



FORMER PRINCE GEORGE'S COUNTY HOSPITAL REDEVELOPMENT

PRELIMINARY PLAN OF SUBDIVISION

March 13, 2024 Neighborhood Meeting Presentation - Traffic Analysis



AGENDA

- 1 Introduction – Lenhart Traffic Consulting
- 2 Preliminary Plan of Subdivision Process
- 3 Site Access Overview
- 4 Town Vehicular Access Review
- 5 Offsite Bike and Pedestrian Improvements
- 6 Traffic Impact Analysis Scope
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Introduction – Lenhart Traffic Consulting



**Mike Lenhart -
President**

Experience

- 34 years of experience in traffic engineering and transportation planning
- 10 years with Maryland State Highway Administration
- Former Division Chief for the Maryland State Highway Administration's Statewide Access Permits Division
- 24 years of experience in the private sector
- President of Lenhart Traffic Consulting, Inc. since 2005 (19 years)
- Conducted hundreds of Traffic Impact Studies in Prince George's County alone



Rendering of the Community Square at
the Hospital Redevelopment

PRELIMINARY PLAN OF SUBDIVISION

WHAT IS IT?

An opportunity for County and local review agencies to confirm the preliminary plan of proposed development complies with local ordinances and is served by adequate public facilities.

WHAT IT DOES

- Allows local Stakeholders to provide meaningful comment
- Allows all parties to understand what offsite improvements, if any, are required to support the development
- Allows M-NCPPC to set a maximum density on site
- Approval allows the project to move forward with more detailed design

WHAT IT DOES NOT DO


- Does not permit any new construction
- Does not constitute approval of any engineering design
- Does not prohibit the changing of the design based on continued feedback from stakeholders

WHAT'S INCLUDED?

- Preliminary Plan
- Traffic impact study
- Conceptual stormwater and grading design
- Natural Resource Inventory
- Hydraulic Planning Analysis
- Pre-Application Neighborhood Meeting Package
- Tree Conservation Plan

All documents to be made available via town website when final

ANTICIPATED TIMELINE AND FEEDBACK OPPORTUNITIES

- 
- Mar '24 Initial Submittal
 - Apr '24 M-NCPPC refers submittal to town of Cheverly for comment
 - Jun '24 Public Hearing held by Planning Board
 - Aug '24 Planning Board Approves or Denies Preliminary Plan of Subdivision
 - Ongoing- Detailed Site Plan submittals for each of the new vertical developments

Site Access Overview



KEY ACCESS CHARACTERISTICS

- Promote on-site bike and pedestrian movements
- Urban street design to limit speeds and discourage cut-thru traffic
- Build connections as they are needed
- Utilize extensive planning work done to date through the Greater Cheverly Sector Plan
- Town retains control over any access into town throughout life of the project

RETAILER FEEDBACK

- Feedback from 4 brokers, 3 retail-only developers, and 2 local retailers
- Town of Cheverly residents are what makes this site attractive to retailers
- Convenience repeat retail trips are crucial to overcome site's visibility challenges

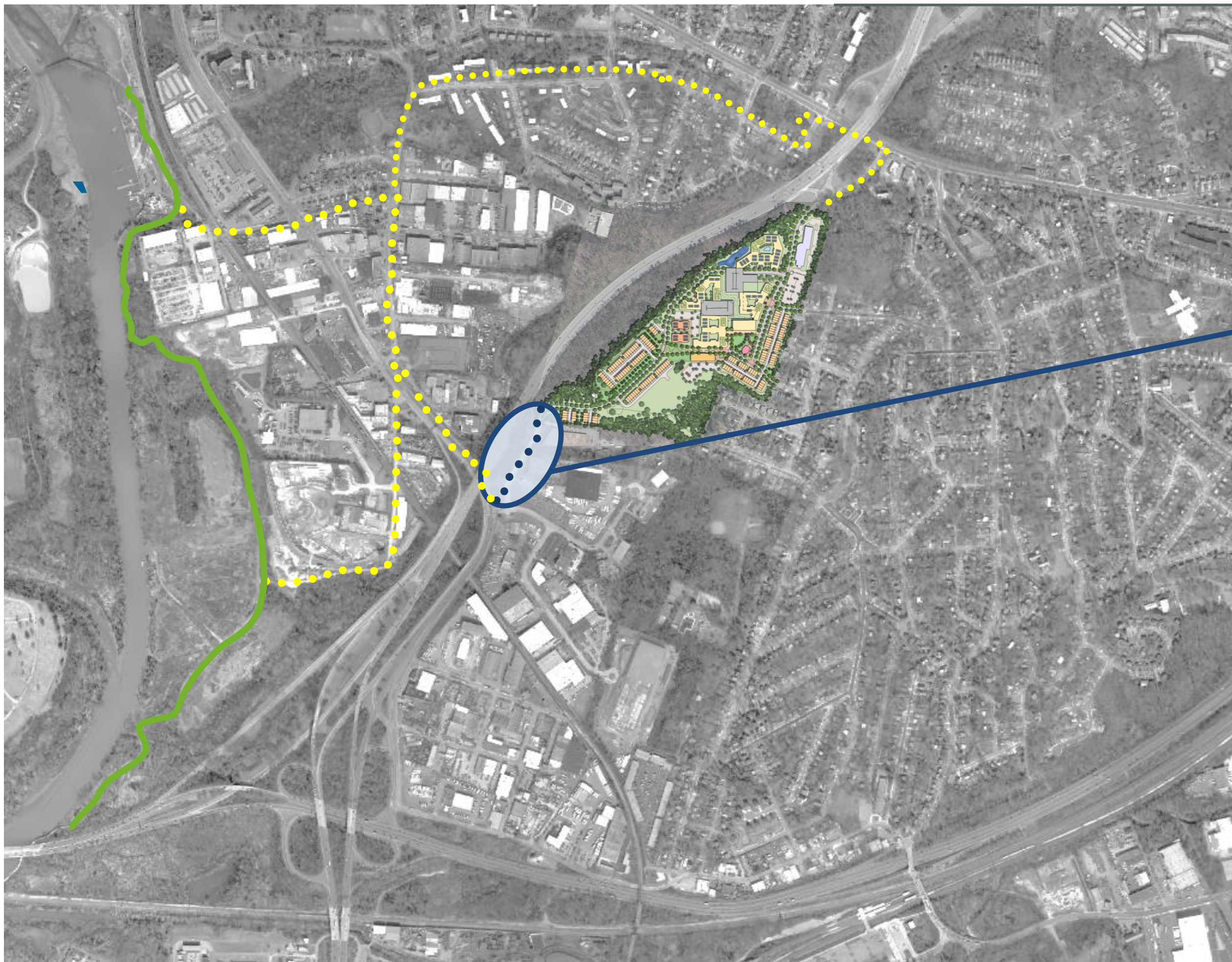
Town Vehicular Access Review



Street	Width	Topography Concerns	Environmental Impact	Benefits to Retailers
Medical Terrace Connection 1	N/A	Significant (8' diff.)	Unclear (unknown soils)	Insignificant
Lockwood Road 2	25'	Less Significant (4' diff.)	Not Significant	Very Significant
Jason Street 3	25'	Significant (10' diff.)	Less Significant	Very Significant
Inwood Street 4	25'	Insignificant (at grade)	Not Significant	Very Significant
Hawthorne Street 5	35'	Very Significant (40' diff.)	Very Significant (stormwater runoff, slope stability, vegetated buffer)	Less Significant
Greenleaf Road 6	35'	Very Significant (60' diff)	Very Significant (stormwater runoff, slope stability, vegetated buffer)	Less Significant



Offsite Bike and Pedestrian Improvements



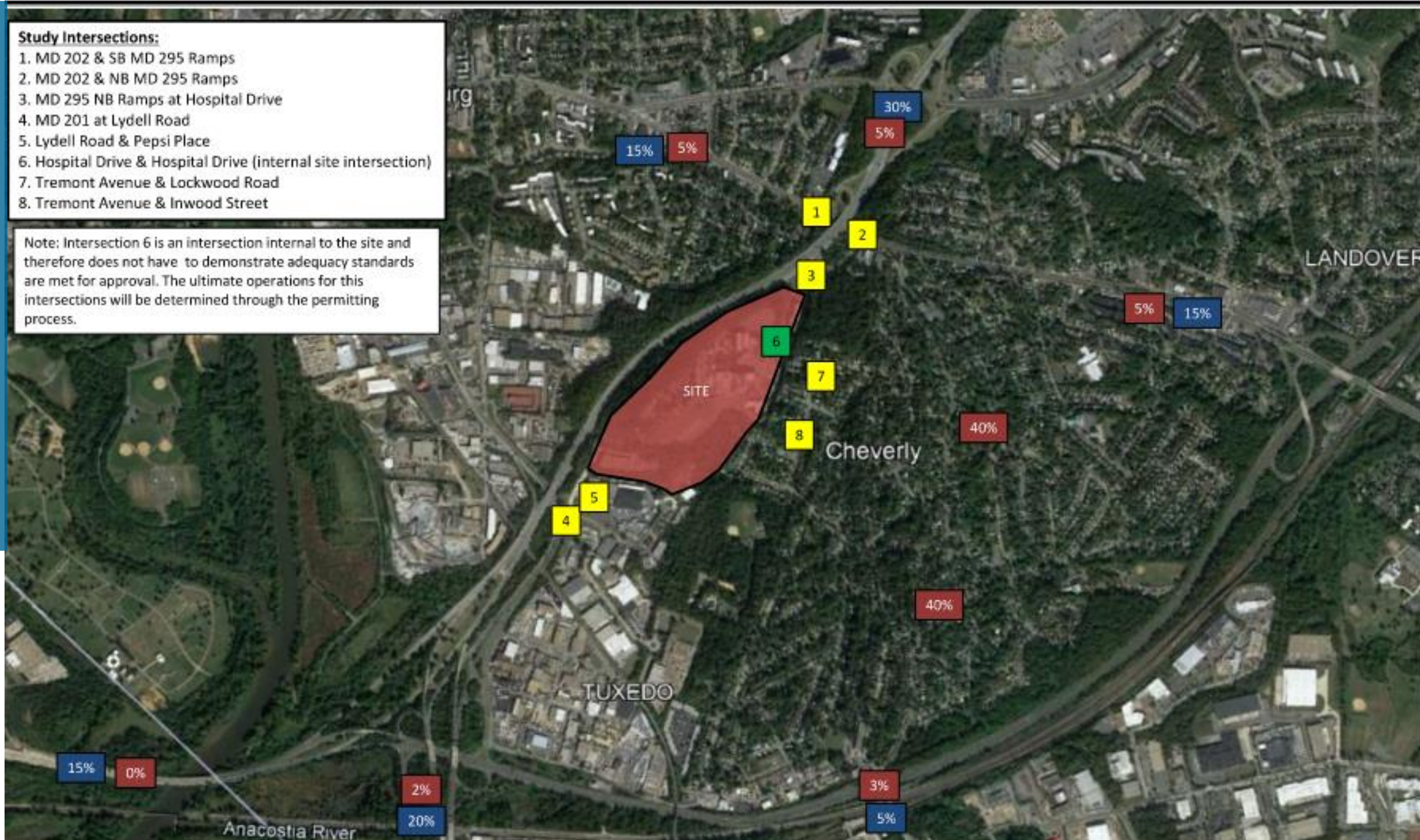
Proposed Offsite Bike and Pedestrian Mitigation

- Proposed offsite multi-use path connecting the onsite trail network to MD 201 down Pepsi Place
- Will connect into MD 201 Bike/Ped improvements and future connection to Anacostia Waterfront Trail

Traffic Impact Analysis Scope

Traffic Study Scope

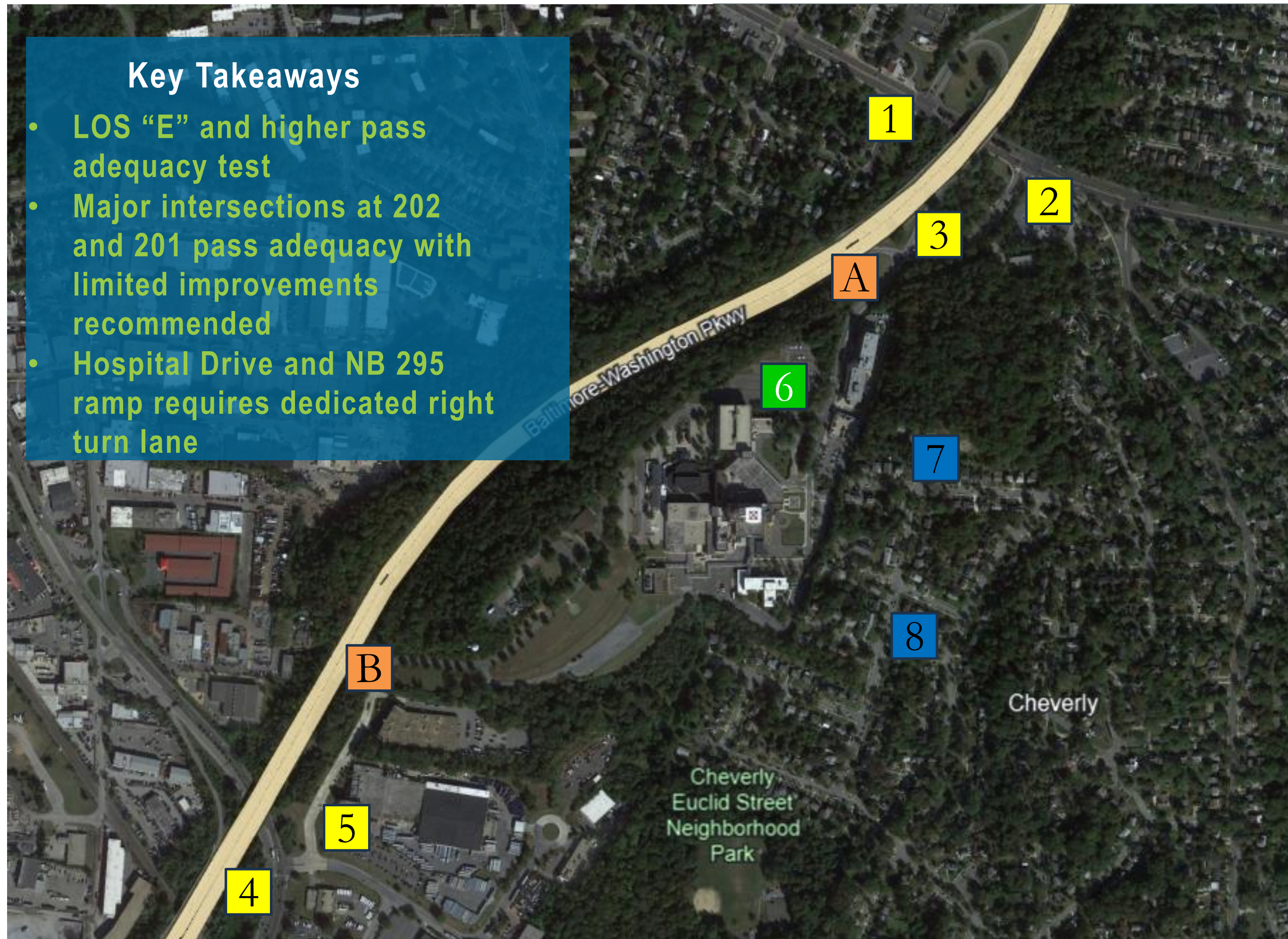
- Utilize trip generation calculations and existing traffic patterns to determine anticipated impacts of the development
- Scoping agreement coordinated and approved by variety of agencies sets intersections analyzed and trip distribution



Primary Gateway Traffic Study Results

Key Takeaways

- LOS “E” and higher pass adequacy test
- Major intersections at 202 and 201 pass adequacy with limited improvements recommended
- Hospital Drive and NB 295 ramp requires dedicated right turn lane



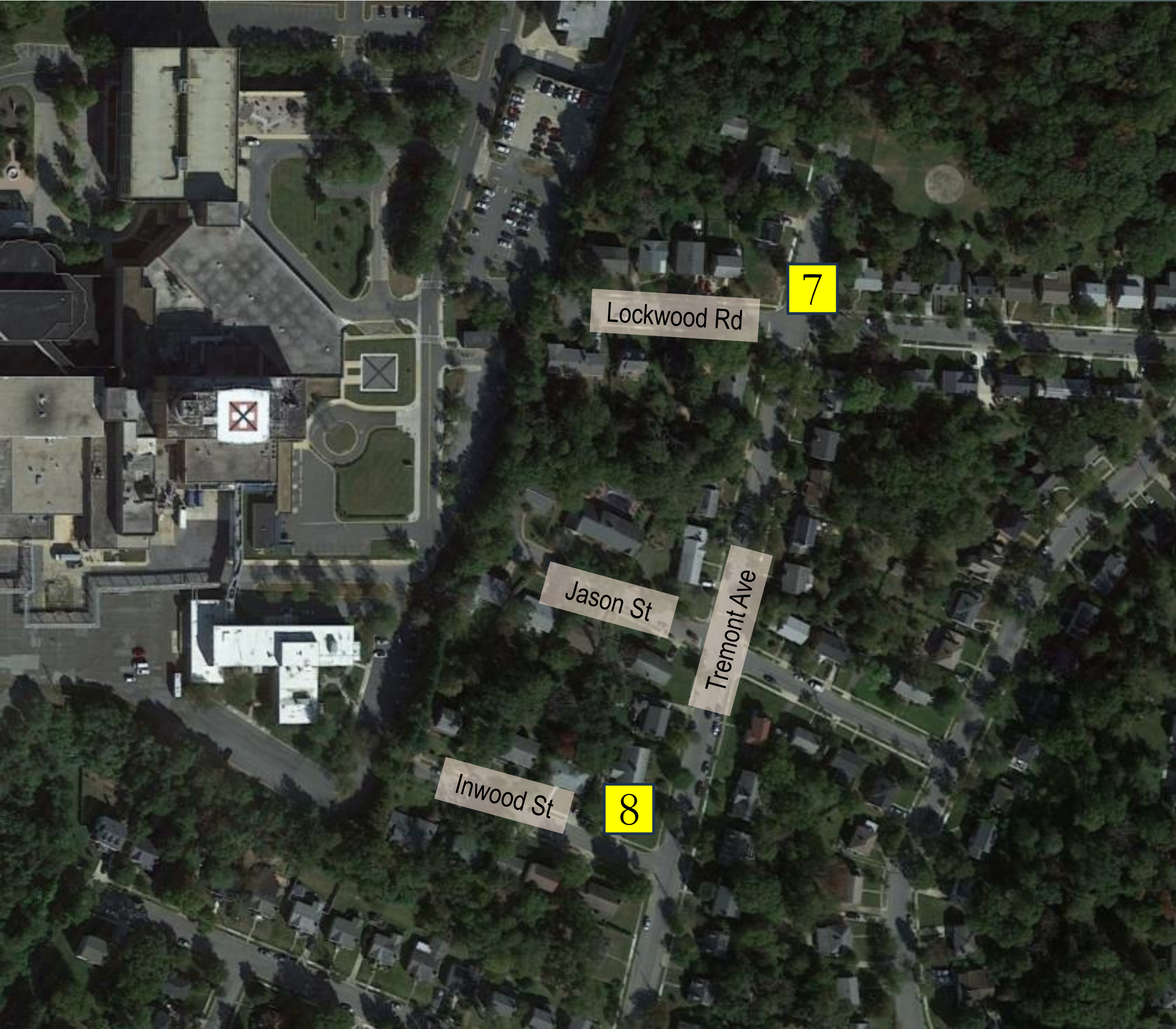
Gateways – Trip Count

- A From North (Hospital Drive)**
AM Peak Hour Trips - 993 Vehicles
PM Peak Hour Trips - 1,092 Vehicles
- B From South (Pepsi Place)**
AM Peak Hour Trips - 429 Vehicles
PM Peak Hour Trips - 409 Vehicles

Intersection Summary

- 1 MD SB 295 Ramp and 202**
Signalized
Increased Peak Hour Traffic – 200 Trips
Proposed Mitigation: None required
- 2 MD NB 295 Ramp and 202**
Signalized
Increased Peak Hour Traffic – 125 Trips
Proposed Mitigation: Add protected right-turn movement to signal phases
- 3 MD 295 Ramp and Hospital Drive**
Unsignalized
Increased Peak Hour Traffic – 449 Trips
Proposed Mitigation: Add in additional North Bound lane for separate thru and right turns
- 4 MD 201 Ramp and Lydell Road**
Signalized
Increased Peak Hour Traffic – 72 Trips
Proposed Mitigation: None required
- 5 Lydell Road and Pepsi Place**
Unsignalized
Increased Peak Hour Traffic – 248 Trips
Proposed Mitigation: Add “Don’t Block Intersection” sign

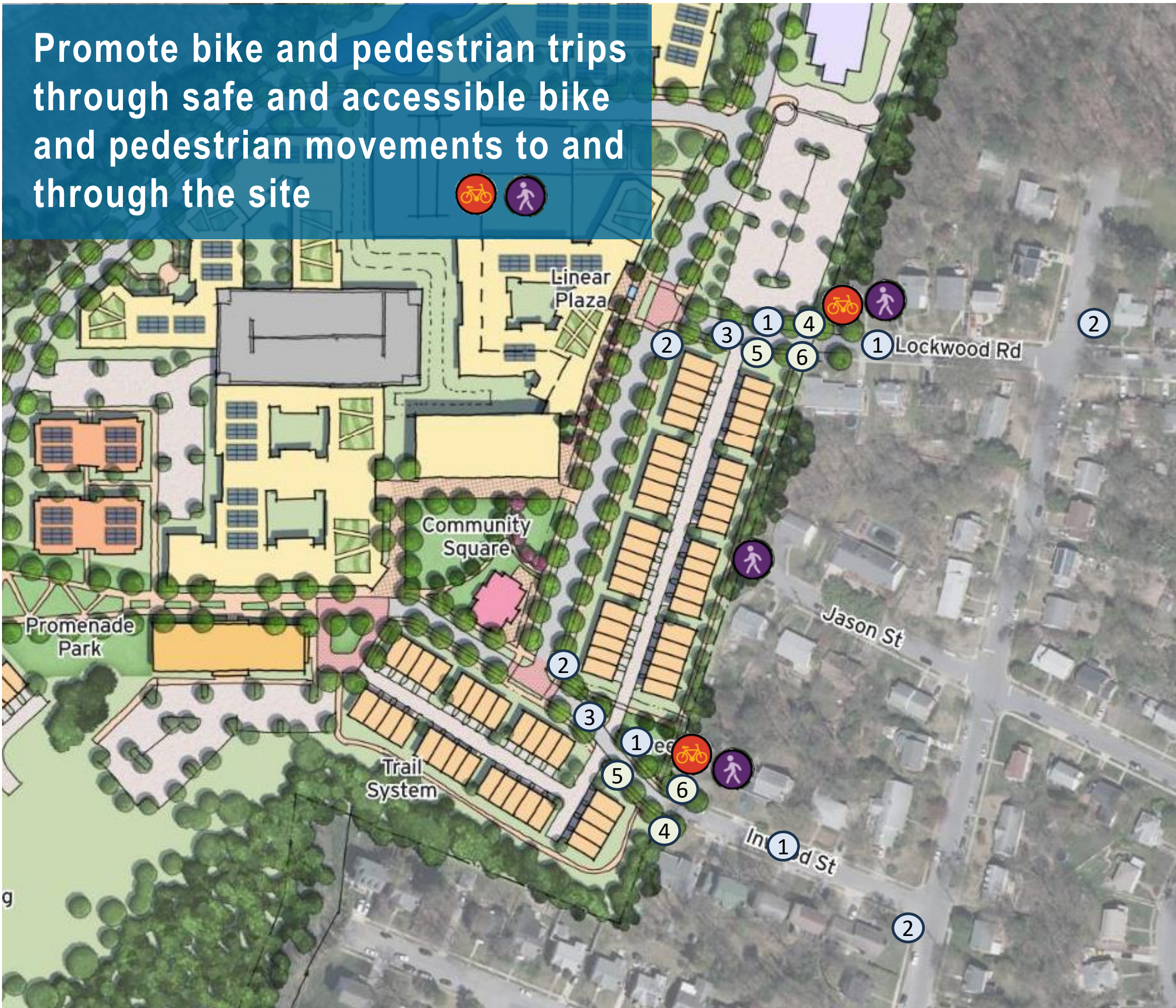
Secondary Access Traffic Study Results



Secondary Access – Summary of Results			
		AM PEAK Hour	PM PEAK Hour
<div>7</div> <div>Lockwood and Tremont – <i>Unsignalized Connection Projected 2028</i></div>	Current Volume	22	39
	Retail Trips from/to Development	37	111
	Non-Retail Trips from/to Development	10	16
	Total New Trips	47	127
	Full Build Out Traffic Volume (Cars / Minute)	69 (1.1 Cars)	166 (3 Cars)
Lockwood – Between Hospital and Tremont	Full Build Out Traffic Volume (Cars / Minute)	51 (<1 Car)	133 (2 Cars)
<div>8</div> <div>Inwood and Tremont – <i>Unsignalized Connection Projected 2028</i></div>	Current Volume	17	28
	Retail Trips from/to Development	29	86
	Non-Retail Trips from/to Development	44	48
	Total New Trips	44	104
	Full Build Out Traffic Volume (Cars / Minute)	90 (1.5 Cars)	162 (3 Cars)
Inwood – Between Hospital and Tremont	Full Build Out Traffic volume (Cars / Minute)	58 (1 Car)	84 (1.4 Cars)

Secondary Access Mitigation Measures

Promote bike and pedestrian trips through safe and accessible bike and pedestrian movements to and through the site



“Day One” Vehicular Calming Opportunities

1



Speed Humps

2



Stop Sign Camera

3



Chicane



Choker

Ongoing Available Vehicular Mitigation Measures

4



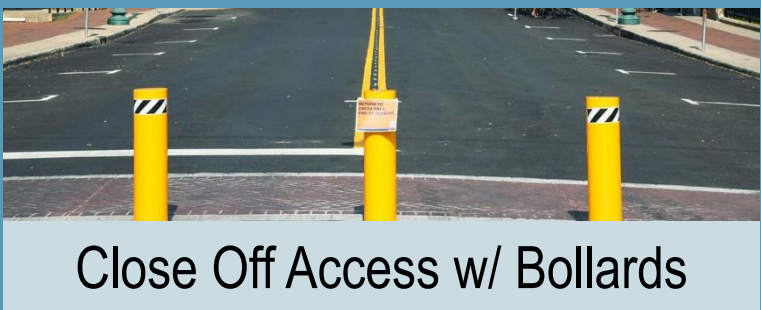
Restrict Access to Certain Hours

5



Convert to One-Way Pairs

6



Close Off Access w/ Bollards

Q & A

Questions?

