



Certificate of Adequacy

ADQ- 2024-003**General Information**

Project Name: Glenarden Redevelopment

Case Number: ADQ-2024-003

Associated Preliminary Plan of Subdivision or Final Plat: 4-24003

Use Type: Residential

Dwelling Unit Type and Number: 73 single-family attached Gross Floor Area (nonresidential): N/A

Project Location

Project Location: Northwest quadrant of the Evarts Street and Brightseat Road intersection.

Lot/Parcel: Parcel A and part of Parcel B Tax Account: 1427061 (Parcel A) / 1427079 (Parcel B)

Property Zone: TAC-E Council District: 5

Planning Area: 72 Municipality: Glenarden

Election District: 13 Transportation Service Area: 1

Police District: III School Cluster Area: 4

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 t	LOS "E" (Critical Lane Volume of 1451-1600)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
Parks and Recreation (<i>Transit-Oriented/ Activity Center Zones and Employment Areas</i>)	2.5 acres per 1,000 residents	Yes	No
Parks and Recreation (<i>All Other Zones</i>)	15 acres per 1,000	N/A	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	No
Fire and Rescue—Non-Residential Use	5 minutes response time	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 (Smith to Bartlett, December 3, 2024)*
- *Special Projects Section (Ray to Bartlett, December 9, 2024)*
- *Department of Parks and Recreation (Thompson to Bartlett, November 26, 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 51 AM peak-hour trips and 58 PM peak-hour 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 the detailed site plan, if applicable.
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) Reconstruct and install an ADA-compliant bus shelter at the existing bus stop (ID# 38391) at the southwest corner of the Brightseat Road and Evarts Street intersection.

SIGNATURE


Lakisha Hull (Sec 31, 2024 15:53 EST)

Planning Director

12/31/2024

Date of Approval

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



December 3, 2024

MEMORANDUM

TO: Jason Bartlett, Development Review Division

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

VIA: Crystal Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: ADQ-2024-003, Glenarden Redevelopment

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with the Preliminary Plan of Subdivision (PPS) 4-24003. The subject property is part of a larger housing development and proposes 73 attached dwelling units. The is located within the Town Activity Center – Edge (TAC-E) zoning per the current Ordinance. The Transportation Planning Section's (TPS) review of the referenced PPS application was evaluated under the current zoning ordinance and subdivision regulations.

Prior Conditions of Approval

The site has a prior approved PPS (4-16038) and Detailed Site Plan (DSP-16059 and revisions) that include the entire housing development. However, the approved PPS has since expired, and the subject PPS will supersede the prior approvals for this portion of the site. The subject application is in the final phase.

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:

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

Unsignalized Intersections: 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.

Analysis of Traffic Impacts

The applicant has submitted a full traffic impact study (TIS) as part of the subject application, which is used as the basis 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-2024-003								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Townhomes	73	Units	10	41	51	38	20	58
Total Trip Cap Recommendation			51			58		

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

- Brightseat Road / Glenarden Parkway (signalized)
- Brightseat Road/ Hamlin Street (unsignalized)
- Brightseat Road / Girard Street (unsignalized)
- Brightseat Road / Harrison Forest Way (unsignalized)
- Brightseat Road / Evarts Street (signalized)

Existing Traffic

The critical intersections 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</u> <u>(AM & PM)</u>		<u>Level of Service</u> <u>(AM & PM)</u>	
Brightseat Road / Glenarden Parkway (signalized)	491	725	A	A
Brightseat Road/ Hamlin Street (unsignalized)	15.3 sec	22.5 sec	Pass	Pass
Brightseat Road / Girard Street (unsignalized)	15.9 sec	21.6 sec	Pass	Pass
Brightseat Road / Harrison Forest Way (unsignalized)	9.4 sec	12.5 sec	Pass	Pass
Brightseat Road / Evarts Street (signalized)	235	328	A	A

*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.

Background Traffic

The traffic study identified 3 background developments whose impact would affect study intersections. A 1.25% growth rate was applied to existing peak hour volumes over a 3-year period for development build-out. 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." A second analysis was done to evaluate the impact of background developments.

<u>BACKGROUND TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (AM & PM)</u>	
Brightseat Road / Glenarden Parkway (signalized)	551	781	A	A
Brightseat Road/ Hamlin Street (unsignalized)	18.5 sec	34.3 sec	Pass	Pass
Brightseat Road / Girard Street (unsignalized)	19.2 sec	27.6 sec	Pass	Pass
Brightseat Road / Harrison Forest Way (unsignalized)	14.7 sec	19.2 sec	Pass	Pass
Brightseat Road / Evarts Street (signalized)	484	664	A	A
*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. The TIS concludes that all intersections under total future conditions will operate as follows:

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (AM & PM)</u>	
Brightseat Road / Glenarden Parkway (signalized)	557	784	A	A
Brightseat Road/ Hamlin Street (unsignalized)	19.6 sec	38.7 sec	Pass	Pass
Brightseat Road / Girard Street (unsignalized)	19.6 sec	28.3 sec	Pass	Pass
Brightseat Road / Harrison Forest Way (unsignalized)	14.9 sec	19.7 sec	Pass	Pass

Brightseat Road / Evarts Street (signalized)	498	673	A	A
*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. Staff find that adequacy requirements have been met.

Analysis of Bicycle & Pedestrian Impacts

The subject property is in the Town Activity Center - Edge (TAC-E) 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 \$21,900, adjusted for inflation to \$29,868.47.

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

(C) The finding of adequate public pedestrian facilities shall, at minimum, include the following criteria:

1. **(i) The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and the applicable Area Master Plan or Sector Plan have been constructed or implemented in the area; and**
2. **(ii) The presence of elements that make it safer, easier, and more inviting for people to traverse the area.**

(D) The finding of adequate public bikeway facilities shall, at minimum, include the following criteria:

1. **(i) The degree to which the bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and the applicable Area Master Plan or Sector Plan have been constructed or implemented in the area;**
2. **(ii) The presence of specially marked and striped bike lanes or buffered bike lanes in which people can safely travel by bicycle without unnecessarily conflicting with pedestrians or motorized vehicles;**
3. **(iii) The degree to which protected bicycle lanes, on-street vehicle parking, medians, or other physical buffers exist to make it safer or more inviting for people to traverse the area by bicycle; and**
4. **(iv) The availability of safe, accessible, and adequate bicycle parking at transit stops, commercial areas, employment centers, multifamily residential buildings, mixed-use activity centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

Comment: The BPIS includes the analysis of existing infrastructure, potential trip generators, and gaps of facilities within the half-mile limits of the subject site to fully evaluate the surrounding area. The analysis also identifies the master-planned facilities within the

boundaries. The BPIS includes a list of recommended facilities to improve the area regarding the subject site. This criterion has been met.

Off-Site Adequacy

Based on the criteria in Section 24-4506, the applicant has provided off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy.

The applicant proposes the following options:

1. Reconstruct and install an ADA-compliant bus shelter at the existing bus stop (ID# 38391) at the southwest corner of the Brightseat Road and Evarts Street intersection.
2. Install 1,267 linear feet of bicycle lane and signage along east and westbound Evarts Street.

Comment: Per the Department of Permitting, Inspections, and Enforcement (DPIE), the preferred improvement is item #1, the ADA-compliant bus shelter, to which staff agrees.

Demonstrated Nexus

The subject site is adjacent to nearby residential neighborhoods, commercial property to the south, religious institutions, daycare facilities, Kenmore Elementary and Middle schools, Glenarden Community Center, and library. The proposed bicycle lanes and bus shelters create new multimodal connections to the nearby sites and provide an enhanced experience for transit riders. Pursuant to Sec. 24-4506(c)(1)(B), staff find that there is a demonstrated nexus between the proposed off-site facilities and improvements for the proposed development and nearby destinations.

On-Site Adequacy

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. 24-4506(a). The submitted plans indicate that the site will be served by a series of internal sidewalks and crosswalks which provide safe pedestrian access throughout the proposed development. The site's frontage along Evarts Street is to be improved with re-constructed five-foot-wide sidewalks. Per the prior approvals, bicycle parking is provided within the larger development to accommodate multimodal transportation. Staff conclude that adequate on-site pedestrian and bicycle facilities will be provided with the proposed and recommended amenities and facilities.

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 that generate no more than 51 AM peak-hour trips and 58 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 the building permit.
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) Reconstruct and install an ADA-compliant bus shelter at the existing bus stop (ID# 38391) at the southwest corner of the Brightseat Road and Evarts Street intersection.



Countywide Planning Division
Special Projects Section

December 9, 2024

MEMORANDUM

TO: Jason Bartlett, Planner II, Subdivision Section, DRD

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

SUBJECT: **4-24003 / ADQ-2024-003 Glenarden Redevelopment**

Project Summary:

The project proposes to subdivide 7.14-acres located in the Northwest quadrant of Evarts Street and Brightseat Road in Lanham. The proposed development is 73 single family attached units. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on October 10, 2024.

4-24003

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 & Vicinity. The *2025-2030 Fiscal Year Approved CIP Budget* does identify two new construction projects proposed for this area.

- 3.31.0004 Shepherds Cove Family Shelter at 1400 Doewood.
- 3.51.0018 Shady Glen Fire and EMS Station at 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 2009 Approved Landover Gateway Sector Plan contains a Public Facilities discussion in Chapter 5 (Infrastructure Elements) that establishes the following vision for public facilities in the Planning Area:

Public facilities are provided in locations that serve and promote a livable community in the sector plan area. Landover Gateway, as a new downtown for Prince George's County, contains signature public facilities, such as a new, architecturally significant central library. Schools offer cutting-edge instructional programming in modern facilities that promote learning and attract families to the sector plan area. Fire and emergency medical services facilities are planned to handle increased demand from denser development.

The proposed development will not impede achievement of the above-referenced vision. 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.

ADQ-2024-003

Police Facility Adequacy:

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

(b) Adopted LOS (Level of Service) 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

The subject property is served by Police District III, Landover, located at 7600 Barlowe Road in 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 November 12, 2024, that stated the Department "has an adequate amount of equipment for our current sworn officers".

(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.

Compliance with the required 10/25-minute emergency/non-emergency response times is evaluated by reviewing the most recent annual report provided by the Chief of Police. Response times that equal, or are less than, the criteria for both types of calls shall cause the subdivision to satisfy Police Facility Adequacy. An application that fails one or both of these response times, but for which the response times for both emergency and nonemergency calls does not exceed 20% above the respective response times, may mitigate. If one or both response times exceed 20%, or an applicant with an opportunity to mitigate chooses not to do so, the application fails the Police Facility Adequacy test.

The appropriate response time is the time for the area closest in proximity to the proposed subdivision that also contains accurate data. At the Beat and Reporting Area level, times are often not sufficiently accurate because there may be no, or only a few calls, in an entire year at that level. At the Sector level, however, there are a sufficient number of calls to provide accurate response times. Since the Sector level is more narrowly drawn, Sector level estimated times are closer to the vicinity of the subdivision and are, therefore, applied when provided by the Chief of Police. If Sector level times are not available, staff applies times at the Division level.

Pursuant to Section 24-4508(b), the estimated police response times for the site satisfy the standard of 10 minutes for emergency calls and 25 minutes for non-emergency calls. The times are based on a rolling average for the 12-month period from January 2023 through December 2023. The application was accepted by the Planning Department on October 10, 2024. The subject property is located within Police Division III and the response times provided reflect this reporting area.

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

Acceptance Date	Reporting Periods	Emergency	Non-Emergency
October 10, 2024	January 2023 to December 2023	8:00	12:00

Pursuant to the above information the subject police response times for the site pass the standard of 10 minutes for emergency calls and 25 minutes for non-emergency.

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. The subject property is served by the Kentland Fire Station #833 located at 7701 Landover Road, Hyattsville, MD 20781, as the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of October 14, 2024, the project site passes the 7-minute travel time test for **residential** development.

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 4, as identified in the *Pupil Yield Factors & Public-School Clusters 2023-2024 Update*. The project proposes to add 73 new single-family attached dwelling units.

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

Impact on Affected Public School Clusters

	Affected School Cluster 3		
	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Single-family Attached Dwelling Units	73	73	73
Pupil Yield Factor (PYF) – SFA	.134	.067	.096
SFA x PYF=Future Enrollment	8	5	7
Adjusted Student Enrollment 9/30/23	22,336	10,346	8,616
Total Future Student Enrollment	22,344	10,351	8,623
State Rated Capacity	29,860	11,693	8,829
Percent Capacity	75%	88%	98%

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is **\$11,950** per dwelling if a building is located between Interstate 495 and the District of Columbia; **\$11,950** 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 **\$20,500** per dwelling for all other buildings. This project is inside of the I-495 Capital Beltway; thus, the surcharge fee is **\$11,950**. This fee is to be paid to Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) at the time of issuance of each building permit.

CONCLUSION

At the writing of this referral the Special Projects Section finds that the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Regulations.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: November 26, 2024

TO: Jason Bartlett, Planner II
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 Development Division
Department of Parks and Recreation

SUBJECT: **4-24003 Glenarden Redevelopment**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this Preliminary Plan of Subdivision for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL

This application is for the development of 73 single-family attached dwelling units.

BACKGROUND:

The subject property, approximately 7.14 acres, is located along the west side of Brightseat Road between Hamlin and Evarts Streets in Landover, Maryland. The proposed 73 single-family attached units were part of the original preliminary plan of subdivision (PPS) 4-16038, that has since expired. The purpose of this PPS application is to permit the development of the subject Property in accordance with the original approval. Currently only 24 of the original 97 townhouse lots are platted.

Master Plan Conformance

This application is subject to the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* for Planning Area 72 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.

4-24003 Glenarden Redevelopment

The proposed development aligns 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 199 people in the local community.

Per 24-4507(b)(1) of the Prince George's County Subdivision Regulations 2.5 acres of improved public parks per 1,000 residents is the adopted Level of Service standard within the Town Activity Center - Edge (TAC-E) Zone for Parks and Recreation in Prince George's County. The 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) shows that there are 2.5 acres of improved public parkland per 1,000 residents in the county. Parks staff find the LOS adequate.

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

FINDINGS:

There are a number of recreational opportunities in close proximity to the subject property. Henry P. Johnson Neighborhood Park, located directly across Brightseat Road, includes an open play field, loop walking trail, playground, basketball court, picnic shelter and tennis courts. In addition, the Glenarden Community Center is located within a half mile of the subject property off McIn Avenue. This park includes a lighted combination football/soccer/softball field, tennis courts, basketball courts and a playground. The subject site is also within 2 miles of the Prince George's County Sports and Learning Complex and John Carroll Park. The applicant's proposal for 73 single-family attached dwelling units would result in a population of 199 residents in this new community.

Subdivision Regulations, Sections 24-134 and 24-135 require that the applicant provide the mandatory dedication of 7.141 acres of land suitable for active or passive recreation, the payment of a monetary fee in lieu thereof, or the provisions of recreational facilities. PPS 4-16038 was approved with onsite recreational facilities to meet the mandatory parkland dedication requirement. A Recreation Facilities Agreement was recorded in Liber 42675 Folio 386 on October 19, 2022. The onsite recreational facilities, in conjunction with the close existing public recreational facilities, will adequately service the recreational needs of the future residents of this proposed development.

RECOMMENDATION:

The Park Planning and Development Division of DPR recommends approval of the above referenced Preliminary Plan of Subdivision 4-24003.

cc: Leonard Pettiford