



Certificate of Adequacy

ADQ- 2023-053**General Information**

Project Name: Fairview
Case Number: ADQ-2023-053
Associated Preliminary Plan of Subdivision or Final Plat: 4-22050
Use Type: Residential
Dwelling Unit Type and Number: 65 Single-family Attached Gross Floor Area (nonresidential): 0 SF

Project Location

Project Location: Located in the northeast quadrant of intersection of I-95/495 (Capital Beltway) and MD 704 (Martin Luther King Jr. Highway)
Lot/Parcel: Parcel 109 Tax Account: 2256345
Property Zone: CGO Council District: 05
Planning Area: 73 Municipality: N/A
Election District: 20 Transportation Service Area: 2
Police District: II School Cluster Area: 1

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 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 Gupta, May 15, 2024)*
- *Special Projects Section (Walker to Gupta, March 14, 2024)*
- *Department of Parks and Recreation (Thompson to Gupta, April 4, 2024)*

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

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

☐ Denied

1. Total development within the Preliminary Plan of Subdivision shall be limited to uses which generate no more than 46 AM and 52 PM peak-hour vehicle trips.
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 detailed 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:
 - a. Install a 6-foot by 18-foot Americans with Disabilities Act (ADA) accessible concrete bus shelter pad (along with a retaining wall to offset roadside slope) along the west side of Whitfield Chapel Road, directly north of its intersection with Fairview Avenue, as detailed in Appendix B1 of the applicant's Bicycle, Pedestrian Impact Statement (BPIS) dated August 2023.
4. Pursuant to Section 25-4510(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 each residential building permit.

SIGNATURE


Lakisha Hull (Jun 5, 2024 14:04 EDT)

Planning Director

06/05/2024


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: Mridula Gupta, Development Review Division

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


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

SUBJECT: **ADQ-2022-053 – Fairview Center**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) 4-22050. The subject application seeks to construct 66 townhomes in the Commercial, General Office (CGO) zone. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Prior Conditions of Approval

The subject property had previously been re-zoned from residential to commercial and had an associated preliminary plan approved for commercial development. However, no permits were issued and the development never moved forward with any construction. The subject application will determine adequacy for the development of 66 townhomes. As such, there are no prior conditions of approval 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) 2, 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) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 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 study (TIS) as part of the subject application, which is used as the basis for a determination of adequacy. As mentioned, the PPS application proposes 66 townhomes. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2022-053								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Townhomes	66	Units	9	37	46	34	18	52
Total Trip Cap Recommendation			46			52		

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.

- Whitfield Chapel Road / Site Access (unsignalized)
- MD 704 / Ardwick-Ardmore Road (signalized)
- MD 704 / Whitfield Chapel Road (signalized)
- MD 704 / Eastbound US-50 Ramp (signalized)
- MD 704 / I-495 On Ramp (unsignalized)
- MD 704 / Westbound US-50 Ramp / Hargrove Drive (signalized)

Existing Traffic

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

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
Whitfield Chapel Road / Site Access (unsignalized) Step 1 – HCM Delay Test (Seconds)	-	-	-	-
MD 704 / Ardwick-Ardmore Road (signalized)	1,042	1,259	B	C
MD 704 / Whitfield Chapel Road (signalized)	789	980	A	A
MD 704 / Eastbound US-50 Ramp (signalized)	652	738	A	A
MD 704 / I-495 On Ramp (unsignalized) Step 1 – HCM Delay Test (Seconds)	18.2 Sec	13.7 Sec	Pass	Pass
MD 704 / Westbound US-50 Ramp / Hargrove Drive (signalized)	993	1,148	A	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 a LOS A, B, or C, as detailed above. All studied intersections are currently operating at acceptable levels.

Background Traffic

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

Utilizing the Maryland Department of Transportation, State Highway Administration (MDOT, SHA) Annual Average Daily Traffic (AADT) segments, the applicant applied a 2.2% growth rate to the studied intersections. A second analysis was done to evaluate the impact of the background developments.

<u>BACKGROUND TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>Whitfield Chapel Road / Site Access (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	=	=	=	=
<u>MD 704 / Ardwick-Ardmore Road (signalized)</u>	<u>1,189</u>	<u>1,372</u>	<u>C</u>	<u>D</u>
<u>MD 704 / Whitfield Chapel Road (signalized)</u>	<u>1,096</u>	<u>1,119</u>	<u>B</u>	<u>B</u>
<u>MD 704 / Eastbound US-50 Ramp (signalized)</u>	<u>781</u>	<u>910</u>	<u>A</u>	<u>A</u>
<u>MD 704 / I-495 On Ramp (unsignalized)</u>				
<u>Step 1 – HCM Delay Test (Seconds)</u>	<u>30.3 Sec</u>	<u>19.5 Sec</u>	<u>Pass</u>	<u>Pass</u>
<u>MD 704 / Westbound US-50 Ramp / Hargrove Drive (signalized)</u>	<u>1,161</u>	<u>1,332</u>	<u>C</u>	<u>D</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 table shows that the studied intersections will continue to operate at LOS A, B, C, or D, as detailed above. Factoring in background developments and growth rate, all studied intersections will operate at acceptable levels.

Total Traffic

The following critical intersections identified above, when analyzed with total future traffic, 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>	
Whitfield Chapel Road / Site Access (unsignalized)				
Eastbound Left/Right				
Step 1 – HCM Delay Test (Seconds)	11.5 Sec.	11.9 Sec.	Pass	Pass
Northbound Left/Through				
Step 1 – HCM Delay Test (Seconds)	8.3 Sec.	8.4 Sec.	Pass	Pass
MD 704 / Ardwick-Ardmore Road (signalized)	1,195	1,375	C	D
MD 704 / Whitfield Chapel Road (signalized)	1,119	1,137	B	B
MD 704 / Eastbound US-50 Ramp (signalized)	785	926	A	A
MD 704 / I-495 On Ramp (unsignalized)				
Step 1 – HCM Delay Test (Seconds)	31.2 Sec	19.8 Sec	Pass	Pass
MD 704 / Westbound US-50 Ramp / Hargrove Drive (signalized)	993	1,148	A	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.				

All studied intersections will continue to operate at an acceptable level of service and the existing road network will not be adversely impacted by traffic generated by the subject site. Staff find the adequacy requirements have been met.

Transportation Planning Review

Based on the methods provided in the “Transportation Review Guidelines – 2022 Supplement”, the proposed residential development will generate 46 AM and 52 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 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 \$19,800.00, adjusted for inflation to \$25,871.00.

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 a 6' x 18' ADA accessible concrete bus shelter (along with a retaining wall to offset roadside slope) along the west side of Whitfield Chapel Road, directly north of its intersection with Fairview Avenue, as detailed in Appendix B1 of the applicant's BPIS.

Estimated total: \$19,094.00

On-Site Adequacy

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. 24-4506(a). The applicant's submission shows sidewalks along the site's frontage of Whitfield Chapel Road and Fairview Avenue. An internal sidewalk network provides pedestrian movement throughout the site with crosswalks shown at intersecting roadways throughout the development. The applicant has submitted a bicycle and pedestrian facilities plan which displays a sidewalk along the western and southern frontage of the building, along with an area reserved for bicycle parking at the northern bounds of the site. In addition, staff recommended a five-foot-wide sidewalk and the planned bicycle lane along Old Annapolis Road be provided as part of the PPS application.

In the companion PPS referral for the subject application, staff includes a condition that bicycle lanes be shown along the site's frontage of Whitfield Chapel Road and a side path be shown along the site's frontage of Martin Luther King Jr. Highway, unless modified by the operating agency with written correspondence.

Demonstrated Nexus

The proposed off-site improvement is located directly north of the proposed development. The addition of a bus shelter provides a covered area for riders to wait prior to boarding. The proximity of the bus shelter to the site has the potential to encourage residents to utilize transit as an alternative mode of transportation.

Comment: Pursuant to Sec. 24-4506©(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 46 AM peak-hour trips and 52 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:
 - a. Install a 6' x 18' ADA accessible concrete bus shelter (along with a retaining wall to offset roadside slope) along the west side of Whitfield Chapel Road, directly north of its intersection with Fairview Avenue, as detailed in Appendix B1 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

March 14, 2024

MEMORANDUM

TO: Mridula Gupta, Planner IV, Subdivision Section, DRD

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

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

SUBJECT: 4-22050 Fairview Center ADQ 2022-053

Project Summary:

The project proposes to consolidate the existing parcel consisting of 7.65-acres to allow for the development of 65 multi-family units located north of Martin Luther King Jr. Highway, between I-495 (Capital Beltway) and Whitfield Chapel Road in Lanham, MD. 20706. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on February 13, 2024.

PPS-4-22050

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 73 – “Largo-Lottsford”. The *2024-2029 Fiscal Year Approved CIP Budget* identifies three new construction projects at Prince George’s Community College at Largo Road and Campus Way for the Planning Area: Queen Anne Academic Center (3.73.0003), Health and Wellness Center (3.73.0005) and South Parking Garage (3.73.0006).

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 1990 Approved Master Plan for Largo-Lottsford, Planning Area 73 the overall vision for public facilities states:

Schools:

The Amendment proposes a total of eight schools (five elementary, one middle, and two high schools) in Planning Area 73.

Fire/EMS:

Two fire stations one in the Enterprise Community in the vicinity of the intersection of Ardwick Ardmore Road and St. Joseph’s Drive the other in the Largo Community in the vicinity of Ritchie Marlboro Road and White House Road intersection at Ritche Road.

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-2022-053**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 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 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 II

Reporting Cycle	Reporting Month	Priority	Non-Priority
Acceptance Date	December 2024	9:38	11:09

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 Kentland #833, located at 7701 Landover Road, Hyattsville, MD 20781. 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 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 1, as identified in the *Pupil Yield Factors & Public-School Clusters 2022-2023 Update*. The project proposes to add 65 multi-family 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. The middle and high school levels within Cluster 1 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 1	Middle School Cluster 1	High School Cluster 1
Multifamily Dwelling Units	65	65	65
Pupil Yield Factor (PFY) - SFD	0.179	0.095	0.131
PFY x MFD = Future Enrollment	12	6	9
Adjusted Student Enrollment 9/30/22	11,610	5,540	7,163
Total Future Student Enrollment	11,622	5,546	7,172
State Rated Capacity	11,837	4,725	6,221
Percent Capacity	98%	117%	115%

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 outside of the capital beltway; thus, the surcharge fee is **\$19,826 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: April 4, 2024

TO: Mridula Gupta, Planner IV
Subdivision Section
Development Review Division
Planning Department

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

FROM: Ivy R. Thompson, Planner III **IRT**
Land Acquisition/Management & Development Review Section
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

SUBJECT: **4-22050 Fairview**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this conceptual site plan amendment for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL

This application is for the development of 65 lots for 65 single-family attached dwellings and one parcel on 7.65 acres.

BACKGROUND:

The subject property is approximately 7.65 acres located at the northeast quadrant of the intersection of the Capital Beltway(I-495) and Martin Luther King, Jr. Boulevard. This proposal is subject to the *1990 Approved Master Plan for Largo-Lottsford and Adopted Sectional Map Amendment*, the *2022 Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. Parks nearby include Carbondale Park located 0.33 miles east of the subject property and is developed with a full basketball court; fitness stations; picnic shelter; playground; playfield; outdoor tennis courts and a walking loop trail; Ardmore Park is approximately 0.62 miles to the southeast.

Master Plan Conformance

The property is subject to the *1990 Approved Master Plan for Largo-Lottsford and Adopted Sectional Map Amendment*; *Plan Prince George's 2035 Approved General Plan*; the *2022 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 Subdivision Regulations Section 24-121(a)(5) of the prior

Subdivision Regulations. The proposed development is in alignment with the master plan's intention to provide quality, safe, and convenient parks and recreational facilities within developments providing respite and contributing to the desirability and livability of the community for current and future residents.

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the proposed project, as shown, will generate an additional 176 people in the local community.

Per 24-4507(b)(1)(B) 15 acres of improved public parks per 1,000 residents is the adopted Level of Service standard for Parks and Recreation in Prince George's County. The 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.

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 and 24-135, which relate to the Mandatory Dedication of Parkland, stipulate the applicant to dedicate land, pay a fee-in-lieu, and/or provide onsite recreational facilities. Based on the proposed density of development, 7.5 percent of the net residential lot area, 0.57 acres, would be required to be dedicated to M-NCPPC for public parks. However, given the proposed density, Parks Department staff recommend the provision of onsite recreational facilities for future residents to meet the Mandatory Dedication of Parkland requirement.

The Preliminary Plan of Subdivision identifies Parcel 5 as a combined open space containing woodlands and a recreation amenity area. DPR staff concurs that the identified areas for the residents are appropriate for outdoor recreation for future residents. The applicant provided equipment details and cost estimates on the site plan. The details and the cost estimates for the on-site facilities will be evaluated by Urban Design Development Review staff with the review of the Detailed Site Plan.

RECOMMENDATION:

The Park Planning and Environmental Stewardship Division of the Department of Parks and Recreation recommends approval of 4-22050 Fairview Center, subject to 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. The applicant shall provide details of the recreational facilities prior to signature approval of the preliminary plan.
2. Prior to the submission of the final plat of subdivision for any residential lot/parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original

executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation.

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 Design Guidelines*, with the review of the site plan. Timing for construction shall also be determined at the time of the site plan.
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 stating that the mandatory dedication of parkland requirement is being addressed by providing both on-site recreation facilities for Service Area 3.

cc: Alvin McNeal