



Amended Certificate of Adequacy

ADQ- 2022-013-01**General Information**

Project Name: Discovery District

Case Number: ADQ-2022-013-01

Associated Preliminary Plan of Subdivision or Final Plat: 4-22034

Use Type: Residential & Commercial

Dwelling Unit Type and Number: Multifamily - 285 new units (353 total) Gross Floor Area (nonresidential): 915,402 total sf

Project Location

Project Location: Southeast quadrant of the intersection of US 1 and Campus Drive

Lot/Parcel: Existing Tax Parcel 140 Tax Account: 2411122

Property Zone: LTO-E Council District: 03

Planning Area: 66 Municipality: College Park

Election District: 21 Transportation Service Area: 1

Police District: 1 School Cluster Area: 2

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: LTO-Edge	LOS "Transit Edge" (Critical Lane Volume of 1601-1800)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
Parks and Recreation (<i>Transit-Oriented/ Activity Center Zones and Employment Areas</i>)	2.5 acres per 1,000 residents	Yes	No
Parks and Recreation (<i>All Other Zones</i>)	15 acres per 1,000	N/A	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	Yes

This Amended Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

- *Transportation Planning Section (Smith to Diaz-Campbell, July 16, 2024)*
- *Special Projects Section (Ray to Diaz-Campbell, August 5, 2024)*
- *Department of Parks and Recreation (Thompson to Diaz-Campbell, February 15, 2024)*

Based on the forgoing analysis, this Amended Certificate of Adequacy is:

☐ Approved ☒ Approved with the conditions (indicated here):

☐ Denied

1. Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses that generate no more than 1,081 AM peak-hour trips and 1,297 PM peak-hour vehicle trips.
2. Prior to issuance of the first building permit within the subject property for any office development which will cause total trips generated by the subject property to exceed 533 AM peak-hour trips and 492 PM peak-hour trips, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

The intersection of Testudo Way and Campus Drive

 - An exclusive left turn and exclusive right turn lanes on the eastbound approach.
 - An exclusive left turn lane on the northbound approach.
 - Convert the southbound right lane to a shared through-right lane.
3. The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations as part of each Site Plan submission.
4. Prior to the acceptance of each detailed site plan, the applicant's heirs, successors, and/or assigns shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-013-01, consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations as part of the Site Plan submission.
5. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a) Design and construct the Campus Drive/Trolley Trail (Leonardtown) - Access Enhancement Hub #1 along the north side of Campus Drive to include adding an ADA accessible bus shelter and concrete pad at the bus stop, and to exclude the artistic treatment on the crosswalk (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).

- b) Design and construct the Campus Drive/Trolley Trail (Leonardtown) - Access Enhancement Hub #1 along the south side of Campus Drive to include adding an ADA accessible bus shelter and concrete pad at Rossborough Lane. If it is not feasible to construct the bus shelter due to existing or proposed construction, the ADA accessible bus shelter and concrete pad will be constructed at another location, mutually approved by the applicant and the City of College Park (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).

In the event that, after a complete permit application is accepted by the operating agency, a permit is denied for one or both of the above improvements, the applicant shall provide the following alternatives in combination with the above, which are listed in order of priority and shall not exceed the cost cap:

- c) Construct a 5-foot-wide sidewalk along the north side of Norwich Road from the existing sidewalk to Rhode Island Avenue within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the northwest, northeast, and southwest corners of the intersection of Rhode Island Avenue and Norwich Road, and continental crosswalks on the west and north legs of the intersection.
- d) Construct a 5-foot-wide sidewalk along the south side of Norwich Road from Rhode Island Avenue to connect to the existing sidewalk within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the southwest and southeast corners of the intersection of Norwich Road and Dartmouth Avenue, and a continental sidewalk on the south leg of the intersection.
- e) Construct a 5-foot-wide sidewalk along the east side of Dartmouth Avenue from College Avenue to Norwich Road. This will include new ADA pedestrian ramps and continental crosswalks on all corners/legs of the intersection of College Avenue and Dartmouth Avenue, as well as a new ADA pedestrian ramp and crosswalk to connect to the existing sidewalk on Howard Lane, and appropriate signage at the intersection.
- f) Install two continental crosswalks across College Avenue at the intersection with Dickinson Avenue (west leg and east leg of intersection). This will include new ADA pedestrian ramps on all four corners of the intersection, and appropriate pedestrian crossing signage at the intersection.
6. Pursuant to Section 24-4510(c) of the Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assigns shall pay the applicable school facilities surcharge in accordance with the requirements of Section 10.192.01 of the Prince George's County Code prior to approval of residential building permit(s).

SIGNATURE



Planning Director

09/04/2024

Date of Approval

This amended certificate of adequacy is subject to the validity period of the original certificate of adequacy.



July 16, 2024

MEMORANDUM

TO: Eddie Diaz-Campbell, Subdivision Section, Development Review Division

FROM: *NS* Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

VIA: *CSH* Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: **ADQ-2022-013-01, Discovery District**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed for the amendment of the prior approved ADQ in reference to condition numbers 5, 6 and 7 that detail the Bicycle and Pedestrian Impact Statement improvements to be consistent with condition number 4 of the Detailed Site Plan, DSP-22024. The Transportation Planning Section's review of the referenced ADQ application was evaluated under Section 24-4500 of the current Subdivision Regulations, specifically Section 24-4506 for pedestrian and bicycle adequacy.

This application also proposes to modify condition 2 of the prior approved ADQ in reference to the timing of improvements at the intersection of Testudo Way and Campus Drive to establish a phasing of development, which are to include Phase 1 (parcels 1 and 2), and Phase 2 (parcel 3). This phasing was not contemplated at the time the original ADQ was approved.

Prior Approvals

The prior approved ADQ included the following conditions related to this application:

ADQ-2022-013

2. Prior to issuance of the first building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

The intersection of Testudo Way and Campus Drive

- An exclusive left turn and exclusive right turn lanes on the eastbound approach.
- An exclusive left turn lane on the northbound approach.
- Convert the southbound right lane to a shared through-right lane.

5. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

- a. Install a total of 12 Bus Sitting Walls along US 1 and Campus Drive.
- b. Install a recreational sign of "Rhode Island Avenue Trolley Trail" on eastbound and westbound Campus Drive before the Trail intersects Campus Drive.

6. Prior to the signature approval of Preliminary Plan of a Subdivision application, 4-22034, the applicant and the applicant's heirs, successors, and/or assignees shall evaluate if the installation of a Bikeshare station along the frontage of the "Hotel at the University of Maryland" is feasible and can be provided within the remaining cost cap allocation for the site's BPIS improvements. The bike-share station shall be evaluated with the following details:

- i. Design/build a 19-dock station.
- ii. Purchase 5 Classic Pedal bicycles (or the most current model)
- iii. Purchase 5 Cosmo E-bikes (or the most current model)
- iv. Pay for and execute a 5-year operating/maintenance agreement for the Bikeshare station.

7. If the improvement listed in condition 6 is within the cost cap the applicant shall provide the bike-share station in addition to any items listed in condition 5. If the recommended bike-share station is not feasible and is not within the remaining cost cap allocation (minus the improvements listed in condition 5), then the applicant shall only construct all the improvements provided in condition 5 in accordance with Section 24-4506 of the Subdivision Regulations.

The prior approved Detailed Site Plan, DSP-22024 included the following condition related to this application:

DSP-22024

4. Prior to certification, the applicant shall submit a proposed revision of the certificate of adequacy, to reflect the City of College Park recommended off-site improvements. These improvements are listed in order of priority, as follows, not to exceed the cost cap:

1. Design and construct the Campus Drive/Trolley Trail (Leonardtown) – Access Enhancement Hub #1 along the north side of Campus Drive to include adding a bus shelter at the bus stop, and to exclude the artistic treatment on the crosswalk (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).
2. Design and construct the Campus Drive/Trolley Trail (Leonardtown) – Access Enhancement Hub #1 along the south side of Campus Drive to include adding a bus shelter at Rossborough Lane. It is not feasible to construct the bus shelter due to existing or proposed construction, the bus shelter will be constructed at another location, mutually approved by the

applicant and the City of College Park (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).

3. Construct a 5-foot-wide sidewalk along the north side of Norwich Road from the existing sidewalk to Rhode Island Avenue within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the northwest, northeast, and southwest corners of the intersection of Rhode Island Avenue and Norwich Road, and continental crosswalks on the west and north legs of the intersection.
4. Construct a 5-foot-wide sidewalk along the south side of Norwich Road from Rhode Island Avenue to connect to the existing sidewalk within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the southwest and southeast corners of the intersection of Norwich Road and Dartmouth Avenue, and a continental sidewalk on the south leg of the intersection.
5. Construct a 5-foot-wide sidewalk along the east side of Dartmouth Avenue from College Avenue to Norwich Road. This will include new ADA pedestrian ramps and continental crosswalks on all corners/legs of the intersection of College Avenue and Dartmouth Avenue, as well as a new ADA pedestrian ramp and crosswalk to connect to the existing sidewalk on Howard Lane, and appropriate signage at the intersection.
6. Install two continental crosswalks across College Avenue at the intersection with Dickinson Avenue (west leg and east leg of intersection). This will include new ADA pedestrian ramps on all four corners of the intersection, and appropriate pedestrian crossing signage at the intersection.

Comment: The development proposed within phase 1 is limited to parcels 1 and 2, which do not require the new configuration of Testudo Way and Campus Drive to be constructed to meet adequacy, as the existing intersections will operate at acceptable levels for phase 1. The vehicular trips projected for phase 1 are limited to 533 AM peak and 492 PM peak trips, which are the associated office trips proposed with parcels 1 and 2. To accommodate the additional office and residential vehicular trips associated with phase 2 or the build out on parcel 3, the reconfiguration of Testudo Way and Campus Drive is needed to improve the traffic operations at this access point. Staff has established the projected vehicular trips based on the submitted and revised traffic impact study.

The subject application also proposes to replace the above pedestrian and bicycle off-site improvements that were evaluated with the prior ADQ, conditions 5-7, to meet the condition of the subsequent DSP, condition 4, application which required the applicant to file the subject amendment. The amendment includes improvements that were coordinated with the City of College Park staff.

Analysis of Bicycle & Pedestrian Impacts Statement

The subject property is in the LTO-E zoning district and is, therefore subject to Section 24-4506 for pedestrian and bicycle adequacy. The cost cap for the proposed development's off-site facilities, adjusted for inflation, is \$341,800.02 as of November 2022. Inflation is subject to the time of the

prior approval.

Off-Site Adequacy

The applicant has provided a detailed list of off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. The applicant has coordinated with the City of College Park to further refine the list of BPIS improvements in accordance with the City's priorities and to meet the demand of future development. It is important to note that all proposed recommendations are subject to the approval of the operating agency.

The applicant proposes and proffers the following improvements that are estimated and rounded to a total of \$436,475:

1. Design and construct the Campus Drive/Trolley Trail (Leonardtown) – Access Enhancement Hub #1 along the north side of Campus Drive to include adding an ADA accessible bus shelter and concrete pad at the bus stop, and to exclude the artistic treatment on the crosswalk (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).
2. Design and construct the Campus Drive/Trolley Trail (Leonardtown) – Access Enhancement Hub #1 along the south side of Campus Drive to include adding an ADA accessible bus shelter and concrete pad at Rosborough Lane. It is not feasible to construct the ADA accessible bus shelter and concrete pad due to existing or proposed construction, the ADA accessible bus shelter and concrete pad will be constructed at another location, mutually approved by the applicant and the City of College Park (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).

The applicant acknowledges that the above improvements exceed the cost cap. However, in collaboration with the City of College Park both parties have identified these improvements as a priority for the area. The applicant is in agreement to proffer and provide the improvement in whole.

In the event the above improvement cannot be constructed, the applicant has also provided the following list of recommendations for consideration, which staff is also in agreement with.

3. Construct a 5-foot-wide sidewalk along the north side of Norwich Road from the existing sidewalk to Rhode Island Avenue within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the northwest, northeast, and southwest corners of the intersection of Rhode Island Avenue and Norwich Road, and continental crosswalks on the west and north legs of the intersection.
4. Construct a 5-foot-wide sidewalk along the south side of Norwich Road from Rhode Island Avenue to connect to the existing sidewalk within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the southwest and southeast corners of the intersection of Norwich Road and Dartmouth Avenue, and a continental sidewalk on the south leg of the intersection.
5. Construct a 5-foot-wide sidewalk along the east side of Dartmouth Avenue from College Avenue to Norwich Road. This will include new ADA pedestrian ramps and

continental crosswalks on all corners/legs of the intersection of College Avenue and Dartmouth Avenue, as well as a new ADA pedestrian ramp and crosswalk to connect to the existing sidewalk on Howard Lane, and appropriate signage at the intersection.

6. Install two continental crosswalks across College Avenue at the intersection with Dickinson Avenue (west leg and east leg of intersection). This will include new ADA pedestrian ramps on all four corners of the intersection, and appropriate pedestrian crossing signage at the intersection.

Demonstrated Nexus

The identified off-site facilities provide residents and visitors with facilities and amenities that will be utilized and connect the site to the surrounding area. The site has trip generators and destinations such as nearby transit stops, schools, trails, bicycle facilities, daycare centers, and adjacent retail. The proposed infrastructure will create a continuous and dedicated connection for pedestrian activities generated by the site. The recommended and proposed improvements will accommodate future residents and potential visitors.

Pursuant to Sec. 24-4506(c)(1)(B), staff find that there is a demonstrated nexus between the proposed off-site facilities and improvements for the proposed development and nearby destinations.

On-Site Adequacy

The proposed on-site facilities and amenities are not proposed for modification and remain consistent with the prior approvals. The applicant has indicated that continuous sidewalk connections will be provided to the site from all roadway frontages, pavement markings, and ADA curb ramps, within the parking areas, will be provided on-site. These facilities and amenities shall be included as part of the subsequent site plan applications. Staff also recommended that the applicant provides bicycle amenities on site including long and short-term bicycle parking for residents and visitors. Bicycle fix-it station(s) were also recommended to accommodate bicycle users.

Transportation Planning Review

The applicant has provided a detailed list of off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. Staff evaluated the BPIS and accept the applicant's recommended off-site improvements to offset the pedestrian and bicycle impact generated by the site.

The Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-4506 of the Prince George's County Code.

Recommendations

Based on the findings presented above, staff concludes that the multimodal transportation facilities will exist to serve the proposed subdivision as required under the prior and current Subtitle 24, if the following conditions are met:

1. Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses that generate no more than 1,081 AM peak-hour trips and 1,297 PM peak-hour vehicle trips.
2. Prior to issuance of the first building permit within the subject property for any office development which will cause total trips generated by the subject property to exceed 533 AM peak-hour trips and 492 PM peak-hour trips, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

The intersection of Testudo Way and Campus Drive

- An exclusive left turn and exclusive right turn lanes on the eastbound approach.
 - An exclusive left turn lane on the northbound approach.
 - Convert the southbound right lane to a shared through-right lane.
3. The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations as part of each Site Plan submission.
 4. Prior to the acceptance of each detailed site plan, the applicant's heirs, successors, and/or assigns shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-013-01, consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations as part of the Site Plan submission.
 5. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Design and construct the Campus Drive/Trolley Trail (Leonardtown) – Access Enhancement Hub #1 along the north side of Campus Drive to include adding an ADA accessible bus shelter and concrete pad at the bus stop, and to exclude the artistic treatment on the crosswalk (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).
 - b. Design and construct the Campus Drive/Trolley Trail (Leonardtown) – Access Enhancement Hub #1 along the south side of Campus Drive to include adding an ADA accessible bus shelter and concrete pad at Rossborough Lane. It is not feasible to construct the bus shelter due to existing or proposed construction, the ADA accessible bus shelter and concrete pad will be constructed at another location, mutually approved by the applicant and the City of College Park (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).

In the event that one or both of the above improvements do not receive approval for permit, the applicant shall provide the following alternatives in combination with the above:

- c. Construct a 5-foot-wide sidewalk along the north side of Norwich Road from the existing sidewalk to Rhode Island Avenue within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the northwest, northeast, and southwest corners of the intersection of Rhode Island Avenue and Norwich Road, and continental crosswalks on the west and north legs of the intersection.
- d. Construct a 5-foot-wide sidewalk along the south side of Norwich Road from Rhode Island Avenue to connect to the existing sidewalk within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the southwest and southeast corners of the intersection of Norwich Road and Dartmouth Avenue, and a continental sidewalk on the south leg of the intersection.
- e. Construct a 5-foot-wide sidewalk along the east side of Dartmouth Avenue from College Avenue to Norwich Road. This will include new ADA pedestrian ramps and continental crosswalks on all corners/legs of the intersection of College Avenue and Dartmouth Avenue, as well as a new ADA pedestrian ramp and crosswalk to connect to the existing sidewalk on Howard Lane, and appropriate signage at the intersection.
- f. Install two continental crosswalks across College Avenue at the intersection with Dickinson Avenue (west leg and east leg of intersection). This will include new ADA pedestrian ramps on all four corners of the intersection, and appropriate pedestrian crossing signage at the intersection.



Countywide Planning Division
Special Projects Section

August 5, 2024

MEMORANDUM

TO: Eddie Diaz-Campbell, Planner III, Subdivision Section, DRD

FROM: *BR* Bobby Ray, AICP, Supervisor, Special Projects Section, CWPD

SUBJECT: **ADQ-2022-013-01 Discovery District**

Project Summary:

The project proposes the creation of nine parcels for the 42.9-acre property located at the southeast quadrant of the intersection of U.S. 1 (Baltimore Avenue) and Campus Drive in College Park, MD. 20742. The development proposed includes 285 multi-family dwelling units (with 68 existing university-owned units to remain) and 524,000 square feet of non-residential (office) development.

This preliminary plan of subdivision (PPS) application (4-220344) was accepted for processing by the Planning Department on October 3, 2022. Concurrent with the Preliminary Plan a Certificate of Adequacy (ADQ-2022-013) was approved with conditions and signed by the Planning Director on February 6, 2023. The applicant is requesting an amendment to ADQ-2023-013 for the following:

- (1) Amending the specific improvements as set forth in Condition Nos. 5, 6 and 7 of the ADQ; and
- (2) Addressing the timing of the BPIS (Bicycle & Pedestrian Impact Statement) improvements.

The requested amendments are all related to transportation / circulation improvements and have no impact on the density of development and therefore no impact on the referral prepared for the Preliminary Plan and Certificate of Adequacy in January 2023. This memo reaffirms the tests prepared by the Special Projects Section in 2023.

ADQ-2022-013-01

Amendment to Certificate of Adequacy ADQ-2022-013 is being reviewed for public facility adequacy, per the findings of the current Subdivision Regulations Section 24-4500, as follows:

- (1) This Section establishes public facility adequacy standards. They are summarized in Table 24-4502: Summary of Public Facility Adequacy Standards. The standards are established in Sections 24-4504, Public Facility Adequacy-Generally, through Section 24-4510, Schools Adequacy, below.
- (2) An application listed in Section 24-4502(a) above 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).

Pursuant to Section 24-4503(g)(1)(A), an amended certificate of adequacy is not required because there is no change to the proposed development. However, the applicant has elected to file an amended certificate of adequacy pursuant to Section 24-4503(g)(2) in order to revise certain conditions related to transportation improvements.

Non-Residential Component of the Project

Fire and Rescue Adequacy:

Per Section 24-4509 of the current Subdivision Regulations, the Planning Board's test for fire and rescue adequacy involves the following:

- (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.

The subject property is served by the College Park VFD #812 located at 8115 Baltimore Avenue, College Park 20740, as the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of October 27, 2022, the project site passes the 4-minute travel time test for non-residential development from Station #812. In an email dated March 7, 2024, this fire response time was reaffirmed.

Residential Component of the Project

Police Facility Adequacy:

Per Section 24-4508 of the current Subdivision Regulations, the Planning Board's test for police adequacy involves the following:

- (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.

The subject property is served by Police District I, Hyattsville located at 5000 Rhode Island Avenue, 20781. Consistent with the provisions of Section 24-4508.A correspondence was received from representatives of the Prince George's County Police Department that stated the Department "has an adequate amount of equipment for our current sworn officers".

Pursuant to Section 24-4508.B the subject police response times for the site meet the standard of 25 minutes for non-emergency calls and 10 minutes for emergency calls. The test is applied on the date the application is accepted or within the following three (3) monthly cycles. The times are based on a rolling average for the preceding 12 months. The initial application was accepted by the Planning Department on October 3, 2022. The amended certificate of adequacy was accepted as complete on February 27, 2024, and is subject to the response times established for December 2023. The Police Response Times continue to be met for the amended certificate of adequacy.

Police Response Times (Section 24-4508.B) District I

Reporting Cycle	Date	Priority	Non-Priority
Acceptance Date	October 3, 2022	7:04 minutes	8:45 minutes
Amendment Accepted	February 27, 2024	6:55 minutes	9:00 minutes

Fire and Rescue Adequacy:

Per Section 24-4509 of the current Subdivision Regulations, the Planning Board's test for fire and rescue adequacy involves the following:

(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 fire 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.

The subject property is served by the College Park VFD #812 located at 8115 Baltimore Avenue, College Park, MD 20740, as the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of October 27, 2022, the project site passes the 7-minute travel time test for residential development.

Schools:

This preliminary plan was reviewed for impact on school facilities in accordance with Section 24-4510 of the current Subdivision Regulations and CR-23-2001. The subject property is located within Cluster 2, as identified in the *Pupil Yield Factors & Public-School Clusters 2021 Update*. The project proposes to add 790 new multi-family dwelling units.

The adopted "level of service" standard is 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. Per the table below, the existing state rated capacity exceeds 105% at the middle and high school level.

Pursuant to Section 25-4510.c of the Subdivision Regulations:

When conditioned upon payment of the school's facility surcharge, or when otherwise exempt from the school's facility surcharge pursuant to Section 10-192.01, School Facilities Surcharge, of the County Code, the subdivision may be approved regardless of actual or projected school capacity.

Impact on Affected Public School Clusters

	Affected School Cluster		
	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multi-Family Dwelling Units	285	285	285
Pupil Yield Factor (PYF) – MF	0.179	0.095	0.131
MF x PY=Future Enrollment	51	27	37
Adjusted Student Enrollment 9/30/21	20,788	9,108	9,271
Total Future Student Enrollment	20,839	9,135	9,308
State Rated Capacity	20,087	7,342	8,494
Percent Capacity	104%	124%	109%

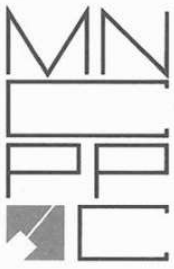
Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$11,560 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$11,560 per dwelling if the building is included within a Basic Plan or Conceptual Site Plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$19,826 per dwelling for all other buildings. This project is within the I-495 Capital Beltway; thus, the surcharge fee is **\$11,560**. This fee is to be paid to Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) at the time of issuance of each building permit.

RECOMMENDED CONDITION

- Pursuant to Section 25-4510(c) of the Subdivision Regulations, at the time of issuance of each building permit, the applicable school facilities surcharge fee shall be paid to the Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE). The fee shall be \$11,560 per dwelling unit subject to any adjustments or exemptions consistent with the requirements of Section 10-192.01 of the Prince George's County Code.

CONCLUSION

Subject to the payment of the School Facilities Surcharge discussed above, the Special Projects Section finds that the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Regulations.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: February 15, 2024

TO: Eddie Diaz Campbell, Planner III
Subdivision Section, Development Review Division
Planning Department

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Land Acquisition/Management & Development Review Section
Park Planning and Environmental Stewardship
Department of Parks and Recreation

SUBJECT: **Certificate of Adequacy (ADQ) ADQ-2022-013-01**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this Certificate of Adequacy (ADQ) application as it pertains to public parks and recreational facilities. The property is being developed per the standards of the old Zoning Ordinance.

This approximately 43-acre parcel, zoned Local Transit Oriented- Edge (LTO-E), is located on the northeast side of Baltimore Avenue at its intersection with Campus Drive. This application is for the development of 9 parcels for 285 multifamily dwellings and 524,000 square feet of commercial development.

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the proposed project, as shown, will generate an additional 1,896 people in the local community.

Per 24-4507(b)(1)(A) of the Prince George's County Subdivision Regulations 2.5 acres of improved public parks per 1,000 residents is the adopted Level of Service standard within the Transit Oriented/Activity Center zone for Parks and Recreation in Prince George's County. The draft 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) shows that there are 35 acres of improved public parkland per 1,000 persons in the county. Parks staff finds the LOS adequate.

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cc: Alvin McNeal
Sonja Ewing