

PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

# Adequate PUBLIC SAFETY FACILITIES

## Mitigation Guidelines

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

Presenters: **Bobby Ray, Supervisor, Special Projects Section**  
**Crystal Hancock, Supervisor, Transportation Planning Section**  
**Katina Shoulars, Division Chief, Countywide Planning**

Prince George's County  
Plan 2035 Implementation Task Force  
April 22, 2024





# GOAL of an Adequate Public Facilities Ordinance (APFO)

- » APFO ensures the adequacy and concurrency of public facilities.
- » APFO identifies ways a development application can contribute to achieving adequacy.
- » Concurrency means that adequate public facilities are in place when the impact of a development occurs.
- » Usually, the standards that define adequacy are expressed in measures that are appropriate to the facilities.

# APFO REGULATIONS (STATE)

**Maryland LAND USE Code Ann. § 23-106 states:**

- (a) In general—In addition to any other authority granted by this division, the County Council of Montgomery County and the County Council of Prince George's County, by local law, may impose in their respective counties standards and requirements for the purpose of avoiding scattered or premature subdivision or development of land because of the inadequacy of transportation, water, sewerage, drainage, school, or other public facilities.
- (b) (1) This subsection does not apply to any property located in an infrastructure finance district approved before January 1, 2000.  
(2) Notwithstanding subsection (a) of this section, the County Council of Prince George's County shall impose adequate public facilities standards and requirements under subsection (a) of this section with respect to schools.



C U R R E N T

# APFO REGULATIONS (COUNTY)

- » APFO regulations are contained within the Subdivision Ordinance, Section 24-4500.
- » APFO applies to all preliminary plan of subdivision and plat applications.
- » **Subtitle 24-4500(b)(2):** An application listed in Section 24-4502(a) shall not be approved until a certificate of adequacy or conditional certificate of adequacy is approved in accordance with the procedures and standards of this Section. No certificate of adequacy or conditional certificate of adequacy shall be approved unless and until it is reviewed and approved in conjunction with one of the applications or subdivision reviews identified in Section 24-4502(a) above and Section 24-4503(a).



C U R R E N T

# APFO REGULATIONS (COUNTY)

The current Ordinance requires adequacy to be approved prior to the approval of a Preliminary Plan of Subdivision through the review and issuance of a **Certificate of Adequacy**



## APFO applies to:

- Police
- Fire/EMS
- Schools
- Transportation (traffic, bicycle, pedestrian)
- Parks and Recreation



# APFO REGULATIONS (COUNTY)

## Certificate of Adequacy (COA) Application:

- Separate from Preliminary Plan of Subdivision (PPS) Application
- Processed roughly concurrent with PPS
- Must be approved prior to approval of PPS
- Valid for 12 years
  - Other expiration provisions in Section 24-4503
  - Planning Board can extend validity up to six years (only once)



C U R R E N T

# APFO REGULATIONS (COUNTY)

**Level of Service (LOS)** : standard that applies to the evaluation of an application for a **Certificate of Adequacy or Conditional Certificate of Adequacy** to determine whether they are approved, approved with conditions (mitigation), or denied. The adopted LOS standard may also provide a basis for the establishment or expansion of a public facility or service, which is subject to the adequate public facilities (APF) provisions.

The adopted LOS standard(s) for each adequacy test is contained within Section 24-4502



# APFO POLICE AND FIRE/EMS FACILITIES



## CB-100-1989

Bill CB-100-1989 **amended the adequate public facilities test** at the time of preliminary plat of subdivision and established a new adequate public safety facilities standards to be met.

- ✓ Guidelines the Analysis of Development Impact on **Police Facilities** (the test is limited to the capacity of existing facilities and to the projected capacity of facilities programmed for expansion; response time not test included)
- ✓ Guidelines for the Analysis of Development Impact on **Fire and Rescue Facilities** (response time test applied to first due station close to site)

Each of the guidelines contained mitigation options if the test did not meet adequacy, including provisions for the applicant to negotiate a method to alleviate the inadequacy, if supported by the approving authorities.

# APFO POLICE AND FIRE/EMS FACILITIES



## CB-89-2004

Bill CB-89-2004 **amended the public facilities adequacy test** for both Police and Fire/EMS.



**Police**—12-month Rolling average must be no more than:

- 25 minutes for non-emergency calls
- 10 minutes for emergency calls



**Fire/EMS**—12-month Rolling average for basic/advanced life support must be no more than:

- Rural Tier – 8/10 minutes
- Other areas – 6/10 minutes

# APFO POLICE AND FIRE/EMS FACILITIES



Bill CB-55-2005 established the County's **Public Safety Surcharge** pursuant to HB-1129 (2005). Currently referred to as the **Public Safety and Behavioral Health Surcharge**.

- ✓ Amended annually through a resolution to adjust for inflation—CR-063-2023, became effective July 1, 2023.
  - \$3,123 per dwelling unit in Transportation Service Area 1 (TSA1)
  - \$9,362 for all other areas
- ✓ The Public Safety Surcharge fee applies to all residential subdivisions and is **separate from the Public Safety Mitigation Fee**. It does not offset any of the mitigation costs.

# APFO POLICE AND FIRE/EMS FACILITIES



## CB-56-2005

Bill CB-56-2005 amended response times and established mitigation guidelines for failure:

- ✓ **Police** - No major change to response time
- ✓ **Fire** - Seven minute or less travel time, countywide for basic and advanced life support
- ✓ Three monthly cycles for testing
- ✓ Directed the Office of Management and Budget to amend the mitigation the guidelines (CR-78-2005)

C U R R E N T

# APFO POLICE AND FIRE/EMS FACILITIES **ADEQUACY** **TEST**



CR-78-2005

Resolution CR-78-2005 established guidelines for applying the APF test for police and fire/EMS response times which were adopted in the prior and current Subdivision Ordinance.

# POLICE FACILITIES ADEQUACY



CR-78-2005

Police Test Procedures

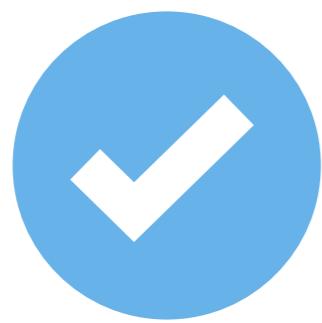
A. The Police Chief shall submit a statement that the rolling twelve-month average, adjusted monthly, for response times in the vicinity of the property proposed for subdivision is a maximum of twenty-five minutes total for non-emergency calls and a maximum of ten minutes total for emergency calls for service in each of the police districts. Response times shall be stated in whole numbers, rounding where necessary in the following manner: a) decimal places between .01 and .49 shall be rounded to the nearest lower whole number; and b) decimal places between .50 and .99 shall be rounded to the nearest higher whole number.

**This data is collected, calculated, and submitted by the Prince George's Police Department on a monthly basis.**

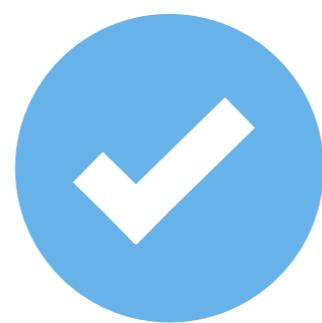
STAFF REVIEW FOR

# POLICE ADEQUACY TEST

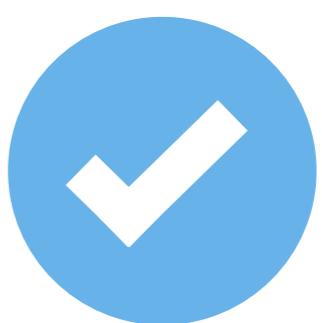
---



Police Department Review is done in conjunction with a Certificate of Adequacy application for a residential subdivision.



The police district of the application is identified.



The rolling average for that police district is applied for the 10-minute emergency call test and the 25-minute nonemergency call test.

# 24-4508. Police Adequacy Test

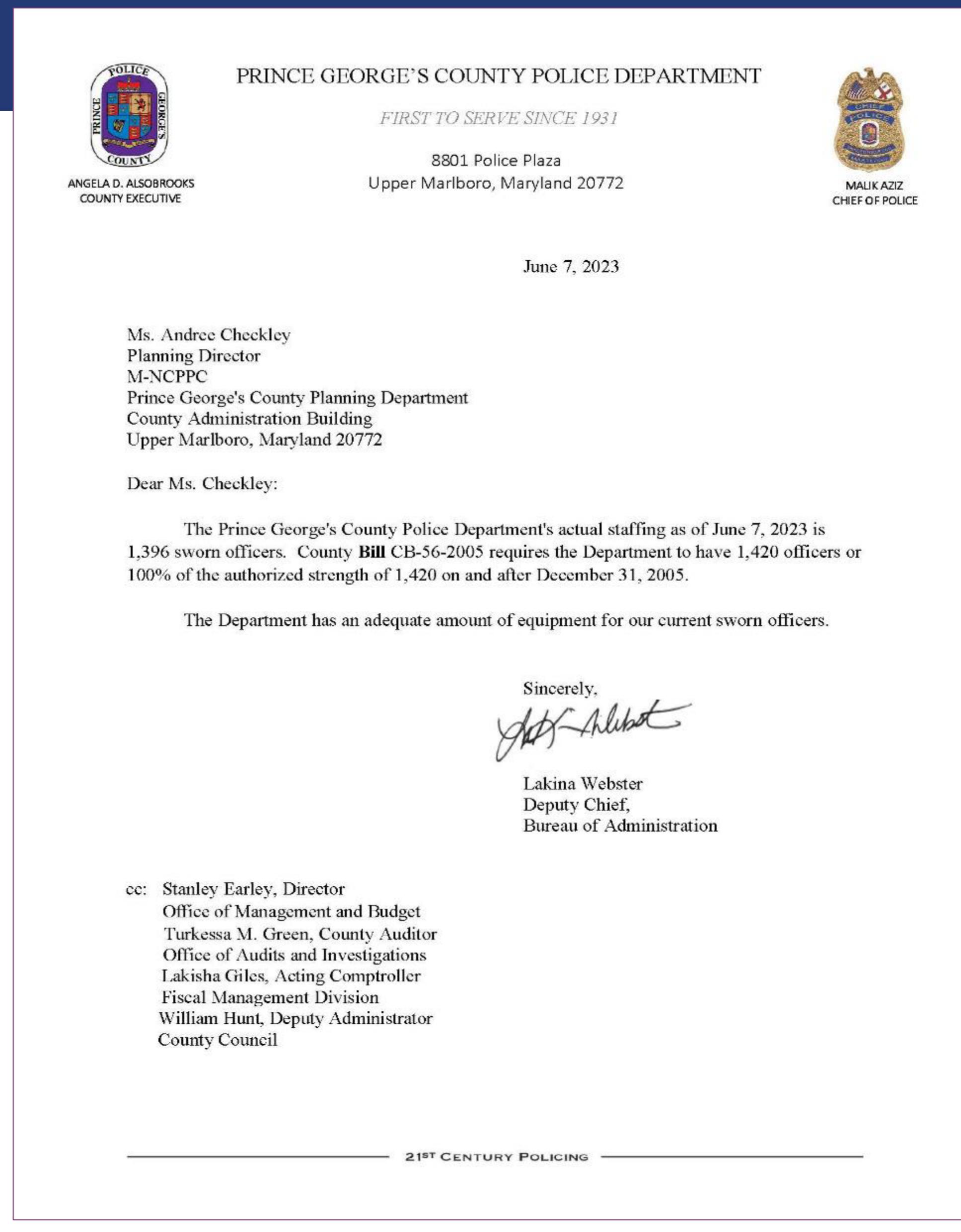
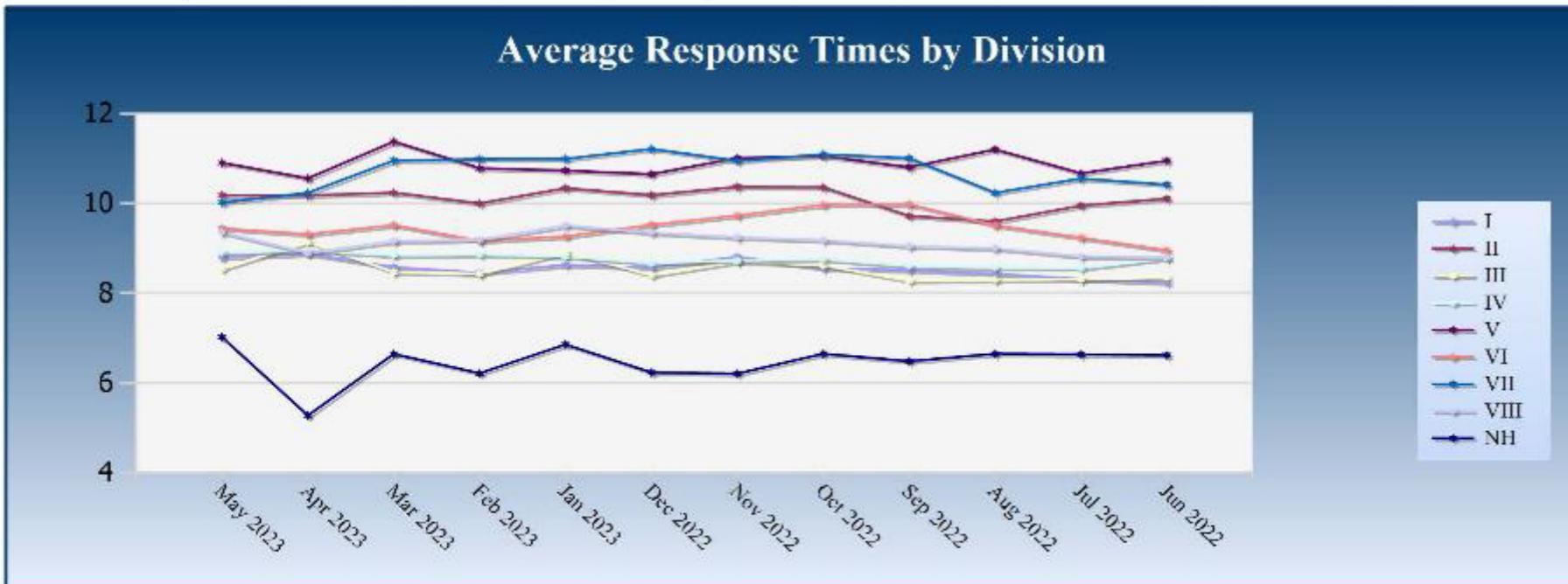
## (b) Adopted LOS Standard-Police

- (1) The population generated by the proposed subdivision, at each stage, shall not exceed the service capacity of existing police stations, in accordance with the *Public Safety Guidelines*, approved by Resolution of the Council.
- (2) To demonstrate compliance with this LOS standard, the Chief of Police shall submit the following information, on an annual basis, to the Planning Director:
  - (A) A statement reflecting adequate equipment pursuant to studies and regulations used by the County, or the *Public Safety Master Plan* for police stations in the vicinity of the area of the proposed subdivision; and
  - (B) A statement by the Police Chief that the rolling 12-month average, adjusted monthly, for response times in the vicinity of the proposed subdivision is a maximum of 25 minutes total for non-emergency calls and a maximum of 10 minutes total for emergency calls for service. For the purposes of this Subsection, response time means the length of time from the call for service until the arrival of Police personnel on-scene or other police response, as appropriate.

# Police Department Data

## Prince George's County Response Times May 2023

	May 2023	Apr 2023	Mar 2023	Feb 2023	Jan 2023	Dec 2022	Nov 2022	Oct 2022	Sep 2022	Aug 2022	Jul 2022	Jun 2022	12M Avg	12M Rnd
<b>Calls for Service</b>	11,793	11,074	11,176	10,512	10,909	11,649	10,837	11,646	11,336	11,512	11,999	11,680	136.123	136.123
<b>Countywide</b>	<b>09:19</b>	<b>09:16</b>	<b>09:16</b>	<b>09:09</b>	<b>09:20</b>	<b>09:12</b>	<b>09:23</b>	<b>09:19</b>	<b>09:07</b>	<b>09:02</b>	<b>08:58</b>	<b>09:01</b>	<b>09:12</b>	<b>09:00</b>
Priority	07:25	07:27	07:26	07:31	07:28	07:22	07:20	07:32	07:23	07:22	07:17	07:25	07:25	07:00
Non-Priority	09:47	09:43	09:44	09:34	09:49	09:40	09:54	09:44	09:32	09:28	09:24	09:25	09:39	10:00
<b>Division I</b>	<b>08:48</b>	<b>08:52</b>	<b>08:34</b>	<b>08:27</b>	<b>08:37</b>	<b>08:34</b>	<b>08:48</b>	<b>08:33</b>	<b>08:30</b>	<b>08:26</b>	<b>08:18</b>	<b>08:14</b>	<b>08:33</b>	<b>09:00</b>
Priority	06:58	07:05	07:06	07:12	07:06	06:58	06:49	07:03	06:59	07:00	06:57	06:55	07:01	07:00
Non-Priority	09:13	09:17	08:54	08:46	08:59	08:56	09:18	08:51	08:52	08:49	08:38	08:34	08:55	09:00
<b>Division II</b>	<b>10:10</b>	<b>10:10</b>	<b>10:14</b>	<b>10:00</b>	<b>10:20</b>	<b>10:11</b>	<b>10:22</b>	<b>10:21</b>	<b>09:43</b>	<b>09:35</b>	<b>09:57</b>	<b>10:06</b>	<b>10:05</b>	<b>10:00</b>
Priority	07:48	07:51	07:32	07:59	07:42	07:53	07:49	08:05	07:29	07:28	07:35	07:50	07:45	08:00
Non-Priority	10:42	10:43	10:50	10:27	10:59	10:46	10:58	10:53	10:12	10:06	10:29	10:31	10:37	11:00
<b>Division III</b>	<b>08:33</b>	<b>09:08</b>	<b>08:28</b>	<b>08:25</b>	<b>08:54</b>	<b>08:24</b>	<b>08:42</b>	<b>08:37</b>	<b>08:16</b>	<b>08:17</b>	<b>08:18</b>	<b>08:21</b>	<b>08:32</b>	<b>09:00</b>
Priority	07:06	07:26	07:02	07:04	07:26	07:17	07:21	07:31	07:27	07:23	07:23	07:10	07:18	07:00
Non-Priority	08:54	09:32	08:50	08:42	09:16	08:40	09:04	08:55	08:29	08:31	08:30	08:40	08:50	09:00
<b>Division IV</b>	<b>08:54</b>	<b>08:56</b>	<b>08:50</b>	<b>08:51</b>	<b>08:49</b>	<b>08:40</b>	<b>08:43</b>	<b>08:45</b>	<b>08:36</b>	<b>08:34</b>	<b>08:33</b>	<b>08:46</b>	<b>08:45</b>	<b>09:00</b>
Priority	07:19	07:20	07:22	07:25	07:31	07:07	07:08	07:29	07:19	07:24	07:06	07:33	07:20	07:00
Non-Priority	09:23	09:22	09:20	09:15	09:14	09:08	09:13	09:07	09:02	08:56	09:01	09:09	09:11	09:00
<b>Division V</b>	<b>10:54</b>	<b>10:33</b>	<b>11:22</b>	<b>10:47</b>	<b>10:44</b>	<b>10:39</b>	<b>11:00</b>	<b>11:03</b>	<b>10:48</b>	<b>11:12</b>	<b>10:40</b>	<b>10:57</b>	<b>10:53</b>	<b>11:00</b>
Priority	08:20	08:01	08:15	07:44	07:58	07:43	08:06	07:39	07:51	08:01	07:42	08:13	07:58	08:00
Non-Priority	11:32	11:09	11:57	11:22	11:21	11:19	11:34	11:47	11:21	11:45	11:16	11:30	11:30	12:00
<b>Division VI</b>	<b>09:26</b>	<b>09:18</b>	<b>09:31</b>	<b>09:09</b>	<b>09:16</b>	<b>09:31</b>	<b>09:43</b>	<b>09:58</b>	<b>09:58</b>	<b>09:30</b>	<b>09:14</b>	<b>08:57</b>	<b>09:27</b>	<b>09:00</b>
Priority	07:28	07:26	08:05	07:24	07:19	07:38	07:19	08:07	07:38	07:39	07:12	07:01	07:30	08:00
Non-Priority	09:53	09:44	09:46	09:32	09:41	09:55	10:18	10:21	10:28	09:55	09:44	09:21	09:53	10:00
<b>Division VII</b>	<b>10:01</b>	<b>10:14</b>	<b>10:57</b>	<b>10:59</b>	<b>10:59</b>	<b>11:13</b>	<b>10:56</b>	<b>11:05</b>	<b>11:00</b>	<b>10:14</b>	<b>10:33</b>	<b>10:25</b>	<b>10:42</b>	<b>11:00</b>
Priority	07:56	07:46	07:37	08:32	08:18	07:40	07:51	08:51	08:11	07:46	08:21	08:00	08:04	08:00
Non-Priority	10:29	10:53	12:00	11:38	11:45	12:10	11:45	11:41	11:37	10:47	11:06	11:10	11:24	11:00
<b>Division VIII</b>	<b>09:21</b>	<b>08:54</b>	<b>09:09</b>	<b>09:11</b>	<b>09:30</b>	<b>09:20</b>	<b>09:14</b>	<b>09:10</b>	<b>09:03</b>	<b>09:00</b>	<b>08:49</b>	<b>08:48</b>	<b>09:07</b>	<b>09:00</b>
Priority	07:32	07:29	07:39	07:40	07:26	07:36	07:35	07:18	07:33	07:27	07:20	07:36	07:31	08:00
Non-Priority	09:50	09:21	09:36	09:36	10:06	09:52	09:42	09:44	09:29	09:27	09:13	09:09	09:35	10:00
<b>Nat'l Harbor</b>	<b>07:01</b>	<b>05:16</b>	<b>06:38</b>	<b>06:12</b>	<b>06:51</b>	<b>06:13</b>	<b>06:12</b>	<b>06:39</b>	<b>06:29</b>	<b>06:38</b>	<b>06:38</b>	<b>06:37</b>	<b>06:26</b>	<b>06:00</b>
Priority	07:43	07:01	05:55	06:31	06:09	05:21	06:28	05:46	06:53	07:01	06:54	06:42	06:33	07:00
Non-Priority	06:53	04:54	06:47	06:07	07:01	06:22	06:09	06:50	06:23	06:34	06:35	06:36	06:25	06:00



# SUMMARY OF APPLICABILITY

## POLICE

APFO Response Time	Public Safety Surcharge	Mitigation Fee
Meets 10/25 minutes	Required	Not Required
Exceeds 100% but less than or equal to 120%	Required	Required
Exceeds 120%	Not Required-PPS denied	Not Required-PPS denied

- B. The Fire Chief shall submit a statement that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven minutes travel time.

**This data is collected and calculated by the Prince George's County Fire Department.**

## FIRE/EMS FACILITY ADEQUACY

# 24-4509. Fire/EMS Adequacy Test

## (b) Adopted LOS Standard for Fire and Rescue

- (1) The population and/or employees generated by the proposed subdivision, at each stage of the proposed subdivision, will be within the adequate coverage area of the nearest fire and rescue station(s) in accordance with the Public Safety Guidelines.
- (2) The Fire Chief shall submit to the County Office of Audits and Investigations, County Office of Management and Budget, and the Planning Director:
  - (A) A statement reflecting adequate equipment in accordance with studies and regulations used by the County, or the Public Safety Master Plan for fire stations in the vicinity of the area where the subdivision is proposed to be located; and
  - (B) A statement by the Fire Chief that the response time for the first due fires and rescue station in the vicinity of the proposed subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for calls for service during the preceding month.

STAFF REVIEW FOR

# FIRE/EMS ADEQUACY TEST

---



The Fire Chief shall submit a statement that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven minutes travel time.

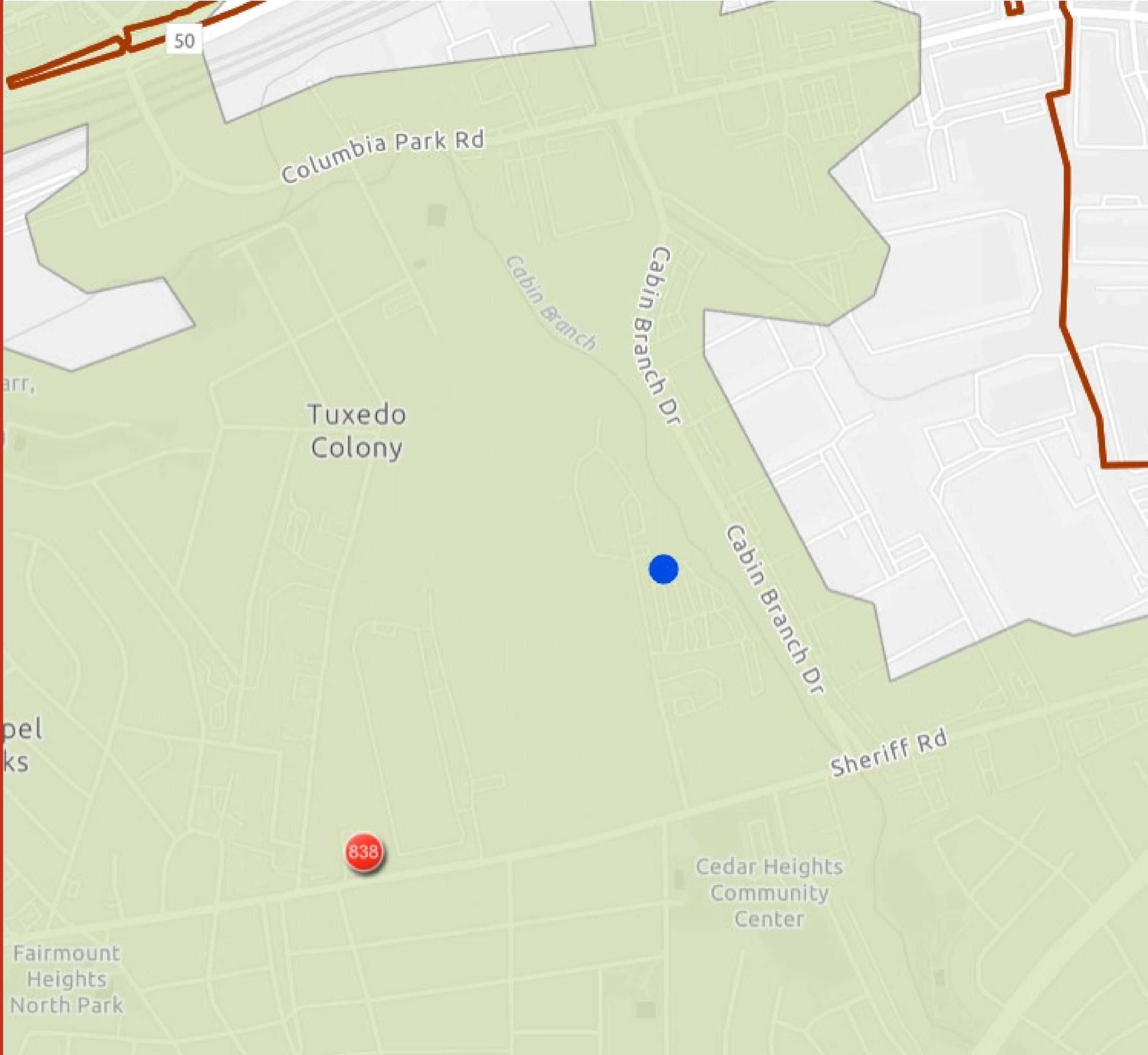


A referral is sent to the Fire Department for response times from the location of the development to the nearest Fire / EMS Station

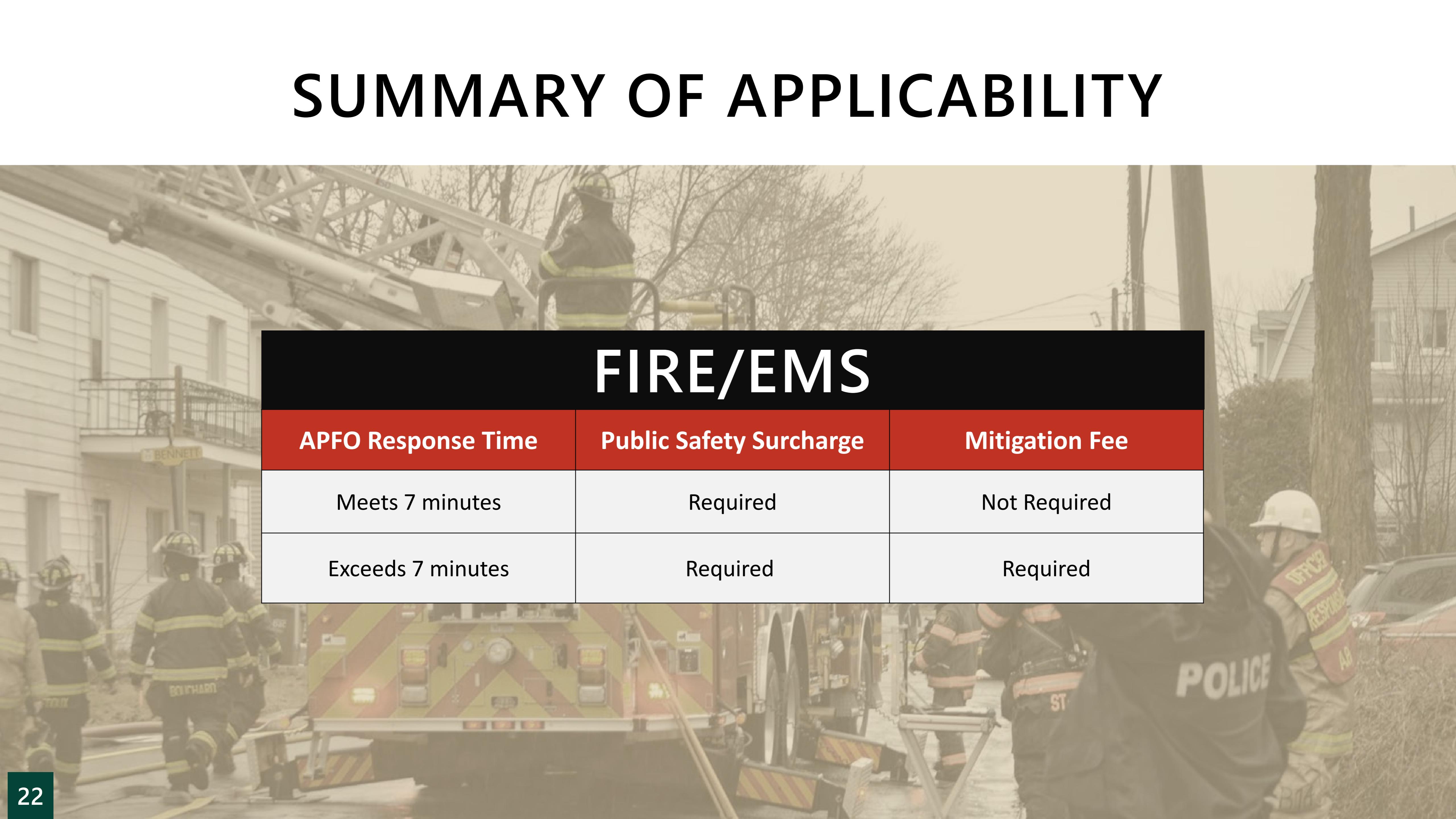


Fire Department staff responds with statement and map that the project passes or does not pass the required response time

# 24-4509. Fire/EMS Adequacy Test



# SUMMARY OF APPLICABILITY



FIRE/EMS		
APFO Response Time	Public Safety Surcharge	Mitigation Fee
Meets 7 minutes	Required	Not Required
Exceeds 7 minutes	Required	Required

# POLICE OR FIRE/EMS ADEQUACY TEST FAILURE



- C. If an application for a certificate of adequacy is located in an area that fails either of the requirements mentioned above, then the application cannot be issued a certificate of adequacy, and the Planning Board may not approve the preliminary plan until a mitigation plan between the applicant and the County is entered into and filed with the Planning Board.

# APFO

## POLICE AND FIRE/EMS

### MITIGATION



## Mitigation Plan

If the test fails, the applicant must enter into a Mitigation Plan agreement that details the applicant's commitment to either:

- ✓ Pay the Public Safety Mitigation Fee  
or
- ✓ Provide equipment and/or facilities that equal or exceed the cost of the Public Safety Mitigation Fee  
or
- ✓ Provide a combination of in-kind services and supplemental payment of the Public Safety Mitigation Fee

# APFO

## POLICE AND FIRE/EMS MITIGATION



## FEE



Public Safety Mitigation Fee (Fair share fee):

- Current Police Mitigation - **\$5,899**
- Current Fire/EMS - **\$2061**
- Mitigation Fee if both fail - **\$7,960**



**At the time of permit, the applicant pays the mitigation fee.**

# APFO MITIGATION FEE

## Projects requiring a Fair Share Fee for Fire/EMS as a Condition of Approval

Residential Subdivision Name	M-NCPPC Permit Reviewer	Subdivision #	Fair Share Contribution Fee Amount as specified in PGCPB Resolution	Original Subdivision Title	Preliminary Plan PGCPB Resolution #	Fire/EMS Station Name	Customer Number for Fire Station as Assigned by Treasury Office	Document ID/ Fire Station CIP ID #
Archers Glen	Alice Jacobs	4-02085	\$1,187.00	Archers Glen	03-34(A)	Nottingham "Previously called" Croom-Naylor	1000000987	LK51133
Beechtree	John Linkins	4-00010	\$201.65	Beechtree	00-127	Beechtree	1000000599	LK510423
Cedars of Nottingham	Joanna Glascoe	4-04074	\$1,302.00	Cedars of Nottingham	04-221	Nottingham "Previously called" Croom-Naylor	1000000987	LK51133
Collingbrook	Joanna Glascoe	4-02063	\$328.00	Collingbrook	02-249	Northview "Previously called" Bowie New Town	1000001281	LK510431
Knott Subdivision	Alice Jacobs	4-04067	\$2,266.24	Knott	04-254	Aquasco	1000000981	LK511253
Lusby Village West/East, Bailey's Village, Edelen Village North	Tempi Chaney	4-03027	\$479.00	The Preserve at Piscataway	03-122	Brandywine	1000000597	LK510403
Mansfield	Tempi Chaney	4-02094	\$1,294.00	George Property	03-01	Nottingham "Previously called" Croom- Naylor	1000000987	LK51133
Marlboro Ridge	John Linkins	4-04080	\$264 or \$294	Clagett Property	04-255	Forestville Station	1000000596	LK510230
Marlboro Riding	John Linkins	4-03096	\$259 or \$283.38	Addison Property	04-38	Forestville Station	1000000596	LK510230
Oak Creek Club	Previously Cheryl Bressler	4-01032	\$263.34	Oak Creek Club	01-178 (C)	Beechtree	1000000599	LK510423
Thrift Manor	John Linkins	4-03137	\$479.00	Parcels 31 and 32 (Thrift Manor)	04-77	Brandywine	1000000597	LK510403
Village of Melwood	Joanna Glascoe	4-04139	\$259.00	Village of Melwood	04-261	Forestville Station	1000000596	LK510230
Villages of Savannah	Alice Jacobs	4-02126	\$440 or \$480	Saddlecreek	03-100	Brandywine	1000000597	LK510403
Wallace Landing	Joanna Glascoe	4-03115	\$1,190	Wallace Landing	04-66	Nottingham "Previously called" Croom- Naylor	1000000987	LK51133
Waterford	Tempi Chaney	4-03111	\$328.62	Pleasant Prospect	04-24	Beechtree	1000000599	LK510423
						Beltsville Fire Station	1000000600	LK510800

Revised: October 16, 2018. Prepared by: TWJennings, Prince George's County Planning Department, M-NCPPC.

# APFO

## POLICE AND FIRE/EMS

### MITIGATION



## IN-KIND SERVICES

- ✓ An applicant may offer to provide equipment and or facilities that equal or exceed the cost of the Public Safety Mitigation Fee or offer a combination of in-kind services and supplemental payment of the Public Safety Mitigation Fee.
- ✓ Acceptance of in-kind services is at the discretion of the County based on the public safety infrastructure required to bring the subdivision in conformance with the standards mandated by CB-56-2005.

# APFO

## POLICE AND FIRE/EMS

### MITIGATION



## POOLING RESOURCES

- ✓ Applicants may pool together with other applicants to purchase equipment or build facilities that would equal or exceed the cost of paying the Public Safety Mitigation Fee.
- ✓ Acceptance of pooled resources to provide in-kind services is at the discretion of the County based on the public safety infrastructure required to bring the subdivision in conformance with the standards mandated by CB-56-2005.

# APFO SCHOOLS



# Schools Adequacy Test

- ✓ CB-003-1997 – Introduced the School's Adequacy Test and the School Facilities Fee
- ✓ CB-040-2001 –Changed the method of testing proposed development applications for schools. The new test includes the use of school clusters, actual school enrollment, and changes the capacity threshold. Developments of significant impact may proffer a school facilities agreement with the County as an alternative.
- ✓ CB-030-2003 – Eliminates the provisions for payment of a per-dwelling unit fee. Offset the school facility fee with the school facilities surcharge. No penalty for failing the school's test.

# APFO SCHOOLS



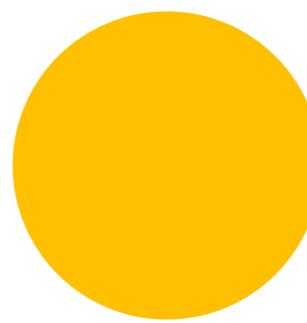
(2) The adopted LOS standard is that the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters.

**This data is maintained in the Pupil Yield Factors and Public-School Clusters prepared by the Planning Department based on enrollment data from the Prince George's County Public Schools.**

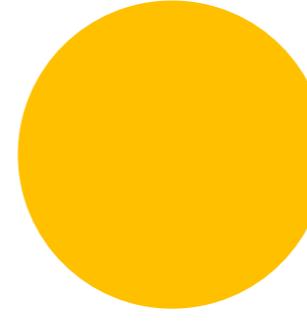
STAFF REVIEW FOR

# SCHOOLS ADEQUACY TEST

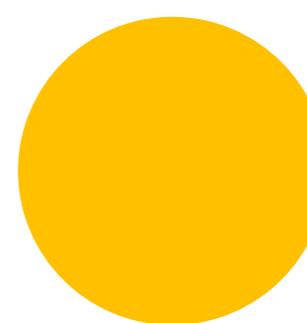
---



Staff determines the location of the development and the applicable School Cluster it is located within



Utilizing the Pupil Yield Factor for each proposed housing type (Single Family Attached, Single Family Detach and Multifamily) staff determines the number of students generated by the development for each school level.



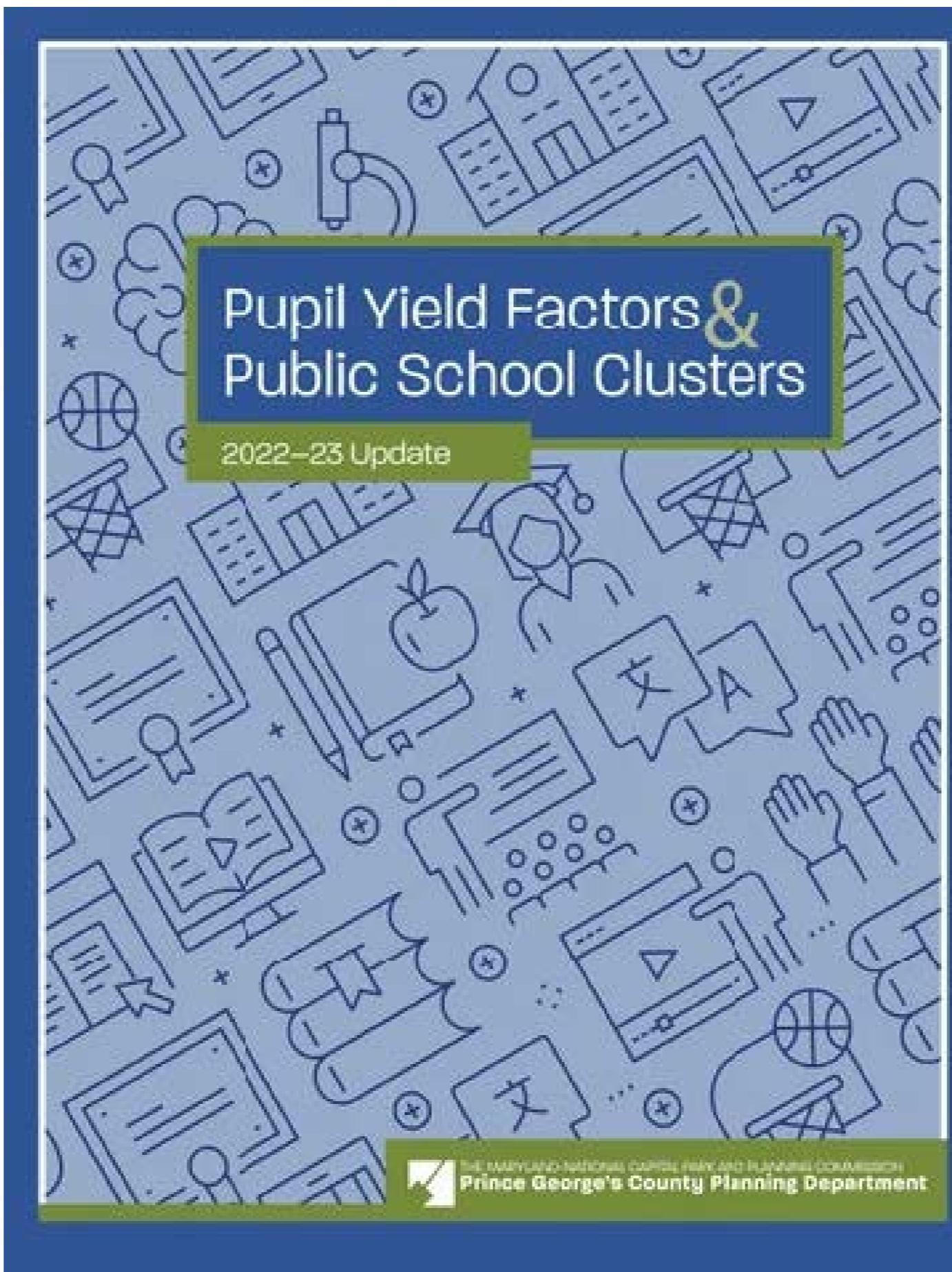
Staff adds the anticipated number of students generated by the development to the enrollment for each school type in the cluster. That total number of exiting and projected students is factored against the State Rated Capacity for total percentage of the building utilization.

# 24-4510. Schools Adequacy Test

## (b) Adopted LOS Standard for Schools

- (1) The adopted LOS standard for schools is based on school clusters, which are groupings of elementary, middle, and high schools that are impacted by the preliminary plan for subdivision (minor or major).
- (2) The adopted LOS standard is that the number of students generated by the proposed subdivision at each stage of development will not exceed **105 percent of the state rated capacity**, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters.
- (3) The number of elementary, middle, and high school students generated by the proposed subdivision shall be determined in accordance with the pupil yield factors for each dwelling unit type as determined by the Planning Director from historical information provided by the Superintendent of the Prince George's County Public Schools.

# School Data

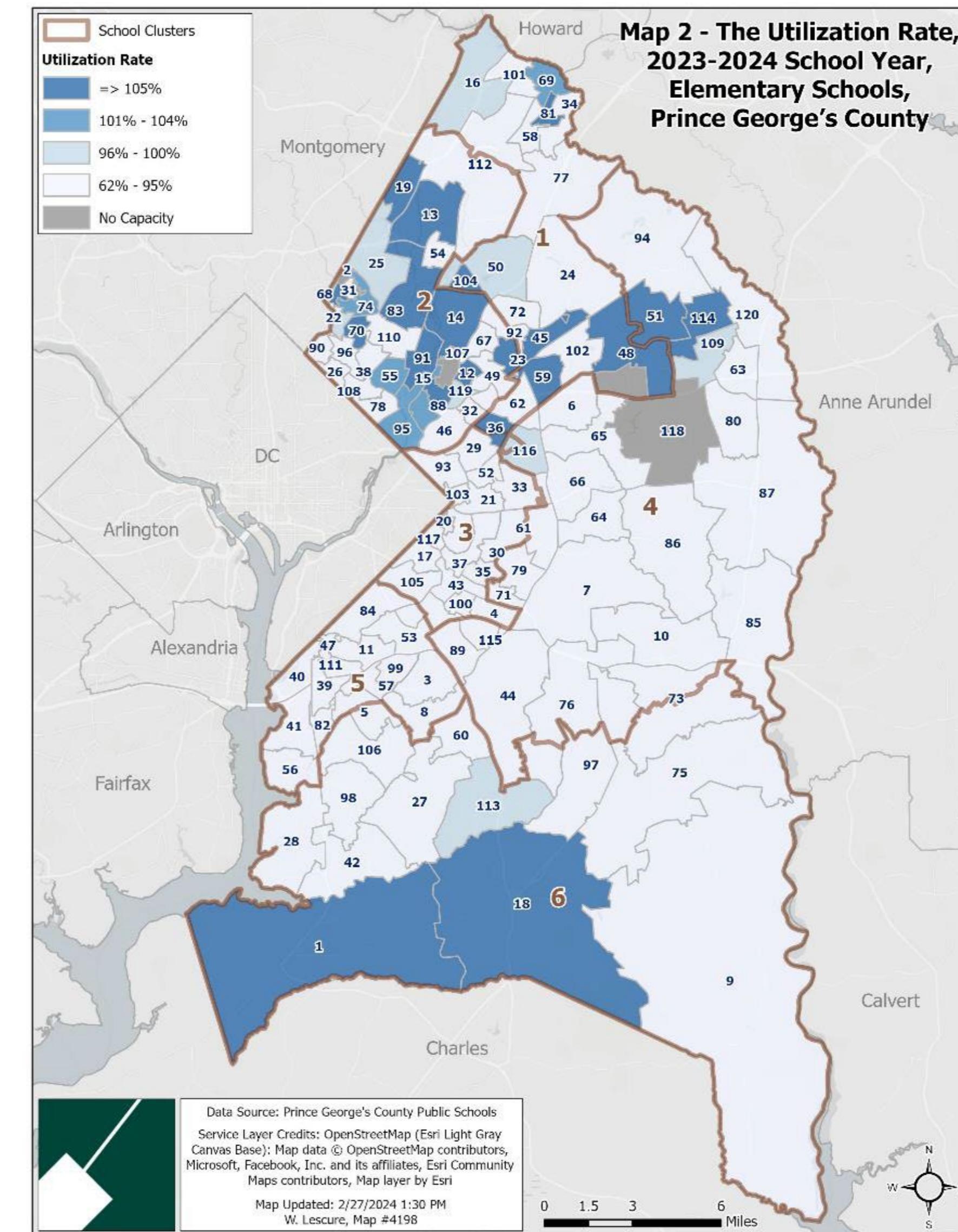


# SUMMARY OF APPLICABILITY

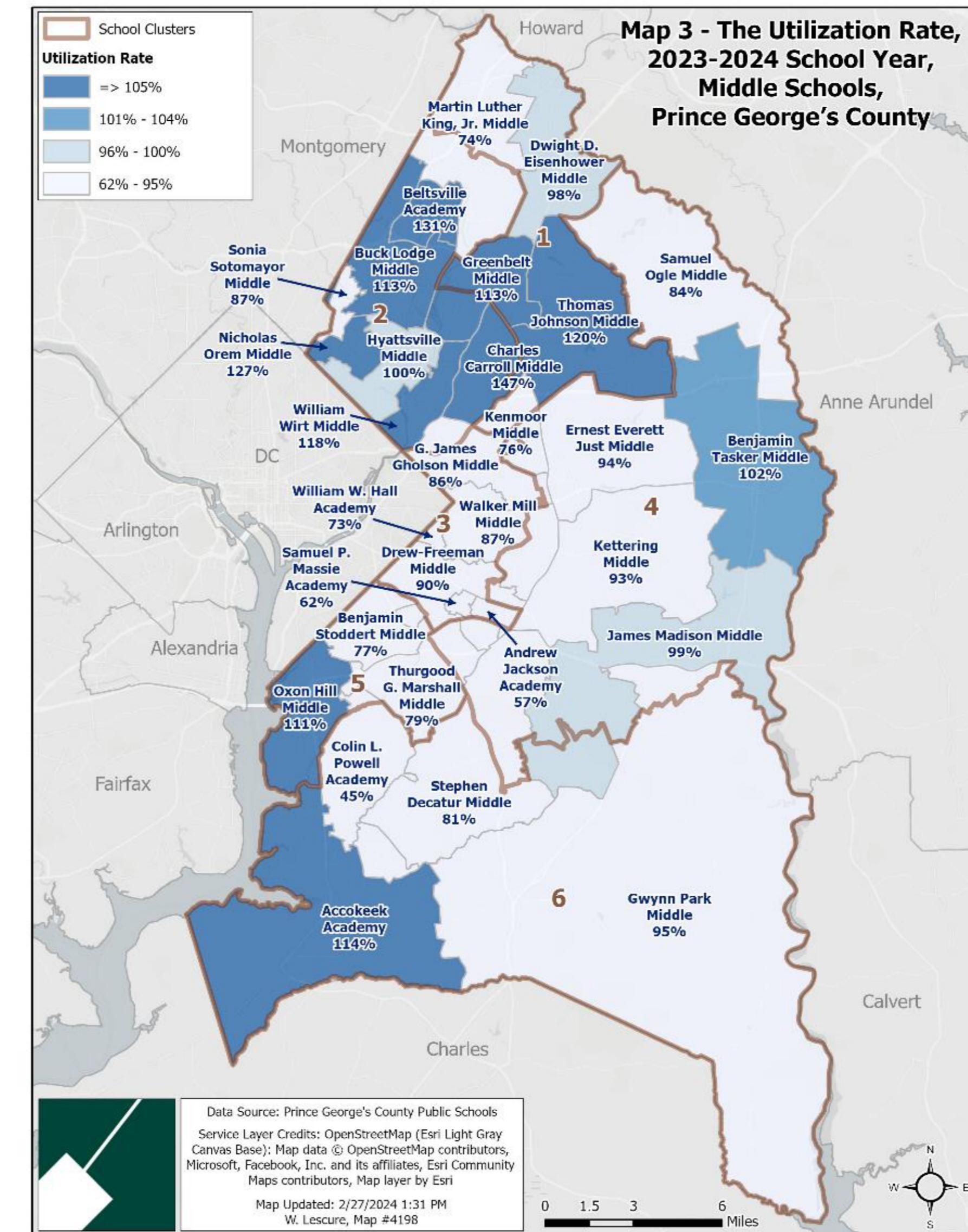
## PUBLIC SCHOOLS

APFO Level of Service	School's Facility Surcharge	School's Facility Mitigation Fee
< 105% of State Rated Capacity	Required	Not Required
> 105% of State Rated Capacity	Required	Not Required

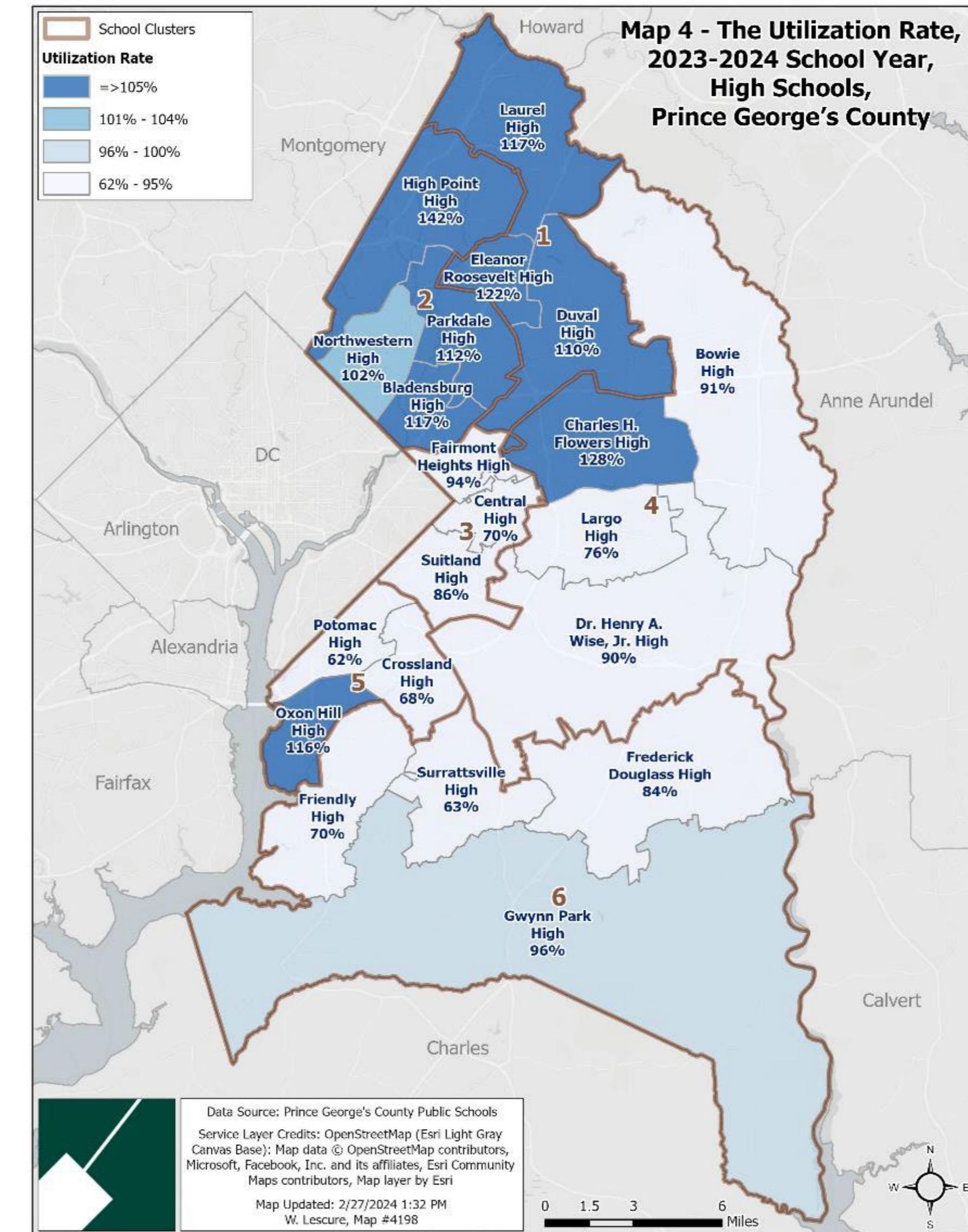
# School Data – Elementary School Utilization



# School Data - Middle School Utilization



# School Data - High School Utilization



# APFO TRANSPORTATION



# TRANSPORTATION ADEQUACY

## ✓ Traffic impacts

- Traffic Impact Study (TIS)
- Trip capacity
- Traffic Counts
- De Minimis

## ✓ Pedestrian and Bikeway impacts

- Bicycle Pedestrian Impact Statement (BPIS); or
- Exempt; or
- Not applicable

# APFO TRANSPORTATION

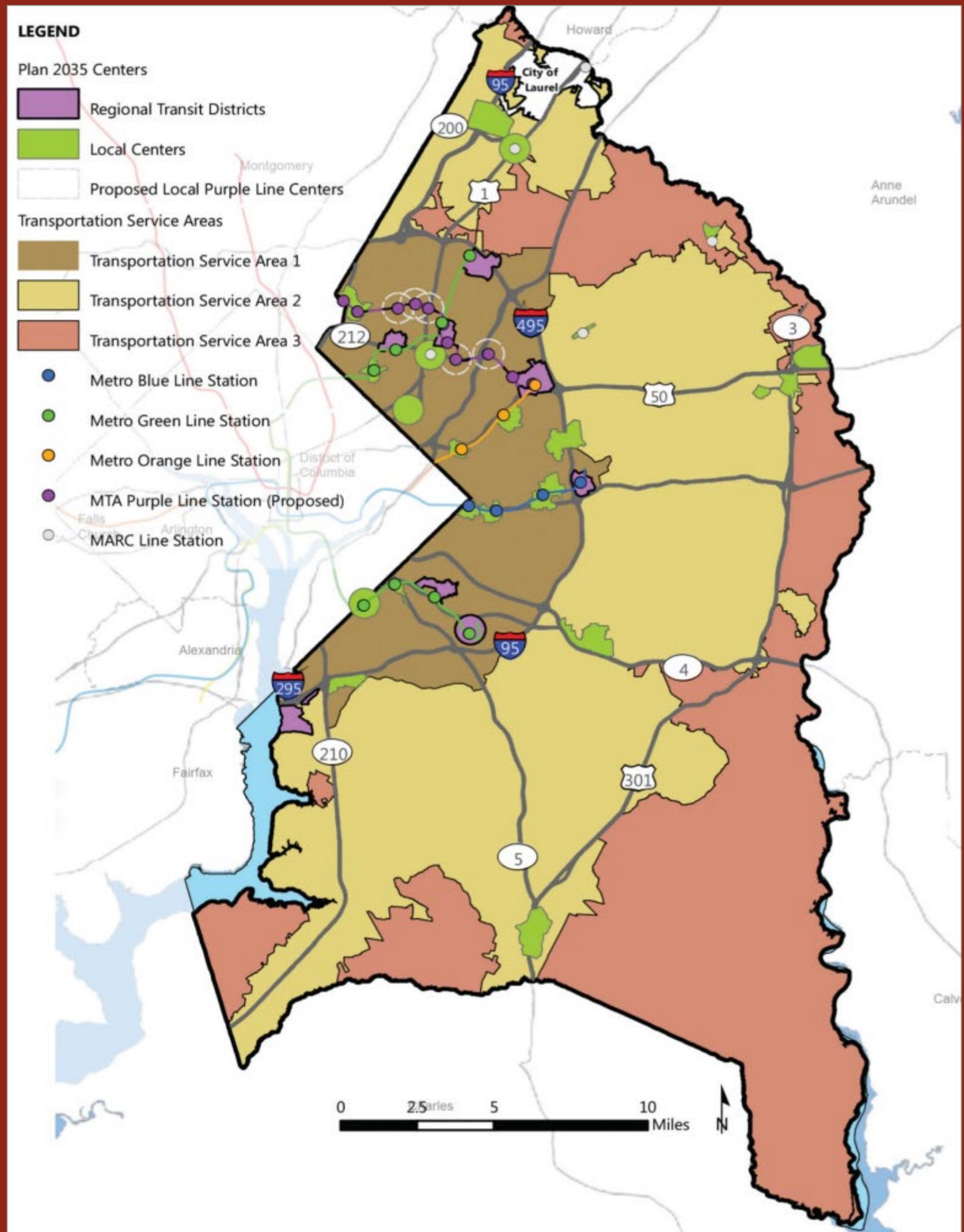


- ✓ 24-4505 (a)(2) At the time of PPS, the proposed development shall demonstrate compliance with the Level of Service (LOS) standards of Section 24-4505(b), provides mitigation if applicable, and complies with the other relevant requirements.
- ✓ 24-4505 (b) Adequate transportation facilities shall be available to accommodate or offset (through alternative trip capture) the vehicular trips within the Transportation Impact Area surrounding the development subject to the requirements of this Section, as defined by the *Transportation Review Guidelines*
- ✓ **Transportation Level of Service:** A qualitative measure applied that uses a sequence of letters from A through F to describe the quality of operational conditions within an intersection or a roadway link.

# Transportation Level of Service (LOS)

Level of Service	Description (State Highway Capacity Manual)
A	EASY - Free flow, turns easily made, excess green time on all phases, very low delay. This level of service occurs when progression is extremely favorable; most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to low delay.
B	STABLE- Stable flow, some platooning of vehicles, less than ten percent of cycles loaded at traffic signals. This level of service occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	STABLE - Stable flow with less than 30 percent of traffic signal cycles loaded. This level of service occurs under fair progression, longer cycle lengths, or both. Individual cycle failures (i.e., approaches not fully clearing during a green cycle) may begin to appear at this level. The number of vehicles stopping is significant with this level, though many still pass through the intersection without stopping.
D	APPROACHING UNSTABLE Approaching unstable flow with less than 70 percent of traffic signal cycles loaded. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	HIGH VOLUME TRAFFIC -Theoretical capacity with less than 100 percent of traffic signal cycles loaded. Long delays indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent occurrences.
F	HIGH VOLUME TRAFFIC- This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long traffic signal cycle lengths may be contributing causes to such high levels of delay. Individual cycle failures are frequent.

# Adopted LOS Standards



Policy Area	LOS	CLV
<b>Prior</b>		
TSA 1 (Developed Tier)	E	1451-1600
TSA 2 (Developing Tier)	D	1301-1450
TSA 3 (Rural Tier)	C	1151-1300
<b>Current</b>		
TSA 1	E	1451-1600
TSA 1 Centers	E	1451-1600
TSA 2	D	1301-1450
TSA 2 Centers	E	1451-1600
TSA 3	C	1151-1300
TSA 3 Centers	E	1451-1600
RTO edge zones LTO edge zones PD zones	Transit Edge (F)	1601-1800
RTO core zones LTO core zones PD zones	Transit Core (F)	1801-2000

# Project Scoping

## APFO TRANSPORTATION



- ✓ Prior to submission of a COA application, the applicant must obtain an approved scoping agreement from the Planning Department
- ✓ A meeting with the applicant to discuss the scoping is held, in coordination with other county operating agencies and Maryland State Highway Administration
- ✓ The scoping agreement determines if a traffic impact study is required. If a TIS is required, the scoping agreement will review the study boundary and identify intersections required to be analyzed.
- ✓ The Planning Department has final approval of which elements are included in the scope.

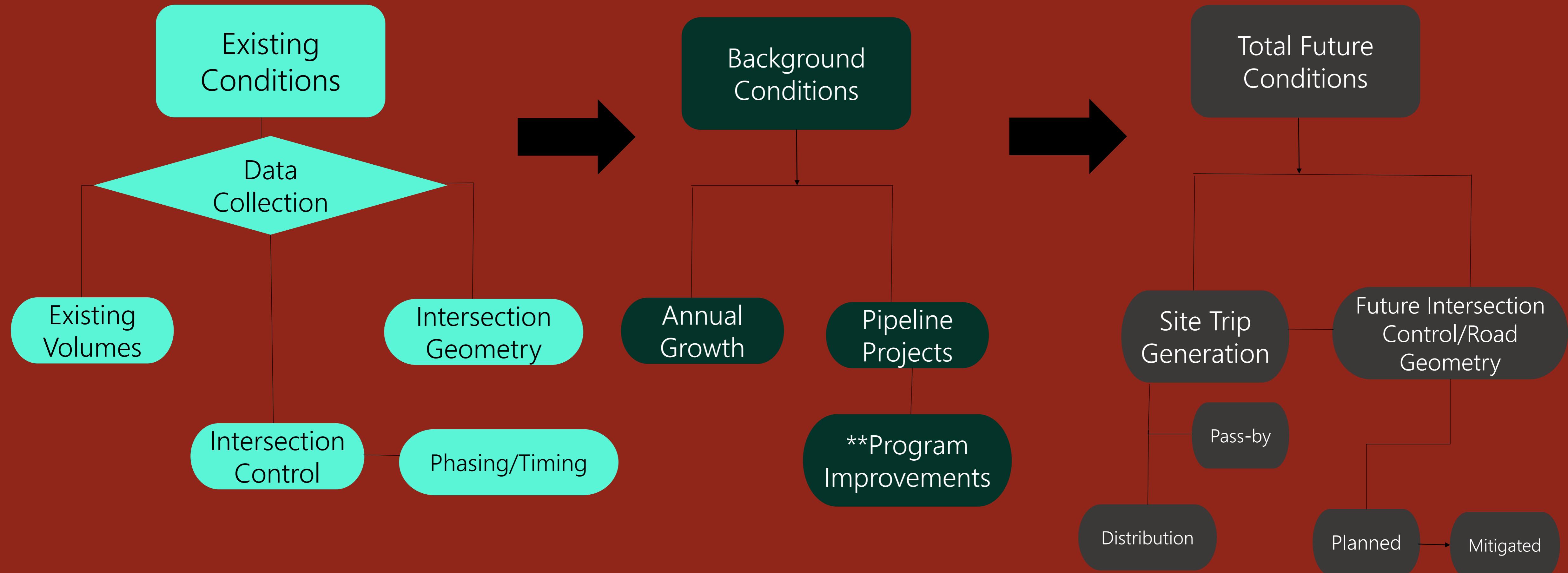
# Traffic Impact Study

## APFO TRANSPORTATION



- ✓ A specialized engineering study, prepared by the applicant, that determines the potential traffic impacts of the proposed development on the existing traffic network.
- ✓ Studies typically include an assessment of the existing and future traffic scenarios without the development, as well as the future scenarios with the development. These three scenarios are called the existing, background and total traffic conditions respectively.
- ✓ Recommends mitigation measures.
- ✓ The TIS forecasts the vehicle trip generation and distribution based on buildup conditions assessed by staff to identify the level of service of roadways within the study boundary
- ✓ Assessed by staff to identify the level of service of roadways within the study boundary.

# Traffic Impact Study



# Traffic Impact Study

## APFO TRANSPORTATION



Land Use	Use Quantity	Metric	Trip Generation Summary			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Warehousing (0.3 FAR) (Previously Approved (4-19036))	324,480	Sq ft	104	26	130	26	104	130	26	104	130
General Office (0.4 FAR) (Previously Approved (4-19036))	38,400	Sq ft	69	8	77	13	58	71			
Warehousing (0.3 FAR)	162,240	Sq ft	52	13	65	13	52	65			
Total Trip Cap Recommendation					272			266			

# Traffic Impact Study

## APFO TRANSPORTATION



TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 4 and Westphalia Road / Old Marlboro Pike (no-build condition)	2260	2169	F	F
MD 4 SB Ramps and Old Marlboro Pike (build condition)	712	790	A	A
MD 4 NB Ramps and Westphalia Road (build condition)	752	811	A	A
Westphalia Road and Site Access	54.1 s*	433.9 s*	Fail	Fail
	>100 veh**	>100 veh**	Fail	Fail
	1080	1177	Pass	Fail
Westphalia Road and D'Arcy Road / Rock Spring Drive	>500 s*	>500 s*	Fail	Fail
	>100 veh**	>100 veh**	Fail	Fail
	1231	1214	Fail	Fail
MD 4 and Suitland Parkway / Presidential Parkway (no-build condition)	1830	2276	F	F
MD 4 SB Ramps and Suitland Parkway (build condition)	705	560	A	A
MD 4 NB Ramps and Presidential Parkway (build condition)	588	420	A	A

# APFO TRANSPORTATION



## 24-4505 (b) 1-5 – Summary

- ✓ Revise project to reduce impacts, such as:
  - Reducing number of dwelling units
  - Reducing floor area ratio
  - incorporate other uses or alternative trip
- ✓ Transportation Improvements (funded by applicant), such as:
  - Additional lane
  - Turn lane
  - Right-in and/or Right-out
- ✓ Trip reduction program (funded by applicant)
  - Allows developments in certain parts of the county to provide roadway improvements that would improve traffic operations at nearby intersections
- ✓ LTO or RTO – financial contribution for a Transportation Demand Management program (Section 20A) ie Geometric improvements
- ✓ Other available capacity in lieu of improvements
  - PFFIP (fee required)
  - Brandywine Road Club (fee required)
  - Capital Improvement Project (fully funded) ie Carrilon

APFO  
TRANSPORTATION

- ✓ Public Facilities Financing and Implementation Program (PFFIP) A program established by the County Council that is intended to implement and facilitate the construction and maintenance of public facilities. Can include provisions for financing strategies including, but not limited to, pro-rata contributions, sale leasebacks, and funding "clubs."
- ✓ CR-66-2010 – Establishes PFFIP for the Westphalia PFFIP District (Sector Plan area). Created in 2010 and is the only PFFIP in the County.
- ✓ Funding for financing and construction of MD-4/Westphalia Road Interchange
- ✓ The allocation for each development is based on the proportion (percentage) of average daily trips (ADT) generated by each development passing through the intersection, to the estimated total ADT contributed by all the developments in the district passing through the same intersection.
- ✓ Fee satisfies adequacy only for MD-4/Westphalia Road Interchange applicant must address adequacy for all other roadways

## APFO TRANSPORTATION



- ✓ CR-60-1993 originally established the Brandywine Road Club with the purpose of establishing alternative mechanism consistent with the Subdivision Ordinance to alleviate traffic concerns
- ✓ Anticipates failing intersections along US-301
- ✓ Allows payment into Brandywine Road Club to alleviate inadequacy of impacted intersections
- ✓ The applicant must enter into a Developer Participation Agreement with the County to share costs of improvements.
- ✓ The payment/fee fully satisfies the adequacy requirement

# APFO TRANSPORTATION



- ✓ Adequacy provisions updated through a Master Plan Amendment will supersede the Subdivision Regulations for transportation adequacy
- ✓ Central US 1 Corridor Area
  - Limits study area to three road segments
  - Other segments analyzed but not subject to adequacy (informational)
- ✓ Adequacy for Transportation is approved or approved with or without conditions.
- ✓ If the proposed use changes, a new Preliminary Plan and/or the new adequacy may or may not be required if the use is within the trip cap.

# APFO TRANSPORTATION



- ✓ Adequacy for Transportation is approved or approved with or without conditions.
- ✓ Adequacy approval for transportation runs with the final plat.
  - If the proposed use changes, a new Preliminary Plan and/or the new adequacy may or may not be required if the use is within the trip cap.



# Questions?