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Subjec: [UHCA] Belcrest Plaza Mixed Use
Date: Fri, August 28, 2009 13:11
To: UHCA@yahooogroups.com
Neighbors,

In my previous post, I attached the results of the Intersection Capacity Analysis for the proposed new development. For clarification, the "Existing" column reflects the current conditions at the studied intersections. "Background" reflects existing traffic plus growth from projects on file with the Planning Board (not including their development). "Total" includes their development.

These figures are based on a formula that utilizes a trip rate of 0.13 car trips per residential unit (13 for every 100 units) in the morning and 0.15 car trips per unit (15 for every 100 units) in the evening. County guidelines state that typically 0.3 car trips per unit in the a.m. and 0.4 in the p.m. are required for traffic analysis for new development. The developer is using the lower figure based on what it considers be the "actual rate" due to the site location in an urbanized area with a Metro station.

In the Results, Recommendations & Conclusions section of the report, it is only being recommended that the developer install a traffic signal at the intersection of Belcrest Road and Toledo Terrace which it has offered to do.

It is my opinion that this traffic study underestimates the impact that this development will have in our area. Considering that all traffic coming to and from this development (with the exception of trips to the side streets of University Hills or University Park which I imagine will be minimal) will eventually have to pass through either the MD193/Adelphi Road (or Campus Drive/Adelphi Road), MD410/Adelphi Road, or MD410/Toledo Terrace intersections, I am concerned that the former two intersections were not included in the study. In the recent traffic study commissioned by the City of Hyattsville, these two intersections currently receive a grade of E/F and D respectively.

The study did not anticipate how many people it considered would use the Metro system.

Also, according to the Detailed Site Plan, the phasing of the development is proposed to be as follows: **Phase 1** - the low rise condos/apartments next to the Post Park property (across from Home Depot); **Phase 2** - the town homes adjacent to phase 1 moving toward Belcrest Road; **Phase 3** - the 33 story building and the other buildings at the intersection of Belcrest Road and Toledo Road; **Phase 4** - the rest of the 16 story buildings located between phases 2 and 3.

Tim