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Certificate of Adequacy

ADQ-2023-061

General Information

Project Location	
Dwelling Unit Type and Number:10 multifamily	_ Gross Floor Area (nonresidential):
Use Type: Residential	
Associated Preliminary Plan of Subdivision or Final Plat: 4-23035	
Case Number: ADQ-2023-061	
Project Name: <u>Autoville Residences</u>	

Project Location. Located on the east side of Autoville Drive, approx. 800 reet south of its intersection with Cherry Hill	y Hill Road	Cherry	with (intersection	h of it	feet south	approx. 80	Autoville Drive	e east side of a	Located on th	Project Location:
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Tax Account: 2401743
Council District: 1
Municipality: College Park
Transportation Service Area: 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	N/A	No
Parks and Recreation (Transit-Oriented/ Activity Center Zones and Employment Areas)	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation (All Other Zones)	15 acres per 1,000	Yes	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	No
Fire and Rescue—Non-Residential Use	5 minutes response time	N/A	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	Yes

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

- Transportation Planning Section (Daniels to Gupta, June 18, 2024)
- Special Projects Section (Walker to Gupta, April 29, 2024)
- Department of Parks and Recreation (Thompson and Quattrocchi to Gupta, June 17, 2024)



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

Approved Approved with the conditions (indicated here):

Denied

- 1. Total development within the subject property shall be limited to uses which generate no more than 5 AM and 6 PM peak-hour vehicle trips.
- Pursuant to Section 24-4510(c) of the Subdivision Regulations, the applicant and the applicant's heirs, successors and/or assigns 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 residential building permit(s).

SIGNATURE

Lakisha Hull (Jul 9, 2024 17:21 EDT) Planning Director 07/09/2024

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).



The Maryland-National Capital Park and Planning Commission

PRINCE GEORGE'S COUNTY Planning Department

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Countywide Planning Division Special Projects Section

April 29, 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**: 4-23035 Donan-Autoville Drive ADQ 2023-061

Project Summary:

The project proposes to raze the existing single-family home and redevelop the property with up to ten multi-family dwellings on the lot located on the east side of Autoville Drive, south of its intersection with Cherry Hill Road at 9621 Autoville Drive in College Park, MD 20740. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on March 26, 2024.

PPS-4-23035

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 facilities proposed for construction.

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 lists the following Public Safety Policies:

Schools:

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

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

Fire/EMS:

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-2023-061

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, Hyattsville, MD 20781. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated April 8, 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 March 26, 2024.

Reporting CycleReporting MonthPriorityNon-Prio					
Accontanco Dato	December 2024	6.55	0.00		
Acceptance Date	December 2024	6:55	9:00		

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 Branchville #811, located at 4905 Branchville Road, College Park, MD 20740. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of March 27, 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.

4-23035 and ADQ-2023-061 Page 5

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 10 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 elementary, middle and high 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.

	Affe	Affected School Cluster						
	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2					
Multifamily Dwelling Units	10	10	10					
Pupil Yield Factor (PFY) - SFD	0.179	0.095	0.131					
PYF x MFD = Future Enrollment	2	1	1					
Adjusted Student Enrollment 9/30/22	20,968	9,781	10,074					
Total Future Student Enrollment	20,970	9,782	10,075					
State Rated Capacity	19,705	7,969	8,494					
Percent Capacity	106%	122%	118%					

Impact on Affected Public School Clusters

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 inside of the capital beltway; 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. 4-23035 and ADQ-2023-061 Page 6

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:	June 17, 2024
ТО:	Mridula Gupta, Planner IV Subdivision Section, Development Review Division Planning Department
VIA:	Sonja Ewing, Division Chief <mark>SME</mark> Park Planning and Environmental Stewardship Division Department of Parks and Recreation
FROM:	Dominic Quattrocchi, Planning Supervisor DAQ Ivy R.Thompson, AICP, Planner III IRT Land Acquisition/Management & Development Review Section Park Planning and Environmental Stewardship Division Department of Parks and Recreation
SUBJECT:	4-23035 Autoville Residence

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

PROPOSAL

This application is a request to create a single parcel to develop 10 multifamily dwelling units.

BACKGROUND

This 0.53-acre property zoned Neighborhood Activity Center (NAC), is located in the northern area of the county located on the east side of Autoville Drive, south of its intersection with Cherry Hill Road in College Park.

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; 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 Section 24-121 (a)(5) of the Subdivision Regulations. The proposed development has no impact on the master plan park and open space recommendations.

DISCUSSION:

Park and recreation amenities serving the subject property include the Sunnyside Park,0.96 miles from the development site, improved with a skate park; half basketball court; outdoor tennis court; handball; walking loop trail; picnic shelter and picnic area; The Paint Branch Golf Course, within 1.38 miles, provides a golf driving range, 9-hole golf, mini golf, pro shop, and clubhouse. The Paint Branch Trail is 0.07 miles from the development site.

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the project, as shown, will generate an additional 29 people in the local community.

Per 24-4507(b)(1)(B) 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 for Parks and Recreation in Prince George's County. The 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) shows that there are 35 acres of improved public parkland per 1,000 persons in the county.

Therefore, Parks staff finds the LOS adequate.

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

FINDINGS:

The prior Prince George's County Subdivision Regulations Section 24-134, which relate to the Mandatory Dedication of Parkland, provides for the dedication of land, the payment of a fee-in-lieu, and/or the provision of private onsite recreational facilities. The proposal is for the development of a parcel for 10 multifamily dwellings. Based on the proposed density of development, 5-percent of the net residential lot area should be required to be dedicated to M-NCPPC for public parks, which equates to acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. Therefore, the 0.07 acres of dedicated land would not be sufficient to provide for the types of active recreational activities that are needed.

The recreational guidelines for Prince George's County also set standards based on population. The projected population for the development is 29 new residents. Per Section 24-135 of the prior Prince George's County Subdivision Ordinance, the Planning Board may approve the payment of fees in place of Parkland dedication. DPR staff recommends the payment of a fee in lieu of the mandatory dedication of parkland.

RECOMMENDATION

The Park Planning & Environmental Stewardship Division of DPR recommends the following conditions for the Preliminary Plan of Subdivision 4-23035 Autoville Residence:

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



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

June 18, 2024

MEMORANDUM

TO: Mridula Gupta, Development Review Division

FROM: Leah Daniels, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: ADQ-2023-061 Donan/Autoville Residences

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with the Preliminary Plan of Subdivision (PPS), 4-23035, which proposes the subdivision of land for the development of 10 multifamily dwelling units on the subject property within the Neighborhood Activity Center (NAC) zone. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Criteria for Establishing Transportation Adequacy

The subject property is located within 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:

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

<u>Unsignalized Intersections</u>: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

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 the delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed and the standard of CLV is 1,150 or less.

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 and the standard of CLV is 1,150 or less.

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Analysis of Traffic Impacts

The applicant submitted traffic counts for staff's review and analysis for the determination of adequacy.

Trip Generation

The table below summarizes trip generation for each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site:

Trip Generation Summary: ADQ-2023-061 Donan/ Autoville Residences								
			AM Peak Hour			PM Pea	k Hour	
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Apartments	10	Units	1	4	5	4	2	6
(Garden/Mid-								
Rise) (PGC								
Rates)								
Weekday Trip Cap Recommendation				5			6	

The traffic generated by the proposed application would impact the following intersections in the transportation system:

- Cherry Hill Road & Autoville Drive (unsignalized)
- Autoville Drive & Site Access (unsignalized)

Existing Traffic

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

EXISTING TRAFFIC CONDITIONS							
Intersection	Critical Lane Volume (AM & PM)		LOS/P (AM	ass/Fail & PM)			
Cherry Hill Road & Autoville Drive (unsignalized)	25.2 sec.	22.3 sec.	Pass	Pass			
Autoville Drive and the site access (unsignalized)	-	-	-	-			
*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, a 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 severe inadequagy.							

Background Traffic

Staff did not identify any background developments whose impact would affect the study intersections.

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Total Traffic

The study intersections, when analyzed with total developed future traffic, operate as shown below.

TOTAL TRAFFIC CONDITIONS							
Intersection	Critica Volt (AM a	al Lane ume & PM)	LOS/Pass/Fail (AM & PM)				
Cherry Hill Road & Autoville Drive (unsignalized)	40 sec.	31.1 sec.	Pass	Pass			
Autoville Drive / Site Access (unsignalized)	< 50 sec	< 50 sec	Pass	Pass			
*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, a 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 severe inadequacy.							

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

Analysis of Bicycle & Pedestrian Impacts Statement

The subject property is in the Neighborhood Activity Center (NAC) zoning district and is, therefore, subject to Section 24-4506 for pedestrian and bicycle adequacy. However, the number of residential units proposed with this application does not meet the threshold of dwelling units for Section 24-4506(b)(3) and therefore does not apply to this application.

Conclusion

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required in accordance with Subtitle 24, if the application is approved with the following conditions:

1. Total development within the subject property shall be limited to uses that would generate no more than 5 AM and 6 PM peak-hour vehicle trips.