

# Certificate of Adequacy

ADQ- 2022-013

## General Information

Project Name: Discovery District  
Case Number: ADQ-2022-013  
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 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 (Burton to Diaz-Campbell, January 18, 2023)*
- *Special Projects Section (Ray to Diaz-Campbell, January 12, 2023)*
- *Department of Parks and Recreation (Thompson to Diaz-Campbell, December 19, 2022)*

**Based on the forgoing analysis, this 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, 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 the Site Plan submission.
4. Prior to the acceptance of the 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, 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. 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.
8. Pursuant to Section 25-4510(c) of the Subdivision Regulations, at the time of issuance of each building permit for a multifamily residential building, 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 equal \$9,741 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.

**SIGNATURE**  
Checkley,  
Andree

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Andree  
Date: 2023.02.06 16:13:46  
-05'00'

Planning Director

02/06/2023

Date of Approval

**This certificate of adequacy is valid for 12 years from the date of approval, subject to the additional expiration provisions of Section 24-4503(c).**



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division  
Transportation Planning Section


14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
www.mncppc.org/pgco  
301-952-3680

January 18, 2023

## **MEMORANDUM**

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

FROM:  Glen Burton, Transportation Planning Section, Countywide Planning Division

VIA:  William Capers III., PTP, Supervisor, Transportation Planning Section,  
Countywide Planning Division

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

### **Proposal:**

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with the preliminary plan of subdivision (PPS) application, 4-22034, which proposes the subdivision of land for the development of 285 residential dwelling units, and 524,000 square feet of office use. Additionally, this analysis incorporates existing college-related uses that will remain on the site. The transportation planning section's review of the referenced Certificate of Adequacy (ADQ) application was evaluated under Section 24-4500 of the current Subdivision Regulations, specifically Section 24-4505 for motor vehicle adequacy and Section 24-4506 for pedestrian and bicycle adequacy.

### **Criteria for Establishing Transportation Adequacy**

The proposed development is subject to the Transportation Service Area 1 adequacy requirements for the analysis of vehicular traffic. The study area and critical intersections were scoped and approved by staff in October 2022.

Additionally, the property is located within the Local Transit Oriented (LTO-E) zoning district and is therefore subject to the bicycle and pedestrian adequacy requirements, described in Section 24-4502 and the "2022 Transportation Review Guidelines Supplement."

### **Analysis of Traffic Impacts**

The applicant has submitted a full traffic impact analysis (TIS) at the request of staff. The latest TIS submission dated (as revised) December 2, 2022, was used as the basis for a determination of adequacy.

The subject property is located within Transportation Service Area (TSA) 1, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections:

Level-of-Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Traditionally, signalized intersections are evaluated individually, however, pursuant to the "Transportation Review Guidelines, 2022 Supplement", all study intersections along US 1 will be reported based on the average CLVs.

Unsignalized Intersections:

For two-way stop-controlled intersections, a three-part process is employed:

(a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (HCM) (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if the delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections, a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if the delay exceeds 50 seconds, the CLV is computed.

Trip Generation

As mentioned, the PPS application proposes the subdivision of land for residential and office uses. However, the site is currently developed with institutional uses to support the University of Maryland College Park Campus. The trips associated with the existing uses were obtained using traffic count data collected at the site access driveways. The TIS considered the total site-generated impacts which include the portion of the development that will be razed and replaced with new trips associated with the development of 285 residential dwelling units as well as the existing trips associated with the institutional uses that will remain. The table below summarizes trip generation for the site and will be used in reviewing traffic and developing a trip cap for the site:

<b>TRIP GENERATION SUMMARY: ADQ-2022-013</b>								
<b>Land Use</b>	<b>Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Garden Apt	285	units	28	120	148	111	60	171
<i>Less 15% TOD credit</i>			-4	-18	-22	-17	-9	-26
Office	524,000	sq. ft.	943	105	1,048	183	786	969
<i>Less 15% TOD credit</i>			-141	-16	-157	-27	-118	-145
<b>Total New Off-Site Trips</b>			<b>826</b>	<b>191</b>	<b>1,017</b>	<b>250</b>	<b>719</b>	<b>969</b>
<i>Less existing on-site uses (to be replaced)</i>			-250	-0	-250	-0	-250	-250
Total trip generation			745	336	1,081	504	793	1,297
<b>Total Trip Cap Recommendation</b>			<b>1081</b>			<b>1,297</b>		

The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions. The following represents the intersections deemed critical for the proposed development:

<b>EXISTING CONDITIONS</b>
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<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
US 1 & Campus Drive	A/587	A/930
US 1 & Hotel Drive	A/394	A/580
US 1 & Rossborough Lane	A/373	A/549
US 1 & College Drive	A/420	A/644
US 1 & Knox Road	A/411	A/689
US 1 & Calvert Road	A/341	A/607
US 1 & Guilford Road	A/456	A/606
<b>Weighted Average (US 1 Corridor)</b>	<b>A/443</b>	<b>A/681</b>
US 1 & Testudo Way*	10.3 seconds	13.8 seconds
Campus Drive & Diamondback Drive*	9.3 seconds	10.2 seconds
Campus Drive & Testudo Way Extended-Site access*	na	na
Rossborough Lane & Diamondback Drive*	8.8 seconds	9.0 seconds
Rossborough Lane & Yale Lane*	8.9 seconds	8.9 seconds
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, a delay exceeding 50.0 seconds indicates inadequate traffic operations.		

The traffic study identified 15 background developments whose impact would affect some or all the study intersections. Additionally, a growth of 0.5 % over two years was also applied to the traffic volumes along US 1. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

<b>BACKGROUND CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
US 1 & Campus Drive	A/712	C/1187
US 1 & Hotel Drive	A/518	A/763
US 1 & Rossborough Lane	A/496	A/731
US 1 & College Drive	A/544	A/827
US 1 & Knox Road	A/584	B/1144
US 1 & Calvert Road	A/392	A/698
US 1 & Guilford Road	A/530	A/781
<b>Weighted Average (US 1 Corridor)</b>	<b>A/557</b>	<b>A/905</b>
US 1 & Testudo Way*	10.7 seconds	16.8 seconds
Campus Drive & Diamondback Drive*	9.5 seconds	11.1 seconds
Campus Drive & Testudo Way Extended-Site access*	na	na
Rossborough Lane & Diamondback Drive*	8.8 seconds	9.0 seconds
Rossborough Lane & Yale Lane*	8.9 seconds	8.9 seconds
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest		

average delay for any movement within the intersection. According to the Guidelines, a delay exceeding 50.0 seconds indicates inadequate traffic operations.

A third analysis depicting the total condition was done which included site traffic plus background conditions. That analysis revealed the following results:

<b>TOTAL CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
US 1 & Campus Drive	A/827	C/1259
US 1 & Hotel Drive	A/544	A/959
US 1 & Rossborough Lane	A/531	A/813
US 1 & College Drive	A/564	A/852
US 1 & Knox Road	A/614	C/1219
US 1 & Calvert Road	A/478	A/735
US 1 & Guilford Road	A/549	A/855
<b>Weighted Average (US 1 Corridor)</b>	<b>A/609</b>	<b>A/985</b>
US 1 & Testudo Way*	11.2 seconds	18.5 seconds
Campus Drive & Diamondback Drive*	na	na
Campus Drive & Testudo Way Extended-Site access*		
Tier 1: HCS Delay test - fail	<b>292.6 seconds</b>	<b>204.6 seconds</b>
Tier 2: Minor Street Volume - fail	<b>&gt;100</b>	<b>&gt;100</b>
Tier 3: CLV - pass	736	789
Rossborough Lane & Diamondback Drive*	9.1 seconds	9.4 seconds
Rossborough Lane & Yale Lane*	8.9 seconds	9.0 seconds
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, a delay exceeding 50.0 seconds indicates inadequate traffic operations.		

The results shown in the table above indicate that all intersections will operate adequately under total traffic, with the exception of the Campus Drive-Testudo Way-Site Access intersection. That intersection is projected to operate with a delay, well above the 50-second threshold. However, pursuant to the "Guidelines," when analyzed using the prescribed 3-tier test for unsignalized intersection, the result shows that the intersection will operate with CLVs of 736 and 789 during the AM and PM peak hours respectively. Both projections fall below the 1150 threshold, and therefore, no additional studies are needed. The analyses under total traffic were predicated on the following improvements being provided by the applicant:

- Extend Testudo Way eastward to create a "T" intersection with Campus Drive.
- Provide separate left turn and right turn lanes on the eastbound approach.
- Provide a separate left turn lane on the northbound approach.
- Convert the southbound right lane to a shared through-right lane.

#### **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.

#### 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 the following options:

1. Install 12 Bus Sitting Walls along Route 1 as well as Campus Drive.  
Estimated total: \$159,174
2. Install one crosswalk along Guilford Drive, approximately 410 feet west of US 1  
Estimated cost: \$8,658.
3. Install a recreational sign of "Rhode Island Avenue Trolley Trail" on eastbound and westbound Campus Drive before the Trail intersects Campus Drive.  
Estimated cost: \$1,360.

Since the recommended improvements total less than half of the cost cap, the Department of Public Works and Transportation (DPW&T) is recommending the following:

The installation of an e Bikeshare station at the frontage of the "Hotel at the University of Maryland with the following details.

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

DPWT's recommended improvements will need to be further evaluated to ensure that the improvements are in conformance with Section 24-4506 (c) of the Subdivision Regulations. As a condition of approval, staff recommends that the applicant evaluate the feasibility of the bike-share facility and ensure that the improvement can be provided within the remaining cost cap allocation prior to the certification of the PPS application.

#### 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

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. 24-4506(a). 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. As a condition of approval staff also recommends that the applicant provides bicycle amenities on site including long and short-term bicycle parking for residents and visitors. Bicycle fix-it station(s) are also recommended to accommodate bicycle users.

#### Transportation Planning Review:

Based on the "Transportation Review Guidelines – 2022 Supplement", the proposed residential development will generate 1017 AM and 969 PM vehicle trips. Based on the traffic analysis above, staff finds that all critical intersections will operate at acceptable levels to serve the proposed development.

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 24-4505 and 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. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new Preliminary Plan of Subdivision.
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.



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 the Site Plan submission.
4. Prior to the acceptance of the 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-2022-039, 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. Install 12 Bus Sitting Walls along Route 1 as well as Campus Drive.  
Estimated total: \$159,174
  - b. Install one crosswalk along Guilford Drive, approximately 410 feet west of US 1  
Estimated cost: \$8,658.
  - c. Install a recreational sign of "Rhode Island Avenue Trolley Trail" on eastbound and westbound Campus Drive before the Trail intersects Campus Drive.  
Estimated cost: \$1,360.
6. Prior to the certification 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.



Countywide Planning Division  
Special Projects Section

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
[www.mncppc.org/pgco](http://www.mncppc.org/pgco)

January 12, 2023

**MEMORANDUM**

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

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

**SUBJECT:** **4-22034 Discovery District and ADQ-2022-013**

**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 was accepted for processing by the Planning Department on October 3, 2022. Comments were provided at the October 14, 2022, SDRC Meeting.

**PPS-4-22034**

**The following preliminary plan is being reviewed for public facility adequacy per the findings of Section 24-122.01. as follows:**

- (a) The Planning Board may not approve a preliminary plan of subdivision if it finds that adequate public facilities do not exist or are not programmed for the area within which the proposed subdivision is located, as defined in the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure" and "Guidelines for the Analysis of the Traffic Impact of Development Proposals." The Planning Board shall require adequate public facilities, as provided in this Section and in Division 4 of this Subtitle.

**Water and Sewer:**

Section 24-122.01(b)(1) of the prior Subdivision Regulations states that:

.... the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.

The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 3, "Community System". Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer. Additionally, the property is within Tier 1 of the Sustainable Growth Act. Tier 1 includes those properties served by public sewerage systems.

**Capital Improvement Program (CIP):**

The subject project is located in Planning Area 66 – “College Park-Berwyn Heights & Vicinity”. The *2023-2028 Fiscal Year Approved CIP Budget* does not identify any new construction projects programmed for this planning area.

**Conformance to the Master Plan:**

This preliminary plan of subdivision was reviewed for conformance to the master plan in accordance with Section 24-121(a)(5) of the prior Subdivision Regulations. The 2010 Approved Central US 1 Corridor Sector Plan contains a Public Facilities Section (p. 151) in Chapter 4 (“Infrastructure Elements”). The primary goal and vision of the Section are:

- **Vision** - The Central US 1 Corridor is well-served by schools, fire, police, and emergency medical services, and libraries, contributing to a strong sense of place and community.
  - **Goal** - Provide needed public facilities in locations that efficiently serve the population of the Central US 1 Corridor sector plan area.

The proposed development will not impede achievement of any of the above-referenced goals. The analysis provided in this memo illustrates that, pursuant to adopted tests and standards, public safety facilities are adequate to serve the proposed development. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries proposed on the subject property.

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities, however, none of its recommendations affect the subject site.

**Conclusion**

At the writing of this referral the Special Projects Section finds that the applicable public facility standards and conformance with the area sector, is met pursuant to the prior Subdivision Regulations.

**ADQ-2022-013**

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).

### **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.

### **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 application was accepted by the Planning Department on October 3, 2022.

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

<b>Reporting Cycle</b>	<b>Date</b>	<b>Priority</b>	<b>Non-Priority</b>
Acceptance Date	October 3, 2022	7:04 minutes	8:45 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. Travel time was taken from the closest Prince George's County Fire/EMS Station, College Park, #812.

**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.

Based on the information reviewed the subdivision does not meet any of the exemptions provided by Section 10-192.01 and is subject to payment of the school's facility surcharge for the new single family detached dwelling unit.

**Impact on Affected Public School Clusters  
Single Family Detached Dwelling Unit**

	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	0.119	0.070	0.081
MF x PY=Future Enrollment	34	20	23
Adjusted Student Enrollment 9/30/21	20,788	9,108	9,271
Total Future Student Enrollment	20,822	9,128	9,294
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 \$9,741 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$9,741 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 \$16,698 per dwelling for all other buildings. This project is within the I-495 Capital Beltway; thus, the surcharge fee is **\$9,741**. 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 equal \$9,741 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 and conformance with the area sector, is met pursuant to the 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: December 19, 2022

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

VIA: Sonja Ewing, Assistant Division Chief **SME**  
Department of Parks and Recreation

FROM: Dominic Quattrocchi, Planning Supervisor **DQ**  
Ivy R. Thompson, AICP, Planner III **IRT**  
Land Acquisition/Management & Development Review Section  
Park Planning and Development Division, Department of Parks and Recreation

SUBJECT: **Preliminary Plan of Subdivision (PPS) 4-22034**  
**Discovery District**

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The Department of Parks and Recreation (DPR) has reviewed and evaluated this Preliminary Plan of Subdivision (PPS) application as it pertains to public parks and recreational facilities.

## **PROPOSAL**

This application is for the mixed-use development of 9 parcels for 285 multifamily dwellings and 524,000 square feet of commercial development.

## **BACKGROUND**

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. The property is being developed per the standards of the old Zoning Ordinance.

## **Master Plan Conformance**

The property is subject to the 2010 *Approved US 1 Corridor Sector Plan and Sectional Map Amendment*; *Plan Prince George's 2035 Approved General Plan*; the 2017 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. Parks staff reviewed this preliminary plan of subdivision for conformance to the master plan per Sections 24-121(a)(5) of the prior Subdivision Regulations. The proposed development aligns with the master plan's intention to provide quality, safe, and convenient parks and recreational facilities within mixed-use developments providing respite and contributing to the desirability and livability of the community for current and future residents.

## **DISCUSSION:**

Park and recreation amenities serving the subject property include the Paint Branch Stream Valley Park I & II and Lakeland Park, which is within a quarter mile of the subject property. The parks are



developed with basketball and tennis courts, the College Park Community Center, and ball fields. The Paint Branch Trail also serves this area.

***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.

Parks staff finds the LOS adequate.

Separate from the evaluation of Parks & Recreation Adequacy, the Mandatory Dedication requirements must be met, as discussed below.

**FINDINGS:**

Per the provisions of the prior Prince George's County Subdivision Regulations Section 24-134, which relate to the Mandatory Dedication of Parkland, which provides for the dedication of land, the payment of a fee-in-lieu, and/or the provision of private onsite recreational facilities, based on the proposed density of development, 15-percent of the net residential lot area should be required to be dedicated to M-NCPPC for public parks, which equates to 6.45 acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. Given the location of the property, the conveyance of 6.44 acres of land is not feasible for this project. The recreational guidelines for Prince George's County also set standards based on population. Based on the projected population for the development, the typical recreational needs include outdoor sitting and eating areas, playgrounds, fitness areas, open play areas, and basketball and tennis courts.

The current design proposal does not meet all the requirements based on the constraints and layout of the property. Per Section 24-135 of the prior Prince George's County Subdivision Ordinance, the Planning Board may approve the provision of private on-site recreational facilities, in place of Parkland dedication. The Developer has proffered to meet the requirement with private onsite indoor recreational facilities. The current plan cites the provision for a courtyard, a fitness center, and a game room as private recreational facilities.

DPR staff agrees with the provision of private onsite recreation to meet the parkland dedication requirement. The private outdoor recreational facilities noted are minimal and should include more opportunities for outdoor amenities for future residents and guests. DPR staff recommends the provision of additional outdoor private recreation amenities with a review at the time of the Detailed Site Plan by Urban Design (Development Review) staff.

**RECOMMENDATION**

The Park Planning & Development Division of DPR recommends approval of the Discovery District Preliminary Plan of Subdivision, PPS 4-22034 with the following conditions:

1. In accordance with Section 24-135 of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.
2. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation.
3. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Parks and Recreation Facilities Guidelines, with the review of the site plan. Timing for construction shall also be determined at the time of site plan.
4. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities.
5. Add a note on the Preliminary Plan to state that the mandatory dedication of parkland requirement is being addressed by providing on-site facilities for Service Area 2 because the land available for dedication is not sufficient to meet the recreational needs of the projected population.

cc: Alvin McNeal  
Bridget Stesney