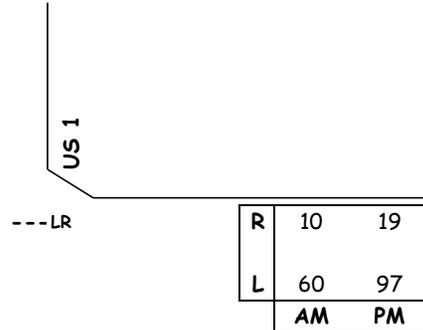
Main Line: US 1
 Minor Street: Lakeland Rd
 Study Period: Total Traffic

Analyst: ml

Lane Use + Traffic Volumes

1697	26	PM
1920	5	AM
T	L	

T T L
 | | |



AM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	70	1.00	70				70
NB	979	0.55	538	5	1.00	5	1056
SB	1920	0.55	1056				
CLV TOTAL=							1126
Level of Service (LOS)=							B

PM Peak Hour							
Dir	Through Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	116	1.00	116				116
NB	2224	0.55	1223	26	1.00	26	1249
SB	1697	0.55	933				
CLV TOTAL=							1365
Level of Service (LOS)=							D

Critical Lane Volume Analysis



US 1
 Lakeland Rd
 Total Traffic

Intersection
 5

HCM Unsignalized Intersection Capacity Analysis

21: US 1 & Site Access A

8/31/2016

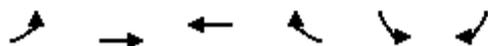


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↗
Traffic Volume (veh/h)	0	28	1093	37	0	1923
Future Volume (Veh/h)	0	28	1093	37	0	1923
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	30	1188	40	0	2090
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			222			828
pX, platoon unblocked	0.69	0.80			0.80	
vC, conflicting volume	2253	614			1228	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	628	20			787	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	288	843			663	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	30	792	436	1045	1045	
Volume Left	0	0	0	0	0	
Volume Right	30	0	40	0	0	
cSH	843	1700	1700	1700	1700	
Volume to Capacity	0.04	0.47	0.26	0.61	0.61	
Queue Length 95th (ft)	3	0	0	0	0	
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	9.4	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			56.5%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

22: Berwyn Road & Site Access B

8/31/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (veh/h)	32	69	118	7	4	15
Future Volume (Veh/h)	32	69	118	7	4	15
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)	35	75	128	8	4	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		390				
pX, platoon unblocked						
vC, conflicting volume	136				277	132
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136				277	132
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	98
cM capacity (veh/h)	1448				696	917

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	110	136	20
Volume Left	35	0	4
Volume Right	0	8	16
cSH	1448	1700	862
Volume to Capacity	0.02	0.08	0.02
Queue Length 95th (ft)	2	0	2
Control Delay (s)	2.5	0.0	9.3
Lane LOS	A		A
Approach Delay (s)	2.5	0.0	9.3
Approach LOS			A

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

21: US 1 & Site Access A

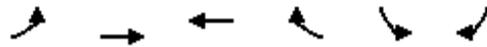
8/31/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↗
Traffic Volume (veh/h)	0	109	2093	93	0	1901
Future Volume (Veh/h)	0	109	2093	93	0	1901
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	118	2275	101	0	2066
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			222			828
pX, platoon unblocked	0.61	0.41			0.41	
vC, conflicting volume	3358	1188			2376	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	737	0			1492	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	74			100	
cM capacity (veh/h)	214	449			185	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	118	1517	859	1033	1033	
Volume Left	0	0	0	0	0	
Volume Right	118	0	101	0	0	
cSH	449	1700	1700	1700	1700	
Volume to Capacity	0.26	0.89	0.51	0.61	0.61	
Queue Length 95th (ft)	26	0	0	0	0	
Control Delay (s)	15.9	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	15.9	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			74.2%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 22: Berwyn Road & Site Access B

8/31/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (veh/h)	79	69	80	15	14	57
Future Volume (Veh/h)	79	69	80	15	14	57
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)	86	75	87	16	15	62
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		390				
pX, platoon unblocked						
vC, conflicting volume	103				342	95
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	103				342	95
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				98	94
cM capacity (veh/h)	1489				616	962

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	161	103	77
Volume Left	86	0	15
Volume Right	0	16	62
cSH	1489	1700	867
Volume to Capacity	0.06	0.06	0.09
Queue Length 95th (ft)	5	0	7
Control Delay (s)	4.3	0.0	9.6
Lane LOS	A		A
Approach Delay (s)	4.3	0.0	9.6
Approach LOS			A

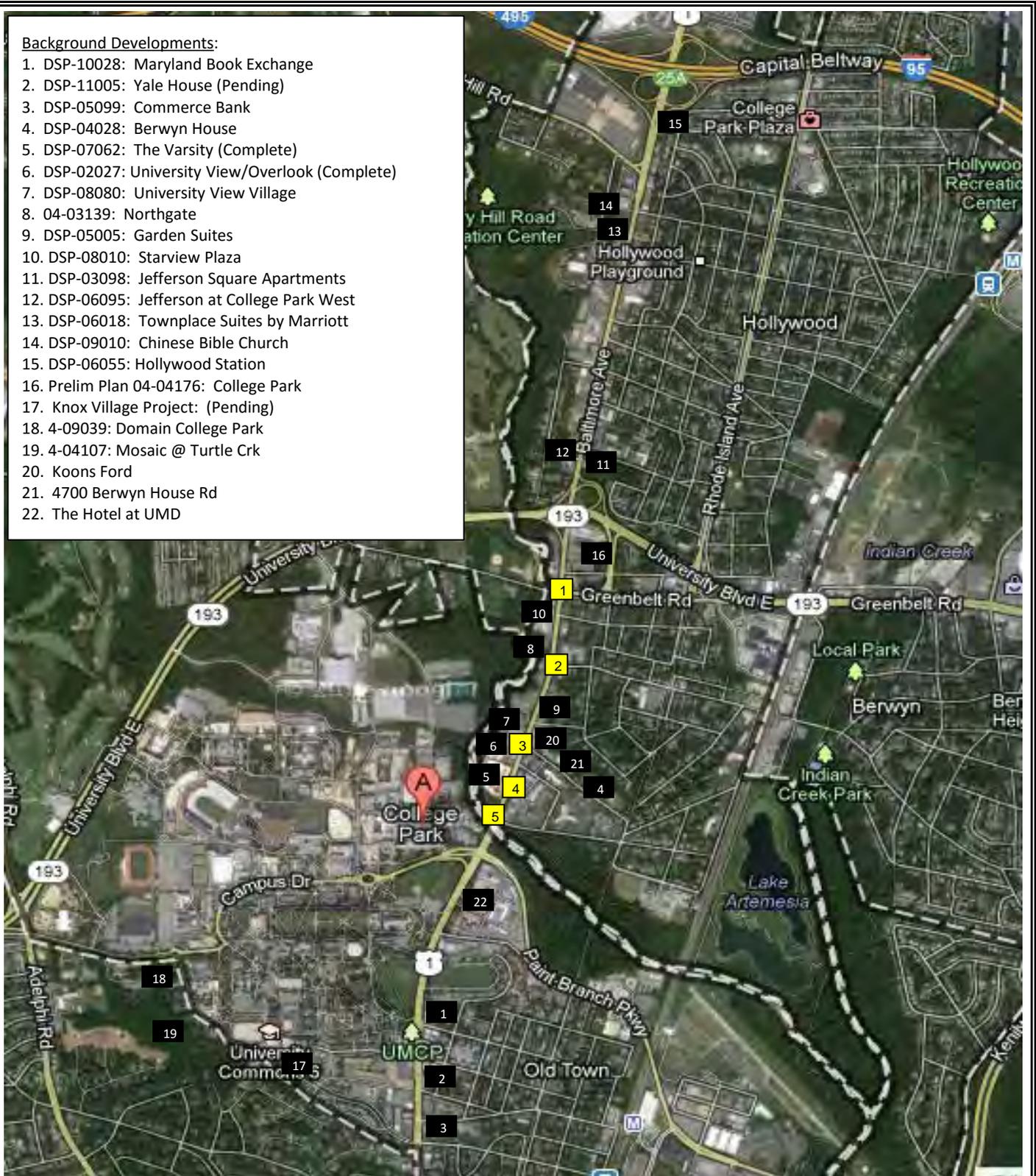
Intersection Summary			
Average Delay		4.2	
Intersection Capacity Utilization	25.6%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix C

Trip Assignment for Background Developments

Background Developments:

1. DSP-10028: Maryland Book Exchange
2. DSP-11005: Yale House (Pending)
3. DSP-05099: Commerce Bank
4. DSP-04028: Berwyn House
5. DSP-07062: The Varsity (Complete)
6. DSP-02027: University View/Overlook (Complete)
7. DSP-08080: University View Village
8. 04-03139: Northgate
9. DSP-05005: Garden Suites
10. DSP-08010: Starview Plaza
11. DSP-03098: Jefferson Square Apartments
12. DSP-06095: Jefferson at College Park West
13. DSP-06018: Townplace Suites by Marriott
14. DSP-09010: Chinese Bible Church
15. DSP-06055: Hollywood Station
16. Prelim Plan 04-04176: College Park
17. Knox Village Project: (Pending)
18. 4-09039: Domain College Park
19. 4-04107: Mosaic @ Turtle Crk
20. Koons Ford
21. 4700 Berwyn House Rd
22. The Hotel at UMD



Traffic Impact Analysis

Background
Development Map

Appendix
C-1



LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
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Trip Generaton Totals for Background Developments

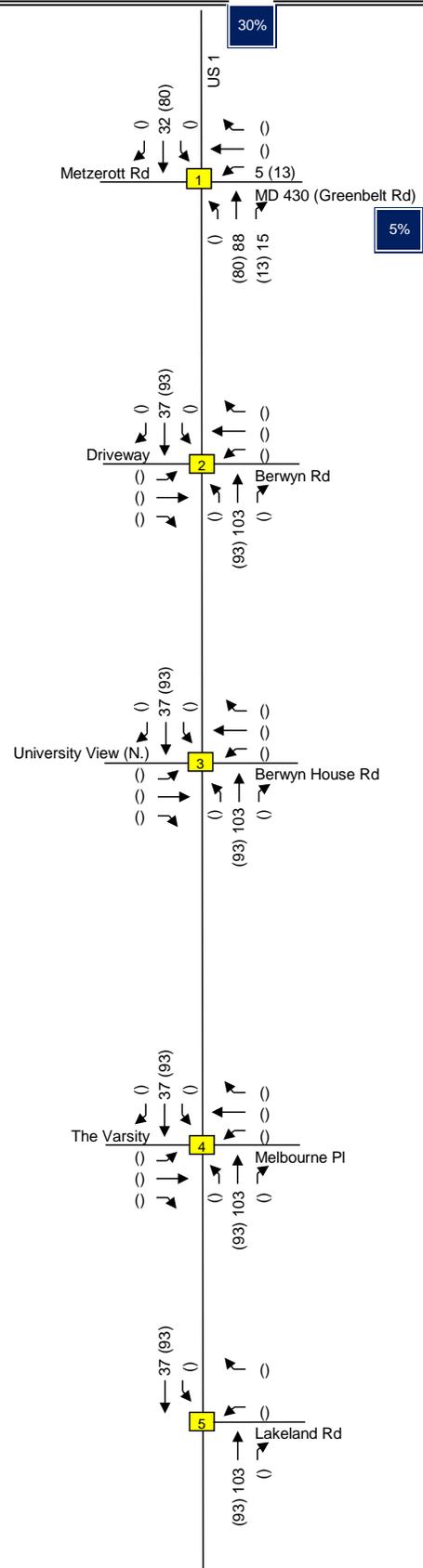
			AM Peak			PM Peak			
			In	Out	Total	In	Out	Total	
1	Maryland Book Exchange -- DSP-10028 & Resolution 12-06(A)	Trip Cap from Condition 5 Resolution	Built	0	0	0	0	0	0
2	Yale House (Pending) -- DSP-11005	Apartments (garden and mid-rise, Prince Georges County Rates)	4 units	0	2	2	1	1	2
3	Commerce Bank -- DSP-05099	Drive-in Bank (ksf, ITE-912)	5,100 sq.ft.	35	27	62	62	62	124
		Pass-by (47% PM)		0	0	0	-29	-29	-58
		New		35	27	62	33	33	66
4	Berwyn House -- DSP-04028	Apartments (garden and mid-rise, Prince Georges County Rates)	72 units	7	30	37	28	15	43
5	The Varsity (Complete) -- DSP-07062	Complete	n/a	-	-	-	-	-	-
6	University View/Overlook (Complete) -- DSP-02027	Complete	n/a	-	-	-	-	-	-
7	University View Village -- DSP-08080	Trip Cap from Condition 8 of Resolution 09-79C	App'd Trip Cap	31	28	59	85	99	184
8	Northgate -- 04-03139	Trip Generation from Page 15 of Resolution 04-103	App'd Trip Cap	43	116	159	160	123	283
9	Garden Suites -- DSP-05005	Hotel Rooms (ITE-310) (Note 20 existing rooms expanded to 50)	Built	0	0	0	0	0	0
10	Starview Plaza -- DSP-08010	Trip Generation obtained from Condition C.1.k of Resolution 08-115	Built	0	0	0	0	0	0
11	Jefferson Square Apartments -- DSP-03098	Trip Generation from Condition 11 of Resolution 04-117(A)	App'd Trip Cap	45	107	152	185	146	331
12	Jefferson at College Park West -- DSP-06095	Trip Generation obtained from Condition 3 of Resolution 07-177	App'd Trip Cap	66	118	184	236	196	432
13	Townplace Suites by Marriott -- DSP-06018	Hotel Rooms (ITE-310)	75 rooms	24	16	40	23	22	45
14	Chinese Bible Church -- DSP-09010	Trip Generation from #12 & #13 (Pg 10-11) of Resolution 11-14	App'd Trip Cap	2	2	4	2	3	5
15	Hollywood Station -- DSP-06055	Trip Generation from #4 (Pg 11) of Resolution 07-73	App'd Trip Cap	40	4	44	8	33	41
16	College Park -- Prelim Plan 04-06097	Trip Generation from Condition 13 of Resolution 07-53	App'd Trip Cap	12	49	61	47	25	72
17	Knox Village (Knox Box Project): (Pending)	Total Student Housing (Prince George's County Local Rates)	1,549 beds	46	155	201	155	108	263
		Existing Student Housing (Prince George's County Local Rates)	343 beds	-10	-35	-45	-34	-24	-58
		Retail (ksf, ITE-820)	14,897 sq.ft.	30	19	49	80	87	167
		Pass-by Retail Trips	@ 50%	-25	0	-25	-84	0	-84
		Total New		41	139	180	117	171	288
18	Domain College Park -- DSP-09031	Trip Generation from #10 (Pg 30) of Resolution 11-18	Built	0	0	0	0	0	0
19	Mosaic @ Turtle Crk -- 4-04107	Apartments (garden and mid-rise, Prince Georges County Rates)	300 units	31	125	156	117	63	180
20	Koons Ford	Trip Cap from Condition 2 of DSP-12034 Resolution 13-36	App'd Trip Cap	71	58	129	131	115	246
21	4700 Berwyn House Rd (Site	Trip Generation from Resolution 13-35	275 units	71	58	129	131	115	246
22	Hotel at UMD	Hotel Rooms (ITE-310)	276 rooms	85	59	144	85	81	166
		Retail / Commercial (ksf, ITE-820)	50,000 sq.ft.	63	39	102	181	196	377
		Total Vehicular Retail Trips (Primary + Pass-by)		63	39	102	181	196	377
		Pass-by Retail Trips	@ 40%	-25	-16	-41	-73	-78	-151
		Primary Retail Trips		38	23	61	108	118	226
Total New		123	82	205	193	199	392		

NOTE: Trip Generation obtained from the Resolution (Trip Cap) where available, otherwise obtained from ITE Trip Generation Manual, 9th Edition and/or Prince George's County Guidelines (as noted above)
The approved background developments do not include any developments located outside the US 1 Sector Plan. Regional growth accounts for developments outside the Sector Plan.

Traffic Impact Analysis	Trip Generation for Background Developments	Appendix C-2
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd



Traffic Impact Analysis

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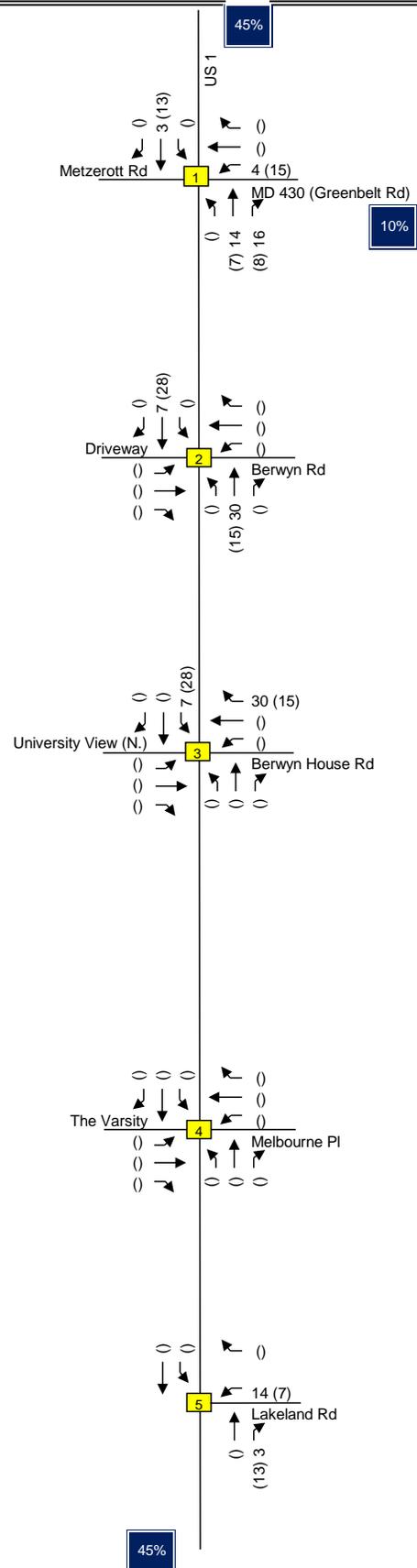
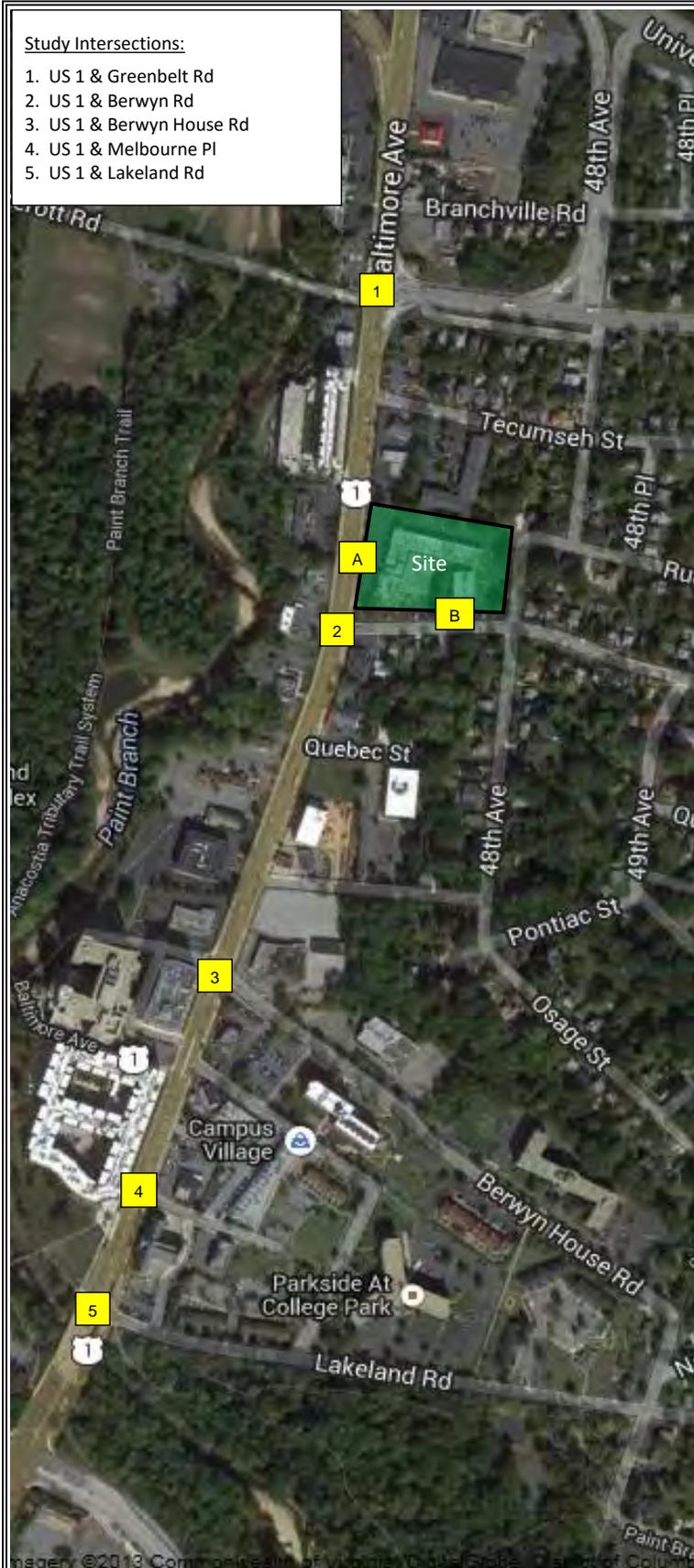
Trip Assignment for Dev's 1-3 & 17-19

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

Appendix C-3

Study Intersections:

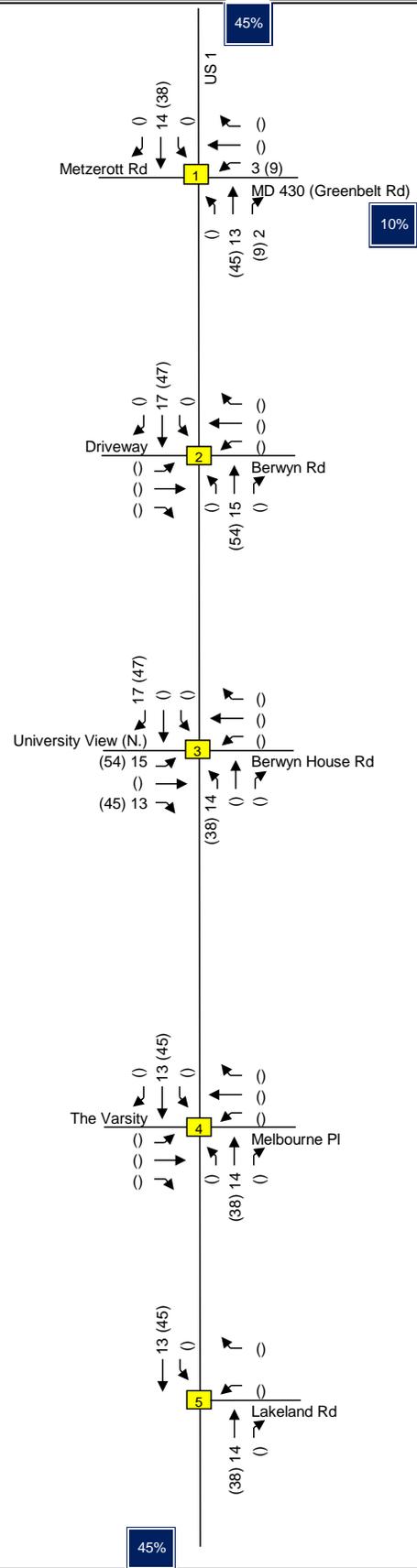
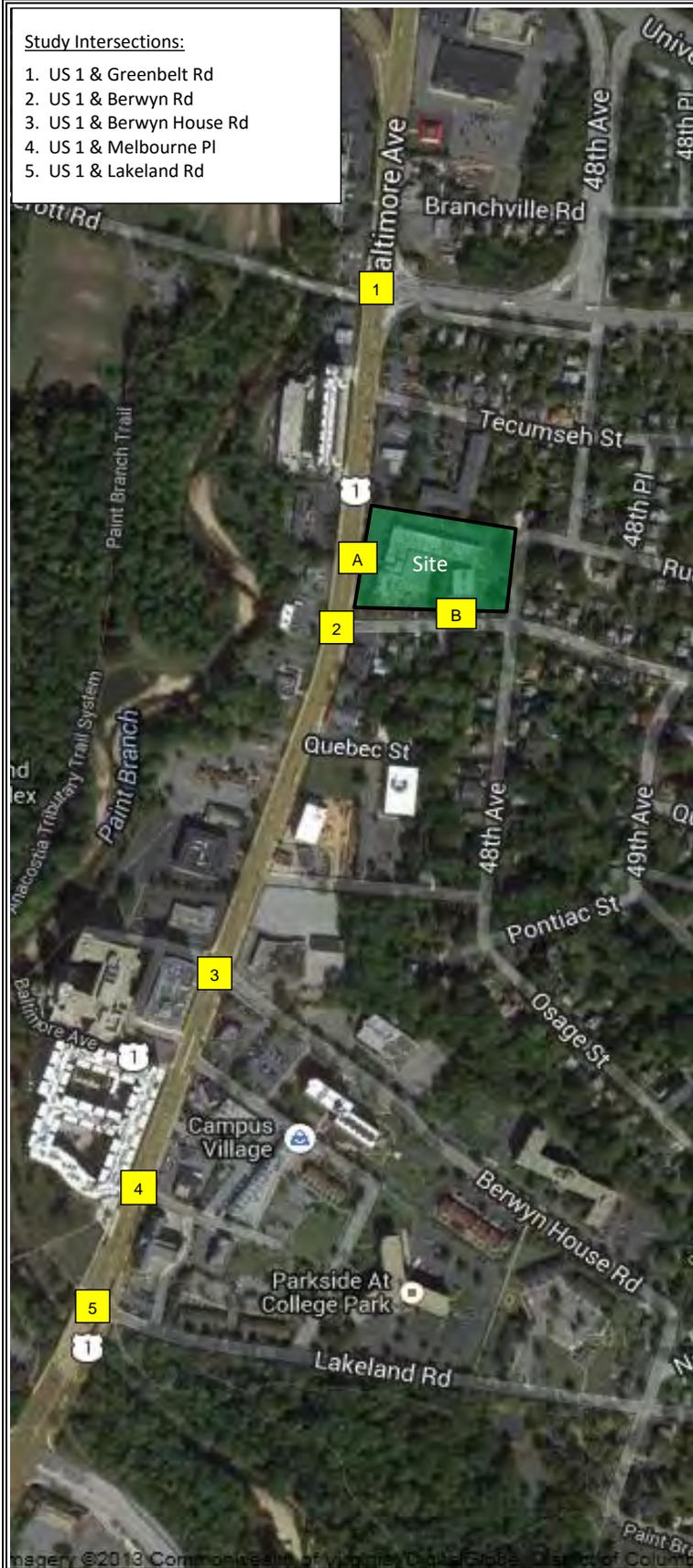
1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd



Traffic Impact Analysis	Trip Assignment for Dev 4	Appendix C-4
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Vol's (xx) = PM Vol's	

Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd



Traffic Impact Analysis

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

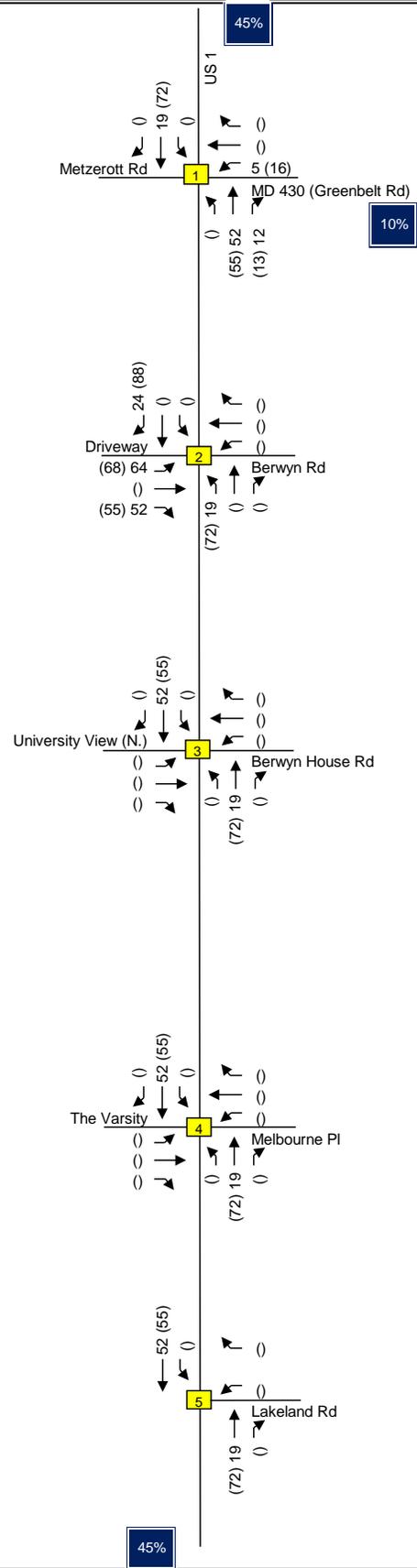
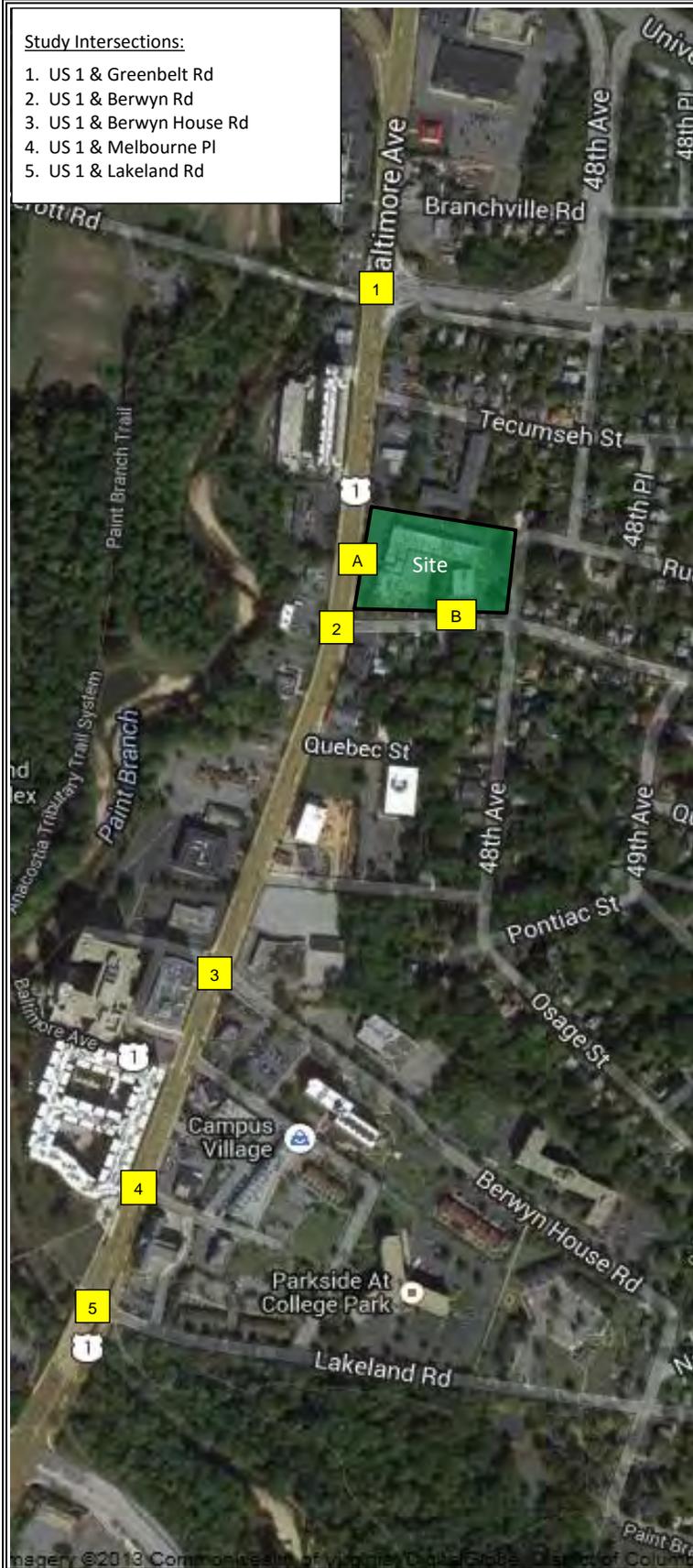
Trip Assignment for Dev 7

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

Appendix C-5

Study Intersections:

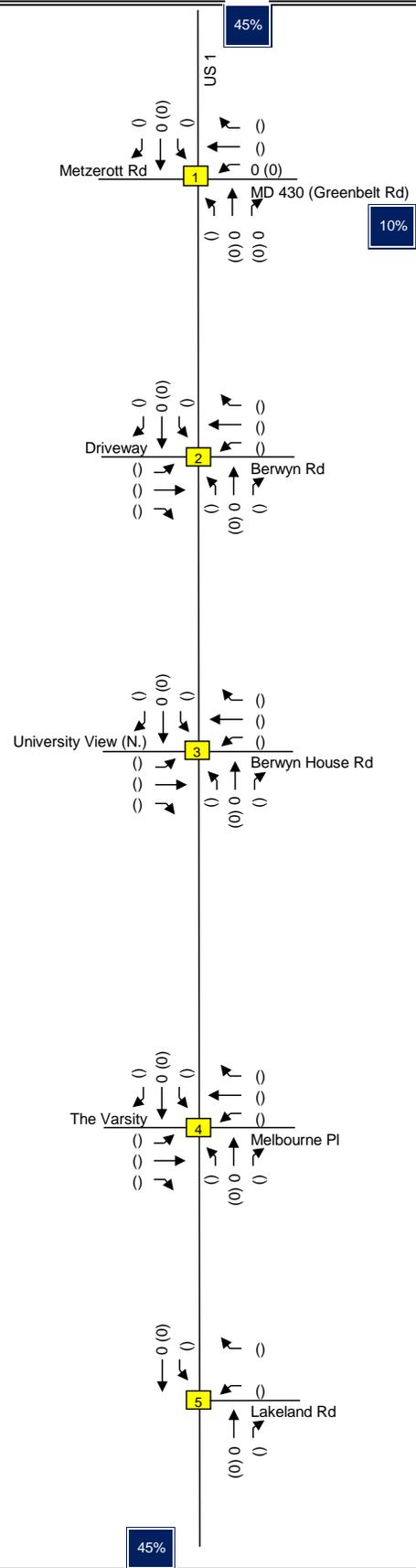
1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd



Traffic Impact Analysis	Trip Assignment for Dev 8	Appendix C-6
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Vol's (xx) = PM Vol's	

Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd



Traffic Impact Analysis

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

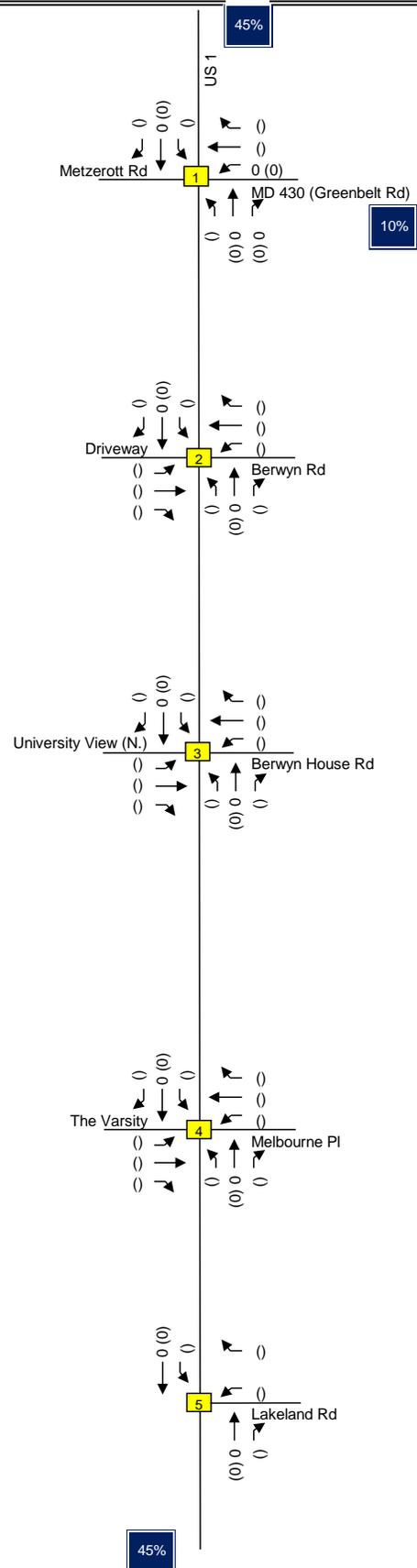
**Trip Assignment for
Dev 9**

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

**Appendix
C-7**

Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd



Traffic Impact Analysis

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

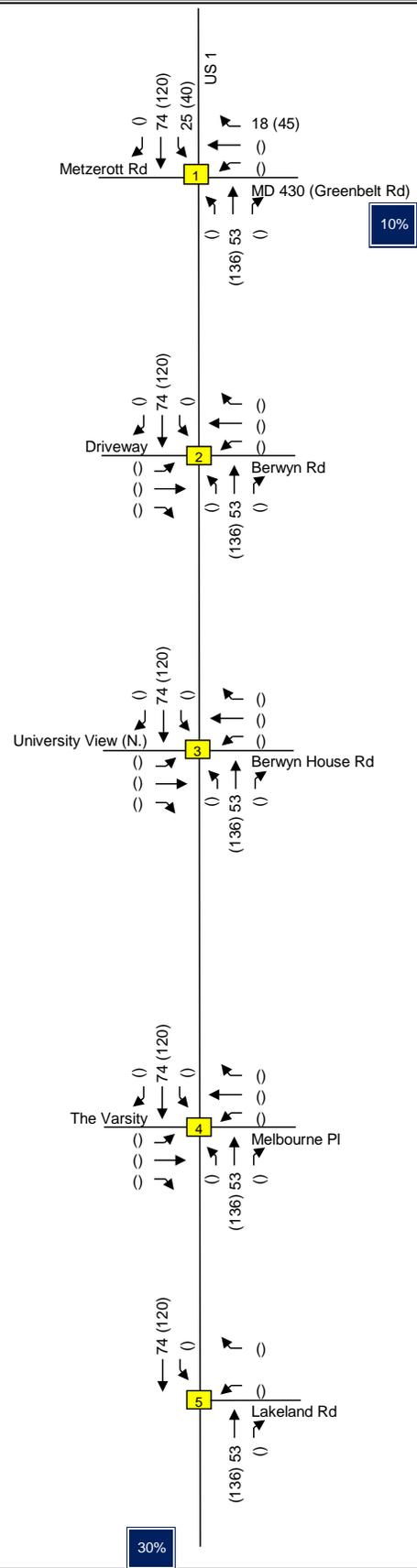
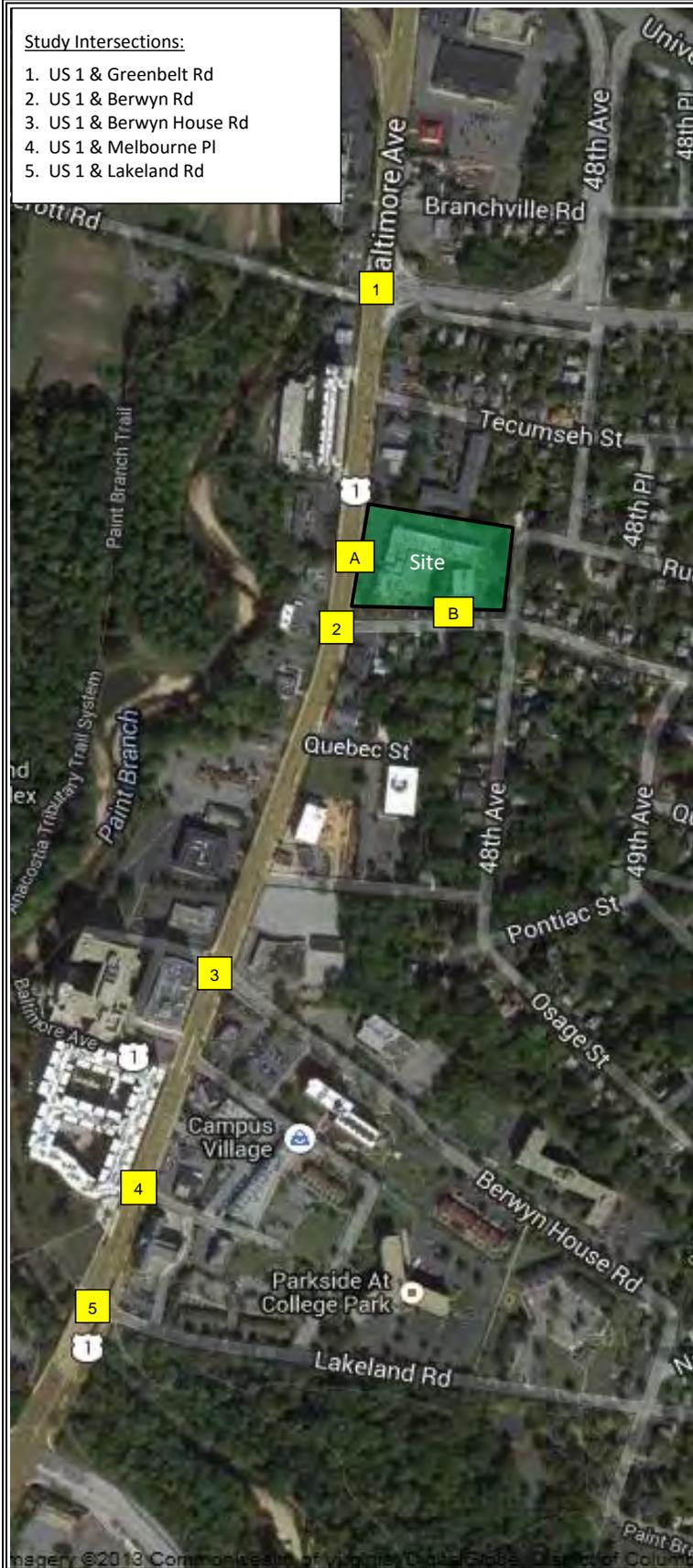
Trip Assignment for Dev 10

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

Appendix C-8

Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd



Traffic Impact Analysis

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

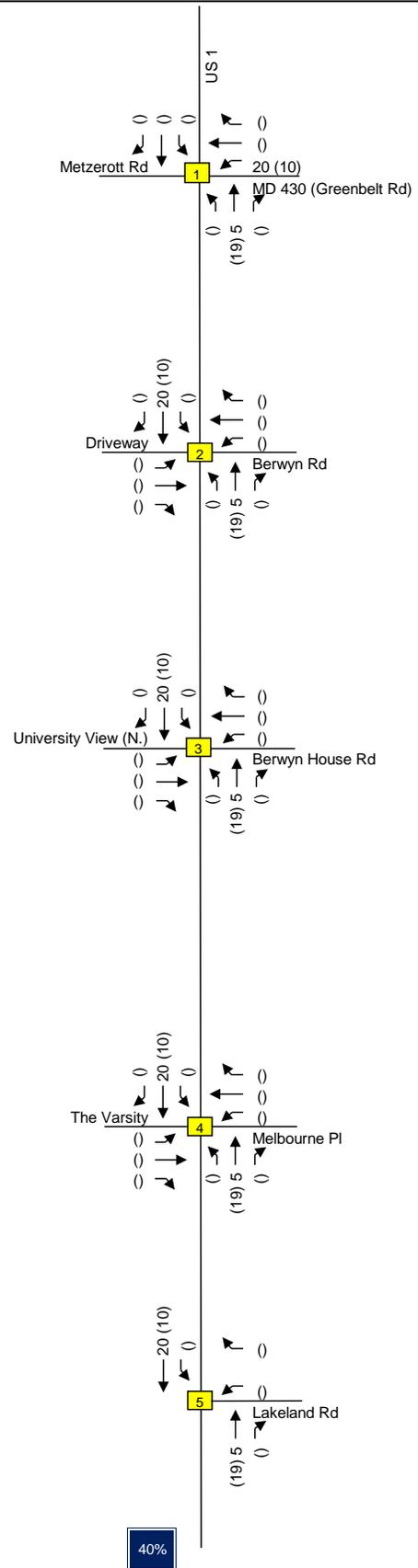
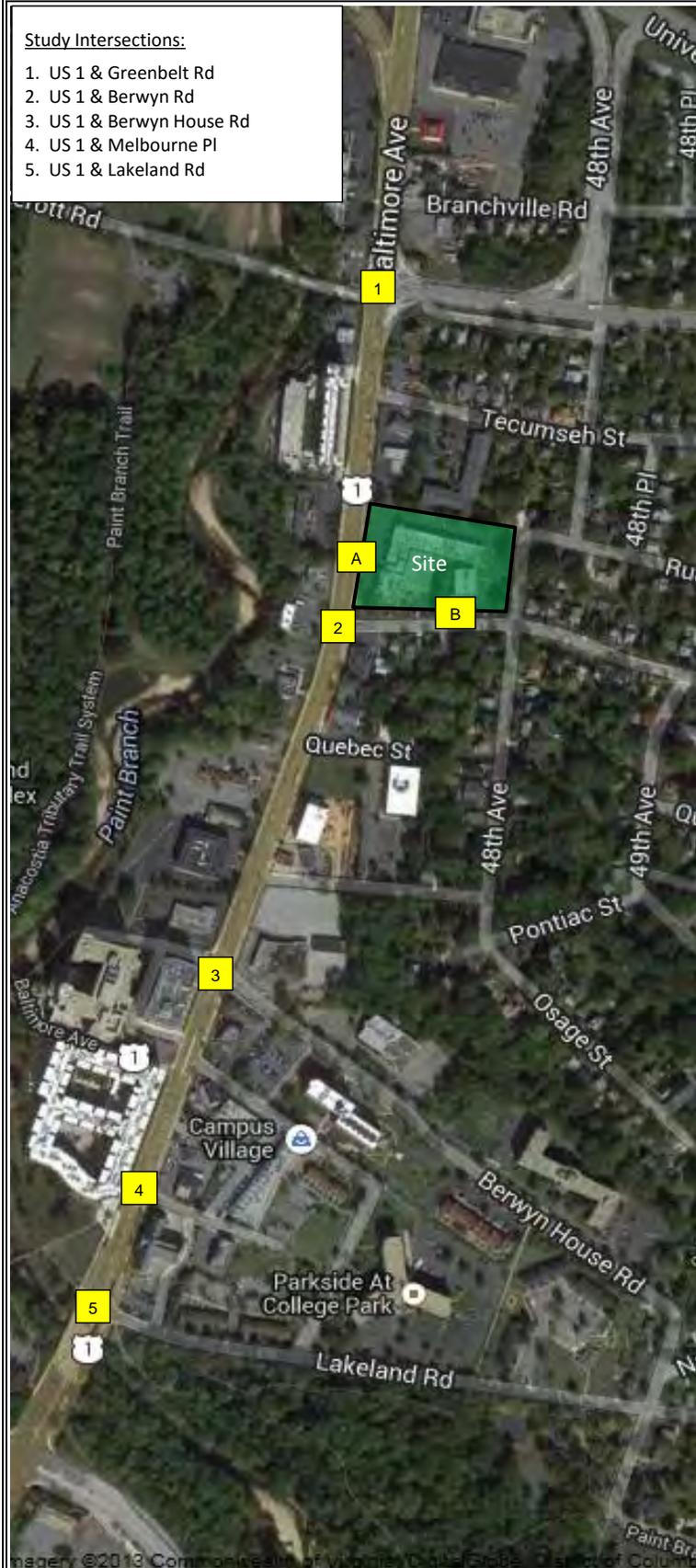
Trip Assignment for Dev's 11-15

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

Appendix C-9

Study Intersections:

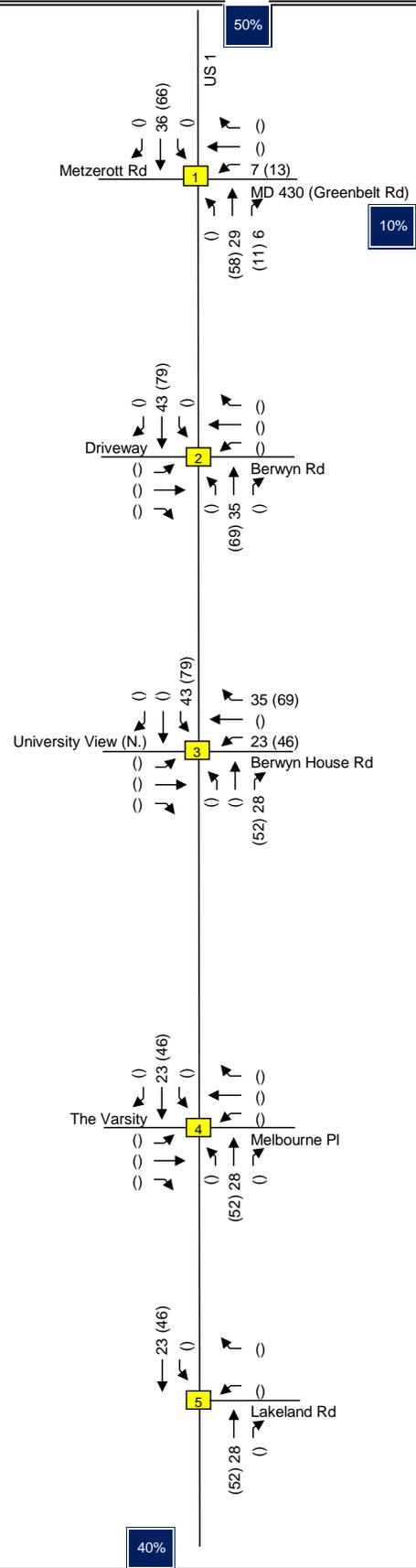
1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd



Traffic Impact Analysis	Trip Assignment for Dev 16	Appendix C-10
LENHART TRAFFIC CONSULTING, INC. 845 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Vol's (xx) = PM Vol's	

Study Intersections:

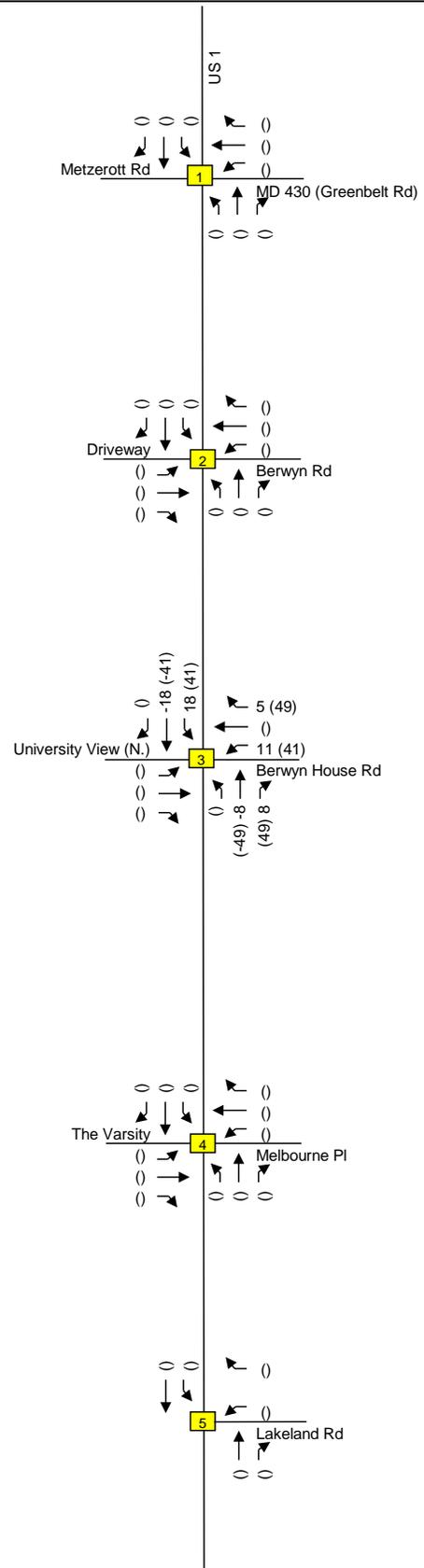
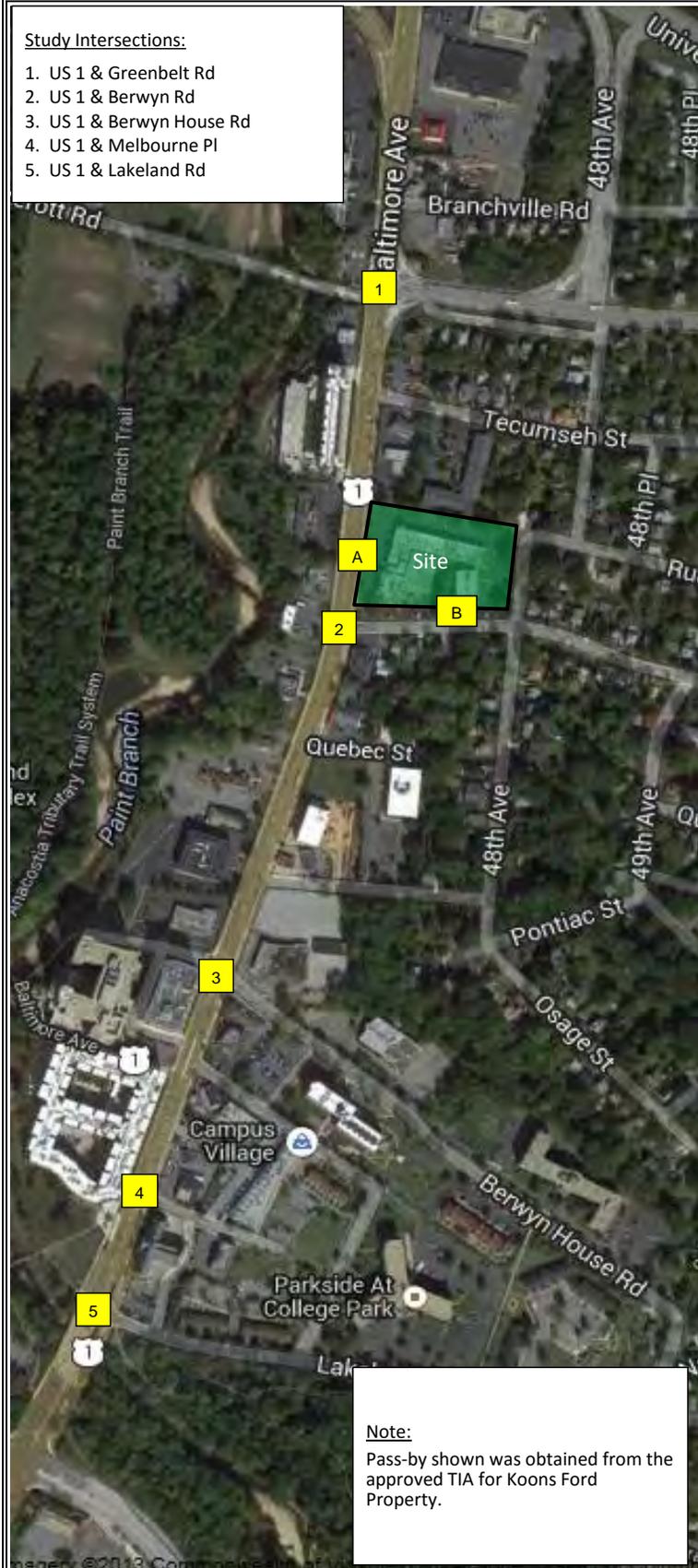
1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd



<p>Traffic Impact Analysis</p>	<p>Trip Assignment for Dev 20</p>	<p>Appendix C-11a</p>
<p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>Key: xx = AM Vol's (xx) = PM Vol's</p>	

Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd



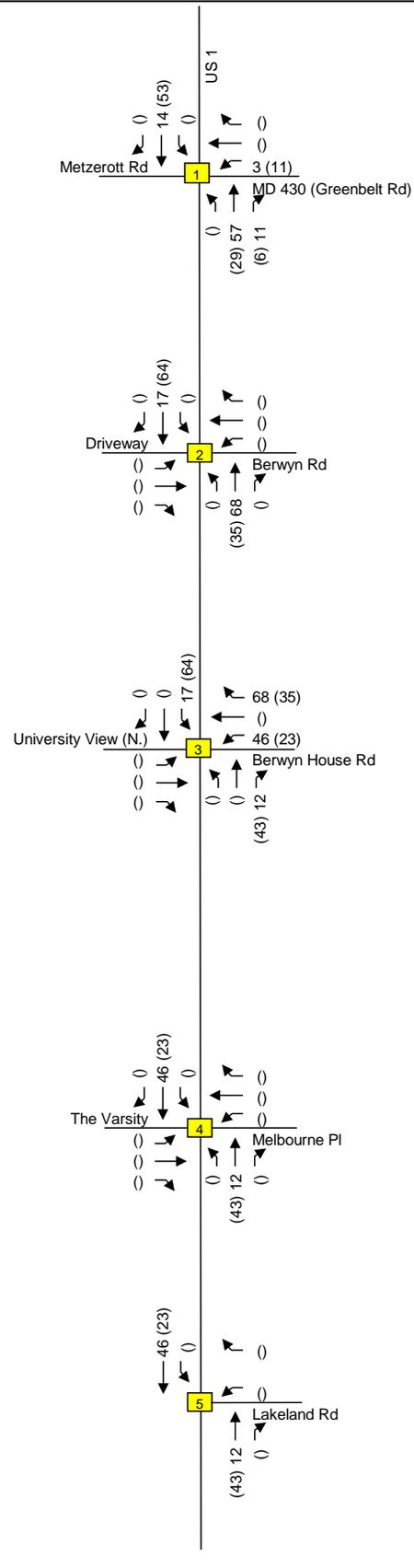
Traffic Impact Analysis	Pass-by for Dev 20	Appendix C-11
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Vol's (xx) = PM Vol's	

Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd

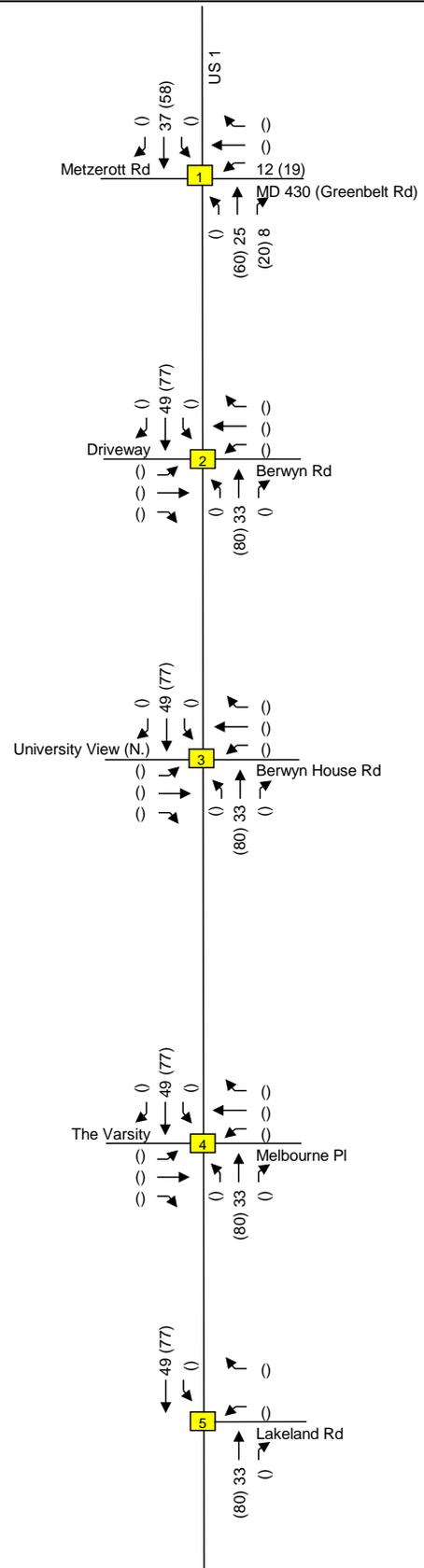


NOTE:
This exhibit reflects trip assignment for 4700 Berwyn House Rd.



Study Intersections:

1. US 1 & Greenbelt Rd
2. US 1 & Berwyn Rd
3. US 1 & Berwyn House Rd
4. US 1 & Melbourne Pl
5. US 1 & Lakeland Rd





Sabra, Wang & Associates, Inc.

ENGINEERS • PLANNERS • ANALYSTS

September 8, 2016

Terry Schum, AICP
Director
Department of Planning, Community & Economic Development
City of College Park
4500 Knox Road
College Park, MD 20740

Re: Hollywood Commercial District Streetscape; 30% design scope

Dear Ms. Schum:

Thank you for the opportunity to review the Traffic Impact Study for Lidl in College Park, prepared May 27, 2016 by Lenhart Traffic Consulting, Inc. Based on our review, we have the following conclusions and recommendations:

Traffic Impact Study Review:

- Southbound PM peak hour volumes along Route 1 counted by the Applicant are very low compared to recent historical. These counts should not be used. If recent historical counts were used, all the study area intersections would fail in the PM peak hour scenario and some form mitigation would be required. Historical counts are attached at the end of this document which shows substantially higher southbound PM peak hour volumes. For example, the attached Spring of 2014 count showed approximately 1450 southbound PM peak hour vehicles versus 1159 counted by the Applicant. The Applicant should explain the substantial decrease in PM traffic or recount the corridor.
- No Saturday counts were offered by the applicant and no Saturday analysis was conducted; which is unusual for an application for a grocer.
- Per the MNCPPC impact guidelines, CLV was the analysis tool used by the Applicant. However, it does not take into account pedestrians. Accordingly, the CLV underestimate the congestion level at an intersection with many pedestrian crossings. Highway Capacity Manual (HCM) analysis, which does account for pedestrians, at intersections that have many pedestrians.
 - We would expect SHA to request a Synchro/SimTraffic (HCM) analysis of the corridor based on the high CLV numbers anyway.
- The applicant subtracted trips generated by the current hotel. However, it used an estimate of trip generation instead of simply just counting the current trips in/out of the existing driveways – which is recommended.

- Per the approved MNCPPC scope, the site Trip Generation takes no credits for visitors that will walk or bike to the site; College Park has a large biking population and demographics that are car-lite. And the site is located within ½ mile radius of thousands of dwelling units. It is reasonable to expect that many will not drive to the site. This should be accounted for in the trip generation estimation, as well as the site design.
- 40% is the pass-by rate utilized by the Applicant, which is in line with MNCPPC guidelines.
- Trip assignment, Site entrance A is on Route 1, which is slated to have a curbed center median at this location. Accordingly, left-ins and left-outs need to be diverted to Site entrance B.
- Based on the expected trip generation and number of peak hour trips projected at full build-out, no additional turn lanes are required.
- Trip assignment:
 - It is highly unlikely that Berwyn Rd will generate 10% of the trips to and from the grocer – it's a dead end street with only a handful of SFH. That 10% should have been folded into the trips from the north.
- At 36,710 SF, the proposed grocery store is smaller than the average store, which is about 45k sf.
- General note: Grocery stores don't necessarily generate many new vehicle trips; people don't *start* buying groceries when a new grocery store opens. Many, if not most, of the trips generated by a grocery store are trips that would have occurred anyway (but to a *different* store – like the Shoppers on Cherry Hill Rd). because of this, the overall vehicle trip generation to the site is likely to be conservative.

Site Plan Review:

- Site plan needs to show:
 - Why access is needed on US 1, because it does not conform with the *Central US1 Corridor Sector Plan and Sectional Map Amendment*.
 - Pedestrian access from the sidewalks on Berwyn and on US 1 to the store entrance.
 - Ample bike racks prominently located at the store front.
 - Where delivery trucks enter and exit, including all internal and external turn movements
 - Delivery truck size and anticipated delivery schedule (time of day, frequency, etc.)
 - Parking lot internal aisles and islands, relative to driveway entrance
 - The North-south drive aisle appears to be too close to Route 1. More queuing space is needed prior to a vehicle's first turn into a drive aisle.

- The site design is not accommodating to pedestrians:
 - The proposed Berwyn sidewalk should be buffered from the roadway for safety. In addition, this will also prevent the sidewalk from having the existing utility poles within it.
 - Residents that live off of Berwyn, and choose to walk to the store, have no direct pedestrian path to the building entrance.
 - No raised pedestrian paths or marked crosswalks are delineated in the surface parking lot.
 - Mitigation should include improved ADA accessible pedestrian ramps at the northeast and southeast intersection quadrants, as well as a pedestrian countdown signal for crossing the east leg of Berwyn Road.
- Regarding neighborhood parking spillover:
 - It is difficult to estimate the parking needs for an area that is both under-served with grocery stores but is also expected to generate substantial non-vehicle trips. If the site is underparked, conceivably, visitors could legally park along Ruatan, Berwyn, and 48th. While this scenario is currently allowable, it would likely upset residents.
 - The number of projected parking spaces appears to be less than the existing parking spaces serving the hotel.

If you have any further questions, please call me at 443-741-3652.

Sincerely,

SABRA, WANG & ASSOCIATES, INC.

Bryon White, P.E., PTOE
Project Manager



Maryland Department of Transportation
State Highway Administration Data Services Engineering Division
Turning Movement Count Study - Field Sheet

Station ID: S1999160296

County: Prince Georges

Comments: LOS AM:B(0.66) PM:B(0.64)

Date: Thursday 05/08/2014

Town: none

Location: US 1 at Berwyn Rd/Entrance to Bu

Weather: Clear

Interval 60 min

(dd):

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-19:00P	Start	End	Volume	LOS	V/C
		08:00	09:00	2493	B	0.66		18:00	19:00	3222	B	0.64

Hour Begin	US 1					US 1					Berwyn Road					7-11 Parking Lot					Grand Total
	From North					From South					From East					From West					
	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Throug	Right	TOTAL	U.Turn	Left	Throug	RIGHT	TOTAL	U.Turn	Left	Through	Right	TOTAL	
0:00	0	6	253	7	266	0	9	325	39	373	0	13	1	4	18	0	8	2	8	18	675
1:00	1	7	162	10	179	0	8	224	7	239	0	4	1	5	10	0	11	1	7	19	447
2:00	0	1	93	3	97	0	3	228	11	242	0	0	2	1	3	0	3	5	3	11	353
3:00	0	0	98	8	106	0	4	150	2	156	0	3	1	2	6	0	4	2	10	16	284
4:00	0	1	96	4	101	0	6	105	3	114	0	3	3	2	8	0	4	0	3	7	230
5:00	0	5	277	21	303	0	12	220	4	236	0	4	1	5	10	0	13	3	19	35	584
6:00	0	9	823	32	864	0	5	345	5	355	0	24	7	11	42	0	17	5	31	53	1314
7:00	0	26	1495	29	1550	0	9	633	47	689	0	67	3	44	114	0	12	4	29	45	2398
8:00	0	28	1522	22	1572	0	7	709	41	757	0	72	6	49	127	0	9	1	27	37	2493
9:00	0	28	1180	12	1220	0	10	588	10	608	0	44	6	13	63	0	12	7	19	38	1929
10:00	0	23	1111	7	1141	0	11	720	31	762	0	35	3	20	58	0	7	2	12	21	1982
11:00	0	29	872	8	909	0	6	887	31	924	0	33	1	30	64	0	3	2	9	14	1911
12:00	0	29	1085	9	1123	0	6	1063	26	1095	0	35	0	20	55	0	7	4	16	27	2300
13:00	0	29	1094	9	1132	0	3	1001	32	1036	0	45	7	33	85	0	11	3	12	26	2279
14:00	0	41	1038	13	1092	0	17	1191	63	1271	0	51	5	33	89	0	19	1	15	35	2487
15:00	1	37	1097	19	1153	0	9	1392	43	1444	0	58	4	50	112	0	16	4	23	43	2752
16:00	1	42	1360	13	1415	0	10	1451	37	1498	0	60	3	40	103	0	10	7	18	35	3051
17:00	0	47	1447	23	1517	0	3	1435	62	1500	0	62	5	24	91	0	9	3	22	34	3142
18:00	0	55	1444	22	1521	0	15	1454	75	1544	0	54	8	45	107	0	16	2	32	50	3222
19:00	0	39	1151	17	1207	0	12	1228	39	1279	0	46	1	35	82	0	21	3	15	39	2607

Station ID: S1999160296

County: Prince Georges

Comments: LOS AM:B(0.66) PM:B(0.64)

Date: Thursday 05/08/2014

Town: none

Location: US 1 at Berwyn Rd/Entrance to Bu

Weather: Clear

Interval (dd): 60 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM					PM PERIOD 12:00PM-19:00P				
	Start 08:00	End 09:00	Volume 2493	LOS B	V/C 0.66	Start 18:00	End 19:00	Volume 3222	LOS B	V/C 0.64

20:00	0	35	849	11	895	0	5	1136	48	1189	0	95	3	78	176	0	4	3	19	26	2286
21:00	0	39	884	16	939	0	13	946	39	998	0	17	2	18	37	0	19	3	12	34	2008
22:00	0	14	646	15	675	0	14	766	30	810	0	17	2	12	31	0	13	4	15	32	1548
23:00	0	12	447	16	475	0	12	501	15	528	0	13	4	7	24	0	13	1	20	34	1061
TOTAL:	3	582	20524	346	21452	0	209	18698	740	19647	0	855	79	581	1515	0	261	72	396	729	43343
AM Peak:	0	28	1522	22	1572	0	7	709	41	757	0	72	6	49	127	0	9	1	27	37	2493
PM Peak:	0	55	1444	22	1521	0	15	1454	75	1544	0	54	8	45	107	0	16	2	32	50	3222

Station ID: S1999160296

County: Prince Georges

Comments: LOS AM:B(0.66) PM:B(0.64)

Date: Thursday 05/08/2014

Town: none

Location: US 1 at Berwyn Rd/Entrance to Bu

Weather: Clear

Interval (dd): 60 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-19:00P	Start	End	Volume	LOS	V/C
		08:00	09:00	2493	B	0.66		18:00	19:00	3222	B	0.64

Hour Ending	US 1 North Leg			US 1 South Leg			Berwyn Road East Leg			7-11 Parking Lot West Leg		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
	0:00	0	10	0	0	6	0	0	3	0	0	11
1:00	0	1	0	0	7	0	0	2	0	0	8	0
2:00	0	0	0	0	1	0	0	1	0	0	10	0
3:00	0	1	0	0	2	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	1	0	0	6	0
5:00	0	0	0	0	1	0	0	1	0	0	0	0
6:00	0	1	0	0	1	0	0	2	0	0	0	0
7:00	0	4	0	0	21	0	0	4	0	0	4	0
8:00	0	10	0	0	29	0	0	18	0	0	10	0
9:00	0	11	0	0	10	0	0	5	0	0	0	0
10:00	0	1	0	0	10	0	0	10	0	0	1	0
11:00	0	4	0	0	15	0	0	7	0	0	0	0
12:00	0	6	0	0	11	0	0	10	0	0	2	0
13:00	0	0	0	0	8	0	0	6	0	0	1	0
14:00	0	2	0	0	15	0	0	7	0	0	11	0
15:00	0	0	0	0	20	0	0	12	0	0	28	0
16:00	0	0	0	0	21	0	0	27	0	0	29	0
17:00	0	0	0	0	24	0	0	14	0	0	28	0
18:00	0	3	0	0	10	0	0	14	0	0	25	0
19:00	0	1	0	0	87	0	0	17	0	0	29	0
20:00	0	0	0	0	88	0	0	25	0	0	11	0
21:00	0	2	0	0	50	0	0	18	0	0	11	0
22:00	0	5	0	0	15	0	0	10	0	0	13	0
23:00	0	0	0	0	4	0	0	6	0	0	15	0
Total:	0	62	0	0	456	0	0	220	0	0	253	0
AM Peak:	0	10	0	0	29	0	0	18	0	0	10	0
PM Peak:	0	3	0	0	10	0	0	14	0	0	25	0

Station ID: S1999160296

County: Prince Georges

Comments: LOS AM:B(0.66) PM:B(0.64)

Date: Thursday 05/08/2014

Town: none

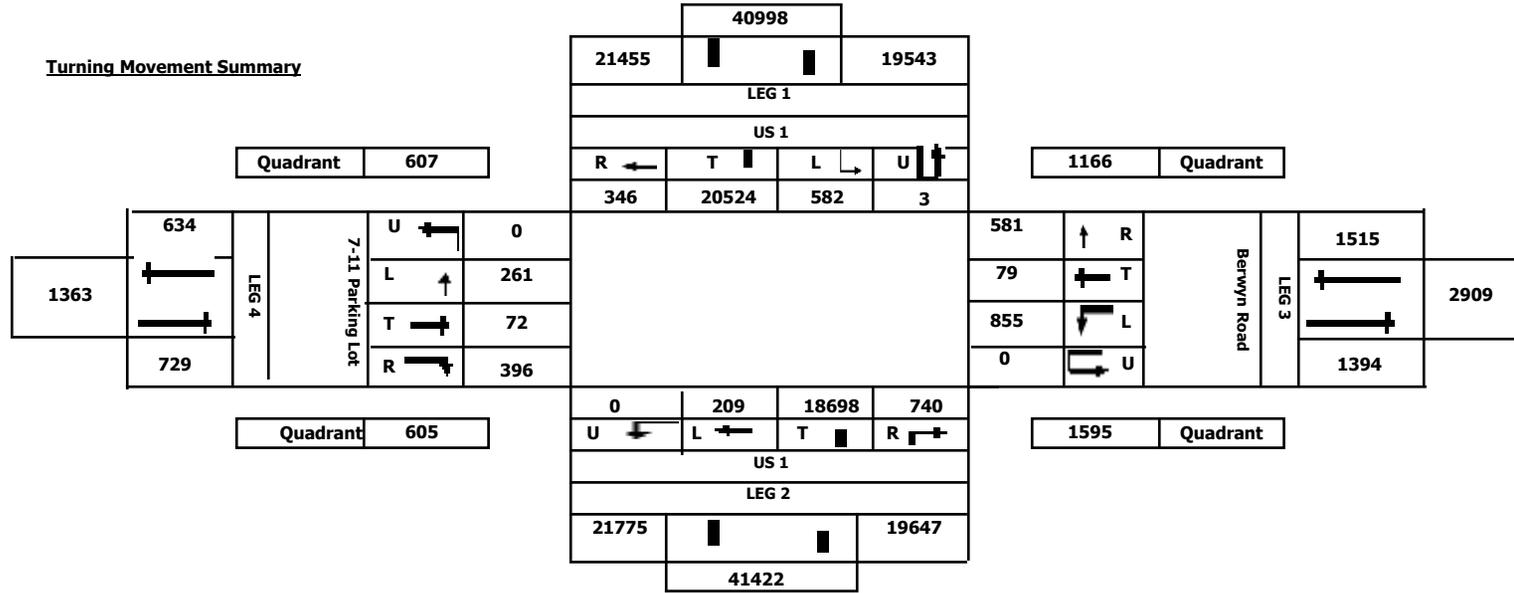
Location: US 1 at Berwyn Rd/Entrance to Bu

Weather: Clear

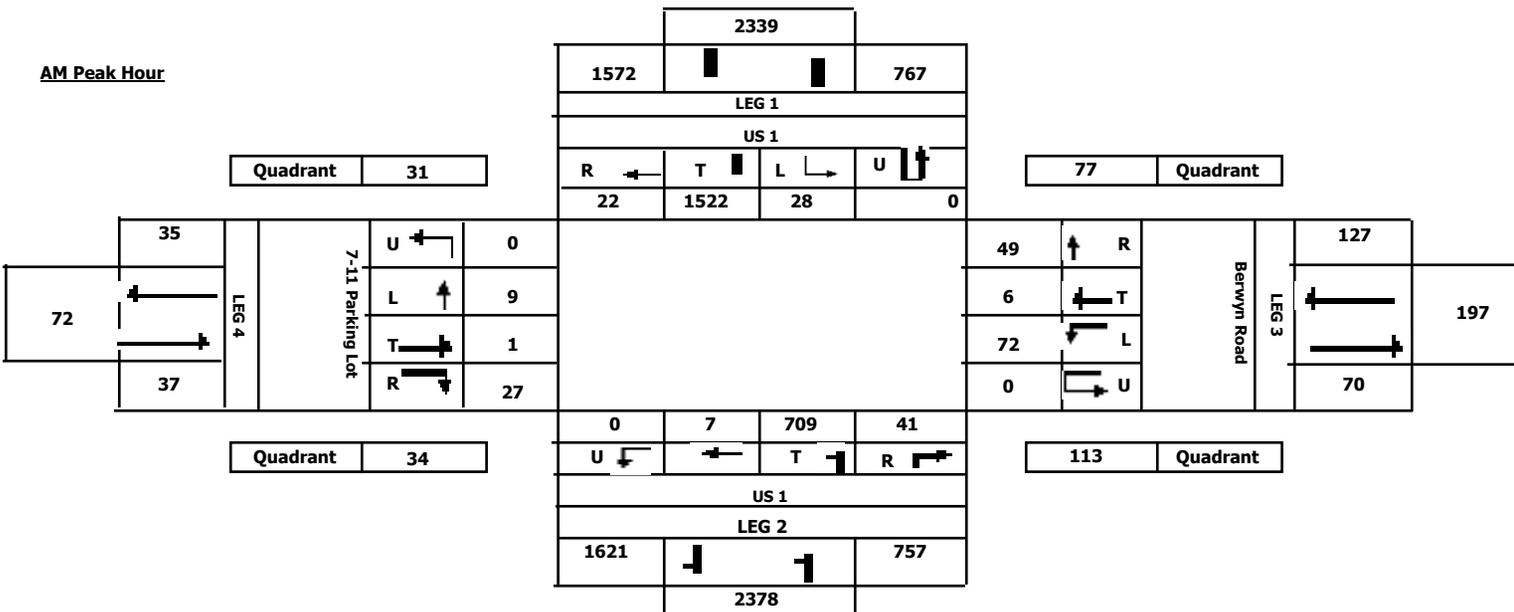
Interval (dd): 60 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-19:00P	Start	End	Volume	LOS	V/C
		08:00	09:00	2493	B	0.66		18:00	19:00	3222	B	0.64

Turning Movement Summary



AM Peak Hour



Station ID: S1999160296

County: Prince Georges

Comments: LOS AM:B(0.66) PM:B(0.64)

Date: Thursday 05/08/2014

Town: none

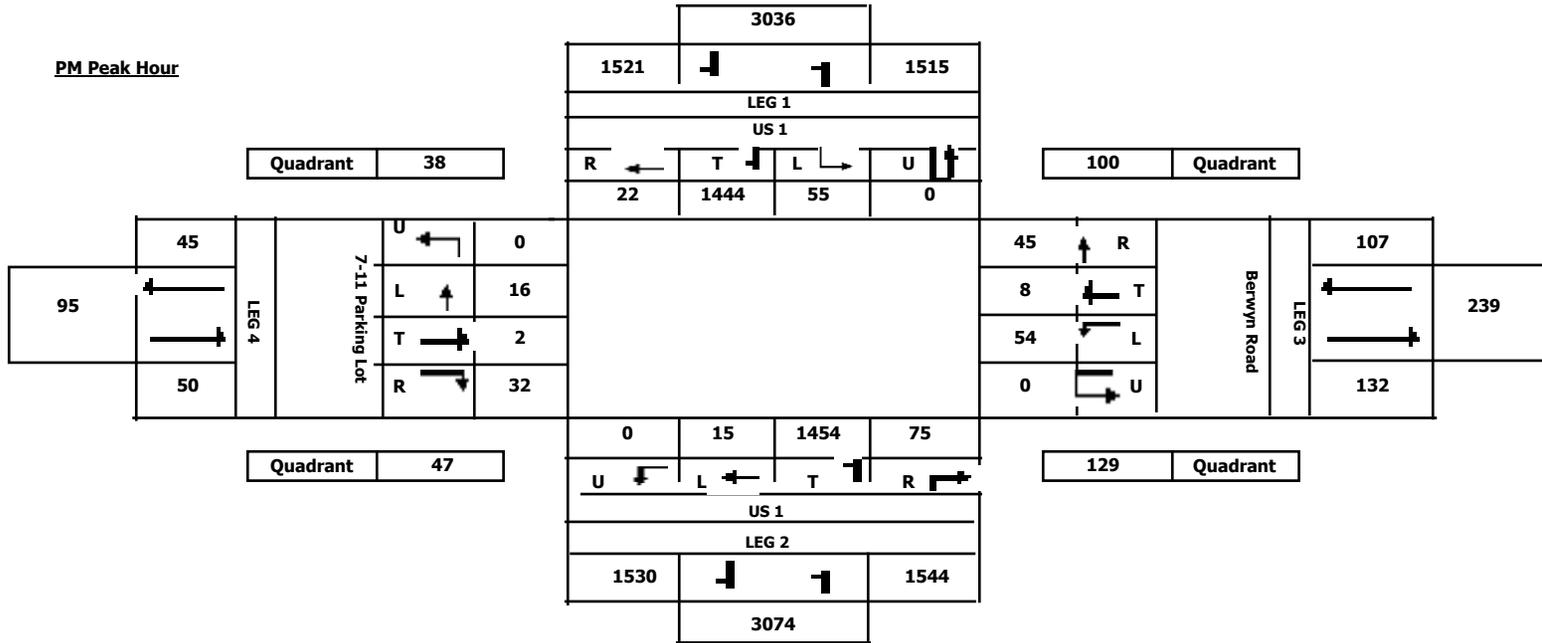
Location: US 1 at Berwyn Rd/Entrance to Bu

Weather: Clear

Interval (dd): 60 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-19:00P	Start	End	Volume	LOS	V/C
		08:00	09:00	2493	B	0.66		18:00	19:00	3222	B	0.64

PM Peak Hour



5

Special Session:
Authorization for the
City to enter into
negotiations with the
University of
Maryland on their
child care proposal
for Calvert Road
School



**CITY OF COLLEGE PARK, MARYLAND
REGULAR COUNCIL MEETING AGENDA ITEM**

AGENDA ITEM NUMBER 16-G-118

Prepared By: Scott Somers, City Manager

Meeting Date: September 20, 2016

Presented By: Scott Somers, City Manager

Consent Agenda: No

Originating Department: City Manager's Office

Action Requested: Authorization for the City to enter into negotiations with the University of Maryland (UMD) on their child care proposal for Calvert Road School

Strategic Plan Goal: Goal 1: One College Park

Background

Property Description

The Calvert Road School was conveyed in 1978 to the City of College Park as excess property from the Prince George's County Board of Education. The site area being contemplated for UMD use comprises the current 22,000+ square foot school building along with parking spaces and other limited outdoor space. The total land area being considered ranges between 0.88 and 1.26 acres, primarily differentiated by whether 27 or 43 existing parking spaces are included. The remainder of the larger existing site would be retained by the City presumably for ongoing recreational space.

The present use of the school building is limited to minor office use (<2,000 sf) by the College Park Dept. of Public Services. The property is subject to a deed restriction stating that "if at any time the City discontinues the use of this property for the public purposes for which it is conveyed the property will revert to the County."

UMD Proposals (see the attached July 2016 PowerPoint presentation)

The University of Maryland proposes to redevelop the existing building and part of the parking area as a child care facility serving 120 children ages 6 weeks through 5 years. UMD would contract with an experienced child care operator, represented to be Bright Horizons.

Proposed redevelopment begins with demolition of 18,380 gsf of added wings to the existing 22,000+ gsf structure, retaining 5,966 gsf of the original two-level street facing portion and adding a newly constructed 8,411 gsf single level component. The upper level of the retained portion of the original school would be renovated as a multi-purpose room available for weekend community use, for a total redeveloped facility comprising 14,377 gsf. The UMD estimated cost of the new improvements is \$5,600,000 (including building use outdoor spaces), plus a startup operating budget of \$950,000.

The UMD offer includes two alternative options for possible City of College Park participation. Option 1 is presented as a long-term no-cost ground lease of the school property "as is" to UMD for UMD's subsequent redevelopment. Option 2 proposes what we understand would be a similar long-term lease structure whereby the total project cost would be shared between UMD and the City. Under both options UMD implies including a recognized value (\$400,000) for the property "as is" as part of the total project cost. Please note, the City has completed an appraisal of the property.

Option 1: UMD 40 year Ground Lease from College Park

- No cost ground lease, other terms TBD
- City to provide trash removal and grounds maintenance including parking
- Proposed enrollment (in priority order)
 1. UMD employees who are College Park residents
 2. Other city residents up to 8 seats (6.67% of total) if available after UMD guaranteed

- 3. Any remaining seats for UMD employees regardless of residency
- 4. Open to others as available

Option 2: UMD / CP Partnership Ground Lease

- UMD 75% of total cost including property “contributory value” (UMD portion represented at \$4,500,000)
- College Park 25% of cost including contributory value (represented in UMD proposal at \$400,000 for property) plus \$1,100,000 towards improvement costs
- City provides trash removal and grounds maintenance including parking
- Enrollment
 - 1. UMD employees who are College Park residents
 - 2. Other city residents up to 30 seats (25.0% of total) if available after UMD guaranteed
 - 3. Any remaining seats for UMD employees regardless of residency
 - 4. Open to others as available

Possible Considerations

- Does the City want to be in the child care business?
- Is the City willing to support an initial capital investment by pledging its resources in the form of public facilities and or funds? If so, who benefits from the investment?
- Does the City want to put forward its own proposal or set of conditions?

Next steps

Should Council elect to move forward by authorizing the City to enter into negotiations with UMD, Council and staff, and perhaps others, will need to develop a negotiation strategy and discuss and consider the options offered by UMD and perhaps alternative options. As this discussion will involve negotiations and the transaction of real property, it should occur in Closed Session, as State Statutes allow. Any final agreements will need to occur in Open Session by public vote of the Council.

Fiscal Impact:

Impact varies dependent upon Option considered, variations thereof, and alternative options that may be considered.

Council Options:

1. Authorize the City to enter into negotiations with the University of Maryland (UMD) on their child care proposal for Calvert Road School.
2. Do not authorize the City to enter into negotiations with the University of Maryland (UMD) on their child care proposal for Calvert Road School.

Staff Recommendation:

Staff will take direction from the City Council.

Potential Motion: *I move to authorize the City to enter into negotiations with the University of Maryland (UMD) on their child care proposal for Calvert Road School.*

Attachments:

UMD Proposal and 2016 PowerPoint presentation



Calvert Road School as Site for City-University Sponsored Child Day Care Program

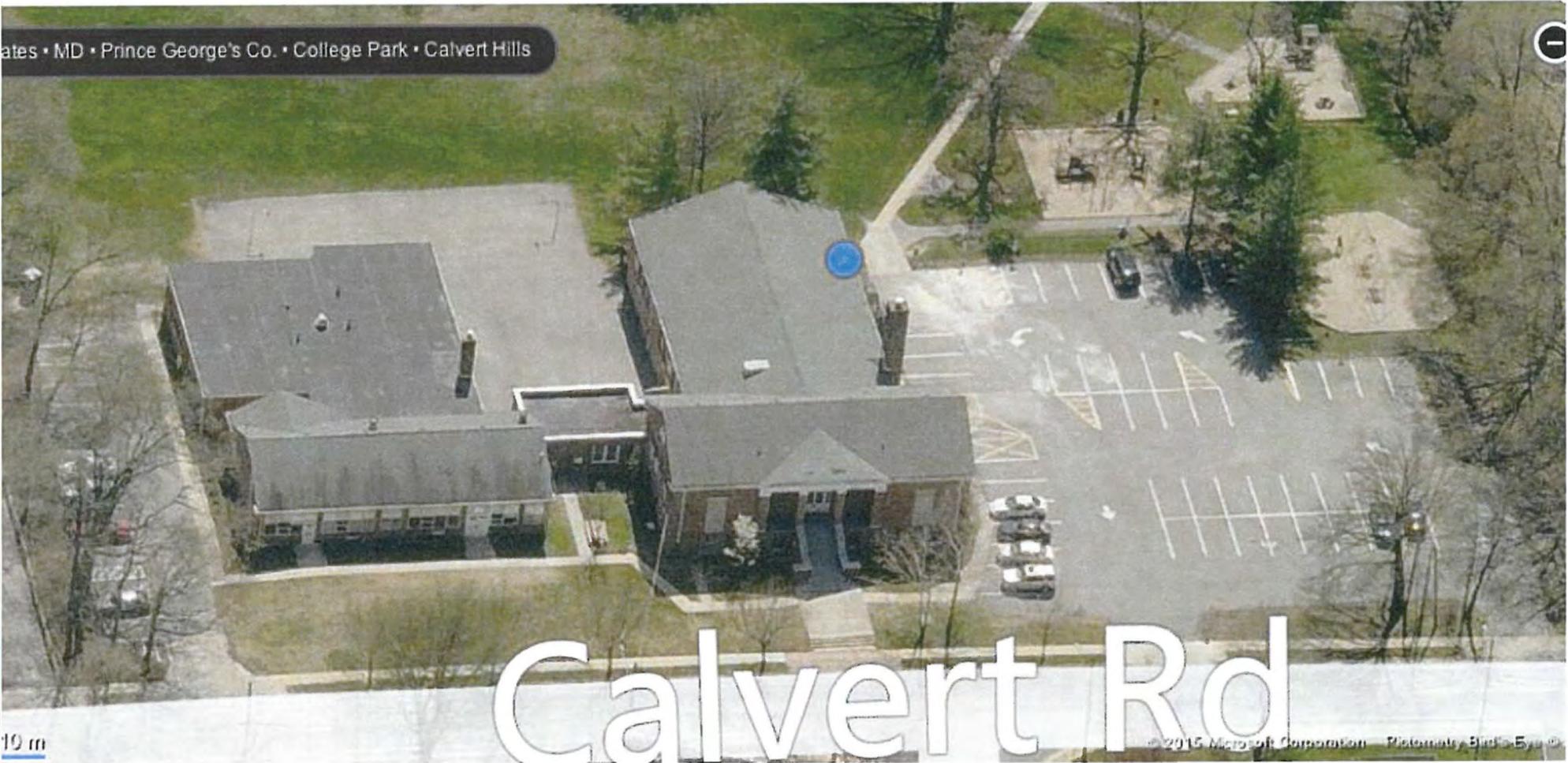
PROPOSED PARTNERSHIP OPTIONS

College Park City Council
July 5, 2016

Carlo Colella
Vice President for Administration and Finance
University of Maryland

Calvert Road Site

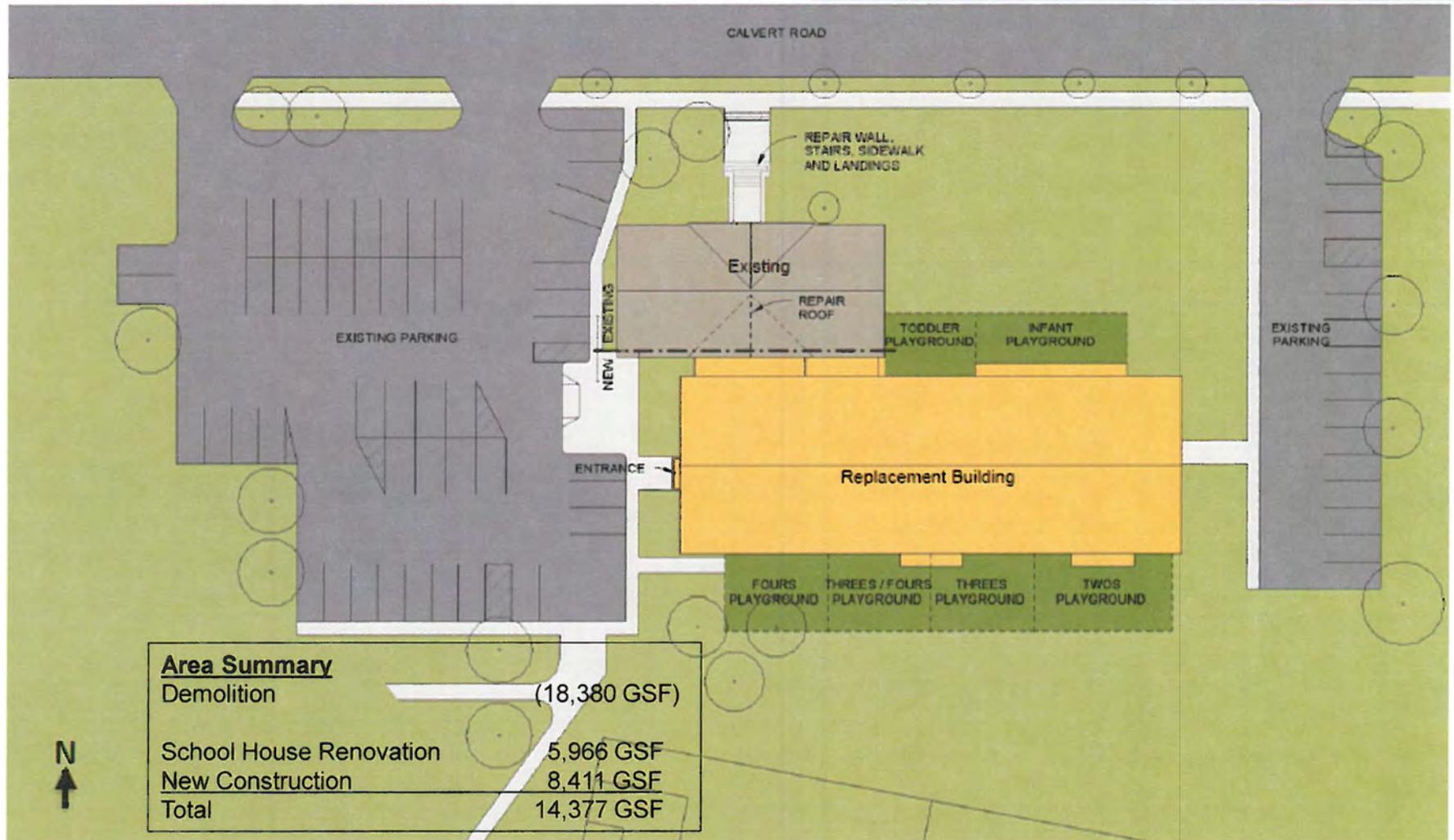
ates • MD • Prince George's Co. • College Park • Calvert Hills



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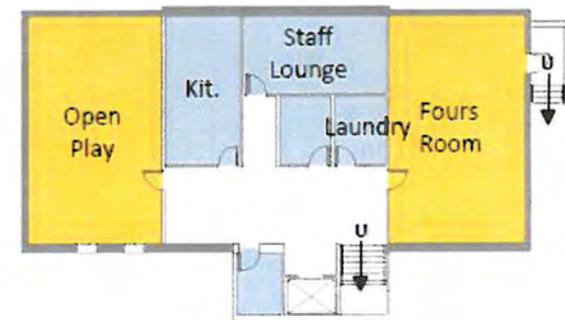
Site Plan – Replacement Scheme



Floor Plans



Upper Level Plan



Lower Level Plan



Massing Views





Existing Site

North Elevation - Scope



Demolish Existing
Single Story Structures

West Elevation – Scope



- Schoolhouse Renovation:
- Replace roof
 - New windows
 - Remove louvers and brick-up openings
 - Restore & paint cornice
 - Repave & stripe parking lot
 - Restore stair sidewalls & cap, clean brick

Schoolhouse Restoration - Scope

Schoolhouse Restoration:

- Replace roof
- New windows at lower level openings
- Replace upper level windows
- Restore existing entrance and transom
- Restore & paint cornice, eave and pediment
- Restore stairs, sidewalks & cap, clean brick
- New gutters & downspouts

COLLEGE PARK-UMD CHILD DAY CARE AT CALVERT ROAD SCHOOL OVERVIEW

- Serve 120 children ages 6 weeks through 5 years
- UMD is contracting with a leading child care provider to operate the center
- Center will offer safe, secure, welcoming environment with rich learning opportunities

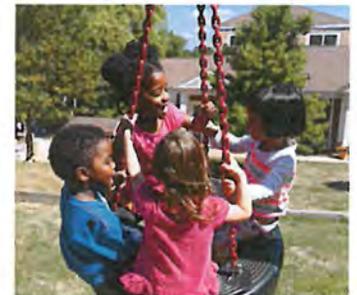
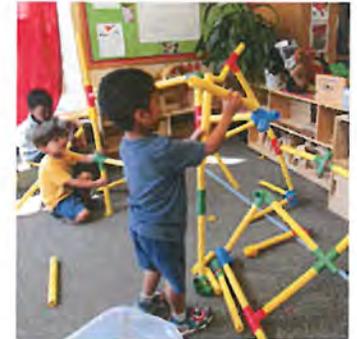
TOTAL PROJECT COST

Capital Investment

Land Value*	\$ 400,000	6.67%
<u>Facility Renovation/Construction</u>	<u>\$5,600,000</u>	<u>93.33%</u>
	\$6,000,000	100.00%

Start-Up and Operating Costs

Pre-Opening	\$ 500,000
<u>Ramp-Up (Years 1-3)</u>	<u>\$ 350,000</u>
	\$ 950,000



COLLEGE PARK-UMD CHILD CARE AT CALVERT ROAD SCHOOL PARTNERSHIP OPTIONS

- Flexible options – traditional ground lease or cost-share partnership
- Land value credited to College Park investment
- Seats allocated proportionally according to investment in capital costs

Option 1: Traditional Ground Lease

- ✓ UMD funds improvements
- ✓ UMD leases land for 40 year term
- ✓ City provides trash removal and grounds maintenance
- ✓ Historic building space available for community use on weekends
- ✓ Enrollment
 - City residents who work at UMD: Guaranteed
 - City: up to 6.67% of remaining seats (8)
 - UMD: up to 93.33% of remaining seats (112)
 - Others: any remaining seats

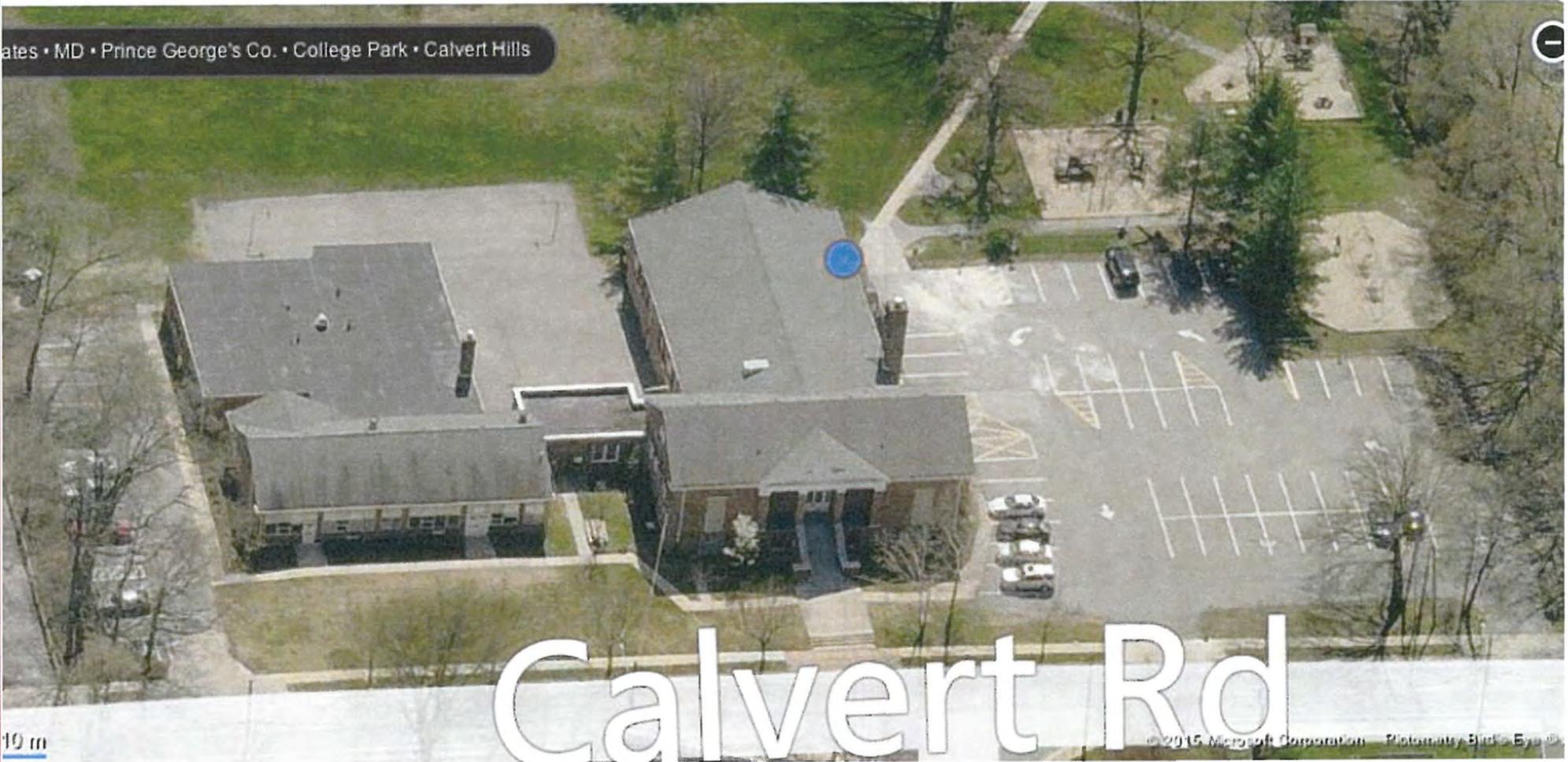
Option 2: Partnership Lease

- ✓ Share cost of improvements
 - CP Land value* \$ 400,000
 - Capital Outlay 1,100,000
 - College Park \$1,500,000 25%
 - UMD \$4,500,000 75%
- ✓ City provides trash removal and grounds maintenance
- ✓ Historic building space available for community use on weekends
- ✓ Enrollment
 - City residents who work at UMD: Guaranteed
 - City: up to 25% of remaining seats (30)
 - UMD: up to 75% of remaining seats (90)
 - Others: any remaining seats

*Land value to be determined by appraisal

Calvert Road Site

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Calvert Rd

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6

Discussion of Seniors Program and Aging- In-Place Task Force Report Recommendations



**CITY OF COLLEGE PARK, MARYLAND
WORKSESSION AGENDA ITEM**

Prepared By: Peggy Higgins, Director

Meeting Date: Sept 20, 2016

Presented By: Peggy Higgins, Director

Proposed Consent Agenda: No

Originating Department: Youth, Family and Senior Services

Issue Before Council: Discussion of staff review of Aging-in-Place recommendations for Council discussion, determination and prioritization.

Strategic Plan Goal: Goal 6: Excellent Services

Background/Justification:

In October 2014, the Council established an Aging-in-Place Task Force and charged the Task Force to provide the Council with recommendations to help seniors remain in their homes as they age.

The Task Force identified 50 recommendations in 13 categories. These categories are:

- 1) Transportation
- 2) Help with Housework (Internal/External)
- 3) Social Activities
- 4) Phone Calls to See How Residents Are Doing
- 5) Case Management Tools
- 6) Comprehensive Communications Plan
- 7) Additional City Staff
- 8) Organize Relationship with Volunteer Group
- 9) Creation of a Senior/Aging-in-Place Committee
- 10) Cross Departmental Services for Seniors
- 11) Identify Aging-in-Place Legislative Priorities
- 12) Land-use/Zoning
- 13) Senior Center/Senior Day Care

The recommendations are attached in table format for Council review, determination and prioritization. Many of the recommendations have significant fiscal implications and can only proceed with additional commitment of staff and funding.

As context for Council discussion, staff's presentation for this agenda item will include information about current City senior services, a comparison of local senior programs by city and Task Force recommendations that are being implemented.

Fiscal Impact:

To be determined following Council direction.

Council Options:

- 1) Support the implementation of staff-initiated recommendations and establish a standing committee to develop a volunteer program.
- 2) Support the implementation of staff-initiated recommendations.
- 3) Identify, prioritize and plan the implementation other Council-directed recommendations.

Staff Recommendation:

#1 and #3

Recommended Motion:

Not Applicable

Attachments:

- 1 – Local Senior Programs by City
- 2 – Staff review of Aging-in-Place Task Force recommendations.
- 3 – Task Force recommendations being implemented

Local Seniors Programs by City

	College Park	Greenbelt	Hyattsville	Takoma Park
Seniors by Age^				
65-74	916	1,249	859	1,143
75-84	572	493	342	412
85+	<u>210</u>	<u>168</u>	<u>259</u>	<u>228</u>
Total Seniors 65+ (% of city pop.)	1,698 (5.4%)	1,910 (8.1%)	1,460 (8.1%)	1,783 (10.3%)
Households w/ Seniors	1,288	1,545	1,055	1,330
FY17 City Budget for Seniors Programming	\$370,059*	\$681,250*	\$249,500*	\$150,000
Staff	<p>4.2 FTE</p> <p>1 FTE Case Manager 1 FTE Case Worker .20 FTE Dept Director</p> <p>.5 FTE Admin Assistant</p> <p>1.5 FTE Bus Drivers</p>	<p>8.9 FTE</p> <p><u>GAIL Program - 3.95 FTE</u> 1 FTE Community Resource Advocate .7 FTE Geriatric Case Manager 1 FTE Community Case Manager 1 FTE Service Coordinator (serving residential facility) .25 FTE Admin Assistant</p> <p><u>Recreation/Therapeutic - 2.7</u> 1 FTE Therapeutic Supervisor .5 FTE Food Services Manager 1.2 FTE Program Leader</p> <p><u>Public Works/Transport - 2.25</u> 1 FTE Bus Driver 1 FTE Weekend Bus Driver .25 FTE Admin Assistant</p>	<p>2.83 FTE</p> <p>1 FTE Senior and Disability Services Coordinator .33 FTE Community Services Manager .10 FTE Dept Director</p> <p>.25 FTE Administrative Aide</p> <p>1.25 FTE Bus Driver</p>	<p>1.5 FTE</p> <p>.5 FTE Lifelong Takoma Program Manager</p> <p>1 FTE Recreation Center Activities Coordinator</p>

Local Seniors Programs by City

	College Park	Greenbelt	Hyattsville	Takoma Park
Facilities	Office space at Attick Towers (108 units) and Spellman House (141 units) residential facilities (total 249 units).	Office space at City Hall, Greenridge (100 units) residential facility, Recreation Center, Public Works	Office space at City Hall	Office space at Community Center Use of community center and game room
Services				
Transport	Yes, Call-A-Bus M-F (8 mile radius)	Yes, Call-A-Bus S-S (5 mile radius)	Yes, Call-A-Bus M-F (6 mile radius)	No
Case Management	Yes, wraparound support Benefits assistance Info & Referral	Yes, wraparound support Benefits assistance Info & Referral	No Benefits Assistance Info & Referral	No Info & Referral
Social Engagement	Yes, 8 annual day trips, local social engagement opportunities, new opening of 2 day/week Senior Social Center	Yes, ongoing social activities are organized and staffed by the City's recreation department	Yes, recreational programming minimum 1x monthly	Yes, organized social events at recreation center, day trips and a senior drop in center
Education	Yes, educational presentations	Yes, educational presentations	Yes, educational presentations	Yes, occasional educational presentations
Health/Wellness	Yes, annual health fair	Yes	Yes, exercise class 3x wkly	Yes, exercise classes at rec.
City Advisory Committee	No	Yes - staff liaison to Senior Citizens Committee is City's Therapeutic Recreation Supervisor	No	No

Local Seniors Programs by City

	College Park	Greenbelt	Hyattsville	Takoma Park
	Nonprofit/Volunteer Partnership Organizations			
Nonprofit/ Volunteer Partnership	No	<u>Greenbelt Intergenerational Volunteer Exchange Service (GIVES)</u> - Transportation, meals and household help for only Greenbelt residents who are GIVES members	<u>Hyattsville Aging in Place</u> – Primarily transportation to doctors appointments (served 23 residents with mobility limitations in 2014) also health and education events	<u>Takoma Park Village</u> – coordinate rides and friendly visits; monthly meetings on seniors issues, subscriber database, post notices in senior apartment buildings

City of College Park Aging-in-Place Task Force Recommendations

<u>Task Force Item</u>	<u>Staff Recommendation</u>
1. Transportation	
1. Clearly define all transportation options (public and private).	future agenda item
2. Create a communication plan to distribute transportation information through the year.	see #6
3. Identify and leverage best practices from neighboring cities (i.e. Greenbelt).	see Attachment 2
4. Conduct a study to analyze and recommend improvements to existing transportation networks.	future agenda item
5. Explore grant funding to support transportation efforts.	future agenda item
6. Develop/Organize a structure to support a volunteer group that can supplement the services provided by the city.	Task for a standing committee, #6
7. Lobby state and county to provide additional subsidies and or free transportation on Maryland buses for all seniors.	city lobbyist services could be used
8. Define transportation services for referral, including discount programs offered by Uber, taxi vouchers, etc.	future agenda item
9. Explore the development of a partnership with “Village Rides” program which, at no cost to the entity requesting assistance, provides administrative support, technical assistance and insurance coverage for an entity’s volunteer transportation program. Also relates to empowering volunteer organization.	Per Village Rides, grant to assist existing volunteer transportation programs in Prince George’s not awarded.
2. Help with Housework (Interior/Exterior)	
1. Maintain, publish, and communicate a list of trusted providers (especially those providing low cost options for seniors). Distinguish between private and charitable sources. <ul style="list-style-type: none"> ○ TaskRabbit ○ This list can be expanded to other service providers, like pro bono legal services 	Per attorney, specific providers cannot be listed on City website. However, clearinghouse entities that do not provide the services themselves but name providers can be permitted. Agree.

City of College Park Aging-in-Place Task Force Recommendations

<u>Task Force Item</u>	<u>Staff Recommendation</u>
2. Track all referrals and follow up with residents.	Requires additional resources. Could be provided by volunteer group, 1.6
3. Coordinate an annual day of service for city staff to lend support to those in need (home repairs, IT training, yard maintenance, etc...)	Task for standing committee, #6
4. Develop/Organize a structure to support a volunteer group that can supplement the services provided by the city	See 1.6
5. Continued coordination with Phi Psi Friends and expand coordination with other fraternities and sororities offering volunteer services/support (See 1.6)	Task for standing committee, #6
6. Explore increasing the city's interaction with Christmas in April, a volunteer home repair service.	Additional resources needed
7. Provide subsidies for most vulnerable seniors.	Council budget decision
8. Explore the feasibility of a household accessibility/retrofit program (i.e. Takoma Park approach) <ul style="list-style-type: none"> o Leverage best practices from the City of Greenbelt, perhaps propose a cost-sharing agreement? o Link back to household task list – maybe mark those resources where there are people to help with this specific type of task o Look for and apply for grants to support creating a more robust program in College Park. 	Additional resources needed. Council budget decision
3. Social Activities	
1. Publicize and facilitate senior social activities using the usual city channels (including city and MNCPPC activities and PGCC Seasoned Adults Growing Educationally (SAGE) programs within the city, UMD Golden ID, Recreation Board)	Task for standing committee, #6
2. Expand social activities to monthly events within the cities borders <ul style="list-style-type: none"> a. Address social needs from December - March 	On-going, including new Senior Social Center (Sept 28)
3. Expand funding and transportation for evening events	Council budget decision
4. Collaborate with the Clarice Smith Performing Arts Center	On-going

City of College Park Aging-in-Place Task Force Recommendations

<u>Task Force Item</u>	<u>Staff Recommendation</u>
5. Develop/Organize a structure to support a volunteer group that can supplement the services provided by the city.	See 1.6
4. Phone Calls to See How Residents Are Doing	
1. Refer residents to the existing Telephone Reassurance Program offered by Prince George’s County.	Current Procedure
2. Establishing a database of seniors, proactively grow that list, and routinely reach out to those individuals.	On-going proactive outreach
3. Work with a volunteers group to supplement staff time in addressing this need	See 1.6
5. Case Management Tools	
1. The city should explore using the upgraded SunGard software to facilitate case management for the city’s senior population.	Initiated Efforts to Outcomes software,(ETO), currently in use by the Youth & Family Services program for its client services, is being developed for use by the Seniors Program staff.
6. Comprehensive Communications Plan	
1. Develop and implement an ongoing communication plan <ul style="list-style-type: none"> o Prepare younger (50-65) citizens with resources they need to know about to age in place (i.e. planning) 	To be addressed as part of City—wide communications plan.
2. Utilize the new Communication Coordinator.... The City is seeking to employ a communication personnel to disseminate city related information. The new staff can help provide aging-in-place related information to City’s senior residents.	On-going
3. Building the mail and email list of residents seeking periodic reminders and senior specific event information.	On-going

City of College Park Aging-in-Place Task Force Recommendations

<u>Task Force Item</u>	<u>Staff Recommendation</u>
<p>4. Promote a dedicated information line for City residents (can use the resources on web page listed below for those not tech savvy)</p> <ul style="list-style-type: none"> ○ Provide and maintain a database of senior resources on City website. 	<p>Current procedure – City Seniors Program phone line ----- Initiated</p>
<p>5. Formal engagement with a volunteer organization to conduct programs and training in the community regarding aging-ng-place topics (could be University’s resources as well)</p>	<p>See 1.6</p>
<p>6. Assessment of the information provided on the city website.</p> <ul style="list-style-type: none"> ○ Provide a comprehensive, self-service website to provide information, training, and local resources. Should include: <ul style="list-style-type: none"> i. topic-specific videos, ii. links to online training opportunities, iii. a resource page that provides links to support groups, case managers for hire, and other local opportunities for support, iv. an FAQ section with answers and links for getting more information, v. a robust search engine for searching the website, and vi. a strong link/presence to the University community that could provide support (e.g. there is a Fraternity that will come and do household chores for you if you make a donation to their chosen charity) 	<p>To be reviewed as part of City-wide communications plan.</p>
7. Additional City Staff	
<p>1. In order to address space needs and for the city Seniors program to be viewed as a city-wide service, move City Seniors Program’s main office to an alternative site such as the new City Hall or Davis Hall.</p>	<p>Until long-term space needs are addressed, rent office space to better accommodate seniors and their privacy issues and crowded office conditions. .5 FTE Seniors Caseworker position posted for hire FY17 addtl .25 FTE driver; addtl .32 FTE office specialist</p>

City of College Park Aging-in-Place Task Force Recommendations

<u>Task Force Item</u>	<u>Staff Recommendation</u>
8. Organize relationship with volunteer group	
1. Support/assist in the development of a neighbor helping neighbor volunteer program.	See 1.6
2. Coordinate issue-specific workshops with Explorations In Aging.	To be determined.
9. Creation of a Senior/Aging-in-Place Committee	
See 1.6	
10. Cross Departmental Services for Seniors	
1. Identify IT and PW departmental goals to assist with senior needs, interact with constituents and educate residents & staff about senior specific services. Services could include assistance with in home or exterior property maintenance, assistance with pet care, education about services specific to seniors (i.e. trash toters assistance), and IT staff could teach seniors how to search for resources using the internet.	Needs further discussion.
2. Training other staff on how to interact with seniors	Possible online training through HR
3. How would staff report senior issues back to Seniors Program?	Current Practice
11. Identify Aging-in-Place Legislative Priorities	
1. Support action that would better protect seniors, such as elder abuse and financial exploitation.	Lobbyist services could be utilized.
2. Support health legislation that improves access to medications and lowers the cost of medications.	Lobbyist services could be utilized.
3. Utilize a committee structure to follow this information (attend meetings in Annapolis) and make recommendations to council.	See #9
12. Land-use/Zoning:	
1. Advocate that new development along US1 and elsewhere in the city provides walkable sidewalks that are scooter friendly.	On-going
2. Pursue Complete Streets policies for College Park streets.	On-going

City of College Park Aging-in-Place Task Force Recommendations

<u>Task Force Item</u>	<u>Staff Recommendation</u>
13. Senior Center/Senior Day Care:	
1. Use available city space to create a senior activity center (based on park and planning design/input)	Sept 28, 2016 – College Park Seniors Social Center Opens --- two mornings a week
2. Create a facility that could provide both medical and non-medical senior day care.	Council budget decision
3. It would have to be protected by those who would operate it.	
4. Transportation by the owner/ operator would provided for clients.	
5. City could help by facilitating permits and other avenues of support needed by any new start up business.	

Task Force Recommendations Being Implemented

- ▶ Establishment of senior social center; Grand Opening Sept. 28
- ▶ Focused outreach to city seniors residing in single-family homes
- ▶ Formalization of mission, vision, program and assessment standards
- ▶ Development and implementation of electronic case management system
- ▶ Collaborate with City's new Communications Coordinator: city-wide mailing re: Open House and Grand Opening of Senior Social Center
- ▶ Address need for additional space for staff and to provide confidential space for seniors

7

Discussion of transportation issues, the request to provide Commuter Shuttle Bus Service, and transportation needs revealed by the Aging-In-Place Task Force Report

8

Candidates' Debate Workgroup



**CITY OF COLLEGE PARK, MARYLAND
WORKSESSION AGENDA ITEM**

Prepared By: Janeen S. Miller
City Clerk

Meeting Date: September 20, 2016

Presented By: Janeen S. Miller

Proposed Consent Agenda: No

Originating Department: Mayor and Council

Issue Before Council: Creation of a Workgroup to make recommendations to the Mayor and Council about candidates' debates in municipal elections

Strategic Plan Goal: Goal 6 – Excellent Services

Background/Justification:

At the September 6, 2016 Worksession the City Council discussed whether the Board of Election Supervisors (BOES) should conduct candidates' debates. Jack Robson, the Chief of the Board of Election Supervisors, presented the recommendation of the BOES that a Workgroup be created to study several issues raised by the Board that were included in their memo to the Council. At the conclusion of the Worksession, the Council directed that a Workgroup be formed to bring recommendations to the Mayor and Council about the City's role in future candidates' debates. Council discussed having the Workgroup include former Councilmembers or Candidates, Civic Association representation, Mr. Robson, the City Clerk and City Attorney. Council directed that the League of Women Voters be contacted for assistance, which the City Clerk has done. Based on the direction provided, the City Clerk prepared the attached draft Resolution to create the Candidates' Debate Workgroup.

Fiscal Impact:

The fiscal impact of creating the Workgroup will involve the support of the Contract Secretary to attend meetings and prepare minutes.

Council Options:

1. Adopt the attached Resolution at next week's meeting and make appointments to the Workgroup
2. Make amendments to the Resolution prior to adoption

Staff Recommendation:

N/A

Recommended Motion:

N/A

Attachments:

1. Draft Resolution establishing a candidates' debate workgroup

**A RESOLUTION OF THE MAYOR AND COUNCIL
OF THE CITY OF COLLEGE PARK
CREATING A CANDIDATES' DEBATE WORKGROUP**

WHEREAS, prior to the City election in November of 2015, the City Clerk's office received various requests related to organization and sponsorship of candidates' debates, the use of City facilities to host a candidate debate, and use of the City's website and cable channel to make debates available to the public; and

WHEREAS, a question has been raised by a Councilmember as to whether the City Supervisors of Elections should conduct candidate debates; and

WHEREAS, the City does not have adopted policies with respect to the questions that were raised in these requests, or has policies that did not accommodate the uses requested; and

WHEREAS, the Mayor and Council have determined that it is in the public interest to develop policies that can be used to evaluate future election debate requests and to address issues such as the organization, format, recording, broadcast, and posting of, and use of City resources for, any candidates' debate.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of College Park that the "Candidates' Debate Workgroup" be, and it is hereby, established as follows:

1. Charge: The Candidates' Debate Workgroup (the "Workgroup") is charged with developing recommendations to present to the Mayor and Council outlining the City's and the Supervisors of Elections role, if any, in candidates' debates for municipal elections. These recommendations shall address issues such as the organization, format, recording, broadcast, and posting of, and use of City resources for, any candidates' debate.

2. Composition: The Workgroup shall be composed of up to eight (8) members who shall be appointed by the Mayor and Council from the residents of the City. The Mayor and Council may consider representation from the civic associations and former candidates in making their appointments. In addition to the appointed members, the Chief of Elections of the Supervisors of Elections and the City Clerk shall be members of the Workgroup. The Workgroup shall select a Chair from among its members. A quorum for purposes of conducting business shall be a majority of the appointed members. The Workgroup will request assistance from the League of Women Voters in developing their recommendations. The Workgroup will be advised by the City Attorney.

3. Term: The Workgroup will be discharged once their recommendations are presented to the City Council.

4. Other: The City Clerk's office shall be the staff liaison to the Workgroup.

ADOPTED by the Mayor and Council of the City of College Park at a regular meeting on the _____ day of _____, 2016

EFFECTIVE the _____ day of _____, 2016.

WITNESS:

CITY OF COLLEGE PARK

Janeen S. Miller, City Clerk

Patrick L. Wojahn, Mayor

**APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:**

Suellen M. Ferguson, City Attorney

9

Future Agenda items



TO: Mayor, City Council, City Manager and Department Directors
FROM: Janeen S. Miller, City Clerk
DATE: September 15, 2016
RE: Future Agendas

The following items are tentatively placed on future agendas. This list has been prepared by the City Manager and me, and represents the current schedule for items that will appear on future agendas.

TUESDAY, SEPTEMBER 27, 2016 REGULAR MEETING

Recognition of bus driver Renita Smith

Public Hearing on Ordinance 16-O-07, Amending Chapter 110 "Fees And Penalties", By Repealing And Reenacting §110-1 "Fees And Interests" To Increase The Monthly Permit Parking Fee In The Downtown Parking Garage And To Include Bi-Annual Permit Parking Fees And Monthly Permit Parking Fees

Public Hearing on Ordinance 16-O-08, FY 2016 Budget Amendment #3 for the Terrapin Row Pay Stations

Presentation from SHA on the noise study report for the Greenbelt Metro Interchange project (date tentative)

Proposed Consent: Request by CPCUP for a Resolution of support for \$75,000 of reprogrammed funds from DHCD to continue the Homeownership Program

Adoption of Ordinances 16-O-07 and 16-O-08

OCTOBER 4, 2016 WORKSESSION

Annual Police Agency Presentations (60)

Presentation and Request for Support from the City – The Tennis Center (request of Mayor Wojahn) (15)

06-22-16: Request to abandon City R-O-W for the portion of Pontiac Street between Patuxent Avenue and Rhode Island Avenue – Terry Schum and Steve Halpern (20)

Special Session: Approval of Detailed Site Plan for LIDL (follow up to the September 20 W/S)

10-06-15: Discussion about the future of the Neighborhood Watch Steering Committee (20)

07-19-16: National Night Out planning – request of Councilmember Nagle (20)

07-06-16: Report on Hollywood Road extended feasibility study – Terry Schum, Director of Planning (20)

10-06-14: Discussion of an amendment to the City Code to prohibit the placement of furniture not designed for outdoor use, within or under a permanent accessory structure such as a covered porch or gazebo (Chapter 125-10.N) – Bob Ryan, Director of Public Services (15)

07-05-16: Discussion of community garden and dog park in north College Park - Councilmembers Kabir and Nagle (20)

09-06-16: Discussion/Decision on whether to change the City's Homestead Tax Credit rate. If there will be a change: Introduce Ordinance on October 11, Public Hearing and Adoption on October 25 (20)

09-07-16: Property Use Agreement for MilkBoy & Arthouse – Suellen Ferguson, City Attorney (20)

05-04-16: Revisions to resolution establishing the Neighborhood Quality of Life Committee – Councilmembers Stulich and Brennan, and Bill Gardiner, Assistant City Manager (20)

OCTOBER 11, 2016 REGULAR MEETING FOLLOWED BY A WORKSESSION

Presentation: Update on the Strategic Plan (20) – Bill Gardiner, Assistant City Manager

Worksession: Comprehensive discussion of proposed development and the ability of our infrastructure to support it (30)

OCTOBER 18, 2016 WORKSESSION

09-07-16: Request by the College Park Ethics Commission for an amendment to Chapter 38 of the City Code (requested early on the agenda)

08-12-16: EZ Storage Detailed Site Plan, 5151 Branchville Road – Miriam Bader, Senior Planner

08-24-16: Detailed Site Plan for Honda dealership – Terry Schum, Director of Planning

08-08-16: Update from the College Park City University Partnership – Eric Olson, Executive Director, CPCUP

Proposed amendments to the Fence Ordinance and discussion about the APC's suggestion that the City provide financial incentives to residents to promote the use of fence materials other than chain link (15)

05-04-16: Comprehensive review of City fines – request of Councilmember Brennan (Finance and Public Services)

06-07-16: Review of proposed revisions to Chapter 184 regarding the 48-hour prohibited parking rule – Suellen Ferguson, Bob Ryan and Jim Miller (follow up from June 7 W/S) (15)

09-06-16: How to establish an emeritus/alumni status for certain Board/Committee members

08-29-16: Agenda items for October 27 Four Cities Meeting in Greenbelt

OCTOBER 25, 2016 REGULAR MEETING

Introduction of FY '17 Budget Amendment #1 (to include OPH 200th Anniversary Celebration, City Hall generators) – Finance Department

NOVEMBER 1, 2016 WORKSESSION

03-24-15: Review of the City's Emergency Preparedness Plan (**may include a closed session**) – Bob Ryan, Director of Public Services

Discussion of policy/procedure about responding to letters (20)

NOVEMBER 15, 2016 REGULAR MEETING

DECEMBER 6, 2016 WORKSESSION

Auditor presentation on the FY16 CAFR

DECEMBER 13, 2016 REGULAR MEETING

PENDING AGENDA ITEMS

03-08-12: Trolley Trail negotiations – Suellen Ferguson, City Attorney

01-07-14: Model Public Participation Ordinance and community engagement – Mayor Wojahn

10-06-15: I-495 and Route 1 intersection safety improvements – SHA

10-20-15: Presentation of alternatives for Greenbelt Road at Rhode Island Avenue intersection – Venu Nemani, SHA District Engineer (if needed)

MASTER LIST

03-15-16: Discussion of drainage in the City – request of Councilmember Nagle

04-25-16: Business and development incentives for North College Park – request of Councilmember Kabir

05-04-16: Discussion of a "homeowners' resources" fund to provide long-term loans to homeowners for home improvements that would be secured by a lien – request of Councilmember Nagle

06-07-16: Report from staff about how we are addressing issues of language barriers with our residents – request of Councilmember Kabir

Business Recycling (from FY '17 budget W/S)

07-06-16: Report on usage-based trash pricing – CBE Workgroup report

07-05-16: Annual presentation from SHA on projects in the City (spring)

07-13-16: Comments on Module 2 (Subdivision and Development Regulations) of the County Zoning Rewrite – Terry Schum, Director of Planning

06-01-16: Review and discussion of Sections 184.43-44 Non-resident parking permits – Scott Somers, City Manager (15)

08-10-16: Prohibiting sleeping in vehicles on City streets

08-15-16: Status of the US Route 1 rebuild

08-24-16: Report on Compensation and Classification Study and Discussion about compensation philosophy – Jill Clements, Director of Human Resources

08-24-16: Presentation on 2016 Resident Survey – Bill Gardiner, Assistant City Manager

08-24-16: Award of contract for development consultant – Scott Somers, City Manager

08-31-16: Award of contract for police services study – Bob Ryan, Director of Public Services

09-06-16: Every September – Discuss Homestead Tax Credit Rate

09-06-16: Review number of cars per home and number of renters per home (Cook)

09-06-16: Comprehensive parking study (joint with UMD) (Wojahn)

09-06-16: Creation of a public art fund (Brennan)

09-09-16: Discussion of Post Office issues (if needed)

09-14-16: City philosophy on abandonment of rights of way

Review of Maryland Department of Transportation FY'2018 Comprehensive Transportation Program (road show is November 10 at 2:00 p.m.)

Budget Parking Lot:

FY 2015:

1. Public Services-Admin performance measure #2 (response within 1 business day)
(Wojahn): Worksession follow-up (Bob Ryan)

FY 2016:

2. Performance Measures

FY 2017:

3. Amendment of City Code to allow a parking ban for snow removal or street cleaning
4. Subsidy of resident membership in mbike

10

Boards and Committees

City of College Park
Board and Committee Appointments

Shaded rows indicate a vacancy or reappointment opportunity.
The date following the appointee's name is the initial date of appointment.

Advisory Planning Commission			
Appointee	Represents	Appointed by	Term Expires
Larry Bleau 7/9/02	District 1	Mayor	01/19
Rosemarie Green Colby 04/10/12	District 2	Mayor	04/18
Christopher Gill 09/24/13	District 1	Mayor	09/16
James E. McFadden 2/14/99	District 3	Mayor	04/16
Kate Kennedy 08/11/15	District 1	Mayor	08/18
Denise Mitchell 08/09/16	District 4	Mayor	08/19
John Rigg 01/12/16	District 3	Mayor	01/19
City Code Chapter 15 Article IV: The APC shall be composed of 7 members appointed by the Mayor with the approval of Council, shall seek to give priority to the appointment of residents of the City and assure that there shall be representation from each of the City's four Council districts. Vacancies shall be filled by the Mayor with the approval of the Council for the unexpired portion of the term. Terms are three years. The Chairperson is elected by the majority of the Commission. Members are compensated. Liaison: Planning.			

Airport Authority			
Appointee	Resides in	Appointed by	Term Expires
James Garvin 11/9/04	District 3	M&C	10/18
Jack Robson 5/11/04	District 3	M&C	03/17
Anna Sandberg 2/26/85	District 3	M&C	03/19
Gabriel Iriarte 1/10/06	District 3	M&C	04/16
Christopher Dullnig 6/12/07	District 2	M&C	01/17
David Kolesar 04/28/15	District 1	M&C	04/18
Dave Dorsch 08/11/15	District 3	M&C	08/18
City Code Chapter 11 Article II: 7 members, must be residents and qualified voters of the City, appointed by Mayor and City Council, for three-year terms. Vacancies shall be filled by M&C for an unexpired portion of a term. Authority shall elect Chairperson from membership. Not a compensated committee. Liaison: City Clerk's Office.			

Animal Welfare Committee			
Appointee	Resides in	Appointed by	Term Expires
Lois Donaty 07/14/15	District 2	M&C	07/18
Dave Turley 3/23/10	District 1	M&C	04/19
Patti Stange 6/8/10	Non resident	M&C	02/17
Taimi Anderson 6/8/10	Non resident	M&C	02/18
Suzie Bellamy 9/28/10	District 4	M&C	04/17
Nick Brennan 05/26/15	District 2	M&C	05/18
Kathy Rodeffer 11/24/15	Non resident	M&C	11/18
Christiane Williams 03/22/16	District 1	M&C	03/19
Resolution 15-R-26, 10-R-20: Up to fifteen members appointed by the Mayor and Council for three-year terms. Not a compensated committee. Liaison: Public Services.			

Board of Election Supervisors			
Appointee	Represents	Appointed by	Term Expires
John Robson (Chief) 5/24/94	Mayoral appt	M&C	03/17
Terry Wertz 2/11/97	District 1	M&C	03/17
Mary Katherine Theis 02/24/15	District 2	M&C	03/17
VACANT	District 3	M&C	03/17
Maria Mackie 08/12/14	District 4	M&C	03/17
<p>City Charter C4-3: The Mayor and Council shall, not later than the first regular meeting in March of each year in which there is a general election, appoint and fix the compensation for five qualified voters as Supervisors of Elections, one of whom shall be appointed from the qualified voters of each of the four election districts and one of whom shall be appointed by the Mayor with the consent of the Council. The Mayor and Council shall designate one of the five Supervisors of Elections as the Chief of Elections. This is a compensated committee; compensation is based on a fiscal year. Per Council action (item 11-G-66) effective in March, 2013: In an election year all of the Board receives compensation. In a non-election year only the Chief Election Supervisor will be compensated. Liaison: City Clerk's office.</p>			

Cable Television Commission			
Appointee	Resides in	Appointed by	Term Expires
Jane Hopkins 06/14/11	District 1	Mayor	09/17
VACANT		Mayor	
James Sauer 9/9/08	District 3	Mayor	10/16
VACANT		Mayor	
Normand Bernache 09/23/14	District 4	Mayor	09/17
<p>City Code Chapter 15 Article III: Composed of four Commissioners plus a voting Chairperson, appointed by the Mayor with the approval of the Council, three year terms. This is a compensated committee. Liaison: City Manager's Office.</p>			

College Park City-University Partnership			
Appointee	Represents	Appointed by	Term Expires
Carlo Colella	Class A Director	UMD President	06/30/18
Edward Maginnis	Class A Director	UMD President	06/30/18
Ken Ulman	Class A Director	UMD President	06/30/19
Brian Darmody	Class A Director	UMD President	06/30/17
Patrick L. Wojahn (01/12/16)	Class B Director	M&C	06/30/17
Maxine Gross	Class B Director	M&C	06/30/18
Senator James Rosapepe	Class B Director	M&C	06/30/19
Stephen Brayman	Class B Director	M&C	06/30/17
David Iannucci (07/15/14)	Class C Director	City and University	06/30/17
Dr. Richard Wagner	Class C Director	City and University	06/30/19
<p>The CPCUP is a 501(c)(3) corporation whose mission is to promote and support commercial revitalization, economic development and quality housing opportunities consistent with the interests of the City of College Park and the University of Maryland. The CPCUP is not a City committee but the City makes appointments to the Partnership. Class B Directors are appointed by the Mayor and City Council; Class C Directors are jointly appointed by the Mayor and City Council and the President of the University of Maryland.</p>			

Citizens Corps Council			
Appointee	Represents	Appointed by	Term Expires
VACANT		M&C	
Yonaton Kobrias 10/14/14		M&C	10/17
VACANT	Neighborhood Watch	M&C	
Dan Blasberg 3/27/12		M&C	03/18
David L. Milligan (Chair) 12/11/07		M&C	02/17
Marilyn Morin 04/12/16		M&C	04/19
<p>Resolution 05-R-15. Membership shall be composed as follows: A Citizen Corps Coordinator for each neighborhood shall be nominated and appointed by the Mayor and Council and serve as a potential member of the CPCCC for the term of their respective office in the neighborhood group. Mayor and Council shall nominate and appoint 5 to 7 residents to serve as community coordinators and to serve on the CPCCC. At least one member of the CPCCC shall be the Neighborhood Watch Coordinator, and at least one member shall represent each of the other Citizen Corps programs such as CERT, Fire Corps, Volunteers In Police Service, etc. Each member of the CPCCC shall serve for a term of 3 years, and may be reappointed for an unlimited number of terms. The Mayor, with the approval of the City Council, shall appoint the Chair and Co-Chair of the CPCCC from among the members of the committee. The Director of Public Services shall serve as an ex officio member. Not a compensated committee. Liaison: Public Services.</p>			

Committee For A Better Environment			
Appointee	Resides in	Appointed by	Term Expires
Janis Oppelt 8/8/06	District 1	M&C	01/19
Suchitra Balachandran 10/9/07	District 4	M&C	01/17
Donna Weene 9/8/09	District 1	M&C	01/19
Kennis Termini 01/14/14	District 1	M&C	01/17
Matt Dernoga 12/09/14	District 1	M&C	12/17
Karen Garvin 04/28/15	District 1	M&C	04/18
Susan Keller 05/26/15	District 1	M&C	05/18
Alan Hew 01/12/16	District 4	M&C	01/19
Daniel Walfield 02/23/16	District 1	M&C	02/19
Todd Larsen 03/22/16	District 2	M&C	03/19
Melissa Avery 04/12/16	District 4	M&C	04/19
<p>City Code Chapter 15 Article VIII: No more than 25 members, appointed by the Mayor and Council, three year terms, members shall elect the chair. Not a compensated committee. Liaison: Planning.</p>			

Education Advisory Committee			
Appointee	Represents	Appointed by	Term Expires
Charlene Mahoney 12/11/12	District 2	M&C	02/17
Alethea Ten Eyck-Sanders 11/10/15	District 3	M&C	11/17
Melissa Day 9/15/10	District 3	M&C	03/17
Carolyn Bernache 2/9/10	District 4	M&C	12/16
Doris Ellis 9/28/10	District 4	M&C	12/16
Kendra Goodson 07/12/16	District 1	M&C	07/18
Peggy Wilson 6/8/10	UMCP	UMCP	05/16
Dawn Powers 1/26/16	District 2	M&C	01/18
David Toledo 04/25/16	District 1	M&C	04/18
Resolutions 15-R-25, 97-R-17, 99-R-4 and 10-R-13: At least 9 members who shall be appointed by the Mayor and Council: at least two from each Council District and one nominated by the University of Maryland. Two year terms. The Committee shall appoint the Chair and Vice-Chair of the Committee from among the members of the Committee. Not a compensated committee. Liaison: Youth and Family Services.			

Ethics Commission			
Appointee	Represents	Appointed by	Term Expires
Nora Eidelman 11/24/15	District 1	Mayor	11/17
Joe Theis 05/12/15	District 2	Mayor	05/17
James Sauer 12/09/14	District 3	Mayor	12/16
Gail Kushner 09/13/11	District 4	Mayor	01/18
Robert Thurston 9/13/05	At Large	Mayor	03/18
Alan C. Bradford 1/23/96	At-Large	Mayor	11/17
Frank Rose 05/08/12	At-Large	Mayor	03/18
City Code Chapter 38 Article II: Composed of seven members appointed by the Mayor and approved by the Council. Of the seven members, one shall be appointed from each of the City's four election districts and three from the City at large. 2 year terms. Commission members shall elect one member as Chair for a renewable one-year term. Commission members sign an Oath of Office. Not a compensated committee. Liaison: City Clerk's office.			

Housing Authority of the City of College Park			
Bob Catlin 05/13/14		Mayor	05/01/19
Betty Rodenhausen 04/09/13		Mayor	05/01/18
John Moore 9/10/96		Mayor	05/01/19
Thelma Lomax 7/10/90		Mayor	05/01/20
Carl Patterson 12/11/12	Attick Towers resident	Mayor	05/01/16
The College Park Housing Authority was established in City Code Chapter 11 Article I, but it operates independently under Article 44A Title I of the Annotated Code of Maryland. The Housing Authority administers low income housing at Attick Towers. The Mayor appoints five commissioners to the Authority; each serves a five year term; appointments expire May 1. Mayor administers oath of office. One member is a resident of Attick Towers. The Authority selects a chairman from among its commissioners. The Housing Authority is funded through HUD and rent collection, administers their own budget, and has their own employees. The City supplements some of their services.			

Dr. Martin Luther King, Jr. Tribute Committee			
Appointee	Represents	Appointed by	Term Expires
		M&C	

Between five and nine members, appointed by the Mayor and Council for three-year terms. The Committee shall appoint the Chair and Vice-Chair from among their membership annually. A quorum will consist of a majority of the appointed members. The Committee may work with partners such as the University of Maryland, the Maryland National Capital Park and Planning Commission, local schools and faith communities, and others as appropriate, in planning the event.

Neighborhood Quality of Life Committee			
Name:	Represents:	Appointed By:	Term Ends:
Mayor and City Council of the City of College Park			Term in office
Chief David Mitchell	UMD DPS (UMD Police)	University	02/16
Dr. Andrea Goodwin	UMD Administration – Rep 1	University	02/16
Marsha Guenzler-Stevens (Stamp Student Union)	UMD Administration – Rep 2	University	04/16
Matthew Supple (Fraternity-Sorority Life)	UMD Administration – Rep 3	University	04/16
Gloria Aparicio- Blackwell (Office of Community Engagement)	UMD Administration – Rep 4	University	04/16
Karyn Keating-Volke	City Resident 1	City Council	02/17
Aaron Springer	City Resident 2	City Council	10/17
Bonnie McClellan	City Resident 3	City Council	04/16
Denise Mitchell 02/23/16	City Resident 4	City Council	02/18
Bob Schnabel	City Resident 5	City Council	08/17
VACANT	City Resident 6	City Council	
Cole Holocker	UMD Student 1	City Council	11/16
Adler Pruitt	UMD Student 2	City Council	09/17
VACANT	UMD Student 3	City Council	
Ian Henderson 02/23/16	UMD Student 4	IFC	02/18
VACANT	UMD Student 5	Nat'l Pan-Hell. Council, Inc. / United Greek Council	
Drew Hogg	Graduate Student	GSG Representative	09/17
VACANT	Student Co-Operative Housing	City Council	

Maj. Bill Alexander	PG County Police Dept.	PG County Police	
Bob Ryan	Director of Public Services	City Council	10/15
Jeannie Ripley	Manager of Code Enforcement	City Council	
Lisa Miller	Rental Property Owner	City Council	05/18
Richard Biffel	Rental Property Owner	City Council	02/16
Paul Carlson	Rental Property Owner	City Council	05/18
Established by Resolution 13-R-20 adopted September 24, 2013 to replace the Neighborhood Stabilization and Quality of Life Workgroup. Amended October 8, 2013 (13-R-20.Amended). Amended February 11, 2014 (14-R-03). Amended July 15, 2014 to change the name (14-R-23). City Liaison: City Manager's Office. Two year terms. Main Committee to meet four times per year. This is not a compensated committee.			

Neighborhood Watch Steering Committee			
	Resident of:	Appointed By:	Term Expires:
VACANT		M&C	
Aaron Springer 02/14/12	District 3	M&C	05/16
Nick Brennan 04/22/14	District 2	M&C	04/16
Created on April 12, 2011 by Resolution 11-R-06 as a three-person Steering Committee whose members shall be residents. Coordinators of individual NW programs in the City shall be ex-officio members. Terms are for two years. Annually, the members of the Steering Committee shall appoint a Chairperson to serve for a one-year term. Meetings shall be held on a quarterly basis. This Resolution dissolved the Neighborhood Watch Coordinators Committee that was established by 97-R-15. This is not a compensated committee. Liaison: Public Services.			

Noise Control Board			
Appointee	Represents	Appointed by	Term Expires
Mark Shroder 11/23/10	District 1	Council, for District 1	01/19
Harry Pitt, Jr. 9/26/95	District 2	Council, for District 2	04/20
Alan Stillwell 6/10/97	District 3	Council, for District 3	09/20
Suzie Bellamy	District 4	Council, for District 4	12/16
Adele Ellis 04/24/12	Mayoral Appt	Mayor	08/20
Bobbie P. Solomon 3/14/95	Alternate	Council - At large	05/18
Larry Wenzel 3/9/99	Alternate	Council - At large	02/18
City Code Chapter 138-3: The Noise Control Board shall consist of five members, four of whom shall be appointed by the Council members, one from each of the four election districts, and one of whom shall be appointed by the Mayor. In addition, there shall be two alternate members appointed at large by the City Council. The members of the Noise Control Board shall select from among themselves a Chairperson. Four year terms. This is a compensated committee. Liaison: Public Services.			

Recreation Board			
Appointee	Lives In	Appointed by	Term Expires
Eric Grims 08/12/14	District 1	M&C	08/17
Sarah Araghi 7/14/09	District 1	M&C	10/18

Alan C. Bradford 1/23/96	District 1	M&C	02/17
Adele Ellis 9/13/88	District 3	M&C	02/17
Barbara Pianowski 3/23/10	District 4	M&C	05/17
Judith Oarr 05/14/13	District 4	M&C	05/19
Bettina McCloud 1/11/11	District 1	M&C	02/17
David Toledo 04/25/16	District 1	M&C	04/19
Stuart Adams 05/24/16	District 3	M&C	05/19
VACANT		M&C	

City Code Chapter 15 Article II: Effective 2/2/16: 10 members appointed by the Mayor and Council for three-year terms with a goal of representation from each district. The Chairperson will be chosen from among and by the district appointees. Not a compensated committee. Additional participants include the University of Maryland liaison and the M-NCPPC liaison. Liaison: Public Services.

Tree and Landscape Board			
Member	Represents	Appointed by	Term Expires
Christine O'Brien 08/11/15	Citizen	M&C	08/17
John Krouse	Citizen	M&C	10/16
VACANT	Citizen	M&C	
VACANT	Citizen	M&C	
Joseph M. Smith 09/23/14	Citizen	M&C	09/16
Janis Oppelt	CBE Chair Liaison		
John Lea-Cox 1/13/98	City Forester	M&C	04/17
Steve Beavers	Planning Director		
Brenda Alexander	Public Works Director		

City Code Chapter 179-5: The Board shall have 9 voting members: 5 residents appointed by M&C, the CBE Chair or designee, the City Forester or designee, the Planning Director or designee and the Public Works Director or designee. Two year terms. Members choose their own officers. Not a compensated committee. Liaison: City Clerk's office.

Veterans Memorial Committee			
Appointee	Represents	Appointed by	Term Expires
Joseph Ruth 11/7/01	VFW	M&C	01/19
Blaine Davis 10/28/03	American Legion	M&C	01/19
Rita Zito 11/7/01		M&C	12/18
Doris Davis 10/28/03		M&C	01/19
Arthur Eaton		M&C	11/16
Seth Gomoljak 11/6/14		M&C	11/17
VACANT			
VACANT			
VACANT			

Resolution 15-R-27, 01-G-57: Board comprised of 9 to 13 members including at least one member from American Legion College Park Post 217 and one member from Veterans of Foreign Wars Phillips-Kleiner Post 5627. Appointed by Mayor and Council. Three year terms. Chair shall be elected each year by the members of the Committee. Not a compensated committee. Liaison: Public Works.

INFORMATION/STATUS REPORT

1. Draft September 2016 Strategic Plan Report

INFORMATION REPORT / MEMORANDUM

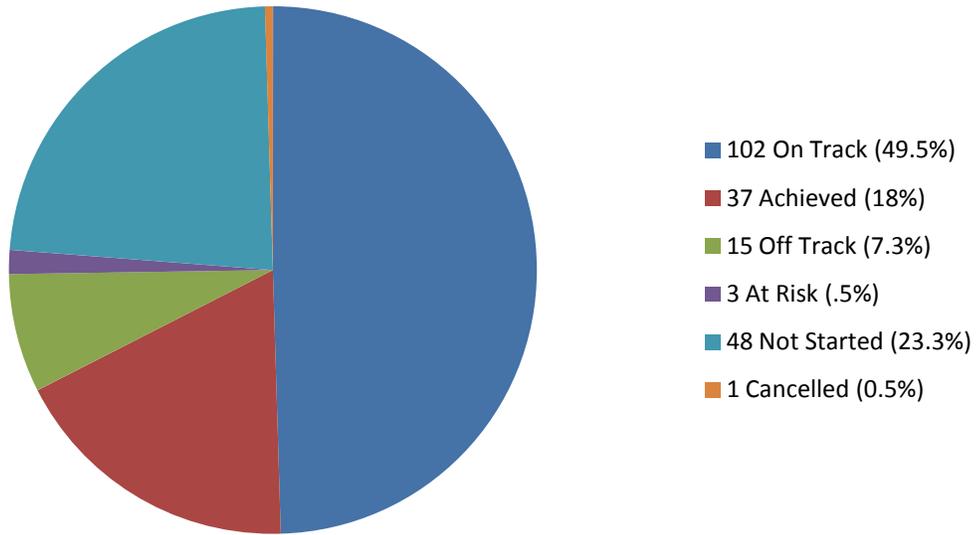
TO: Mayor and City Council
FROM: Bill Gardiner, Assistant City Manager
THROUGH: Scott Somers, City Manager
DATE: September 16, 2016
SUBJECT: September 2016 Draft City Strategic Plan Report

The City Council adopted the 2015 – 2020 Strategic Plan in August 2015. The plan contains the City Vision, Mission, Values, and the following six City goals: One College Park, Environmental Sustainability, High Quality Development and Reinvestment, Quality Infrastructure, Effective Leadership, and Excellent Services. The goals were established by the Mayor and Council. Staff developed 42 action items with a total of 155 key steps to move the City toward fulfillment of each goal. The items have been assigned to specific staff and given estimated start and completion dates. The attached report provides more detail of the status of the action items under each goal, and below is a brief summary.

Nearly 100 items are considered to be “on track” and 15 items are “off-track”--the most significant off-track item is the City Hall project. About 50 items have not yet started, primarily because they are longer-term items with start dates in the future. Some of the “not started” projects that do not necessarily occur every year, such as PALS projects. Several action items and about 30 key steps have been achieved. These include adopting policies such as a Complete and Green Streets policy, the City Operations Sustainability Plan, and expanding eligibility for the homeownership grant. We have also developed and filled the Communications Coordinator position, received funding for streetscape improvements in the Hollywood commercial district, and initiated the compensation study.

A number of actions will be due in the next 30 days, including beautification projects, evaluation and selection of a customer request management system, and prioritization of strategies for the sustainability plan.

2015 - 2020 Action Plan Status



ATTACHMENT: September 2016 Draft Strategic Plan Report

College Park 2015 - 2020 Strategic Plan Report

September 2016 (Draft)

#	Level	Name	Status	Due	Actions and Notes
1	Goal	One College Park	On Track		
1.1	Action Item	Increase positive interaction among neighbors, including long-term residents and UMD students, faculty, and staff	On Track	12/31/2017	Third Thirsty Thursdays, SGA-sponsored trash collection in Old Town, neighborhood trash collections in other areas, and Knock and Talks should help improve positive interactions.
1.2	Action Item	Promote cooperation among neighborhoods and the City as a whole	On Track	12/31/2016	AV equipment for Davis Hall to allow televised meetings has been identified and will be installed after the new DPW modular building is finished.
					City events, including Fourth of July, Committee meetings, CP Day, Farmers Markets, WBJ on the road event, and more have been promoted throughout social media, email, website and more.
					Working with UMD OCE, Lakeland Heritage project, CP Day. Researching other cities' events and community outreach.
1.3	Action Item	Facilitate a range of quality housing options that respect neighborhoods	On Track		City has provided significant support to facilitate new SF homes on Howard Avenue.
1.4	Action Item	Develop communications and community engagement plans that will significantly improve the City's impact and capacity in these areas	On Track	6/30/2017	Communications plan by end of 2016
					Filled new Communications Coordinator position
					Increased communications via social media, reformatted bulletins and Municipal Scene, additional events

College Park 2015 - 2020 Strategic Plan Report

September 2016 (Draft)

#	Level	Name	Status	Due	Actions and Notes
1.4.5	Action Item	Research and implement measures that allow residents to age in place	On Track	12/31/2016	Presentation to Council scheduled for September Council worksession. In the interim, staff is incorporating three recommendations into their current workplan. 1) June 22nd Open House for City Seniors was held; 2) City seniors program website is being updated to include other Senior resources and, 3) staff is exploring case management tool options.
1.4.5.4	Action Item	Increase owner-occupancy of the existing single-family homes	On Track		City has provided significant support to facilitate new SF homes on Howard Avenue.
					City homeownership program amended to facilitate use with CPCUP program for faculty and staff., and to include new SF detached housing.
1.5	Action Item	Develop a marketing plan for the City	Not Started	10/31/2016	specific funds are not in the FY17 proposed budget. However, development of the Smart Place to Live website is being done by City staff, and staff will develop an overall communications plan.
					Staff met with UMD Visitors Center regarding City promotional video and materials at the Center.
					City entrance sign locations have been mapped and landscape plantings will be done this fall.

College Park 2015 - 2020 Strategic Plan Report

September 2016 (Draft)

#	Level	Name	Status	Due	Actions and Notes
2	Goal	Environmental Sustainability	On Track		
2.1	Action Item	Execute the permaculture plan in partnership with residents and organizations	On Track		<p>The Permaculture Garden, Phase 1 was planted in October, 2014 and involved volunteer installation of 94 trees, shrubs, and perennials. Approximately 90% of these plantings survived their first growing season and a handful have produced small quantities of edible fruit. A group of volunteers coordinated by the CBE has conducted several maintenance days to help keep the weeds in check.</p> <p>Per City Council Resolution 14-R-22, adopted July 15, 2014, expansion of the permaculture area further south along the Trolley Trail requires the combined support and approval of the CBE, the TLB, the City Horticulturist, Planning Staff and the City Council.</p>
2.2	Action Item	Develop a plan for community gardens in partnership with residents and organizations	On Track		<p>The Old Town Community Garden has opened its second year with 32 plots rented. The Council approved funding to install a permanent water connection inside the garden. WSSC work permit is pending SDAT issuance of an official Property Tax Identification number for Old Town Park.</p> <p>Proposed WMATA Agreement for a garden site on the southern edge of the City is pending legal review by the City Attorney.</p>

College Park 2015 - 2020 Strategic Plan Report

September 2016 (Draft)

#	Level	Name	Status	Due	Actions and Notes
2.3	Action Item	Adopt a City Operations Sustainability Plan that will reduce solid waste and increase recycling; increase fleet efficiency; increase energy efficiency of facilities; and reduce electrical demand; and annually monitor City progress	Achieved	11/1/2015	Council adopted the City Operations Sustainability Plan in October 2015
					staff have been assigned items and implementation is underway
					City received MEA grant for solar on YFS bldg. YFS roof must be replaced prior to installation.
2.4	Action Item	Develop a Community Sustainability Plan that includes support for solar energy	Not Started	3/31/2018	Longer-term item that may require additional funding and staff support
2.5	Action Item	Partner with the UMD Partnership in Active Learning for Sustainability (PALS)	Not Started		No PALS projects have been identified yet
2.6	Action Item	Support Stormwater Public-Private Partnership projects with County and consultant	On Track	12/31/2016	Consultant met with civic association. Staff will develop survey to facilitate community comments on the proposed actions.
2.7	Action Item	Complete purchase and development of Hollywood Gateway Park	On Track		Council approved contract and transaction should be completed fall 2016.
3	Goal	High Quality Development and Reinvestment	On Track		

**College Park 2015 - 2020 Strategic Plan Report
September 2016 (Draft)**

#	Level	Name	Status	Due	Actions and Notes
3.1	Action Item	Promote and focus economic investment in these priority development areas, and include public art in the develop plans or as separate initiatives (added November 2015).	On Track		A recommendation for contract award for Development Consulting services is pending. Acquisition of frontage property continues to be problematic.
3.1.1	Action Item	1. Downtown College Park (from the City limits south of Guilford Drive to College Avenue) to implement the University District Vision Plan.	On Track	6/30/2017	Zip Trip and "Terps Downtown" events in August.
3.1.2	Action Item	2. College Park metro station area	Not Started	12/31/2016	WMATA developer selection has been made and the County should make an announcement soon.
3.1.3	Action Item	3. Baltimore Avenue corridor area to create walkable nodes and promote residential infill	On Track	12/31/2016	Ongoing.
3.1.4	Action Item	4. Hollywood Commercial District to evaluate options for redevelopment	Achieved		No specific redevelopment opportunities identified at this time.
					\$150,000 state bond bill approved; will partly fund first phase of construction. Council awarded design contract in August 2016.
3.1.5	Action Item	5. City-owned Calvert Road property to create a strategy for redevelopment and use	On Track		City Council evaluating proposal from UMD. Staff working on remediation project; expect Spring 2017 execution.

**College Park 2015 - 2020 Strategic Plan Report
September 2016 (Draft)**

#	Level	Name	Status	Due	Actions and Notes
3.1.6	Action Item	6. Berwyn Commercial District to revise zoning to allow more neighborhood-serving uses; work with community and M-NCPPC	Not Started	12/31/2017	Item may be unnecessary given the County Zoning Rewrite.
3.1.7	Action Item	7. North core of the Greenbelt Metro Station development to work with stakeholders to maximize the benefits and minimize the negative impacts on College Park residents (including proposed Greenbelt FBI location and accompanying retail)	On Track		Additional work will depend on the GSA decision for the relocation of the FBI.
3.2	Action Item	Monitor plans and progress of the University of Maryland Innovation District with the goal of ensuring long-term economic benefits and job growth for the City of College Park	Not Started	12/31/2017	Innovation District is part of proposed RISE Zone, and State is likely to approve zone in Fall 2016.
3.3	Action Item	Support and attract diverse, locally-owned retail and restaurant establishments	On Track	6/30/2017	on-going activity
4	Goal	Quality Infrastructure	On Track		
4.1	Action Item	Implement a comprehensive network of trails and sidewalks	Not Started		The Complete and Green Street Policy adopted by City Council on April 12, 2016, and the implementation will follow. A staff workgroup is meeting monthly to discuss.

College Park 2015 - 2020 Strategic Plan Report

September 2016 (Draft)

#	Level	Name	Status	Due	Actions and Notes
4.2	Action Item	Facilitate Phase 1 of Baltimore Avenue reconstruction and sidewalk project	On Track	6/30/2018	TIGER grant application was not awarded. City in conversation with SHA regarding options for widening the ROW.
4.3	Action Item	Facilitate sidewalk project on Baltimore Avenue from Greenbelt Rd. to I-495	Off Track	12/1/2016	SHA will contact staff regarding next round of right-of-entry agreements. Project has been delayed, but not due to any staff inaction.
4.4	Action Item	Build a new City Hall	Not Started		City and UMD discussing outreach and communication with Baltimore Ave property owner
4.5	Action Item	Expand parks, playgrounds, and open space	On Track		Crystal Springs playground is in need of a complete rehab. It would be a good idea to see if there is any interest in re-development of this pocket park. 3545 Marlborough Way was identified as a council wish list item during FY 17 budget process. Staff visited site & received a cost estimate for ADA upgrades to the building.
4.6	Action Item	Ensure effective public safety infrastructure and evaluate surveillance cameras and locations	On Track	12/30/2016	Hitachi contractor has been working to ensure reliability of City cameras. Report to Council at the 3 May 2016 work session. City applied for GOCCP grant in June for additional cameras along Trolley Trail (Berwyn Rd. to Duvall Field). Public safety study RFP has been issued.
4.7	Action Item	Implement a bike share program	Achieved	9/30/2016	Mbike system is operational and City and UMD are exploring possible partnerships with neighboring communities.

College Park 2015 - 2020 Strategic Plan Report

September 2016 (Draft)

#	Level	Name	Status	Due	Actions and Notes
5	Goal	Effective Leadership	On Track		
5.1	Action Item	Develop a highly effective partnership between Council and staff	On Track		Council retreat held in the spring of 2016 and possible retreat for end of 2016 or early 2017.
					New Council Orientation Manual created and Council changed its Rules and Procedures
5.2	Action Item	Develop a continuous learning program for staff	Off Track		
					Everyone finished two online customer service programs
					HR staff have selected an ethics training program
5.3	Action Item	Prepare for staff retirements	Off Track		staff have not provided information regarding future plans to retire.
6	Goal	Excellent Services	Off Track		
6.1	Action Item	Establish meaningful and effective performance measures and assess department performance	Not Started	12/31/2016	Departments will review and possibly update current performance measures as part of the process to create Quarterly Reports and as part of the FY18 budget process.
					Department of Public Services has been working with NQoL committees, the County State's Attorney Office, and the City Attorney.
					The following services are being reviewed: compost, code enforcement and permitting, communications, resident requests and tracking, and IT. Reports are due at the end of 2016.

College Park 2015 - 2020 Strategic Plan Report

September 2016 (Draft)

#	Level	Name	Status	Due	Actions and Notes
6.2	Action Item	Streamline City department business processes involving multiple steps and departments by evaluating service procedures and by utilizing technology more effectively	On Track	10/31/2016	Public Services and IT staff have cleaned up the databases for code violations, permits and inspections, and in October SunGard will train staff on using its modules. Staff have already made a number of changes to the system that should improve tracking and accountability.
					The City Manager is reviewing recommendations for a new customer request management system that will facilitate access from mobile devices.
6.3	Action Item	Implement online payment for City services	On Track	12/31/2016	This has been delayed due to the focus on Sungard training and review, but still may be completed by the end of 2016 or early 2017.
6.4	Action Item	Implement online payment for permits and enable online submission of permit applications.	Off Track	10/31/2016	This has been delayed due to the focus on Sungard training and review.
					City and the 4 Cities requested changes to County DPIE website information and better notification to applicants that City permits may be required. DPIE does not think it can change the website. It may replace its current system in 2-3 years and at that time may incorporate features requested by municipalities.
6.5	Action Item	Support a new north County animal care facility	On Track		waiting for PGAMD consultant report

**College Park 2015 - 2020 Strategic Plan Report
September 2016 (Draft)**

#	Level	Name	Status	Due	Actions and Notes
6.6	Action Item	Improve public schools serving College Park children through collaboration with strategic partners, including Prince George's County Public Schools, local PTAs, and the University of Maryland	On Track		New Council education priorities and goals to be determined.
6.7	Action Item	Conduct Citywide Compensation and Job Classification Review	On Track	11/30/2016	The study is underway and the report is expected by the end of 2016.
6.8	Action Item	Research ordinances in other jurisdictions to regulate parties and large gatherings	Not Started	12/31/2016	Other jurisdictions in Maryland have strict regulations regarding actions that disturb the peace, and the imposition of penalties is almost immediate. College Park may wish to consider similar policies.