

Certificate of Adequacy

ADQ- 2022-039

General Information

Project Name: 9113 Baltimore Avenue
Case Number: ADQ-2022-039
Associated Preliminary Plan of Subdivision or Final Plat: 4-22007
Use Type: Mixed-Use (Residential and Commercial)
Dwelling Unit Type and Number: 331 Gross Floor Area (nonresidential): 3,937 SF

Project Location

Project Location: On the east side of US 1 (Baltimore Avenue), between Cherokee Street and Delaware Street.
Lot/Parcel: Existing Lots 34-35 & Parcel A Tax Account: 2411080 , 2396505
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: Service Area 1 and designated boundaries of 1	LOS "E" (Critical Lane Volume of 1451-1600)	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	N/A	No
Parks and Recreation (<i>All Other Zones</i>)	15 acres per 1,000	Yes	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	No

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 (Smith to Heath, August 12, 2022)*
- *Special Projects Section (Perry to Heath, August 9, 2022)*
- *Department of Parks and Recreation (Thompson to Heath, July 30, 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 188 AM peak-hour trips and 239 PM peak-hour vehicle trips.
2. Prior to the 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:
 - a. A single through-left lane and exclusive right turn lane configuration along the westbound approach of the Cherokee Street and US Route 1 intersection.
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 as part of the Site Plan submission.
4. The applicant 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 issuance 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 crosswalks along US Route 1 on Indian Lane and Fox Street.
 - b. Install crosswalk and associated pedestrian signals along US Route 1 at Cherokee Street along the north and east legs of the intersection.

SIGNATURE

Andree Green Checkley, Esq. Digitally signed by Andree Green Checkley, Esq
Date: 2022.08.24 09:42:48 -04'00'

08/24/2022

Planning Director

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

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Countywide Planning Division
Transportation Planning Section

301-952-3680

August 12, 2022

MEMORANDUM

TO: Antoine Heath, Subdivision Section, Development Review Division

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

VIA: *(WJC)* William Capers III, PTP, Transportation Planning Section, Countywide Planning Division

SUBJECT: **ADQ-2022-039:**

Proposal:

The preliminary plan of subdivision (PPS) application proposes the subdivision of land for the development of 331 multifamily dwelling units with 3,937 square feet of ancillary retail. 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 September 2021. The property is located within the Local Transit Oriented (LTO) 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 the staff. This study is 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.

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 ancillary retail uses. The table below summarizes trip generation for the site and will be used in reviewing traffic and developing a trip cap for the site:

TRIP GENERATION SUMMARY: ADQ-2022-039								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily	331	units	34	138	172	129	70	199
Retail	3,937	sq. ft.	10	6	16	20	20	40
Total Trips			44	144	188	149	90	239
Total Trip Cap Recommendation			188			239		

The latest TIS includes the analysis of the LOS for all critical intersections. As previously mentioned, adequacy for the peak hour periods at all signalized intersections is acceptable within TSA 1, when LOS E or better is met per Section 24-4502 of the subdivision regulations and the Transportation Review Guidelines Supplement. The traffic generated by the proposed PPS would impact the following intersections and links in the transportation system:

- US Route 1 / Cherokee Street (signalized)
- US Route 1 / Fox Street (signalized)
- US Route 1 / Hollywood Road (signalized)
- US Route 1 / Cherry Hill Road (signalized)
- US Route 1 / I-95 off- bound Ramp / Edgewood Road (signalized)
- US Route 1 / Delaware Street (unsignalized)
- Cherokee Street / Site Access (unsignalized)
- Delaware Street / West Access (unsignalized)

Existing Traffic

The following critical intersections, interchanges, and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS

Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
US Route 1 / Cherokee Street (signalized)	1039	1118	B	B
US Route 1 / Fox Street (signalized)	1015	1070	B	B
US Route 1 / Hollywood Road (signalized)	1074	1208	B	C
US Route 1 / Cherry Hill Road (signalized)	1152	1166	C	C
US Route 1 / I-95 off bound Ramp / Edgewood Road (signalized)	1000	1287	A	C
US Route 1 / Delaware Street*	28.8s	213.3s	Pass	Fail
Tier 2 Test		<100 veh	-	Pass
Cherokee Street / Site Access*	-	-	-	-
US Route 1 / Right Turn Exit*	-	-	-	-
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The TIS indicates that the unsignalized intersection of US Route 1 and Delaware Street exceeds the 50 second delay threshold during the PM peak hour, using the HCM procedure. However, the minor approach met the requirements of test 2, the 100-vehicle threshold volume and is deemed acceptable, under existing conditions. It is important to note that Table 3, Results of Intersection Capacity Analysis, of the TIS does not show the results of test 2, 100-vehicle threshold volume, for the US Route 1/Delaware Street intersection, but the analysis provided in Appendix B shows that a total of 18 PM peak hour vehicles for both minor street approaches which meets the requirements and staff finds acceptable.

Background Traffic

There are no critical intersections identified above that are programmed for improvements with 100 percent construction funding within the next six years in the current Maryland Department of Transportation "Consolidated Transportation Program" or the Prince George's County "Capital Improvement Program."

Staff identified 16 developments that could impact the site's critical intersections. Additionally, a growth of 0.5 percent was applied over a 4-year period. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
US Route 1 / Cherokee Street (signalized)	1260	1426	C	D
US Route 1 / Fox Street (signalized)	1135	1254	B	C
US Route 1 / Hollywood Road (signalized)	1202	1394	C	D
US Route 1 / Cherry Hill Road (signalized)	1283	1379	C	D

US Route 1 / I-95 off bound Ramp / Edgewood Road (signalized)	1150	1485	B	E
US Route 1 / Delaware Street*	54.8s	1133.6s	Fail	Fail
Tier 2 Test	<100 veh	<100 veh	Pass	Pass
Cherokee Street / Site Access*	-	-	-	-
US Route 1 / Right Turn Exit*	-	-	-	-
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The TIS indicates that the unsignalized intersection of US Route 1 and Delaware Street exceeds the 50 second delay threshold, in both peak periods using the HCM procedure. However, the minor approach met the requirements of test 2, the 100-vehicle threshold volume and is deemed acceptable, under background conditions. It is important to note that Table 3, Results of Intersection Capacity Analysis, of the TIS does not show the results of test 2, 100-vehicle threshold volume, for the US Route 1/Delaware Street intersection, but the analysis provided in Appendix B shows that a total of 12 AM peak hour vehicles and 18 PM peak hour vehicles for both minor street approaches which meets the requirements and staff finds acceptable.

Total Traffic

The following critical intersections identified above, when analyzed with total future traffic and proposed improvements, as developed using the Guidelines including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
US Route 1 / Cherokee Street (signalized)	1324	1577	D	E
Westbound Right Turn Lane	1214	1504	C	E
US Route 1 / Fox Street (signalized)	1150	1283	B	C
US Route 1 / Hollywood Road (signalized)	1217	1423	C	D
US Route 1 / Cherry Hill Road (signalized)	1300	1425	C	D
US Route 1 / I-95 off- bound Ramp / Edgewood Road (signalized)	1186	1524	C	E
US Route 1 / Delaware Street*	60.1s	1087.5s	Fail	Fail
Tier 2 Test	<100 veh	<100 veh	Pass	Pass
Cherokee Street / Site Access*	9.8s	10.4s	Pass	Pass
US Route 1 / Right Turn Exit*	13.9s	31.8s	Pass	Pass

*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, the delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.

The latest TIS analyzed the lane-use configuration at the westbound approach at the Cherokee Street and US Route 1 intersection as a through-left and an exclusive right turn lane to facilitate traffic from the site onto US Route 1. Staff has included this improvement as a condition of approval.

The total future conditions analysis also indicates that the unsignalized intersection of US Route 1 and Delaware Street exceeds the 50- second delay threshold using the HCM procedure. However, the minor approach met the requirements of test 2, the 100-vehicle threshold volume, and is deemed acceptable, under total conditions. . It is important to note that Table 3, Results of Intersection Capacity Analysis, of the TIS does not show the results of test 2, 100-vehicle threshold volume, for the US Route 1/Delaware Street intersection, but the analysis provided in Appendix B shows that a total of 14 AM peak hour vehicles and 20 PM peak hour vehicles for both minor street approaches which meets the requirements and staff finds acceptable.

Analysis of Bicycle & Pedestrian Impacts Statement

The subject property is in the LTO 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 \$126,026.80 as of May 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 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 crosswalks along US Route 1 on Indian Lane and Fox Street.

Estimated total: \$14,270

2. Install crosswalk and associated pedestrian signals along US Route 1 at Cherokee Street along the north and east legs of the intersection.

Estimated total: \$110,232

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, and bicycle facilities, daycare centers and,

adjacent retail. The proposed infrastructure will create continuous and dedicated connections 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 finds 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 to include 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 188 AM and 239 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 188 AM peak-hour trips and 239 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. Before 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:

- a. A single through-left lane and exclusive right turn lane configuration along the westbound approach of the Cherokee Street and US Route 1 intersection.
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 as part of the Site Plan submission.
4. The applicant 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. Before 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 crosswalks along US Route 1 on Indian Lane and Fox Street.
 - b) Install crosswalk and associated pedestrian signals along US Route 1 at Cherokee Street along the north and east legs of the intersection.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Special Projects Section

14741 Governor Oden Bowie Drive
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August 9, 2022

MEMORANDUM

TO: Antoine Heath, Planner II, Subdivision Section, DRD

VIA: BR Bobby Ray, AICP, Supervisor, Special Projects Section, CWPDP

FROM: EP Elena Perry, Planner II, Special Projects Section, CWPDP

SUBJECT: 4-22007 9113 Baltimore Avenue & ADQ-2022-039

Project Summary:

This project proposes the subdivision of 3.82 acres into one lot for 331 multi-family units and 3,937 square feet of commercial uses.

This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on June 14, 2022. Comments were provided at the June 24, 2022, SDRC Meeting.

The subject preliminary plan is being filed in accordance with the prior Subdivision Regulations in accordance with Section 24-1900, under which public facility adequacy is being reviewed per the findings of the current Subdivision Regulations Section 24-4503 as follows:

- (a)(2) Preliminary plans of subdivision (minor or major) proposed after April 1, 2022 shall receive approval of a certificate of adequacy or conditional certificate of adequacy for each public facility subject to this Section.

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.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 66 College Park-Berwyn Heights & Vicinity. The *Prince George's County FY 2022-2027 Approved CIP* does not identify any schools and/or public safety facilities in the 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 and Sectional Map Amendment* provides goals and policies related

to public facilities (pages 151-163). The proposed development aligns with the master plan goal to “provide needed public facilities in locations that efficiently serve the population,” and the schools, libraries, and public safety policies and strategies. There are no police, fire and emergency medical service facilities, 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.

CONCLUSION

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

ADQ-2022-039

Certificate of Adequacy ADQ-2022-039 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

Section 24-4508. Police Facility Adequacy

The level of service standard for police facilities is not applicable to nonresidential development in accordance with Section 24-4502(b) and Section 24-4508(b)(3).

Section 24-4509. Fire and Rescue Adequacy

This ADQ was reviewed for adequacy of fire and rescue services in accordance with Section 24-4509 of the Subdivision Regulations. The subject property is served by Branchville Volunteer Fire/EMS Co. 811 located at 4905 Branchville Road in College Park.

Pursuant to the Level of Service Standards as summarized in Table 24-4502 the standard for Fire and Rescue, for nonresidential development, is a maximum of 5-minutes response time from the first due station. Per the National Fire Protection Association (NFPA) 1710, Chapter 4, 240 seconds (4 minutes) or less travel time is the national performance objective.

Prince George’s County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of June 21, 2022, the subject project passes the 4-minute travel time test from the closest Prince George’s County Fire/EMS Station Branchville Volunteer Fire/EMS, Co. 811 when applying the national standard and [NFPA 1710.4.1.2.1 (3)]. Therefore, this property would meet an associated total response time under five-minutes from the closest Fire/EMS Station.

Section 24-4510. Schools Adequacy

The level of service standard for school facilities is not applicable to nonresidential development in accordance with Section 24-4502(b).

RESIDENTIAL

Section 24-4508. Police Facility Adequacy

This ADQ was reviewed for adequacy of police services in accordance with Section 24-4508 of the Subdivision Regulations. The subject property is in Police District I, Hyattsville, located at 5000 Rhode Island Avenue in Hyattsville.

Pursuant to the Level of Service Standards as summarized in Table 24-4502 the standards for Police response times, for Residential development, are 10-minutes for emergency calls and 25-minutes for non-emergency calls. The times are based on a rolling average for the preceding 12 months. This application was accepted by the Planning Department on June 14, 2022. Based on the most recent information provided by the Police Department, as of June 2, 2022, the police response time standards of 10-minutes for emergency calls and 25-minutes for non-emergency calls were met. There is adequate equipment to meet the standards stated in Section 24-4508(b)(2)(A).

Reporting Cycle	Date	Priority	Non-Priority
Acceptance Date	June 14, 2022	7 minutes	9 minutes

Section 24-4509. Fire and Rescue Adequacy

This ADQ was reviewed for adequacy of fire and rescue services in accordance with Section 24-4509 of the Subdivision Regulations. The subject property is served by the Branchville Volunteer Fire/EMS Station Co. 811, located at 4905 Branchville Road in College Park.

Pursuant to the Level of Service Standards as summarized in Table 24-4502 the standard for Fire and Rescue, for Residential development, is a maximum of 7-minutes travel time from the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of June 14, 2022, the subject project passes the seven-minute travel time test from the first due station, Branchville VFD Co. 811.

Section 24-4510. Schools Adequacy

This ADQ was reviewed for impact on school facilities in accordance with Section 24-4510 of the Subdivision Regulations, Council Resolutions CR-23-2001 and CR-38-2002, *Amended Adequate Public Facilities Regulations for Schools*. Per Section 24-4510(b)(2) the subdivision is considered adequate when the future student enrollment does not exceed 105 percent of the state rated capacity. The subject property is located within Cluster 2, as identified in the Pupil Yield Factors & Public-School Clusters 2021 Update. Staff has conducted an analysis and the results are as follows:

Impact on Affected Public School Cluster by Dwelling Units

	Affected School Cluster		
	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multifamily (MF) Dwelling Units	331 DU	331 DU	331 DU
Pupil Yield Factor (PYF) – Multifamily (MF)	0.119	0.070	0.081
MF x PYF = Future Subdivision Enrollment	39	23	27
Adjusted Student Enrollment 9/30/21	20,788	9,108	9,271
Total Future Student Enrollment	20,827	9,131	9,298
State Rated Capacity	20,087	7,373	8,494
Percent Capacity	104%	124%	109%

The proposed future student enrollment does exceed 105 percent of the state rated capacity for middle and high schools within the cluster, so this ADQ does not meet the Level of Service (LOS) standard for school adequacy and mitigation would be required. However, per Section 24-4510(c), which outlines school adequacy mitigation, “When conditioned upon payment of the school’s facility surcharge, or when otherwise exempt from the schools 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.” Therefore, despite not meeting the LOS standard for school adequacy, the ADQ may be approved.

Section 10-192.01 School Facilities Surcharge

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$11,020 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$11,020 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 \$18,900 per dwelling for all other buildings. This project is located between Interstate 495 and the District of Columbia; thus, the surcharge fee is \$11,020 per dwelling unit.

Section 10-192.01(c)(2)(A), which is applicable to this PPS, states that “The school facilities surcharge under this section does not apply to a dwelling unit that is a studio apartment or an efficiency apartment if the dwelling unit is located: Within the Regional Transit Districts and Local Centers (Growth Policy Areas), as defined in the *Approved Prince George’s County General Plan* (Plan 2035), including the area of the approved 2010 *Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment*.” The proposed subdivision is within the area of the 2010 *Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment*. The applicant did not provide a breakdown of the number of each type of unit proposed within the 331 total units. If the applicant proposes studio or efficiency apartments as part of this project, the school facilities surcharge will not apply to those units, however, the surcharge will apply to all other multifamily dwelling units.

4-22007 9113 Baltimore Avenue

ADQ-2022-039

Page 5

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.

CONCLUSION

At the writing of this referral the Special Projects Section find that 4-22007 9113 Baltimore Avenue and ADQ-2022-039 meets the requirements for public facility adequacy in accordance with Section 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: July 30, 2022

TO: Antoine Heath, 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) 4-22007**
9113 Baltimore Avenue

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 320 multifamily dwellings and 3,937 square feet of ancillary commercial retail space.

BACKGROUND

This approximately 4-acre parcel, zoned Legacy Transit-Oriented-edge (LTO-e), is located on the northeast side of Baltimore Avenue between Cherokee and Delaware Streets. The property is being developed per the standards of the old Zoning Ordinance for MUI and DDO projects.

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) and 24-122(b) 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 Gold Course, which is within 0.35 miles of the subject property. The golf course is developed with a golf driving range, 9-hole golf course, mini golf, a golf pro-shop, and clubhouse. The Acredale Park is 1.17 miles from the subject property and is developed with a dog area, picnic area, shelter, playground, horseshoe pit, soccer, and softball 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 768 people in the local community.

Per 24-4507(b)(1)(B) 15 acres of improved public parks per 1,000 residents is the adopted Level of Service standard for Parks and Recreation in Prince George's County. The Draft 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) show that there are 29 acres of improved public parkland per 1,000 persons in the county.

Therefore, Parks staff finds the LOS is 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 0.56 acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. The 0.56 acres of dedicated land would not be sufficient to provide for the types of active recreational activities that are needed.

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 are:

- | | |
|------------------------------------|----------------------------------|
| (1) - Picnic Area | (1) - Sitting Areas |
| (1) - Playground | (0.6) - School Age Playground |
| (1) - Open Play Areas | (1) - Fitness Trail (6 stations) |
| (0.6) - Basketball - Multi-purpose | (0.5) - 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 payment of fees and the provision of private on-site recreational facilities, in place of Parkland dedication. The Developer has proffered to meet the requirement with private onsite recreational facilities. The current plan cites the provision of an outdoor swimming pool, a courtyard, a playground, and a dog park as recreational facilities.

DPR staff has concluded that the private recreational outdoor facilities provided are minimal with the swimming pool being a seasonal activity and is considered a typical sales and marketing opportunity within the proposed development. DPR's finding is that the private on-site recreational

4-22007
9113 Baltimore Avenue

facilities are not superior or equivalent to those that would have been provided under the provisions of mandatory dedication. DPR's recommends the combination of a payment of a fee in-lieu of mandatory dedication of parkland with a review of the provision of onsite recreation at the time of Detailed Site Plan by Urban Design (Development Review) staff.

RECOMMENDATION

The Park Planning & Development Division of DPR recommends approval of 9113 Baltimore Avenue Preliminary Plan of Subdivision, PPS 4-22007 with the following conditions:

1. Prior to approval of the final plat of subdivision, 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 provide a fee-in-lieu payment for mandatory parkland dedication for Service Area 2. The fee-in-lieu shall be offset by an equivalent percentage of the mandatory dedication which is satisfied by providing on-site recreational facilities.
2. 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.
3. 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.
4. 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.
5. 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.
6. Add a note on the Preliminary Plan to state that the mandatory dedication of parkland requirement is being addressed by providing both on-site facilities and a payment of a fee-in-lieu for Service Area 2 because the land available for dedication and private recreational facilities provided is not sufficient to meet the recreational needs of the projected population.

cc: Bridget Stesney
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