



Certificate of Adequacy

ADQ- 2023-002

General Information

Project Name: Project Turtle

Case Number: ADQ-2023-002

Associated Preliminary Plan of Subdivision or Final Plat: 4-23002

Use Type: Mixed-Use (residential/commercial/institutional)

Dwelling Unit Type and Number: 299 Gross Floor Area (nonresidential): 15,903 SF

Project Location

Project Location: Located on the east side of US 1 (Baltimore Avenue) between Melbourne Place and Navahoe Street

Lot/Parcel: Lots 3-11, Block 18 Tax Account: 2359479, 2359461, 2396083, 2409787, 2359453

Property Zone: LTO-E/NAC/ APA-4/APA-6 Council District: 03

Planning Area: 66 Municipality: College Park

Election District: 21 Transportation Service Area: 1

Police District: 1 School Cluster Area: 2

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 1 and designated boundaries of 1	LOS "E" (Critical Lane Volume of 1451-1600)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
Parks and Recreation (<i>Transit-Oriented/ Activity Center Zones and Employment Areas</i>)	2.5 acres per 1,000 residents	Yes	No
Parks and Recreation (<i>All Other Zones</i>)	15 acres per 1,000	N/A	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	Yes

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

- *Transportation Planning Section (Ryan to Diaz-Campbell)*
- *Special Projects Section (Walker to Diaz-Campbell, March 7, 2024)*
- *Department of Parks and Recreation (Quattrocchi/Thompson to Diaz-Campbell, March 20, 2024)*

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

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

☐ Denied

1. Pursuant to Section 24-4510(c) of the Subdivision Regulations, the applicant and the applicant's heirs successors and/or assignees shall pay the applicable 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.
2. Total development within the associated Preliminary Plan of Subdivision shall be limited to uses which generate no more than 148 AM peak-hour trips and 220 PM peak-hour trips.
3. The applicant and the applicant's heirs, successors, and/or assignees 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 consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan.
4. 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 two solar powered rectangular rapid flashing beacon (RRFB) warning system (double sided) at the Berwyn Road and Rhode Island Avenue Trolley Trail with 2 pole design. (BPIS, p.36, Improvement 1)
 - b. Three pedestrian ramp upgrades to ADA-compliance at the following locations (BPIS, p.37, Improvement 2 -Improvement 2b noted as an alternative below):
 - i) Northeast corner of Berwyn Road and 48th Avenue.
 - ii) Southeast corner of Berwyn Road and 48th Avenue.
 - iii) Southeast corner of Berwyn Road and Rhoe Island Avenue.

In the event that one of the above ramp upgrade locations above cannot be completed, the following alternative location shall be used:

- iv) Northeast corner of Quebec Street and 49th Avenue (BPIS, p.37, Improvement 2b).

SIGNATURE


Lakisha Hull (Apr 3, 2024 11:20 EDT)

Planning Director

04/03/2024

Date of Approval

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



MEMORANDUM

TO: Eddie Diaz-Campbell, Development Review Division

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


VIA: N& Noelle Smith, Transportation Planning Section, Countywide Planning Division

SUBJECT: **ADQ-2023-002 – Project Turtle**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) 4-23002. The subject application seeks to construct a 1,011-bed student housing complex with 13,684 square-feet of retail use and 2,219 square-feet of community meeting space. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the prior zoning ordinance and subdivision regulations.

Prior Conditions of Approval

There are no prior approvals on the subject property that are applicable to the subject application.

Criteria for Establishing Transportation Adequacy

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

Links and Signalized Intersections: Level-of-Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized Intersections:

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual*

(Transportation Research Board) procedure; (b) if the delay exceeds 50 seconds, the CLV is computed.

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 a 1,011-bed student housing complex with 13,684 square-feet of retail use and 2,219 square-feet of community meeting space. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2022-041								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Student Housing	1,011	Beds	30	101	131	101	71	172
Retail Plaza	13,684	Square-Feet	19	13	32	45	45	90
Pass-by for Retail Component			-10	-7	-17	-23	-23	-46
Community Meeting Space	2,219	Square-Feet	1	1	2	2	2	4
Total Trip Cap Recommendation			148			220		

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

- US 1 / Greenbelt Road (signalized)
- US 1 / Berwyn Road (signalized)
- US 1 / Berwyn House Road (signalized)
- US 1 / Melbourne Place (signalized)
- US 1 / Lakeland Road (signalized)
- US 1 / Navahoe Street (unsignalized)

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
US 1 / Greenbelt Road (signalized)	674	1,349	A	D
US 1 / Berwyn Road (signalized)	781	1,026	A	B
US 1 / Berwyn House Road (signalized)	665	972	A	A
US 1 / Melbourne Place (signalized)	539	909	A	A
US 1 / Lakeland Road (signalized)	657	879	A	A
US 1 / Navahoe Street (unsignalized)				
Step 1 – HCM Delay Test (Seconds)	10.2 Sec	16.8 Sec	B	B

*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 submission indicates that all studied intersections currently operate at level of service (LOS) A, B, C, or D as detailed above. All studied intersections are currently operating at acceptable levels.

<u>BACKGROUND TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>US 1 / Greenbelt Road (signalized)</u>	<u>808</u>	<u>1,496</u>	<u>A</u>	<u>E</u>
<u>US 1 / Berwyn Road (signalized)</u>	<u>958</u>	<u>1,291</u>	<u>A</u>	<u>C</u>
<u>US 1 / Berwyn House Road (signalized)</u>	<u>846</u>	<u>1,382</u>	<u>A</u>	<u>D</u>
<u>US 1 / Melbourne Place (signalized)</u>	<u>687</u>	<u>1,162</u>	<u>A</u>	<u>C</u>
<u>US 1 / Lakeland Road (signalized)</u>	<u>822</u>	<u>1,146</u>	<u>A</u>	<u>B</u>
<u>US 1 / Navahoe Street (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>11.7 Sec</u>	<u>23.2 Sec</u>	<u>B</u>	<u>C</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.				

Utilizing Maryland Department of Transportation, State Highway Administration (MDOT, SHA) Average Daily Traffic (ADT) segments, the applicant applied a 0.5% growth rate to the studied intersections. The above-listed table shows that the studied intersections will operate at LOS A, B, C, D, or E as detailed above. Factoring in background developments and growth rate, all studied intersections will operate at acceptable levels.

<u>TOTAL TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>US 1 / Greenbelt Road (signalized)</u>	<u>828</u>	<u>1,532</u>	<u>A</u>	<u>E</u>
<u>US 1 / Berwyn Road (signalized)</u>	<u>971</u>	<u>1,322</u>	<u>A</u>	<u>D</u>
<u>US 1 / Berwyn House Road (signalized)</u>	<u>860</u>	<u>1,413</u>	<u>A</u>	<u>D</u>
<u>US 1 / Melbourne Place (signalized)</u>	<u>804</u>	<u>1,390</u>	<u>A</u>	<u>D</u>
<u>US 1 / Lakeland Road (signalized)</u>	<u>846</u>	<u>1,174</u>	<u>A</u>	<u>C</u>
<u>US 1 / Navahoe Street (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>12.1 Sec</u>	<u>24.3 Sec</u>	<u>B</u>	<u>C</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 above-listed tables reflect the total traffic for the studied intersections. Based on the existing conditions, trip generation of the proposed use and factoring for background developments, the application will not significantly impact the surrounding network and all intersections will operate with acceptable LOS.

Transportation Planning Review

Based on the methods provided in the “Transportation Review Guidelines – 2022 Supplement”, the proposed residential development will generate 148 AM and 220 PM vehicle trips. Staff finds that all critical intersections will operate at acceptable levels to serve the proposed development based on the findings and conclusions provided in the traffic analysis. 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.

Bicycle & Pedestrian Adequacy

The subject property is in the Local Transit – Oriented - Edge (LTO-E) zoning district as well as the Neighborhood Activity Center (NAC) 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 \$95,266.05, adjusted for inflation to \$125,829.40.

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. The applicant proposes the following option:

1. Install two solar powered rectangular rapid flashing beacon (RRFB) warning system (double sided) at the Berwyn Road and Rhode Island Avenue Trolley Trail with 2 pole design. (BPIS, p.36, Improvement 1)
2. Three pedestrian ramp upgrades to ADA-compliance at the following locations (BPIS, p.37, Improvement 2 – Removal of Improvement 2b noted):
 - a) Northeast corner of Berwyn Road and 48th Avenue.
 - b) Southeast corner of Berwyn Road and 48th Avenue.
 - c) Southeast corner of Berwyn Road and Rhoe Island Avenue.

Estimated total: \$118,930

Comment: Staff find the above listed improvements sufficient to satisfy the applicant’s requirement to provide off-site bicycle and pedestrian improvements, in relation to the cost cap discussed with section 24-4506(c)(1)(B) (i). In the event that the applicant cannot construct any of the above listed improvements, staff request that the modification of the existing

pedestrian ramp to full ADA-compliance, at the northeast corner of Quebec Street and 49th Avenue be placed as a backup condition.

On-Site Adequacy

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. 24-4506(a). The applicant has submitted a circulation plan which displays sidewalk facilities along all three road frontages that impact the subject site. A bicycle lane along the site's US 1 frontage is accurately displayed. The specific details of the bicycle lane are discussed in more detail in the PPS referral. Additional improvements at this location also include a crosswalk crossing US 1 at its intersection with Melbourne Place, and a crosswalk crossing Melbourne Place at its intersection with US 1, with associated ADA-compliant ramps on both landings. An additional ADA-compliant ramp is displayed along the northwest bounds of the subject site, at the intersection of US 1 and Navahoe Street. Crosswalks are shown crossing both points of vehicle entry. Six inverted u style bicycle racks have been provided along the exterior of the building for short-term bicycle parking, which is sufficient for twelve parked bicycles. 134 long-term bicycle parking spaces will be provided withing the parking structure. Staff find the applicant's submission has satisfied the requirements for on-site bicycle and pedestrian adequacy.

Demonstrated Nexus

The proposed off-site improvements are located within the immediate vicinity of the subject site. The rectangular rapid flashing beacon (RRFB) at the Berwyn Road and Rhode Island Avenue Trolley Trail will assist in bringing extra attention to pedestrians using this facility. Additionally, the modifications to existing speed humps to create ADA-compliant raised crosswalks, along with the additional ramp upgrades to full ADA-compliance, enhances the pedestrian facilities. Staff find the location proposed by the applicant to fulfill off-site bicycle and pedestrian requirements to be sufficient.

Comment: 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.

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:

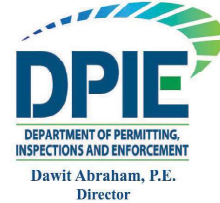
- 1 Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 148 AM peak-hour trips and 220 PM peak-hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities.
- 2 The applicant and the applicant's heirs, successors, and/or assignees 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 consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detail 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:
 1. Install two solar powered rectangular rapid flashing beacon (RRFB) warning system (double sided) at the Berwyn Road and Rhode Island Avenue Trolley Trail with 2 pole design. (BPIS, p.36, Improvement 1)
 2. Three pedestrian ramp upgrades to ADA-compliance at the following locations (BPIS, p.37, Improvement 2 – Removal of Improvement 2b noted):
 - a) Northeast corner of Berwyn Road and 48th Avenue.
 - b) Southeast corner of Berwyn Road and 48th Avenue.
 - c) Southeast corner of Berwyn Road and Rhode Island Avenue.
4. As stated above, and in the event that the applicant's submission to fulfill off-site requirements cannot be coordinated, 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 ADA-compliant ramp at the northeast corner of Quebec Street and 49th Avenue.



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

March 12, 2024

TO: Crystal Hancock, Acting Supervisor
Transportation Planning Section, M-NCPPC

FROM: Rene Lord-Attivor, Chief, Traffic Engineering
NK for RLA Site/Road Plan Review Division, DPIE

RE: Project Turtle
4-23002 + ADQ-2023-002

CR: Traffic Impact Analysis (TIA)
Bicycle Pedestrian Impact Statement (BPIS)

This Traffic Impact Analysis (TIA) and Bicycle Pedestrian Impact Statement (BPIS) were developed as part of the Preliminary Plan of Subdivision and the Certificate of Adequacy (4-23002 + ADQ-2023-002) for the proposed Project Turtle development. The development is located on the east side of US 1 (Baltimore Avenue) between Navahoe Street and Melbourne Place in College Park, Maryland. The site is proposed to be developed with 304 multifamily residential units and 13,305 sq. ft. of retail space.

The Departments of Permitting, Inspections and Enforcement (DPIE) as well as the Department of Public Works and Transportation (DPW&T) reviewed the TIA and the BPIS dated December 6, 2022, and offer the following comments:

TIA review comments and recommendations from DPIE:

- There are no county-maintained roadways and intersections in this TIA. As such, we defer all comments on the TIA to the Maryland Department of Transportation State Highway Administration (MDOT SHA) and the City of College Park.

TIA review comments and recommendations from DPW&T:

- No Comment.

BPIS review comments and recommendations from DPIE:

- The applicant's calculated BPIS Cost cap for this development should be \$145,519.60 and not what has been proposed on page 4 of the BPIS report (\$139,863). The cost cap calculated by DPIE accounts for inflation from the U.S. Bureau of Labor Statistics between July 2013 and January 2024. We recommend a condition be placed on the Applicant to include this above cost cap of \$145,519.60.
- We recommend the applicant be conditioned to provide the following improvements.
 - Replace existing ramps with ADA ramps at the following locations:
 - Lakeland Road and 48th Avenue in the northwest and northeast corners
 - Pierce Avenue and 54th Avenue for Pierce Avenue crossing
 - Pierce Avenue at Paint Branch Elementary School Access
 - Pierce Avenue and 51st Avenue for all crossings
 - Pierce Avenue and Rhode Island Avenue single ramp in the northeast corner
 - Berwyn Road and 48th Avenue for northeast and southeast corners
 - Berwyn Road and Rhode Island Avenue for the southeast corner
 - Provide continental crosswalks at the following locations:
 - Navahoe Street and 48th Avenue for 48th Avenue crossing
 - Navahoe Street and 54th Avenue for Navahoe Street crossing
 - Navahoe Street and 51st Avenue for 51st Avenue crossing
 - Berwyn Road and 48th Avenue for all crossings
 - One Bike Share Station for 4 years, the cost breakdown is as follows:

Cost and Term:				
	1st Year (Equipment Install, Operating)	2nd Year (Operating Only)	3rd Year (Operating Only)	4th Year (Operating Only)
Station w/ 6 Bikes & 11 Docks	\$49,458	\$11,718	\$12,304	\$12,919
Total Cost + Operating	\$86,399.0			

BPIS review comments and recommendations from DPW&T:

- No Comment.

Please note that there are other non-County maintained roadways and intersections that are under the jurisdiction of the Maryland Department of Transportation State Highway Administration (MDOT SHA), as such we defer all additional comments related to these intersections and roadways to the MDOT SHA.

If you have any questions or need additional information, please contact me, at 301.883.5710.

RLA:NK:ags

cc: Dawit Abraham, P.E., Director, DPIE
Michael Johnson, P.E., Director, DPW&T
Mary Giles, P.E., Acting Deputy Director, DPIE
Rey De Guzman, P.E., Acting Associate Director, S/RPRD, DPIE
Kate A. Mazzara, P.E., Associate Director, OE&PM, DPW&T
Mariwan Abdullah, P.E., Chief Engineer, S/RPRD, DPIE
Hadi Quaiyum, Chief, TSD, OE&PM, DPW&T
Jahid Russel, Chief, TSS, OEPM, DPW&T
Noelle Smith, Planner IV, MNCPPC
Steven Snyder, District Engineer, S/RPRD, DPIE
Nima Khoshand, Engineer III, S/RPRD, DPIE



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

March 4, 2024

TO: Eddie Diaz Campbell, Urban Design Section
Development Review Division, M-NCPPC

FROM: Reynaldo De Guzman, P.E., Acting Associate Director
Site/Road Plan Review Division, DPIE *Reynaldo de Guzman*

Re: Project Turtle- Planning Board Level
Preliminary Plan of Subdivision No. 4-23002

CR: Baltimore Ave (MD Route 1)
CR: Navahoe Street (College Park)
CR: Melbourne Place (College Park)

In response to the Preliminary Plan of Subdivision No. PPS-4-23002 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The subject property is located at 8145 Baltimore Avenue, College Park, Maryland, approximately 167 feet from the east of Baltimore Avenue between Melbourne Place and Navahoe Street. None of the Crossroads is a County-maintained roadway.
- The applicant is proposing the development of 304 multifamily dwelling units out of one (1) parcel of 13,305 square feet commercial.
 - The proposed preliminary plan 4-23002 is consistent with the approved Stormwater Management Concept No. 2152-2023-0, issued on January 9, 2024.
 - FPS 201304 governs. Based on the revised Techno-gram 007-2016, a revised floodplain delineation approval with 1 1-foot freeboard and floodplain easement will be required.
 - DPIE has no objection to PPS 4-23002.

DPIE Site Road Traffic Comments:

SDRC Referral Plans:

- There are no County roads fronting this site. As such, we defer all comments on this to the Maryland Department of Transportation State Highway Administration (MDOT SHA) and the City of College Park.

Traffic Impact Analysis (TIA) Review Comments:

- There are no County roads as part of this TIA. As such, we defer all comments on this TIA to MDOT SHA and the City of College Park.

Bicycle Pedestrian Impact Statement (BPIS) Review Comments:

- The applicant's calculated BPIS Cost cap for this development should be \$145,519.60 and not what has been proposed on page 4 of the BPIS report (\$139,863). The cost cap calculated by DPIE accounts for inflation from the U.S. Bureau of Labor Statistics between July 2013 and January 2024. We recommend a condition be placed on the applicant to include this above cost cap of \$145,519.60.
- We recommend the applicant be conditioned to provide the following improvements.
 - Replace existing ramps with ADA ramps at the following locations:
 - Lakeland Road and 48th Avenue in the northwest and northeast corners
 - Pierce Avenue and 54th Avenue for Pierce Avenue crossing
 - Pierce Avenue at Paint Branch Elementary School Access
 - Pierce Avenue and 51st Avenue for all crossings
 - Pierce Avenue and Rhode Island Avenue single ramp in the northeast corner
 - Berwyn Road and 48th Avenue for northeast and southeast corners
 - Berwyn Road and Rhode Island Avenue for the southeast corner
 - Provide continental crosswalks at the following locations:
 - Navahoe Street and 48th Avenue for 48th Avenue crossing
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 - Navahoe Street and 51st Avenue for 51st Avenue crossing
 - Berwyn Road and 48th Avenue for all crossings
 - One Bike Share Station for 4 years, the cost breakdown is as follows:

Cost and Term:				
	1st Year (Equipment Install, Operating)	2nd Year (Operating Only)	3rd Year (Operating Only)	4th Year (Operating Only)
Station w/ 6 Bikes & 11 Docks	\$49,458	\$11,718	\$12,304	\$12,919
Total Cost + Operating	\$86,399.0			

DPIE Site Road Water/Sewer Comments:

- The 2018 Water and Sewer Plan designates platted lots 3 - 11 in Water and Sewer Category 3, inside the Sewer Envelope, in the Developing Tier, and within Tier 1 under the Sustainable Growth Act – approved for sewer service. The lots are developed in the aerial view with commercial-sized buildings.
- Water and sewer lines abut and traverse the developed property. Water and sewer line extensions or an onsite system may be required to service the proposed subdivision and must be approved by the Washington Suburban Sanitary Commission before the recordation of a final plat.

If you have any questions or need additional information, please contact Mr. Steve Snyder, P.E., the District Engineer for the area, at 301.883.5740.

cc: Steve Snyder, P.E., District Engineering, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Dana Karzoun, Engineer, S/RPRD, DPIE
Andree Sahakian, LV Collective, 2340 Guadalupe Street Austin, Texas 78705
Gibbs and Haller, 1300 Caraway CT, Suite 102, Largo, MD 20774



Countywide Planning Division
Special Projects Section

March 7, 2024

MEMORANDUM

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

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

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

SUBJECT: 4-23002 Project Turtle ADQ 2023-002

Project Summary:

The project proposes to consolidate the existing nine lots into a single lot consisting of 2.71-acres to allow for the development of a mixed-use building containing 13,478 square feet of commercial space and 304 multifamily units located at 8145 Baltimore Avenue, College Park, MD. 20740. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on February 13, 2024.

PPS-4-23002

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

Capital Improvement Program (CIP):

The subject project is located in Planning Area 66 – “College Park-Berwyn Heights & Vicinity”. The *2024-2029 Fiscal Year Approved CIP Budget* does not identify any new construction projects for the Planning Area.

Conformance to the Master Plan:

This preliminary plan of subdivision was reviewed for conformance to the master plan in accordance with Section 24-121(a)(5) of the prior Subdivision Regulations. The 2010 Approved Central US 1 Corridor Sector Plan contains a section on Public Facilities within the Infrastructure Chapter. The overall vision for public facilities states:

The Central US 1 Corridor is well served by schools, fire, police, and emergency medical services, and libraries contributing to a strong sense of place and community.

The public facilities section also identified the following policies:

Schools:

Policy 1: Establish a standard minimum site size for new construction, rehabilitation, and the adaptive reuse of structures for schools within urban settings.

Policy 2: Preserve, retain, and support existing public school facilities, existing and former school sites, and properties owned by the Board of Education.

Policy 3: Construct the appropriate number of schools in order to achieve a school system that operates at 100 percent capacity or less at every school.

Police:

Policy: Maintain police facilities that meet the needs of the Central US 1 Corridor community.

Fire/EMS:

Policy: Provide fire and rescue facilities that meet the needs of the Central US 1 Corridor community, based upon established county standards and their ability to accommodate modern vehicles and equipment.

The project will not impede achievement of the above-referenced vision, policy or specific facility improvements. 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-2023-002**Police Facility Adequacy:**

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 District I, Hyattsville, located at 5000 Rhode Island Avenue in Hyattsville, Maryland 20781. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated February 23, 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 February 13, 2024.

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

Reporting Cycle	Reporting Month	Priority	Non-Priority
Acceptance Date	December 2024	7:56	9:19

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:

24-4509. Fire and Rescue Adequacy

(b) 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 uses as well as the four (4) minutes travel time for commercial development. The subject property is served by the College Park Station #812, located at 8115 College Park, MD 20740. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of February 15, 2024, the site passes the seven-minute travel time test for residential development and the five-minute response time test for commercial development from the closest or 'first due' Fire/EMS station.

Schools Adequacy:

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 2, as identified in the *Pupil Yield Factors & Public-School Clusters 2022-2023 Update*. The project proposes to add 304 multifamily units.

The adopted “level of service” standard is the number of students generated by the proposed subdivision at each stage of development will exceed 105 percent of the state rated capacity of the affected elementary and middle, and high school clusters. All of the school levels within Cluster 2 currently exceed 105% of State Rated Capacity and therefore don’t pass the level of service. Section 25.4510 (c) of the Subdivision Regulations states:

(c) Mitigation

When conditioned upon payment of the schools facility surcharge, or when otherwise exempt from the schools facility surcharge pursuant to Section 10-192.01, School Facilities Surcharge, of the County Code, the subdivision may be approved regardless of actual or projected school capacity.

Therefore, payment of the school facility surcharge mitigates the failure to meet the adopted level of service standard.

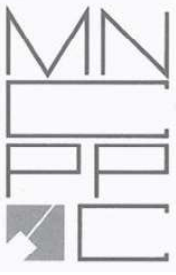
Impact on Affected Public School Clusters

	Affected School Cluster		
	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multifamily Dwelling Units	304	304	304
Pupil Yield Factor (PFY) - SFD	0.179	0.095	0.131
PFY x MFD = Future Enrollment	54	29	40
Adjusted Student Enrollment 9/30/22	20,968	9,781	10,074
Total Future Student Enrollment	21,022	9,810	10,114
State Rated Capacity	19,705	7,969	8,494
Percent Capacity	107%	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 **\$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 located between Interstate 495 and the District of Columbia; thus, the surcharge fee is **\$11,560 per dwelling unit**. 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

Conditioned upon payment of the School's Facility Surcharge, per Section 25.4510 (c), 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: March 20, 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 **DQ**
Ivy R. Thompson, AICP, Planner III **IRT**
Land Acquisition/Management & Development Review Section

SUBJECT: **Preliminary Plan of Subdivision (PPS) 4-23002**
Project Turtle

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

PROPOSAL

This application is for the mixed-use development of 304 multifamily dwellings and 13,305 square feet of commercial development.

BACKGROUND

This approximately 2.71-acre parcel zoned Local Transit Oriented- Edge (LTO-E), is located on the east side of Baltimore Avenue between Melbourne Place and Navahoe Street. The property is being developed per the standards of the prior Zoning Ordinance.

Master Plan Conformance

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

DISCUSSION:

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

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

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the proposed project, as shown, will generate an additional 869 people in the local community.

Per 24-4507(b)(1)(A) of the Prince George's County Subdivision Regulations 2.5 acres of improved public parks per 1,000 residents is the adopted Level of Service standard within the Transit Oriented/Activity Center zone for Parks and Recreation in Prince George's County. The draft 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) shows that there are 35 acres of improved public parkland per 1,000 persons in the county. Parks staff finds the LOS adequate.

Parks staff finds the LOS adequate.

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

FINDINGS:

Per the provisions of the prior Prince George's County Subdivision Regulations Section 24-134, which relate to the Mandatory Dedication of Parkland, which provides for the dedication of land, the payment of a fee-in-lieu, and/or the provision of onsite recreational facilities, based on the proposed density of development, 15-percent of the net residential lot area should be required to be dedicated to M-NCPPC for public parks, which equates to 0.26 acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. Given the location of the property, the conveyance of 0.26 acres of land is not feasible for this project. The recreational guidelines for Prince George's County also set standards based on population. Based on the projected population for the development, the typical recreational needs include outdoor sitting and eating areas, fitness areas, open play areas, and basketball and tennis courts.

The current design proposal does not meet all the requirements based on the constraints and layout of the property. Per Section 24-135 of the prior Prince George's County Subdivision Ordinance, the Planning Board may approve the provision of on-site recreational facilities, in place of Parkland dedication. The Developer offered to meet the requirement with onsite recreational facilities. The current plan cites the provision for seating and a dog park on level one, an east and west courtyard on the third level, and a terrace on the seventh level as recreational facilities.

DPR staff has no objection to onsite recreation to meet the parkland dedication requirement. The inclusion of the dog park as a recreation amenity is acceptable to DPR staff because dog parks support active lifestyles and provide socialization for humans and pets. The development should include more opportunities for outdoor amenities for future residents and guests. DPR staff recommends the provision of additional outdoor recreation amenities with a review at the time of the Detailed Site Plan by Urban Design (Development Review) staff.

RECOMMENDATION

The Park Planning & Development Division of DPR recommends approval of the Discovery District Preliminary Plan of Subdivision, PPS 4-23002 with the following conditions:

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

cc: Alvin McNeal