

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL

1998 Legislative Session

Resolution No. _____ CR-66-1998

Proposed by _____ The Chairman (by request - Planning Board)

Introduced by _____ Council Member Del Giudice

Co-Sponsors

Date of Introduction _____ July 28, 1998

RESOLUTION

A RESOLUTION concerning

The College Park-Riverdale Transit District Overlay Zone Map Amendment
and the College Park- Riverdale Transit District Development Plan

FOR the purpose of amending the Amendment No. 92 of the Zoning Ordinance No. 35-1997 for the College Park-Riverdale Transit District Overlay Zoning Map Amendment and the College Park-Riverdale Transit District Development Plan (CP-R TDDP).

WHEREAS, the Prince George's County Council, sitting as the District Council, adopted CR-114-1989, thereby initiating preparation of Transit District Overlay Zoning Map Amendment by the Maryland-National Capital Park and Planning Commission for those parts of the Maryland-Washington Regional District in the vicinity of the College Park-University of Maryland Metro Station; and

WHEREAS, the Prince George's County Planning Board drafted a proposed Transit District Development Plan for the College Park-Riverdale Transit District (CP-R TDDP) in December 1996, which included the establishment of CP-R Parking and Transportation Demand Management Districts, and recommended two alternative funding mechanisms that could be implemented to ensure for adequate financing and implementation of the needed transportation improvements and TDM programs; and

WHEREAS, the Planning Board held a duly advertised public hearing on February 10, 1997 and held a Worksession on March 6, 1997 to review comments contained in the hearing record and staff recommendations thereon; and

WHEREAS, on March 20, 1997, the Planning Board adopted resolution, PGCPB No. 97-62 transmitting to the District Council the Transit District Overlay Zoning Map Amendment and accompanying CP-R TDDP which included the mandatory requirement for the establishment of CP-R Parking and Transportation Demand Management Districts, and recommended two alternative funding mechanisms that could be implemented to ensure for adequate financing and implementation of the needed transportation improvements and programs; and

WHEREAS, The District Council held a duly advertised public hearing on May 19, 1997; and

WHEREAS, the District Council met on July 1, 1997 and determined that certain additional amendments to the CP-RTDDP should be considered and accordingly, proposed several amendments, including Amendment No. 92 which required the establishment and collection of annual and one-time per unit proportional fair share fees for the needed transportation improvements and implementation of the TDM programs, were described in CR-43-1997 (DR-2) pursuant to the requirements of Section 27-213.05(b) of the County Code; and

WHEREAS, the District Council held a duly advertised public hearing on the proposed amendments on July 28, 1997 and Committee-of-the-Whole worksessions to review the hearing testimony and staff recommendations on October 1, and October 7, 1997; and

WHEREAS, Pursuant to Section 27-231.05 (e) (1) of the County Code, the District Council finds that the entire Map Amendment including the CP-R TDDP is in conformance with the purposes and other requirements of the Transit District Overlay Zone; and

WHEREAS, the Prince George's County Council, sitting as the District Council, adopted Zoning Ordinance 35-1997 on October 14, 1997, thereby amending the zoning map for the Prince George's County by adopting a Transit District Overlay Zone and the TDDP for the College Park- Riverdale area, which included the requirement for creation of a work group to discuss, examine and develop specific details with regard to the estimated construction costs for the required transportation improvements, the amount of credits to be provided to the

property owners in the Transit District with subdivision requirements for funding and construction of some of the needed transportation improvements and the actual amount of the required annual and one-time pro-rata share for the northern and southern areas of the Transit District; and

WHEREAS, the District Council recommended that the Work Group include representatives from the County Executive's Office, the Maryland State Highway Administration, the Prince George's County Department of Public Works and Transportation, the Prince George's County Parking Authority, the Prince George's County Office of Finance, the Prince George's County Office of Law, the Prince George's County Office of Management and Budget, the Maryland-National Capital Park and Planning Commission, City of College Park, Town of Riverdale and Transit District property owners; and

WHEREAS, in October, 1997, the Prince George's County Planning Department formed the College Park-Riverdale Transit District Work Group; and

WHEREAS, the Work Group met four times in October and November, 1997, and the Work Group reached consensus on:

1. The total amount to be used as the basis for fee calculations in the northern and southern areas of the Transit District;
2. The method for calculation of the fees;
3. The fee amounts for the annual and one-time proportional fair share payments; and
4. The list of improvements for which the collected funds would be used; and

WHEREAS, on December 23 , 1997, the Prince George's County Planning Board transmitted the Work Group recommendations to the District Council; and

WHEREAS, the District Council held a Committee-of-the-Whole Worksession to review the Work Group recommendation and provided general guidance to staff on February 3, 1998; and

NOW, THEREFORE, BE IT RESOLVED by the County Council, sitting as the District Council, adopted Zoning Ordinance No. 35 -1997, thereby adopting the College Park -

Riverdale Transit District Overlay Zoning Map Amendment and accompanying Transit District Development Plan, both as endorsed by the Prince George's County Planning Board in Resolution No. 97-62, are hereby proposed for amendment as follows:

AMENDMENT: On page 120, of the proposed TDDP, revise the text inserted by the Amendment 92 of the Zoning Ordinance No. 35-1997 as follows:

7. FINANCING OF NEEDED SHARED PARKING STRUCTURES, ROADS AND INTERSECTIONS, TRANSIT AND TRAIL IMPROVEMENTS

The following [preliminary estimates] are presented as [for the purpose of determining the per-unit proportional fair shares] the required annual and one-time pro-rata fees in the northern and southern areas of the TDOZ [of] for the needed roads, intersections, trail improvements, the needed parking structures debt service funds, the provision and upkeep of the proposed shuttle services, and the free bike loaner program and/or other Transportation Demand Management actions. [A final determination of the required per-unit proportional fair shares shall be made by the District Council after [comments] recommendations are received from a work group created by the Council upon adoption of the TDDP. The work group shall include the all relevant parties including representatives from the County Executive's Office, the Maryland State Highway Administration, the Prince George's County Department of Public Works and Transportation, the Prince George's County Parking Authority, The Maryland-National Capital Park and Planning Commission, [Department of Parks and Recreation] Prince George's County Office of Finance, Prince George's Office of Law, Prince George's County Office of Management and Budget, property owners in the TDOZ, the City of College Park and the Town of Riverdale. The work group shall make its recommendation to Council prior to November 30, 1997. This work group shall discuss, examine and develop specific details with regard to the amount of credits and the actual amount of the required annual and one-time pro-rata share for the northern and southern areas of the TDOZ]. The fees [and the credit] are to [account] provide for timely

implementation of all recommended road and intersection improvements and transportation demand management programs. The calculation of the annual and one-time pro-rata fees [shall be] are based upon the type (surface or structured) and total number of parking spaces. [The District Council shall adopt the required fees by a Resolution. Thereafter, the fees shall be subject to a primary amendment process.]

The estimated annual contract cost of providing the recommended shuttle service from the I-95/I-495 Park and Ride facility to the transit district, the shuttle service in the district and provision and upkeep of the free bike loaner program is \$245,000.00 (1997 figures).

[The total estimated capital cost of the recommended road and intersection improvements is \$6,650,000 (1997 figures). The RiverSide development is required to provide the estimated \$2,050,000 for the widening of Kenilworth Avenue between River Road and Pontiac Street/Winchester Park Road.]

The total estimated cost of the needed trail improvements is \$750,000 (1997 figures).

A minimum of three parking structures, each with 500 or more parking spaces, are assumed for the transit district. Two of those parking structures will be located on the northern area of the TDOZ and one is assumed to be located in the southern area of the TDOZ. The total debt service for bond financing of these three parking structures is estimated to be \$1,500,000. It is further assumed, that the required debt service funds will be collected from proposed developments with surface parking.

- The calculation of the proportional fair share cost for the needed improvements is based on the type and maximum number of parking spaces required for the northern and southern areas. The maximum number of surface parking spaces in the northern and southern areas of the transit district, are limited to 4,845 and 6,955 spaces, respectively. The maximum number of surface and structure parking spaces in the northern and southern areas of the Transit District are

limited to 9,045 and 6,955 spaces respectively.

As a result, the annual per unit proportional fair share for the implementation of the Transportation Demand Management Programs, provision and upkeep of the proposed shuttle services and the free bike loaner program is:

Northern and Southern Areas

\$5.00 [to be determined] per structure[d] parking space

\$5.00 [to be determined] per surface[d] parking space

(These cost figures are expressed in 1997 dollars).

The annual operating fee of \$5.00 per parking space shall be reviewed and adjusted on an annual basis by the College Park- Riverdale Transportation Demand Management Association.

The [per unit] proportional fair share for the funding of the needed roads, intersections and trail improvements [and the funds needed for debt service for bonding funding of three parking structures] is:

Northern Area

\$ 580.00 [to be determined] per surface[d] parking space

\$ 580.00[to be determined] per structure[d] parking space

Southern Area

\$0.00 [to be determined] per surface[d] parking space

\$0.00 [to be determined] per structure[d] parking space

(These cost figures are expressed in 1997 dollars. These fees shall be adjusted at detailed site plan approval for inflation using the latest FHWA construction cost index)

The per unit proportional fair share for the funds needed for the parking structures debt service is:

Northern Area

\$ 490.00 per surface[d] parking space

If both parking structures are not built in the Northern Area by the end of 2017, then any unused parking structure funds, including all accrued interest, shall be

returned to the appropriate property owners, heirs, successors or assigns.

Southern Area

\$115.00 per surface[d] parking space

(These cost figures are expressed in 1997 dollars. These fees shall be adjusted at detailed site plan approval for inflation using the latest FHWA construction cost index.)

If no parking structure is built in the Southern Area when either build out occurs, as determined by the Prince George's County Planning Board with the advice of the CP-R TMA, or by the end of 2017, whichever occurs first, then any unused parking structure funds, including all accrued interest, shall be returned to the appropriate property owners, heirs, successors or assigns.

In accordance with the requirements of the Zoning Ordinance for any Transit District Development Plan, the following describes the primary requirements which would insure the funding and implementation of the appropriate improvements to serve the existing and proposed development within the transit district.

[P-1 Concurrent with the adoption of the TDOZ and the TDDP, a Special Benefit Assessment District contiguous with the transit district shall be established.]

[P-2 A special annual to be determined shall be collected from all property owners in the district. The funds collected may be channeled to the College Park-Riverdale Transportation Management Authority, the Parking Authority or the County to provide for the implementation and upkeep of the recommended shuttle services and the free bike loaner program.]

P-[3]1 Each parcel's annual proportional fair share fees [to be determined] shall be calculated based on the number of structure[d] and/or surface[d] parking spaces that exist for that parcel, and shall be collected by the College Park-Riverdale Transportation Demand

Management Association, once established.

P-[4]2 At the time of Detailed Site Plan review, the Planning Board shall calculate the applicant's total-indexed proportional fair share fees for the funding of needed road, intersection and trail improvements and debt service for three parking structures. Each applicant's proportional fair share fees shall be based on the proposed number of structure[d] and/or surface[d] parking spaces needed for the proposed development.

P-[5]3 Prior to the issuance of any building permits, or as determined by the Planning Board, [To be determined t] the applicant, his heirs, successors and/or assigns shall provide proof of payment[to be determined of] for the assessed proportional fair share fees for the needed road, intersection and trail improvements and debt service for three parking structures.

SECTION 2. BE IT FURTHER RESOLVED that additional Federal, State, or County funds should be sought by the CP-R TMA to compensate for any shortage of the needed funds that may result if some properties within the Transit District are found to be exempt from the required mandatory capital or annual fee obligations.

SECTION 3. BE IT FURTHER RESOLVED that this resolution shall take effect on the date of its adoption.

Adopted this 28th day of July, 1998.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART
OF THE MARYLAND-WASHINGTON
REGIONAL DISTRICT IN PRINCE
GEORGE'S COUNTY, MARYLAND

BY:

Ronald V. Russell
Chairman

ATTEST:

Joyce T. Sweeney
Clerk of the Council