

Certificate of Adequacy

ADQ-2022-067

General Information

Project Name: National View
Case Number: ADQ-2022-067
Associated Preliminary Plan of Subdivision or Final Plat: 4-22060
Use Type: Mixed Use
Dwelling Unit Type and Number: 1,562 MF units inc. 362 elderly housing Gross Floor Area (nonresidential): 71,918 sq. ft.

Project Location

Project Location: On the north side of I-495, approximately 1,100 feet west of its interchange with MD 210 and adjacent to Bald Eagle Road
Lot/Parcel: Lots 8-14, 13-24, 63-91, and Parcels 26, 27, 32, 33, 35, 36, and 37 Tax Account: 1210699, 1210681, 1210707, 1210285, 1210715, et. al.
Property Zone: RMF-48 Council District: 8
Planning Area: 76A Municipality: Forest Heights
Election District: 12 Transportation Service Area: 1
Police District: IV School Cluster Area: 5

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	Yes
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 (Yang to Diaz-Campbell, July 17, 2023)*
- *Special Projects Section (Ray to Diaz-Campbell, July 13, 2023)*
- *Department of Parks and Recreation (Thompson to Diaz-Campbell, June 26, 2023)*

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

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

☐ Denied

1. Total development within the subject property shall be limited to uses that would generate no more than 879 AM and 1025 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:
 - a. The intersection of Bald Eagle Road and the driveway to Site Access and Parking Lot:
 - i. An exclusive right turn lane on the westbound Bald Eagle Road approach, unless modified by the operating agency, with written correspondence, to provide a different improvement which meets traffic adequacy.
 - ii. An exclusive left turn lane and an exclusive right turn lane on the Driveway approach, unless modified by the operating agency, with written correspondence, to provide a different improvement which meets traffic adequacy.
3. 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 adequate off-site pedestrian and bikeway facilities, in accordance with Section 24-4506(c)(1)(B) of the Subdivision Regulations, 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. The adequate pedestrian and bikeway facilities shall be selected from the prioritized list below. A facility shall only be selected if the facilities above it on the list cannot be constructed for reasons of (a) valuation above the cost cap for off-site facilities or (b) inability of the applicant to obtain a permit for construction from the applicable operating agency. If the applicant cannot obtain a permit for construction, they shall demonstrate this with written correspondence from the operating agency, or with written evidence of the developer's reasonable efforts to obtain permits should the operating agency not provide such correspondence. Multiple facilities shall be selected if they can be accommodated together within the cost cap.
 - a. Provide shared-use paths to replace the sidewalks and existing crosswalks at the intersection of Bald Eagle Road and MD 414/Oxon Hill Road to allow bicyclists to make legal left turns at this intersection.
 - b. Provide bikeway wayfinding signage consistent with the Maryland Manual of Uniform Traffic Control Devices. The applicant shall propose the number and location of signs, subject to review and agreement by staff and the operating agency.
 - c. Evaluate whether bicycle parking facilities meeting Section 27-6309(a)(3) and bicycle repair stations in accordance with 24-4506 (c)(1)(E)(viii) are provided at Bell Acres Park, and if not, provide these facilities in accordance with the respective sections.
 - d. Provide a bikeshare station within the public right-of-way immediately adjacent to the subject site, with location to be determined by the operating agency. The bikeshare station may also be located on site if approved by the operating agency and placed in a public use easement in accordance with Condition 7 below. The bikeshare station shall be provided with the following details:
 - i. Design/build a 19-dock station.
 - ii. Purchase 10 bicycles.
 - iii. Pay for and execute a 5-year operating/maintenance agreement for the bikeshare station.
 - e. Provide an additional bikeshare station at the Oxon Hill Park and Ride. The bikeshare station shall be provided with the following details:
 - i. Design/build an 11-dock station.
 - ii. Purchase 6 bicycles.
 - iii. Pay for and execute a 5-year operating/maintenance agreement for the bikeshare station.

4. Prior to signature approval of preliminary plan of subdivision 4-22060, the applicant and the applicant's heirs, successors, and/or assignees shall provide an updated bicycle and pedestrian impact study (BPIS) which provides cost estimates for each of the facilities listed in Condition 3.
5. The applicant and the applicant's heirs, successors, and/or assignees shall provide a network of on-site bicycle and pedestrian facilities in accordance with Section 24-4506(c)(1)(A) of the Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.
6. 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 on-site and off-site pedestrian and bicycle adequacy improvements approved with ADQ-2022-067, consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations.
7. If the most feasible location for the bikeshare station which may be provided in accordance with Condition 3.d. above is on-site, the bikeshare station shall be placed within a public access easement to the benefit of the bikeshare operating agency. The limits of the public access easement shall be shown on the detailed site plan and final plat. Prior to approval of a final plat for the development, a draft access easement shall be reviewed and approved by the Development Review Division of the Maryland-National Capital Park and Planning Commission (M-NCPPC) and be fully executed. The easement document shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. The easement shall be recorded in the Prince George's County Land Records, and the Book/page of the easement shall be indicated on the final plat, prior to recordation.
8. The applicant and the applicant's heirs, successors, and/or assignees shall ensure that the premises will be solely occupied by elderly persons for a minimum of 362 of the multifamily housing units, unless the overall unit count is respectively reduced. Prior to approval of a final plat for the development, a draft covenant establishing the minimum number of units to be occupied by elderly persons shall be reviewed and approved by the Development Review Division of the Maryland-National Capital Park and Planning Commission (M-NCPPC) and be fully executed. The covenant shall include the rights of M-NCPPC and shall be recorded in the Prince George's County Land Records, and the Book/page of the covenant shall be indicated on the final plat prior to recordation.
9. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Install and maintain a sprinkler system that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party.
 - b. Install and maintain automated external defibrillators (AEDs) in accordance with COMAR 30.06.01-05. A sufficient number of AEDs shall be installed so that no employee is more than 500 feet from an AED.

These requirements shall be noted on the detailed site plan for the development.

SIGNATURE



Planning Director

July, 19, 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

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Upper Marlboro, Maryland 20772
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Countywide Planning Division
Transportation Planning Section

301-952-3680

July 17, 2023

MEMORANDUM

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

FROM: Jun (Jim) Yang, Transportation Planning Section, Countywide Planning Division

VIA: *CH* Crystal Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: **ADQ-2022-067 National View Revised**

Proposal

The referenced Certificate of Adequacy (ADQ) application is reviewed in conjunction with the Preliminary Plan of Subdivision (PPS) application, 4-22060, which proposes the subdivision of land for the development of 362 senior adult multifamily units, 1,200 apartment units, a 150-student daycare facility of 10,270 square feet, and 41,689 square feet of retail space plus 19,959 square feet of other/loading space located on the east side of the planned Bald Eagle Drive and in the northwest quadrant of I-495 and MD 210 interchange. The Transportation Planning Section's review of the subject ADQ application was evaluated under Section 24-4500 of the current Subdivision Regulations, specifically Section 24-4505 for motor vehicle adequacy.

Criteria for Establishing Transportation Adequacy

The subject property is located within the 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* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed and the standard of CLV is 1,150 or less.

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 delay exceeds 50 seconds, the CLV is computed and the standard of CLV is 1,150 or less.

Analysis of Traffic Impacts

The applicant has submitted a traffic impact study at the request of the staff. The study area and critical intersections were scoped and approved by staff in September 2022. This study is used as the basis for a determination of adequacy.

Trip Generation

The table below summarizes trip generation for each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site:

Trip Generation Summary								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	1200	Unit	125	499	624	468	252	720
	Minus Internal Trips:		-3	-7	-10	-76	-37	-113
	External Trips:		122	492	614	392	215	607
Senior Adult Housing - Multifamily	362	Unit	18	29	47	37	21	58
Day Care	150	Student	64	56	120	59	64	123
	Minus Internal Trips:		-7	-9	-16	-11	-13	-24
	External Trips:		57	47	104	48	51	99
Shopping Plaza w/ Supermarket (ITE-821)	61,648	SF	135	83	218	267	290	557
	Minus Internal Trips:		-21	-6	-27	-40	-81	-121
	External Trips:		114	77	191	227	209	436
	Minus Pass-by Trips (40%):		-46	-31	-77	-91	-84	-175
	External Trips without Pass-by Trips:		68	46	114	136	125	261
Total Trip Cap Recommendation:			879			1025		

The traffic generated by the proposed PPS would impact the following intersections in the transportation system:

- MD 210 and SB I-495 Ramps / Bald Eagle Road (signalized)
- Bald Eagle Road and Park Driveway (unsignalized)
- MD 414 and SB MD 210 Ramps / Bald Eagle Road (signalized)
- MD 414 and NB I-495 Ramps (signalized)
- Park Driveway and Site Access (unsignalized)
- MD 414 and NB MD 210 Ramps (signalized)
- MD 414 and Clipper Way (signalized)

Existing Traffic:

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

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 210 and SB I-95 Ramps / Bald Eagle Road	663	971	A	A
MD 414 and SB MD 210 Ramps / Bald Eagle Road	576	475	A	A
MD 414 and NB I-95 Ramps	909	1008	A	B
MD 414 and NB MD 210 Ramps	585	541	A	A
MD 414 and Clipper Way	725	674	A	A

Background Traffic:

The traffic study identified five background developments whose impact would affect study intersections. Additionally, an annual growth of 1% over six years were applied to traffic volumes. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 210 and SB I-95 Ramps / Bald Eagle Road	682	1041	A	B
MD 414 and SB MD 210 Ramps / Bald Eagle Road	657	608	A	A
MD 414 and NB I-95 Ramps	986	1093	A	B
MD 414 and NB MD 210 Ramps	655	598	A	A
MD 414 and Clipper Way	786	725	A	A

Total Traffic

The study intersections, when analyzed with total developed future traffic, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 210 and SB I-95 Ramps / Bald Eagle Road	1198	1476	C	E
Bald Eagle Road and Park Driveway	59 S*	180 S*	Fail	Fail
	>100 veh**	>100 veh**	Fail	Fail
	766	767	Pass	Pass
MD 414 and SB MD 210 Ramps / Bald Eagle Road	657	619	A	A
MD 414 and NB I-95 Ramps	1067	1150	B	B
Park Driveway and Site Access	34 S*	55 S*	Pass	Fail
		>100 veh**		Fail
		715		Pass
MD 414 and NB MD 210 Ramps	714	631	A	A
MD 414 and Clipper Way	801	741	A	A

*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.

** In analyzing two-way stop-controlled unsignalized intersections, if the greatest average delay for any movement within the intersection exceeds 50.0 seconds, the maximum approach volume on the minor streets is checked. According to the Guidelines, the volume exceeding 100 indicates inadequate traffic operations.

The results shown in the table above indicate that all intersections will operate adequately under total traffic conditions.

Analysis of Bicycle & Pedestrian Impacts

The applicant has submitted a Bicycle and Pedestrian Impact Statement (BPIS), dated June 22, 2023 to evaluate bicycle and pedestrian adequacy and has established an off-site improvement cost cap per Sec 124.01 (c) of \$641,497.

Off-Site Adequacy

Section 34-4506(c)(1)(C)(D)

(C) The finding of adequate public pedestrian facilities shall, at a minimum, include the following criteria:

- (i) The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and the applicable Area Master Plan or Sector Plan have been constructed or implemented in this area; and*
- (ii) The presence of elements that make it safer, easier, and more inviting for people to traverse the area.*

(D) The finding of adequate public bikeway facilities shall, at minimum, include the following criteria:

- (i) The degree to which the bike lane, bikeways, and trails recommended in the Countywide Master Plan of Transportation and the applicable Area Master Plan or Sector Plan have been constructed or implemented in the area;*
- (ii) The presence of specially marked and striped biker lanes or buffered bike lanes in which people can safely travel by bicycle without unnecessarily conflicting with pedestrians or motorized vehicles;*
- (iii) The degree to which protected bike lanes, on-street vehicle parking, medians, or other physical buffers exist to make it safer or more inviting for people to traverse the area by bicycle; and*
- (iv) The availability of safe, accessible, and adequate bicycle parking at transit stops, commercial areas, employment centers, multifamily residential buildings, mixed-use activity centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.*

(E) Examples of pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):

- (i) Installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian opportunities at all intersections.*
- (ii) Installing protected bicycle facilities, using on-street parking or medians to separate bicycle traffic from motor vehicle traffic;*
- (iv) Building paved multiuse trails, bike paths, and/or pedestrian pathways and crossings;*
- (vi) Installing a bicycle share station that is operated by the Department of Public Works and Transportation or a municipality;*
- (vii) Installing covered bicycle parking;*

The applicant is proposing construction of a mixed-use development composing up to 1,562 housing units and a maximum of 71,918 square feet of nonresidential development. There are no existing public facilities within the subject property, therefore the question of whether there are existing facilities is moot and furthermore a deficiency exists. If 1,562 housing units are built and occupied, it is reasonable to assume approximately 1,700 new residents making trips between the subject property and beyond as well as new trips generated by the proposed commercial/retail development. While the number of anticipated bicycle trips cannot be estimated with reasonable certainty, Section 27-6309(a)(1) requires one bicycle parking space for every 4 units of multifamily housing. While staff understands that the developer is required to provide a maximum of 50 parking spaces, the planning estimate for the number of bicycles owned by residents with a full built out is approximately 300.

Unlike transportation modeling programs for motor vehicle trip generation, the Department does not use transportation modeling to estimate bicycle and pedestrian trip generation. Destinations within a half-mile radius of the subject site include Oxon Hill Farm and Oxon Cove Park, operated by the National Park Service, residential homes within the Town of Forest Heights, Forest Heights Elementary School, the Oxon Cove Trail, and bus transit service along MD 414/Oxon Hill Road and MD 210/Indian Head Highway. At present existing portions of Bald Eagle Road provide access to MD 414 and MD 210. However Bald Eagle Road's sidewalk facilities lack street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation. Additionally, the distance between the subject site and the transit stops on MD 414 and MD 210 are beyond one-half mile, due to the configuration of existing Bald Eagle Road.

Bikeway facilities are not present on Bald Eagle Road and bicyclists are unable to make vehicular left turns at the intersection of Bald Eagle Road and MD 414 due to the right turn in, right turn out configuration for vehicular traffic entering or leaving Bald Eagle Road to and from MD 414. Access to MD 414 is important for prospective residents of National View traveling by bicycle because of major activity centers along this highway including the Oxon Hill Park and Ride lot, Tanger Outlets, Royal Farms convenience store and connections to National Harbor and the Woodrow Wilson Bridge shared-use path to Northern Virginia.

There is no existing direct access from the development site to the Oxon Cove Trail Bridge over Oxon Run that provides pedestrian and bicycle access to SW District of Columbia, including the Naval Research Laboratory or to the Forest Heights Elementary School that would likely be the assigned public school for elementary school-aged residents of National View.

The applicant's BPIS proffers include a Capital Bike Share station at the proposed site with a public easement, a Capital Bike Share station at Oxon Hill Park and Ride, and sharrows or bike lane signage along Bald Eagle Road if approved by SHA. TPS staff requests the placement of the Capital Bike Share stations be the last option exercised as the implementation of planned trails are priority.

The 2009 MPOT includes a planned natural surface trail approximately along Bald Eagle Drive. In addition, there are some disconnections among the existing trail system in the area. Therefore, staff recommends the improvements below in the following order from highest priority to lowest priority:

1. Providing shared-use paths to replace the sidewalks and existing crosswalks at the intersection of Bald Eagle Drive and MD 414/Oxon Hill Road to allow bicyclists to make legal left turns at this intersection.
2. Providing bikeway wayfinding signage consistent with the Maryland Manual of Uniform Traffic Control Devices. The applicant should propose the number and location of signage.
3. Evaluate whether bicycle parking facilities meeting Section 27-6309(a)(3) and bicycle repair stations in accordance with 24-4506(c)(1)(E)(viii) are provided at Bell Acres Park, and if not, provide these facilities in accordance with the respective sections.
4. Provide a bikeshare station within the public right-of-way immediately adjacent to the subject site, with location to be determined by the operating agency. The bikeshare station may also be located on site if approved by the operating agency and placed in a public use easement. The bikeshare station should be provided with the following details:
 - i. Design/build a 19-dock station.
 - ii. Purchase 10 bicycles.
 - iii. Pay for and execute a 5-year operating/maintenance agreement for the bikeshare station.
5. Provide an additional bikeshare station at the Oxon Hill Park and Ride. The bikeshare station should be provided with the following details:
 - i. Design/build an 11-dock station.
 - ii. Purchase 6 bicycles.
 - iii. Pay for and execute a 5-year operating/maintenance agreement for the bikeshare station.

On-site Adequacy

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. Section 24-4506 (c)(1). Details of on-site and frontage improvements shall be reviewed as part of the review of the future site plan submissions.

Conclusion

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required in accordance with Subtitle 24, if the application is approved with the following conditions:

1. Total development within the subject property shall be limited to uses that would generate no more than 879 AM and 1025 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new PPS, with a new determination of the adequacy of transportation facilities.
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 Bald Eagle Road at the Driveway to Site Access and Parking Lot.
 - An exclusive right turn lane on the westbound Bald Eagle Road approach, unless modified by the operating agency, with written correspondence, to provide a different improvement which meets traffic adequacy.
 - An exclusive left turn lane and an exclusive right turn lane on the Driveway approach, unless modified by the operating agency, with written correspondence, to provide a different improvement which meets traffic adequacy.
3. 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 adequate off-site pedestrian and bikeway facilities, in accordance with Section 24-4506(c)(1)(B) of the Subdivision Regulations, 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. The adequate pedestrian and bikeway facilities shall be selected from the prioritized list below. A facility shall only be selected if the facilities above it on the list cannot be constructed for reasons of (a) valuation above the cost cap for off-site facilities or (b) inability of the applicant to obtain a permit for construction from the applicable operating agency. If the applicant cannot obtain a permit for construction, they shall demonstrate this with written correspondence from the operating agency. Multiple facilities shall be selected if they can be accommodated together within the cost cap.
 - a. Providing shared-use paths to replace the sidewalks and existing crosswalks at the intersection of Bald Eagle Drive and MD 414/Oxon Hill Road to allow bicyclists to make legal left turns at this intersection.
 - b. Providing bikeway wayfinding signage consistent with the Maryland Manual of Uniform Traffic Control Devices. The applicant shall propose the number and location of signs, subject to review and agreement by staff and the operating agency.
 - c. Evaluate whether bicycle parking facilities meeting Section 27-6309(a)(3) and bicycle repair stations in accordance with 24-4506(c)(1)(E)(viii) are provided at Bell Acres Park, and if not, provide these facilities in accordance with the respective sections.
 - d. Provide a bikeshare station within the public right-of-way immediately adjacent to the subject site, with location to be determined by the operating agency. The bikeshare station may also be located on site if approved by the operating agency and placed in a public use easement. The bikeshare station shall be provided with the following details:
 - i. Design/build a 19-dock station.

- ii. Purchase 10 bicycles.
 - iii. Pay for and execute a 5-year operating/maintenance agreement for the bikeshare station.
 - e. Provide an additional bikeshare station at the Oxon Hill Park and Ride. The bikeshare station shall be provided with the following details:
 - i. Design/build an 11-dock station.
 - ii. Purchase 6 bicycles.
 - iii. Pay for and execute a 5-year operating/maintenance agreement for the bikeshare station.
- 4. Prior to signature approval of preliminary plan of subdivision 4-22060, the applicant and the applicant's heirs, successors, and/or assignees shall provide an updated bicycle and pedestrian impact study (BPIS) which provides cost estimates for each of the facilities listed in Condition 2.
- 5. The applicant and the applicant's heirs, successors, and/or assignees shall provide a network of on-site bicycle and pedestrian facilities in accordance with Section 24-4506(c)(1)(A) of the Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.
- 6. 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 on-site and off-site pedestrian and bicycle adequacy improvements approved with ADQ-2022-067, consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations.
- 7. If the most feasible location for the bikeshare station which may be provided in accordance with Condition 3.d. above is on-site, the bikeshare station shall be placed within a public access easement to the benefit of the bikeshare operating agency. The limits of the public access easement shall be shown on the detailed site plan and final plat. Prior to approval of a final plat for the development, a draft access easement shall be reviewed and approved by the Development Review Division of the Maryland-National Capital Park and Planning Commission (M-NCPPC) and be fully executed. The easement document shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. The easement shall be recorded in the Prince George's County Land Records, and the Book/page of the easement shall be indicated on the final plat, prior to recordation.



Countywide Planning Division
Special Projects Section

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

July 13, 2023

MEMORANDUM

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

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

SUBJECT: **4-22060 National View ADQ-2022-067**

Project Summary:

The project proposes the subdivision of approximately 20-acres located west of the intersection of Bald Eagle Road and State Route 210. The proposed development includes 1,562- multi-family residential units and 71,918 square feet of non-residential.

This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on May 24, 2023.

PPS-4-22060

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 76A – “Henson Creek”. The *2023-2028 Fiscal Year Approved CIP Budget* identifies one new construction project for the St. Barnabas Fire / EMS station at St. Barnabas Road and Virginia Lane (3.51.0025)

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 *2014 Approved “Eastover, Forest Heights and Glassmanor” Sector Plan* covers the northern portion of the property and the *2000 Approved Master Plan for The Heights* covers the southern portion of the [property. Both documents contain a Public Facilities discussion. The primary goal for Public Facilities in both plans is:

2014 Approved “Eastover, Forest Heights and Glassmanor” Sector Plan

- This plan recommends public facilities that support growth and contribute to a livable and walkable environment that makes the sector plan area a desirable place to live, work, and play for existing and future residents, employees, and visitors. This plan strives to integrate public facilities into mixed-use buildings, when possible, recommend and support partnerships and cost sharing with religious and other non-profit organizations in the community, and address county financing responsibilities.

2000 Approved Master Plan for The Heights and Vicinity

- To provide needed public infrastructure and services - including schools, libraries, police, fire and rescue, and health facilities and services - within Planning Area 76A in a timely manner and with attention given to the needs of specific user groups.

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-2022-067

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:

Table 24-4502 ("Summary of Public Facility Adequacy Standards") of the current Subdivision Regulations requires a fire and rescue standard of five (5) minutes response time for any nonresidential uses. The Fire Department uses the metric of "travel time" in their evaluation. Response time adds one minute of "turn-out" time which is assessed at the time the station receives notice and initiates a response. Therefore, the four-minute travel time is the same metric as the five-minute response time.

In the subject case the property is served by Oxon Hill - Glassmanor Fire Station #842 located at 1100 Marcey Avenue, Oxon Hill, 20745, as the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email as of July 10, 2023) the project site fails the four-minute travel time test for non-residential development from the first due Station #842. Therefore, the non-residential component of the project fails the five-minute response time and is subject to mitigation as outlined in the "conclusion" below.

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 IV, Oxon Hill located at 5135 Indian Head Highway Oxon Hill, MD 20745. Consistent with the provisions of Section 24-4508.A correspondence was received from representatives of the Prince George's County Police Department dated June 7, 2023, 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 May 24, 2023.

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

Reporting Cycle	Date	Priority	Non-Priority
Acceptance Date	May 24, 2023	7:19 minutes	9:23 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 Oxon Hill - Glassmanor Fire Station #842 located at 1100 Marcey Avenue, Oxon Hill, 20745, as the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email as of July 5, 2023) that given the proximity of the subject site to the first due station the project site passes the 7-minute travel time test for non-residential development from Station #842.

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 5, as identified in the *Pupil Yield Factors & Public-School Clusters 2021 Update*. The project proposes to add 1,562 new multi-family dwelling units. Of the 1,562 dwelling units, 362 are proposed to be reserved as units for elderly housing. Pursuant to Section 24-4510(a)(3)(B) of the current Subdivision Regulations, elderly housing is exempt from the school's adequacy analysis. Therefore, the total number of units being analyzed is 1,200.

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 state rated capacity at each school level is well below 105 percent and meets the school facility test.

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

	Affected School Cluster		
	Elementary School Cluster 5	Middle School Cluster 5	High School Cluster 5
Multi-Family Dwelling Units	1,200	1,200	1,200
Pupil Yield Factor (PYF) – MF	0.119	0.070	0.081
MF x PY=Future Enrollment	143	84	97
Adjusted Student Enrollment 9/30/21	5,516	2,711	3,718
Total Future Student Enrollment	5,659	2,795	3,815
State Rated Capacity	7,913	3,304	5,050
Percent Capacity	72%	85%	76%

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**.

Per Section 10-192.01(b)(2) “The school facilities surcharge does not apply to a mixed retirement development or elderly housing.” Therefore, the fee applies to 1,200 units and excludes the 362 units proposed for elderly housing. The fee is to be paid to DPIE at the time of issuance of each building permit.

CONCLUSION

Pursuant to the Section 24-4509(c)(1)(D) of the Subdivision Regulations the following mitigation measures are required:

- (D)** Should nonresidential development not meet the response time test, the applicant may provide mitigation through:
- (i)** The installation and maintenance of a sprinkler system that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party; and
 - (ii)** The installation and maintenance of automated external defibrillators (AEDs) in accordance with COMAR 30.06.01-05, including a requirement for a sufficient number of AEDs to be installed so that no employee is more than 500 feet from an AED.

Based upon compliance with the above-referenced mitigation measures, the Special Projects Section finds that the applicable public facility standards and conformance with the area sector, 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: June 26, 2023

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

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

FROM: Dominic Quattrocchi, Planning Supervisor **DAQ**
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) 4-22060 National View**

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 development of 19 parcels for the development and construction of 1,562 multifamily dwelling units and 71,918 square feet of commercial development.

BACKGROUND

This 21.51-acre property zoned Intense Development Overlay and Residential Multifamily (IDO/RMF-48) is located west of Bald Eagle Road.

Master Plan Conformance

The property is subject to the 2014 *Approved Eastover/Forest Heights/Glassmanor Sector Plan* and the 2000 *Approved Master Plan for The Heights and Vicinity; 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 24-134 and 24-135 of the Subdivision Regulations. The proposed development aligns with both of the master plans intention to improve upon the existing neighborhood and community parks while providing enhanced facilities to the community.

The 2014 *Approved Eastover/Forest Heights/Glassmanor Sector Plan* emphasizes the need to build upon the existing pathways and complete the trail network in the area. The Applicant plans to provide a bike and pedestrian trail through the northern part of the property, which will connect to Seneca Drive within the existing Forest Heights community. Bell Acres Park is located off of Huron Drive which intersects with Seneca Drive and is adjacent to Oxon Run Trail. Pedestrian-friendly crosswalks are also proposed at the entrance to National View along Bald Eagle Road with connections to the existing trail network at Oxon Hill Farm and Oxon Cove Park and will allow for a connection over the Capital Beltway leading to National Harbor.

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The Heights & Vicinity Master Plan (p. 119) recommends the acquisition of a 10-acre parcel on a portion of the Applicant's property near the historic Butler House (76A-014). The plan recommends acquisition for passive recreational use. The applicant is proposing an interpretive exhibit of the historic Butler House and the creation of rooftop gardens as part of the development plan which meets the passive recreational use goal.

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the project, as shown, will generate an additional 3,749 people in the local community.

Per 24-4507(b)(1)(B) of the Prince George's County Subdivision Regulations 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 2022 *Approved Land Preservation, Parks, and Recreation Plan* (LPPRP) shows that there are 35 acres of improved public parkland per 1,000 persons in the county.

Therefore, Parks staff finds the LOS adequate.

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

DISCUSSION:

The subject property is bordered on its western edge by federal parkland, known as Oxon Cove Park and Oxon Hill Farm, which is managed by the National Park Service. The property also borders existing residential lots located in the Town of Forest Heights approximately one-half mile from Bell Acres Park, which is developed with a multi-use field with softball, football, and soccer overlays, a softball diamond, outdoor tennis court, a full basketball court, playground, picnic area and a natural surface trail. Other developed parks nearby include the Forest Heights Park, 1.13 miles east of the development site, improved with a basketball court; picnic area; playground and an open playfield; the Birchwood City Park, located two miles to the east, contains a park building; the Community Center is located approximately two miles southwest of the subject site; and National View is located three miles northwest of the Southern Regional Technology and Recreation Complex that serves as the closest multigenerational facility to the area. The property is also approximately 2.5 miles from Oxon Hill Manor. The existing sidewalk that runs along the property frontage at Oxon Hill Manor has a direct connection to the Woodrow Wilson Bridge Trail and National Harbor. A segment of the Oxon Hill Farm Trail is adjacent to Bell Acres Park. Funding was approved in the FY21 - FY26 CIP for rehabilitation and an extension of the Oxon Run Trail in this location. The Potomac Heritage Trail also connects to the Oxon Hill Farm Trail crossing the Capital Beltway and heading south along Oxon Hill Road.

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 2.15 acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. The recreational guidelines for Prince George's County also set standards based on population. The conveyance of 2.15 acres of dedicated land would not be sufficient to provide for the types of active

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recreational activities that are needed for 3,749 new residents. Based on the projected population for the development, the typical recreational needs include outdoor sitting and eating areas, playgrounds, fitness areas, open play areas, ball fields, and basketball and tennis courts.

Due to physical constraints and the layout of the property, the current design proposal does not meet the requirements for land conveyance. 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 applicant, with this PPS, is proposing to provide private onsite recreation to meet the parkland dedication requirement. The applicant provided a Recreational Facilities Concepts exhibit (attached) that illustrates possible locations for onsite outdoor and indoor recreational amenities and facilities to meet the mandatory parkland dedication requirement. Amenities cited include community gardens, the Butler House commemorative historic exhibit, a pocket park, terraced green space, courtyards with terraced seating, three observatory viewing platforms (included in Buildings A, B & C), and seven fitness centers (included in Buildings B, C, D, E, F & G). Proposed amenities specifically cited on the recreational facilities agreement worksheet include a Dog Park, a 12' wide Pedestrian and Bike Trail, a Picnic Pavilion, Furnished Urban Retail Plazas and a Fitness Center Building A, and swimming pools in Buildings B & C.

Given the proximity and the connectivity to Forest Heights and the National Harbor, DPR staff recommends that the proposed onsite recreational amenities proffered to meet the parkland dedication requirement are public facing to provide opportunities to promote community cohesion, economic development, as well as health and wellness. DPR staff recommends the inclusion of the community gardens, the Butler House commemorative historic exhibit, additional seating, and the inclusion of water stations in the Plazas as part of the onsite amenities cited on the recreational facilities agreement worksheet as an alternative to one of the two pools being proposed. Swimming is a seasonal activity and is usually a resident-restricted amenity within proposed developments. The 2014 *Approved Eastover/Forest Heights/Glassmanor Sector Plan and Sectional Map Amendment* recommends using the complete street space as an opportunity to create linear parks. While the sector plan specifically identifies MD 210 focus area to develop linear parks, Bald Eagle Drive presents a similar opportunity. This adjustment to the recreational facilities agreement worksheet creates a linear park that traverses the northern section of the property improved with the dog park and picnic area, the shared-use path connecting the centrally located retail plazas, green spaces, pocket park to the Butler House historic exhibit, and the community gardens at the southern section of the property. This linear park will physically connect the Town of Forest Heights to National Harbor. Thus, meeting the master plan intention of connecting "the community to the resources they use in an environment that is pleasant, aesthetic, and healthy (p. 114)."

DPR staff met with the Transportation staff and the applicant's representatives to discuss the inclusion of Oxon Run Trail connections as part of the Bicycle and Pedestrian Impact Statement (BPIS). The requests include the repaving of the Oxon Run Trail within the BPIS half-mile radius and the construction of the proposed shared-use path from the northern terminus of Bald Eagle Road to the Oxon Run Trail as well as a connection to Seneca Street as a public recreational facility. The applicant agreed to work with the National Park Service and DPR staff for access permits. DPR staff agrees with the provision of onsite recreation and the Oxon Run Trail connections to meet the parkland dedication requirement. The onsite recreational facilities should be evaluated by Urban Design staff, per the Parks and Recreation Facilities Guidelines, at the time of Detailed Site Plan review.

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RECOMMENDATION

The Park Planning & Development Division of DPR recommends the following conditions for the National View Subdivision Preliminary Plan of Subdivision 4-22060:

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 onsite recreational facilities. The recreational facilities shall be constructed in accordance with the applicable standards in the Parks and Recreation Facilities Guidelines.
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 onsite 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 onsite 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, per the Parks and Recreation Facilities Guidelines, with the review of the site plan. Timing for construction shall also be determined at the time of the site plan review.
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 guarantees to the Development Review Division, for the construction of the onsite recreational facilities.
5. Prior to submission of the final plat of subdivision for any residential parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed public recreational facilities agreements (RFAs) to the Prince George's County Department of Parks and Recreation (DPR) – Park Planning & Development Division (PP&D) for construction of offsite recreational facilities (Connect the proposed shared-use path from the northern terminus of Bald Eagle Road to the Oxon Run Trail and Seneca Street), for approval. Upon approval by PP&D staff, 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. The public RFA shall establish the timing for the construction of the offsite recreational facilities.
6. 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 7 because the land available for dedication is not sufficient to meet the recreational needs of the projected population.

cc: Alvin McNeal
Bridget Stesney