

Certificate of Adequacy

ADQ- 2022-099

General Information

Project Name: Harmony Garden
Case Number: ADQ-2022-099
Associated Preliminary Plan of Subdivision or Final Plat: PPS-2022-043
Use Type: Residential
Dwelling Unit Type and Number: Single-Family Attached - 67 units Gross Floor Area (nonresidential): N/A

Project Location

Project Location: South of the Old Baltimore Pike and Ammendale Way Intersection.
Lot/Parcel: Parcel 68 Tax Account: 0060061
Property Zone: Commercial General Office Council District: 1
Planning Area: 62 Municipality: N/A
Election District: 1 Transportation Service Area: 2
Police District: VI 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 2	LOS "D" (Critical Lane Volume of 1301-1450)	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	N/A	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	Yes

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

- *Department of Parks and Recreation (Thompson to Heath, October 31, 2023)*
- *Transportation Planning Section (Ryan to Heath, October 27, 2023)*
- *Special Projects Section (Walker to Heath, October 31, 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 which generate no more than 47 AM peak-hour trips and 54 PM peak-hour trips.
2. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction with the appropriate agency:
 - a. At the intersection of Old Baltimore Pike and Ammendale Way, as detailed in Exhibit B-2 of the applicant's BPIS submission:
 - i. Mill and overlay approximately 300 square yards.
 - ii. Remove and replace pedestrian ramps such that they are oriented in the direction of the crosswalk.
 - iii. Install thermoplastic continental crosswalk along Ammendale Way.
 - iv. Install new stop bar.
 - b. Along the east side of Ammendale Way at its intersection with Sequoia Lane, as detailed in Exhibit B-3 of the applicant's BPIS submission:
 - i. Install a thermoplastic continental crosswalk along Ammendale Road.
3. Pursuant to Section 24-4510(c) of the Subdivision Regulations, the applicant and the applicant's heirs successors and/or assignees shall pay the school facilities surcharge in accordance with the requirements of Section 10-192.01 of the Prince George's County Code prior to approval of a building permit.
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-2022-099, consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations as part of the detailed site plan submission.



SIGNATURE


Planning Director

November 22, 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

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
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Countywide Planning Division
Transportation Planning Section

301-952-3680

Date: October 27, 2023

MEMORANDUM

TO: Antione Heath, Subdivision Section, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division
BR

VIA: Noelle Smith, Transportation Planning Section, Countywide Planning Division *NS*

SUBJECT: **ADQ-2022-099: Harmony Garden at Vansville**

Proposal:

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) PPS-2022-043, which proposes the subdivision of land for the development of 67 townhouse dwelling units. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Criteria for Establishing Transportation Adequacy

Analysis of Traffic Impacts

Trip Generation

The applicant has submitted a full traffic impact analysis (TIA) as part of the subject application, which is used as the basis for a determination of adequacy. As mentioned, the PPS application proposes the subdivision of land for 67 townhouses. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2022-099								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Townhouse	67	Units	9	38	47	35	19	54
Total Trip Cap Recommendation			47			54		

The latest ADQ submission includes turning movement counts for the below listed intersections which staff determined will be impacted by traffic generated by the proposed development.

- Old Baltimore Pike / Muirkirk Road (signalized)

- Old Baltimore Pike / Ammendale Road (signalized)
- Old Baltimore Pike / Ammendale Way (unsignalized)
- Edmonston Road / Odell Road (unsignalized)
- Edmonston Road / Powder Mill Road (signalized)
- Ammendale Way / Site Access (unsignalized)

The TIS indicates that all intersections under the existing conditions are operating at acceptable levels.

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>Old Baltimore Pike / Muirkirk Road (signalized)</u>	<u>1134</u>	<u>1082</u>	<u>B</u>	<u>B</u>
<u>Old Baltimore Pike / Ammendale Road (signalized)</u>	<u>635</u>	<u>580</u>	<u>A</u>	<u>A</u>
<u>Old Baltimore Pike / Ammendale Way (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>14.4 Sec.</u>	<u>21.3 Sec.</u>	<u>Pass</u>	<u>Pass</u>
<u>Edmonston Road / Odell Road (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>22.6 Sec.</u>	<u>34.0 Sec.</u>	<u>Pass</u>	<u>Pass</u>
<u>Edmonston Road / Powder Mill Road (signalized)</u>	<u>984</u>	<u>980</u>	<u>A</u>	<u>A</u>
<u>Ammendale Way / Site Access (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
*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.				

Background Traffic

A 0.5% growth rate was applied to existing peak hour volumes for six years per M-NCPPC guidelines. 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." A second analysis was done to evaluate the impact of the background developments. The TIS indicates that all intersections under the background conditions are operating at acceptable levels. The analysis revealed the following results:

<u>BACKGROUND TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>Old Baltimore Pike / Muirkirk Road (signalized)</u>	<u>1136</u>	<u>1083</u>	<u>B</u>	<u>B</u>
<u>Old Baltimore Pike / Ammendale Road (signalized)</u>	<u>642</u>	<u>589</u>	<u>A</u>	<u>A</u>
<u>Old Baltimore Pike / Ammendale Way (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>17.0 Sec.</u>	<u>22.1 Sec.</u>	<u>Pass</u>	<u>Pass</u>

<u>Edmonston Road / Odell Road (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>23.5 Sec.</u>	<u>35.9 Sec.</u>	<u>Pass</u>	<u>Pass</u>
<u>Edmonston Road / Powder Mill Road (signalized)</u>	<u>862</u>	<u>734</u>	<u>A</u>	<u>A</u>
<u>Ammendale Way / Site Access (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
*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.				

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. The TIS concludes that all intersections under total future conditions will operate at acceptable levels and operate as follows:

<u>TOTAL TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>Old Baltimore Pike / Muirkirk Road (signalized)</u>	<u>1146</u>	<u>1096</u>	<u>B</u>	<u>B</u>
<u>Old Baltimore Pike / Ammendale Road (signalized)</u>	<u>644</u>	<u>593</u>	<u>A</u>	<u>A</u>
<u>Old Baltimore Pike / Ammendale Way (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>18.4 Sec.</u>	<u>24.5 Sec.</u>	<u>Pass</u>	<u>Pass</u>
<u>Edmonston Road / Odell Road (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>23.1 Sec.</u>	<u>34.3 Sec.</u>	<u>Pass</u>	<u>Pass</u>
<u>Edmonston Road / Powder Mill Road (signalized)</u>	<u>1004</u>	<u>994</u>	<u>B</u>	<u>A</u>
<u>Ammendale Way / Site Access (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>9.1 Sec.</u>	<u>9.2 Sec.</u>	<u>Pass</u>	<u>Pass</u>
*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 applicant’s TIA indicates that all studied intersections will continue to operate at an acceptable level of service and that the existing road network will not be adversely impacted by traffic generated by the subject site.

Bicycle & Pedestrian Adequacy

The subject property is in the Commercial, General Office (CGO) zoning district and is, therefore, subject to Section 24-4506 for pedestrian and bicycle adequacy. Per Section 24-4506(c)(1)(B) (i-),

the cost cap for the proposed development's off-site facilities is \$20,100, adjusted for inflation to \$25,627.

Off-Site Adequacy

The applicant has provided off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy.

The applicant proposes the following:

1. At the intersection of Old Baltimore Pike and Ammendale Way, as detailed in Exhibit B-2 of the applicant's BPIS submission:
 - a. Mill and overlay approximately 300 square yards.
 - b. Remove and replace pedestrian ramps such that they are oriented in the direction of the crosswalk.
 - c. Install thermoplastic continental crosswalk along Ammendale Way.
 - d. Install new stop bar.
2. Along the east side of Ammendale Road at its intersection with Sequoia Lane, as detailed in Exhibit B-3 of the applicant's BPIS submission:
 - a. Install a thermoplastic continental crosswalk along Ammendale Road.

Estimated total: \$23,139.50

Demonstrated Nexus

Staff has reviewed the latest submission of the BPIS as well as the recommended improvements to offset the site's pedestrian and bicycle impacts and concludes that BPIS identifies off-site facilities that will provide residents with additional pedestrian improvements to the east of the subject property. These improvements will help establish greater awareness of bicyclist and pedestrians along Ammendale Road and Ammendale Way.

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

Transportation Planning Review:

As previously noted, the proposed development will generate a total of 47 AM and 54 PM new peak hour vehicle trips. All critical intersections will operate at acceptable levels to serve the proposed development. 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 conclude that 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 proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 47 AM peak-hour trips and 54 PM peak-hour vehicle trips.
- 2 Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - A. At the intersection of Old Baltimore Pike and Ammendale Way, as detailed in Exhibit B-2 of the applicant's BPIS submission:
 - a. Mill and overlay approximately 300 square yards.
 - b. Remove and replace pedestrian ramps such that they are oriented in the direction of the crosswalk.
 - c. Install thermoplastic continental crosswalk along Ammendale Way.
 - d. Install new stop bar.
 - B. Along the east side of Ammendale Road at its intersection with Sequoia Lane, as detailed in Exhibit B-3 of the applicant's BPIS submission:
 - a. Install a thermoplastic continental crosswalk along Ammendale Road.



Countywide Planning Division
Special Projects Section

14741 Governor Oden Bowie Drive
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October 31, 2023

MEMORANDUM

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

FROM: *TW* Tineya Walker, Planner I, Special Projects Section, CWPD

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

SUBJECT: PPS-2022-043 Harmony Garden at Vansville ADQ-2022-099

Project Summary:

The project proposes to subdivide a 7.75-acre parcel into sixty-seven lots for single-family attached units and ten parcels for future townhome development located at 11701 Old Baltimore Pike, Beltsville, MD 20705. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on September 25, 2023.

PPS-2022-043

The following preliminary plan is being reviewed for public facility standards 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 Systems". 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 62 – “South Laurel-Montpelier”. The *2024-2029 Fiscal Year Approved CIP Budget* identifies a new construction project programmed for this planning area. Snowden Fire/EMS Station location not determined (3.51.0028),

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 Subregion 1 Master Plan identifies the need for public facility adequacy in its vision and policy statement:

- To provide needed public facilities in locations that efficiently serve the subregion’s population.

The proposed development will not impede achievement of the above-referenced goal. The analysis provided in this memo illustrates that, pursuant to adopted tests and standards, public safety facilities and Water & Sewer service 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 master plan, is met pursuant to the prior Subdivision Regulations.

ADQ-2022-099

Certificate of Adequacy ADQ-2022-099 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).

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 VI, Beltsville, located at 4321 Sellman Road, Beltsville, MD 20705. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated October 18, 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 September 12, 2023.

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

Reporting Cycle	Reporting Month	Priority	Non-Priority
Acceptance Date	September 2023	7:19 minutes	9:45 minutes

Fire and Rescue Adequacy:

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

(A) A statement reflecting adequate equipment in accordance with studies and regulations used by the County, or the *Public Safety Master Plan* for fire stations in the vicinity of the area where the subdivision is proposed to be located; and

(B) A statement by the Fire Chief that the response time for the first due fire and rescue station in the vicinity of the proposed subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for calls for service during the preceding month.

The subject property is served by the Beltsville Volunteer Fire Department #831 located at 4911 Prince George's Avenue, as the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of October 30, 2023, the project site passes the 7-minute travel time test for residential development. Travel time was taken from the closest Prince George's County Fire/EMS Station, Beltsville #831.

Schools:

The subject property is located within Cluster 2, as identified in the *Pupil Yield Factors & Public-School Clusters 2022-2023 Update*. The project proposes to add 67 new single-family attached dwelling units.

The adopted "level of service" standard is the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity of the affected elementary, middle, and high school clusters. Even though this project will have a negligible impact upon school enrollment, schools at the Elementary, Middle and High School levels will continue to operate at a capacity above 105% and will require mitigation. Payment of the School Facilities Surcharge per Section 25-4510 (c) of the Subdivision Regulations satisfies the mitigation requirements.

Impact on Affected Public School Clusters

	Affected School Cluster		
	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Single-Family Attached Dwelling Units	67	67	67
Pupil Yield Factor (PYF) – SFA	0.146	0.069	0.087
SFD x PY=Future Enrollment	10	5	6
Adjusted Student Enrollment 9/30/22	20,968	9,781	10,074
Total Future Student Enrollment	20,978	9,786	10,080
State Rated Capacity	19,705	7,969	8,494
Percent Capacity	106%	123%	119%

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 outside of the I-495 Capital Beltway; thus, the surcharge fee is **\$16,698**. 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

Pursuant to payment of the School's Facilities Surcharge, per Section 24-4510 (c) of the Subdivision Regulations, staff finds that the applicable public facility standards for ADQ-2022-099 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: October 31, 2023

TO: Antoine Heath, Planner II
Subdivision Section,
Development Review Division, Planning Department

VIA: Sonja Ewing, Division Chief **SME**
Land Management and Environmental Stewardship (LMES)
Department of Parks and Recreation

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

SUBJECT: **Preliminary Plan of Subdivision (PPS) PPS-2022-043 Harmony Garden**

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 67 residential lots and 10 parcels.

BACKGROUND

This 8.65-acre property zoned Commercial General and Office (CGO), is located at the southeast corner of Old Baltimore Pike and Ammendale Road.

Master Plan Conformance

The property is subject to the 2010 *Approved Master Plan and Sectional Map Amendment for Subregion I*; *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 24-4504 and 24-4507 of the Subdivision Regulations. The proposed development has no impact on the master plan park and open space recommendations. The 2010 *Approved Master Plan and Sectional Map Amendment for Subregion I* has no recommendations for the subject property.

DISCUSSION:

Park and recreation amenities serving the subject property include the Vansville Park/School Community Center, directly across the street from the development site, improved with a full basketball court; football/soccer field combo, picnic shelter, recreation center, softball diamonds, outdoor tennis court, and trails. The Muirkirk South Park, also within 1.9 miles provides a picnic area, picnic shelter, playground, and a lighted softball diamond.

PPS-2022-037 Harmony Garden

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the project, as shown, will generate an additional 184 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 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.

FINDINGS:

The Prince George's County Subdivision Regulations Section 24-4601, which relates to the Mandatory Dedication of Parkland, provides for the dedication of land, the payment of a fee-in-lieu, and/or the provision of private onsite recreational facilities. The proposal is for the development of 67 lots. Based on the proposed density of development, 10 percent of the net residential lot area should be required to be dedicated to M-NCPPC for public parks, which equates to 0.78 acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. Therefore, the 0.78 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. The projected population for the development is 184 new residents. Per Section 24-4601(b)(4)(B) of the Prince George's County Subdivision Ordinance, the Planning Board may approve the payment of fees in place of Parkland dedication. DPR staff recommends the payment of a fee in lieu of the mandatory dedication of parkland for the 67 lots created.

RECOMMENDATION

The Park Planning & Development Division of DPR recommends the following conditions for the Harmony Garden Subdivision Preliminary Plan of Subdivision PPS-2022-043:

1. A payment of a fee in lieu of mandatory dedication of parkland for 67 lots in Service Area 1 because the land available for dedication and private recreational facilities provided is not sufficient to meet the recreational needs of the projected population. The fee in lieu payment shall be paid prior to the recordation of the record plat.
2. Add a note on the Preliminary Plan to state that the mandatory dedication of parkland requirement is being addressed by providing a payment of a fee-in-lieu for Service Area 1 because the land available for dedication is not sufficient to meet the recreational needs of the projected population.

cc: Alvin McNeal