



Amended Certificate of Adequacy

ADQ-2022-105-01

General InformationProject Name: South LakeCase Number: ADQ-2022-105-01Associated Preliminary Plan of Subdivision or Final Plat: 4-17027Use Type: ResidentialDwelling Unit Type and Number: 66 single-family unitsGross Floor Area (nonresidential): N/A**Project Location**Project Location: Southeast quadrant of the intersection of MD 214 (Central Avenue) and US 301 (Crain Highway)Lot/Parcel: Part of Outparcels A and B (215 89-90) per 4-17027Tax Account: N/AProperty Zone: LCDCouncil District: 4Planning Area: 74AMunicipality: BowieElection District: 7Transportation Service Area: 2Police District: 2School Cluster Area: 4**APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS**

Facility	Level of Service Required	Adequacy Met (Yes/No/N/A)	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	No

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

- *Transportation Planning Section (Ryan to Diaz-Campbell, July 23, 2024)*
- *Special Projects Section (Walker to Diaz-Campbell, May 22, 2024)*
- *Department of Parks and Recreation (Quattrocchi and Thompson to Diaz-Campbell, May 21, 2024)*

REASONS FOR AMENDMENT

This amended ADQ is an elective amendment pursuant to Section 24-4503(g)(2). The applicant requested deletion of Condition 4b of Automatic Certificate of Adequacy ADQ-2022-105 (previously Condition 8b of 4-17027). After retesting the site for public facility adequacy, staff agree with the deletion, finding that the improvement required by the condition is no longer needed for traffic adequacy. Bicycle and pedestrian adequacy is required with this amendment, resulting in the addition of Conditions 7 and 8 of the amended ADQ.

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

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


☐ Denied

1. **Old Central Avenue at Site Access:** Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage or model homes), the applicant shall submit an acceptable traffic signal warrant study to the Maryland State Highway Administration for a possible signal at the intersection of Old Central Avenue at the site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency.
2. **US 301 at Old Central Avenue:** Prior to approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit acceptable traffic signal warrant studies to the Maryland State Highway Administration (SHA) for the intersections of northbound and southbound US 301 (Robert Crain Highway) and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA.
3. **MD 214 at Old Central Avenue:** Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage, or model homes), the applicant shall submit an acceptable traffic signal warrant study to the Maryland State Highway Administration (SHA) for a possible signal at the intersection of MD 214 (Central Avenue) and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency. In addition, the applicant shall add, to the northbound approach of Old Central Avenue, an additional exclusive left-turn lane, unless modified by SHA.
4. **MD 214 at Church Road:** Prior to issuance of any building permits 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 permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:
 - a. The restriping of the westbound right-turn lane along MD 214 to operate as a shared through/right-turn lane.
5. Total development within the subject property shall be limited to uses that generate no more than 47 AM peak-hour trips and 56 PM peak-hour trips.

6. Prior to issuance of any building permit for units within Preliminary Plan of Subdivision 4 17027, the following improvements shall be in place, under construction, or bonded and permitted:
 - a. At US 301/Trade Zone Avenue, if the US 301 CIP/CTP project is fully funded at time of building permit issuance, the applicant and the applicant's heirs, successors, and/or assignees shall pay to Prince George's County, a fee calculated as \$950.78 per residential building permit x (FHWA Construction Cost Index at time of payment)/(FHWA Construction Cost Index for 2nd Quarter, 1989) as its share of costs for improvements to US 301.
 - b. At US 301/Trade Zone Avenue, if the US 301 CIP/CTP project is not fully funded at time of building permit issuance, the applicant and the applicant's heirs, successors, and/or assignees shall bond and permit the following transportation facilities mitigation plan improvement prior to issuance of building permits:
 - (1) Construct a third eastbound left-turn lane along Trade Zone Avenue onto northbound US 301; and
 - (2) Construct a third receiving lane along northbound US 301 with the appropriate length to be determined by the operating agency.
7. Prior to the acceptance of a detailed site plan, the applicant's heirs, successors, and/or assigns shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-105-01, consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations as part of the Site Plan submission.
8. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Install six shared-lane markings (sharrows) along the portion of Hall Road identified in Exhibit 5a of the applicant's BPIS.
 - b. Install six shared-lane markings (sharrows) along the portion of Pointer Ridge Drive identified in Exhibit 5a of the applicant's BPIS.

- c. Install six shared-lane markings (sharrows) and applicable “Share the Road with a Bicycle” signage assemblies along the portion of MD 214 identified in Exhibit 5a of the applicant's BPIS.
- d. Install five shared-lane markings (sharrows) and applicable “Share the Road with a Bicycle” signage assemblies along the portion of Old Central Avenue identified in Exhibit 5a of the applicant's BPIS.

SIGNATURE


Lakisha Hull (Sep 24, 2024 11:21 EDT)
Planning Director

09/24/2024

Date of Approval


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



July 15, 2024

MEMORANDUM

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

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


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

SUBJECT: **ADQ-2022-105-01, South Lake**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed for the amendment of the prior approved Preliminary Plan of Subdivision (PPS) to propose the deletion of condition 8-b of 4-17027 and the related findings. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under Section 24-4500 of the current Subdivision Regulations, specifically Section 24-4506 for pedestrian and bicycle adequacy.

This application proposed no modification to the traffic analysis and the related conditions. All traffic improvements and recommendations will remain consistent with the prior approval other than those set forth in condition 8-b of 4-17027.

Prior Approvals

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

4-17027

8. MD 214 at Church Road: Prior to issuance of any building permits 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 permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:

- b. The restriping of the northbound approach of Church Road to operate as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane, along with any signal modifications to reflect the change in lane use.

Comment: The applicant has provided correspondence with the Maryland Department of Transportation, State Highway Administration (MDOT, SHA) indicating that they do not support the restriping of the northbound Church Road, as envisioned in condition 8-b listed above. SHA has commented that the northbound left turn lane movements are higher than the through and right

turn movements, and therefore they want to retain the existing lane use which is a double left and a shared through right.

The applicant also notes that the original traffic study inadvertently used SHA's lane use factors of 0.4 in analyzing intersections with three through lanes, which is the configuration of the intersection of MD 214 and Church Road. The Transportation Review Guidelines (TRG) recommends a lane use factor of 0.37 when examining intersections with this configuration.

The subject property is located in Transportation Service Area (TSA) 2, which requires Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. The deletion of condition 8-b in coordination with the corrected lane use factor of 0.37 results in a CLV of 1,276 AM peak-hour trips and 1,433 PM peak-hour trips, which passes the test for adequacy in TSA 2.

Trip Generation

The subject application proposes 33 single-family detached dwelling units and 33 townhouse and two-over-two dwelling units. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2022-042								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Single-Family Dwelling	33	Units	5	20	25	20	10	30
Townhouse and Two-over-Two Dwelling	33	Units	4	18	22	17	9	26
Total Trip Cap Recommendation			47			56		

Analysis of Bicycle & Pedestrian Impacts Statement

The subject property is in the Legacy Comprehensive Design (LCD) 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 \$19,800.00, adjusted for inflation to \$26,011.00

Section 24-4506(c)(1)(C-D) discusses minimum criteria for finding adequate public pedestrian and bikeway facilities and is copied below:

(C) The finding of adequate public pedestrian facilities shall, at 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 the 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:

1. **(i)** The degree to which the bike lanes, 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;
2. **(ii)** The presence of specially marked and striped bike lanes or buffered bike lanes in which people can safely travel by bicycle without unnecessarily conflicting with pedestrians or motorized vehicles;
3. **(iii)** The degree to which protected bicycle 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
4. **(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.

Off-Site Adequacy

The applicant has provided a bicycle and pedestrian impact statement (BPIS) which details off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy, which addresses the bicycle and pedestrian adequacy criteria in Section 24-4506(c)(1)(C-D). TPS staff is in agreement with the analysis provided in the applicant's BPIS. Given the cost cap of \$26,011.00, the applicant proposes the following option to address the inadequacies identified in the BPIS:

1. Install six shared-lane markings (sharrows) along the portion of Hall Road identified in Exhibit 5a of the applicant's BPIS.
2. Install six shared-lane markings (sharrows) along the portion of Pointer Ridge Drive identified in Exhibit 5a of the applicant's BPIS.
3. Install six shared-lane markings (sharrows) and 15 "Share the Road with a Bicycle" signage assemblies along the portion of MD 214 identified in Exhibit 5a of the applicant's BPIS.
4. Install five shared-lane markings (sharrows) and 15 "Share the Road with a Bicycle" signage assemblies along the portion of Old Central Avenue identified in Exhibit 5a of the applicant's BPIS.

Estimated total: \$18,200.00

Demonstrated Nexus

The proposed off-site improvements are located directly north and east of the proposed development, specifically along MD 214, Old Central Avenue, Pointer Ridge Drive, and Hall Road. Shared-lane markings and "Share the Road with a Bicycle" signage assemblies will further encourage bicycle movement in the area surrounding the subject property. These off-site improvements will facilitate bicycle movement to nearby destinations along MD 214, to the residential neighborhood along the north side of MD 214, and directly east of the subject site along Old Central Avenue. Pursuant to Sec. 24-4506(c)(1)(B), staff find that there is a demonstrated nexus between the proposed off-site facility and improvement 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 site was previously evaluated for pedestrian adequacy at the time of review for 4-17027, which requires sidewalks along both sides of all new roads. These sidewalk facilities, along with ADA-compliant curb ramps throughout the site and crosswalks where sidewalk networks are disconnected and bicycle parking at all gathering areas, shall be shown on a bicycle and pedestrian facilities plan, which is required to be submitted prior to acceptance of a detailed site plan.

Transportation Planning Review

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

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

Recommendations

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

1. Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 47 AM peak-hour trips and 56 PM peak-hour trips.
2. Prior to the acceptance of a detailed site plan, the applicant's heirs, successors, and/or assigns shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-105-01, consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations as part of the Site Plan submission.
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 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:
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4. Install five shared-lane markings (sharrows) and 15 “Share the Road with a Bicycle” signage assemblies along the portion of Old Central Avenue identified in Exhibit 5a of the applicant’s BPIS.



The Maryland-National Capital Park and Planning Commission



PRINCE GEORGE'S COUNTY
Planning Department

1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

Countywide Planning Division Special
Projects Section

May 22, 2023

MEMORANDUM

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

FROM: *TW* Tineya Walker, Planner, Special Projects Section, CWPB

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

SUBJECT: **ADQ-2022-105-01, South Lake**

Project Summary:

This project is a multiphase development on a 382-acre site located at the southwest corner of the intersection of MD 214 (Central Avenue) and US 201 (Robert Crain Highway). This preliminary plan of subdivision (PPS) application (4-17027) was approved by the Prince George's County Planning Board on January 10, 2019.

ADQ-2022-105-01

Section 24-4503 (a)(1) states that: "all development approvals for which a determination of adequate public facilities was made prior to April 1, 2022, and which was still valid on that date shall automatically receive a certificate of adequacy or conditional certificate of adequacy in accordance with this Section, effective April 1, 2022, for a period of twelve (12) years."

The determination of adequacy made in Preliminary Plan of Subdivision 4-17027 remained valid as of April 1, 2022. However, the applicant has opted to file a new Certificate of Adequacy in order to determine if any new improvements may be required under current conditions. This review is subject to a determination of compliance with the level of service adequacy standards for police, fire and schools contained in *Table 24-4502: Summary of Public Facility Adequacy Standards*.

NON-RESIDENTIAL

Police Facilities:

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

24-4508. Police Facility Adequacy

(b) Adopted LOS Standard-Police

- (2)** To demonstrate compliance with this LOS standard, the Chief of Police shall submit the following information, on an annual basis, to the Planning Director:

- (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 Division II Bowie located at 601 SW Crain Highway, Bowie, MD 20715. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George’s County Police Department dated April 22, 2024, 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 April 22, 2024.

Police Response Times (Section 24-4508.B) Division II

Reporting Cycle	Reporting Month	Priority	Non-Priority
Acceptance Date	December 2024	9:00	11:00

Fire and Rescue:

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

24-4509. Fire and Rescue Adequacy

(a) Adopted LOS Standard for Fire and Rescue

- (1) The population and/or employees generated by the proposed subdivision, at each stage of the proposed subdivision, will be within the adequate coverage area of the nearest fire and rescue station(s) in accordance with the *Public Safety Guidelines*.
- (2) The Fire Chief shall submit to the County Office of Audits and Investigations, County Office of Management and Budget, and the Planning Director:
 - (A) A statement reflecting adequate equipment in accordance with studies and regulations used by the County, or the *Public Safety Master Plan* for fire stations in the vicinity of the area where the subdivision is proposed to be located; and
 - (B) A statement by the Fire Chief that the response time for the first due fires and rescue station in the vicinity of the proposed subdivision is a maximum of seven minutes

travel time. The Fire Chief shall submit monthly reports chronicling actual response times for calls for service during the preceding month.

- (3)** Subsection (b)(2), above, does not apply to commercial or industrial applications.

Table 24-4502 ("Summary of Public Facility Adequacy Standards") of the current Subdivision Regulations requires a fire and rescue standard of seven (7) minutes travel time for any residential use as well as five (5) minutes response time for non-residential uses which includes one (1) minute of "turn-out" time. The Fire Department uses the metric of "travel time" in their evaluation, which is assessed at the time the station receives notice and initiates a response.

The subject property is served by Bowie #843 located at 16498 Pointer Ridge Road, 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 February 20, 2024, the subject project passes the 4-minute travel time test from the closest Prince George's County Fire/EMS Station, Bowie Co. 843.

Schools:

Per Section 24-4510 of the current Subdivision Regulations, the Planning Board's test for school adequacy involves the following:

24-4510. Schools Adequacy

(b) Adopted LOS Standard for Schools

- (2)** The adopted LOS standard is that 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.

The subject property is located within Cluster 4, as identified in the *Pupil Yield Factors & Public-School Clusters* 2023-2024 Update. The project proposes to add 66 new single-family dwelling units.

The adopted "level of service" standard is the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity of the affected elementary, middle, and high school clusters. Schools at all levels will continue to operate at a capacity below 105% and pass the LOS standard for schools' adequacy.

Impact on Affected Public School Clusters

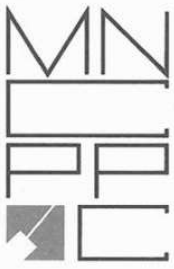
	Affected School Cluster 4		
	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Single-family Attached Dwelling Units	37	37	37
Pupil Yield Factor (PYF) – SFA	0.134	0,067	0.096
SFA x PYF=Future Enrollment	5	2	4
Adjusted Student Enrollment 9/30/23	22,336	10,346	8,616
Total Future Student Enrollment	22,341	10,348	8,620

State Rated Capacity	29,860	11,693	8,829
Percent Capacity	75%	88%	98%
Single -family Detached Dwelling Units	29	29	29
Pupil Yield Factor (PYF) – SFD	0.195	0.095	0.132
SFD x PYF=Future Enrollment	6	3	4
Adjusted Student Enrollment 9/30/23	22,336	10,346	8,616
Total Future Student Enrollment	22,342	10,349	8,620
State Rated Capacity	29,860	11,693	8,829
Percent Capacity	75%	89%	98%

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$11,560 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$11,560 per dwelling if the building is included within a Basic Plan or Conceptual Site Plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$19,826 per dwelling for all other buildings. This project is outside of the I-495 Capital Beltway; thus, the surcharge fee is **\$19,826**. 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 finds that the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Regulations.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: May 21, 2024

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

VIA: Sonja Ewing, Division Chief **SME**
Park Planning and Environmental Stewardship Division
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 Environmental Stewardship Division
Department of Parks and Recreation

SUBJECT: **Certificate of Adequacy (ADQ) ADQ-2022-105-01 (South Lake)**

The property is located in the southwest quadrant of the intersection of MD 214 (Central Avenue) and US 301 (Robert Crain Highway) within the Employment and Institutional Area (E-I-A) Zone. The Department of Parks and Recreation (DPR) has reviewed and evaluated this Certificate of Adequacy (ADQ) application as it pertains to public parks and recreational facilities.

Parks & Recreation Adequacy [Section 24-4507]

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 in accordance with the prior Subdivision Regulation of Section 24-134 of the Prince Georges County Subdivision Regulation, the subject subdivision met the requirements of Section 24-134(a)(3)(D), together with any additional private on-site facilities deemed required at the time of DSP.

cc: Alvin McNeal