



Certificate of Adequacy

ADQ- 2023-056**General Information**Project Name: New Carrollton Town CenterCase Number: ADQ-2023-056Associated Preliminary Plan of Subdivision or Final Plat: 4-23032Use Type: Mixed-Use (residential/commercial)Dwelling Unit Type and Number: 1,000 multifamilyGross Floor Area (nonresidential): 810,000 SF**Project Location**Project Location: On the north side of US 50 (John Hasen Highway), along Pennsy Drive and Garden City DriveLot/Parcel: Parcel 4 & Parcel 11Tax Account: 2359479, 2359461, 2396083, 2409787, 2359453Property Zone: RTO-H-CCouncil District: 03 & 05Planning Area: 72Municipality: N/AElection District: 20Transportation Service Area: RTO-CorePolice District: IIISchool Cluster Area: 1**APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS**

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: RTO-Core	LOS "Transit Core" (Critical Lane Volume of 1801-2000)	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	Yes
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	Yes

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

- *Transportation Planning Section (Ryan to Diaz-Campbell, April 11, 2024)*
- *Special Projects Section (Ray to Diaz-Campbell, March 25, 2024)*
- *Department of Parks and Recreation (Quattrocchi/Thompson to Diaz-Campbell, April 1, 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 1,041 AM peak-hour trips and 1,119 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. Along the east side of Corporate Drive, construct new bike lanes and reconstruct sidewalks from Garden City Drive to the Pennsy Drive/Corporate Drive intersection.
 - b. The following pedestrian and ADA improvements at the Corporate Drive and Pennsy Drive intersection:
 - i. Two pedestrian signal poles at each crossing (8 total) with pedestrian push buttons, a minimum of 10 feet apart
 - ii. Two ADA-compliant ramps at each crossing (8 total) with truncated domes
 - iii. Pedestrian crossing signs
 - iv. Re-striped crosswalks at each crossing location
 - v. LED intersection lighting on the existing signal poles

5. Prior to the issuance of a non-residential certificate of occupancy, the applicant or the applicant's heirs, successors, and/or assignees shall have:
- a. Installed (and shall thereafter maintained) a sprinkler system at each building that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party.
 - b. Installed (and shall thereafter maintained) automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), in sufficient numbers, so that no employee is more than 500 feet from an AED.

SIGNATURE


Lakisha Hult (May 15, 2024 20:11 EDT)
Planning Director

05/15/2024

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).




April 11, 2024

MEMORANDUM

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

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

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


SUBJECT: **ADQ-2023-056 – New Carrollton Town Center**

Proposal

The referenced Certificate of Adequacy (ADQ-2023-056) application is being reviewed in conjunction with preliminary plan of subdivision (PPS 4-23032). The subject application seeks to construct 610,000 square-feet of office space, 50,000 square-feet of retail space, 1,000 multifamily dwelling units, and a 150,000 square-foot hotel with 250 rooms within the Regional Transit-Oriented, High-Intensity-Core (RTO-H-C) Zone. The Transportation Planning Section's (TPS) review of the referenced ADQ-2023-056 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 the New Carrollton Metro – Regional Transit District 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) F, with signalized intersections operating at a critical lane volume (CLV) of 1,800 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 610,000 square-feet of office space, 50,000 square-feet of retail space, 1,000 multifamily dwelling units, and a 150,000 square-foot hotel with 250 rooms. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2023-056								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
General Office	610,000	Square-Feet	698	95	793	127	618	745
Internal Trip Capture			-39	-17	-56	-11	-22	-33
25% TOD Credit			-165	-20	-185	-29	-149	-178
New Office Trips			494	58	552	87	447	534
Shopping Plaza	50,000	Square-Feet	54	33	87	127	133	260
Internal Trip Capture			-23	-12	-35	-26	-45	-71
25% TOD Credit			-8	-5	-13	-25	-22	-47
Pass-by Trips (PM 40%)			-	-	-	-30	-26	-56
New Retail Trips			23	16	39	46	40	86
Apartment (Mid-Rise)	1000	Units	100	420	520	390	210	600
Internal Trip Capture			-2	-12	-14	-47	-27	-74
25% TOD Credit			-25	-102	-127	-86	-46	-132
New Apartment Trips			73	306	379	257	137	394
Hotel	250	Rooms	66	52	118	80	77	157
Internal Trip Capture			-	-23	-23	-13	-3	-16
25% TOD Credit			-17	-7	-24	-17	-19	-36
New Hotel Trips			49	22	71	50	55	105
Total Trip Cap Recommendation			1,041			1,119		

The ADQ-2023-056 submission includes turning movement counts for both signalized and unsignalized intersections. The below listed are the intersections which staff determined will be impacted by traffic generated by the proposed development.

Signalized Intersections

- Ramp from/to US 50/MD 704 at Garden City Drive
- Garden City Drive / Corporate Road/Garage Access
- Garden City Drive / Garage/Bus Loop Access
- Garden City Drive / Office/Public Parking Lot/Apartment Access
- Garden City Drive / US 50 Westbound Off Ramp
- Garden City Drive / Office Access
- Garden City Drive / US 50 Westbound On Ramp
- Garden City Drive / Ardwick Ardmore Road
- Pennsy Drive / Corporate Road/I-495 Off Ramp
- Pennsy Drive / Ardwick Ardmore Road
- I-495 Southbound Off Ramp to US 50 Westbound/Corporate Road

Unsignalized Intersections

- Garden City Drive / Garage/Bus Loop Access
 - Northbound/Left-Through – Garden City Drive
- Garden City Drive / Office/Public Parking Lot/Apartment Access
 - Northbound/Left-Through / Garden City Drive
 - Southbound/Left-Through / Garden City Drive
 - Eastbound/Left-Through-Right / Office Access
 - Westbound/Left-Through-Right / Public Parking Lot (Apartment Access, Future)

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>				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Ramp from/to US 50/MD 704 at Garden City Drive (signalized)	204	130	A	A
Garden City Drive / Corporate Road/Garage Access (signalized)	317	486	A	A
Garden City Drive / Garage/Bus Loop Access (signalized)	465	273	A	A
Garden City Drive / Office/Public Parking Lot/Apartment Access (signalized)	174	228	A	A
Garden City Drive / US 50 Westbound Off Ramp (signalized)	358	291	A	A
Garden City Drive / Office Access (signalized)	168	283	A	A
Garden City Drive / US 50 Westbound On Ramp (signalized)	125	255	A	A

Garden City Drive / Ardwick Ardmore Road (signalized)	434	663	A	A
Pennsy Drive / Corporate Road/I-495 Off Ramp (signalized)	496	377	A	A
Pennsy Drive / Ardwick Ardmore Road (signalized)	766	706	A	A
I-495 Southbound Off Ramp to US 50 Westbound/Corporate Road (signalized)	355	348	A	A
Garden City Drive / Garage/Bus Loop Access Step 1 – HCM Delay Test (Seconds) <ul style="list-style-type: none"> Northbound/Left-Through – Garden City Drive (Unsignalized) 	7.9 Sec	7.1 Sec	A	A
Garden City Drive / Office/Public Parking Lot/Apartment Access Step 1 – HCM Delay Test (Seconds) <ul style="list-style-type: none"> Northbound/Left-Through / Garden City Drive (Unsignalized) Southbound/Left-Through / Garden City Drive (Unsignalized) Eastbound/Left-Through-Right / Office Access (Unsignalized) Westbound/Left-Through-Right / Public Parking Lot (Apartment Access, Future (Unsignalized) 	0.3 Sec 0.3 Sec. 8.8 Sec. 11.5 Sec.	0.2 Sec. 0.1 Sec. 9.5 Sec. 11.4 Sec.	A A A B	A A 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 level of service (LOS) A or B as detailed above. All studied intersections are currently operating at acceptable levels.

Background Traffic

The traffic study identified one background development whose impact would affect study intersections. 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 Maryland Department of Transportation, State Highway Administration (MDOT, SHA) Average Daily Traffic (ADT) segments, no regional growth is anticipated in the study area and therefore no additional growth factor has been applied. The above-listed table shows that the studied intersections will operate at LOS A or B. Factoring in background developments and growth rate, all studied intersections will operate at acceptable levels.

<u>BACKGROUND TRAFFIC CONDITIONS</u>				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Ramp from/to US 50/MD 704 at Garden City Drive (signalized)	209	140	A	A
Garden City Drive / Corporate Road/Garage Access (signalized)	330	540	A	A
Garden City Drive / Garage/Bus Loop Access (signalized)	476	352	A	A
Garden City Drive / Office/Public Parking Lot/Apartment Access (signalized)	180	270	A	A
Garden City Drive / US 50 Westbound Off Ramp (signalized)	374	354	A	A
Garden City Drive / Office Access (signalized)	239	339	A	A
Garden City Drive / US 50 Westbound On Ramp (signalized)	177	276	A	A
Garden City Drive / Ardwick Ardmore Road (signalized)	462	681	A	A
Pennsy Drive / Corporate Road/I-495 Off Ramp (signalized)	509	431	A	A
Pennsy Drive / Ardwick Ardmore Road (signalized)	795	725	A	A
I-495 Southbound Off Ramp to US 50 Westbound/Corporate Road (signalized)	362	348	A	A
Garden City Drive / Garage/Bus Loop Access Step 1 – HCM Delay Test (Seconds)				
○ Northbound/Left-Through – Garden City Drive (Unsignalized)	8.1 Sec	8.2 Sec	A	A
Garden City Drive / Office/Public Parking Lot/Apartment Access Step 1 – HCM Delay Test (Seconds)				
○ Northbound/Left-Through / Garden City Drive (Unsignalized)	0.3 Sec	0.2 Sec.	A	A
○ Southbound/Left-Through / Garden City Drive (Unsignalized)	0.3 Sec.	0.1 Sec.	A	A
○ Eastbound/Left-Through-Right / Office Access (Unsignalized)	8.8 Sec.	9.7 Sec.	A	A
○ Westbound/Left-Through-Right / Public Parking Lot (Apartment Access, Future (Unsignalized)	11.7 Sec.	12.4 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.				

Total Traffic

The following critical intersections identified above, when analyzed with total future traffic and proposed improvements, as developed using the Guidelines including the site trip generation as described above.

<u>TOTAL TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
Ramp from/to US 50/MD 704 at Garden City Drive (signalized)	325	249	A	A
Garden City Drive / Corporate Road/Garage Access (signalized)	640	753	A	A
Garden City Drive / Garage/Bus Loop Access (signalized)	1,013	483	B	A
Garden City Drive / Office/Public Parking Lot/Apartment Access (signalized)	406	478	A	A
Garden City Drive / US 50 Westbound Off Ramp (signalized)	575	480	A	A
Garden City Drive / Office Access (signalized)	350	611	A	A
Garden City Drive / US 50 Westbound On Ramp (signalized)	268	489	A	A
Garden City Drive / Ardwick Ardmore Road (signalized)	583	901	A	A
Pennsy Drive / Corporate Road/I-495 Off Ramp (signalized)	808	627	A	A
Pennsy Drive / Ardwick Ardmore Road (signalized)	977	841	A	A
I-495 Southbound Off Ramp to US 50 Westbound/Corporate Road (signalized)	521	348	A	A
Garden City Drive / Garage/Bus Loop Access Step 1 – HCM Delay Test (Seconds)				
○ Northbound/Left-Through – Garden City Drive (Unsignalized)	16.2 Sec	9.8 Sec	C	A
Garden City Drive / Office/Public Parking Lot/Apartment Access Step 1 – HCM Delay Test (Seconds)				
○ Northbound/Left-Through / Garden City Drive (Unsignalized)	0.2 Sec	0.1 Sec.	A	A
○ Southbound/Left-Through / Garden City Drive (Unsignalized)	2.3 Sec.	5.0 Sec.	A	A
○ Eastbound/Left-Through-Right / Office Access (Unsignalized)	9.0 Sec.	9.8 Sec.	A	A
○ Westbound/Left-Through-Right / Public Parking Lot (Apartment Access, Future (Unsignalized)	25.7 Sec.	27.9 Sec.	D	D

*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 study results show that all critical intersections will operate at acceptable levels in all conditions, and there are no additional improvements required. The adequacy requirements have been met

Transportation Planning Review

Based on the methods provided in the “Transportation Review Guidelines – 2022 Supplement”, the proposed mixed-use development will generate 1,041 AM and 1,119 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 (TPS) 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 Regional Transit-Oriented, High-Intensity-Core (RTO-H-C) 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 \$583,500.00, adjusted for inflation to \$766,524.00.

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. Along the east side of Corporate Drive, construct new bike lanes and reconstruct sidewalks from Garden City Drive to the Pennsy Drive/Corporate Drive intersection.
2. The following pedestrian and ADA improvements at the Corporate Drive and Pennsy Drive intersection:
 - a. Two pedestrian signal poles at each crossing (8 total) with pedestrian push buttons, a minimum of 10 feet apart
 - b. Two ADA-compliant ramps at each crossing (8 total) with truncated domes
 - c. Pedestrian crossing signs
 - d. Re-striped crosswalks at each crossing location
 - e. LED intersection lighting on the existing signal poles

Estimated total: \$756,030

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).

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 pedestrian movement throughout the site.

The portion of development along the west side of Garden City Drive shows a pedestrian walkway along both internal roadways leading to Parcels 6, 7, and 8, along with proposed bicycle parking locations within each parcel. The portion of development along the east side of Garden City Drive shows a pedestrian walkway along its frontage, which leads to Parcel 9 and 10, along with bicycle parking at each parcel. The portion of development along the east side of Pennsy Drive only shows an internal pedestrian walkway, which begins at the point of vehicle access, between Parcel 11 and 12. As discussed in the companion PPS referral, as a condition of approval, staff requests the applicant update plans to provide a minimum eight-foot-wide side path along the site's frontage of Pennsy Drive, which is a requirement of the 2009 *Approved Master Plan of Transportation*, and will facilitate bicycle and pedestrian movement. Bicycle parking will be further examined at the time of detailed site plan. Staff find the applicant's submission has satisfied the requirements for on-site bicycle and pedestrian adequacy.

Demonstrated Nexus

The bicycle lanes and reconstructed sidewalks will provide facilities and encourage bicyclists and pedestrian movement along the east side of Corporate Drive. Additionally, the improved pedestrian signalization at Corporate Drive and Pennsy Drive will greatly add to a more walkable area surrounding the subject site..

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 1,041 AM peak-hour trips and 1,119 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. Along the east side of Corporate Drive, construct new bike lanes and reconstruct sidewalks from Garden City Drive to the Pennsy Drive/Corporate Drive intersection.
2. The following pedestrian and ADA improvements at the Corporate Drive and Pennsy Drive intersection:
 - a. Two pedestrian signal poles at each crossing (8 total) with pedestrian push buttons, a minimum of 10 feet apart
 - b. Two ADA-compliant ramps at each crossing (8 total) with truncated domes
 - c. Pedestrian crossing signs
 - d. Re-striped crosswalks at each crossing location
 - e. LED intersection lighting on the existing signal poles



Countywide Planning Division
Special Projects Section

March 25, 2024

MEMORANDUM

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

FROM: BR Bobby Ray, AICP, Supervisor, Special Projects Section, CWPD

SUBJECT: 4-23032 & ADQ-2023-056 for New Carrollton Metro

Project Summary:

The project proposes to subdivide Parcels 4 and 122 into 12 parcels for the development of a mixed-use project with Office, Retail, Hotel and Multifamily Residential at 4020 & 4051 Garden City Drive in Hyattsville, 20785. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on February 26, 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 72 – “Landover and Vicinity”. The *2024-2029 Fiscal Year Approved CIP Budget* identifies the Shady Glen Fire / EMS Station as a new construction project (13.51.0018) at Shady Glen Drive and Central Avenue.

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 New Carrollton Transit District Development Plan contains a financing plan for implementation of Public Facility Improvements. Specifically, the cost for suggested public facility improvements are identified for the following: Street Improvements; Wayfinding Signage; New Public School; Recreation and Open Space Facilities; Transit and Public Utilities

The project will not impede the achievement of the above-referenced public 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 for **Residential** development involves the following:

24-4508. Police Facility Adequacy

(b) Adopted LOS Standard- olice

(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 III, Landover, located at 7600 Barlowe Road, Landover, Maryland 20715. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated March 14, 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 26, 2024.

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

Reporting Cycle	Reporting Month	Priority	Non-Priority
Acceptance Date	February 2024	10:00	13:00

Fire and Rescue Adequacy:

Per Section 24-4509 of the current Subdivision Regulations, the Planning Board's test for fire and rescue adequacy for development 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 five (5) minutes response time for commercial development. The subject property is served by Station #828 – West Lanham Hills, located at 7609 Annapolis Road, New Carrollton, MD 20784.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of March 14, 2024, any residential development will pass the seven-minute travel time test for residential from the closest or 'first due' Fire/EMS station (#828). However, any commercial development proposed with this referral will fail the response-time test from the closest Fire/EMS station (#828). Pursuant to Section 24-4509.(c)(1)(D) mitigation for non-residential development can be provided as follows:

Section 24-4509. (c) Availability and Mitigation

(1) (D) Should nonresidential development not meet the response time test, the applicant may provide mitigation through:

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

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 1,000 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	1000	1000	1000
Pupil Yield Factor (PFY) - MFD	0.179	0.095	0.131
PYF x MFD = Future Enrollment	179	95	131
Adjusted Student Enrollment 9/30/22	11,610	5,540	7,163
Total Future Student Enrollment	11,789	5,635	7,294
State Rated Capacity	11,837	4,725	6,221
Percent Capacity	100%	119%	117%

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 compliance with the Fire and Rescue mitigation required per Section 25-4509(c)(1)(D) above, and 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 1, 2024

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

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

FROM: Dominic Quattrocchi, Planning Supervisor **DQ**
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: **Preliminary Plan of Subdivision (PPS)
4-23032 New Carrollton Town Center**

The Department of Parks and Recreation (DPR) staff 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 12 Parcels for 780 multifamily dwellings, a 250-room hotel, 610,000 square feet of office, and 50,000 square feet of ancillary commercial retail space.

BACKGROUND

This 21.57-acre parcel zoned Regional Transit-Oriented-High Intensity (RTO-H-C), is located south of Garden City Drive and US Route 50.

Master Plan Conformance

The property is subject to the *2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning 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 24-134 of the prior Prince George's County Subdivision Regulations. The proposed development aligns with the master plan's intention to integrate and utilize landscape design to enhance open spaces that function as special places whether public or private; and to ensure safe, attractive, and accessible open spaces that provide recreational opportunities and support for outdoor public events; and the creation of attractive public parks that feature natural environments and/or recreational facilities that support both active and passive recreation.

DISCUSSION:

Park and recreation amenities serving the subject property include the West Lanham Neighborhood Trail and the West Lanham Neighborhood Park, which is improved with a basketball court, picnic shelter, lighted outdoor tennis court, and a recreation center; it is within 1.51 miles of the proposed development. The Whitfield Chapel Park, developed with a lighted softball diamond, softball diamond, picnic area, playfield, and playground is located 2.56 miles within the subject property.

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the project, as shown, will generate an additional 2,168 people in the local community.

Per 24-4507(b)(1)(B) of the Prince George's County Subdivision Regulations 15 acres of improved public parks per 1,000 residents is the adopted Level of Service standard for Parks and Recreation in Prince George's County. The draft 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) shows that there are 29 acres of improved public parkland per 1,000 persons in the county.

Therefore, Parks staff finds the LOS is 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 private onsite recreational facilities, based on the proposed density of development, 15-percent of the net residential lot area should be required to be dedicated to M-NCPPC for public parks, which equates to 0.97 acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. Therefore, the 0.97 acres of dedicated land would not be sufficient to provide for the types of active recreational activities that are needed.

The recreational guidelines for Prince George's County also set standards based on population. Based on the projected population for the development, 2,168 new residents, the typical public recreational needs include picnic and sitting areas, playgrounds, open play areas, fitness trails, and basketball, and tennis courts. Per Section 24-135 of the prior Prince George's County Subdivision Ordinance, the Planning Board may approve the payment of fees and the provision of private on-site recreational facilities, in place of Parkland dedication. The Developer has proffered to meet the requirement with private onsite recreational facilities. The proposal cites the provision of various amenities such as a club/game room, fitness center, and yoga room, as well as one outdoor courtyard with grill areas as recreational facilities.

DPR staff has concluded that the recreational facilities provided are adequate. The provision of the amenities offered are considered typical sales and marketing opportunities within the proposed development. While not labeled as an amenity Parcel B, a 7.06-acre Wetland Park, may serve as an undeveloped open space amenity for future residents and visitors. DPR staff suggests that the applicant provide outdoor recreation opportunities for future residents as part of the open space and streetscape design for the town center. DPR staff supports the provision of onsite recreation

with the inclusion of additional outdoor amenities as part of the open space and streetscape design. 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 & Development Division of DPR recommends approval of Alta New Carrollton Preliminary Plan of Subdivision, PPS 4-23032 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 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 Guidelines, with the review of the site plan. Timing for construction shall also be determined at the time of 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 to state that the mandatory dedication of parkland requirement is being addressed by providing on-site facilities for Service Area 4 because the land available for dedication and private recreational facilities provided is not sufficient to meet the recreational needs of the projected population.

cc: Alvin McNeal