

Certificate of Adequacy

ADQ-2022-016

General Information

Project Name: Renard Industrial
Case Number: ADQ-2022-016
Associated Preliminary Plan of Subdivision or Final Plat: 4-21050
Use Type: Industrial
Dwelling Unit Type and Number: 0 Gross Floor Area (nonresidential): 38,000 SF

Project Location

Project Location: Located on the north side of US 301, approximately 1,800 feet north of the intersection of US 301 and Dyson Road
Lot/Parcel: Parcel 30 Tax Account: 1185586
Property Zone: IE Council District: 9
Planning Area: 85A Municipality: N/A
Election District: 11 Transportation Service Area: 2
Police District: V School Cluster Area:

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/N/A)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 2	LOS "D" (Critical Lane Volume of 1301-1450)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	N/A	No
Parks and Recreation (<i>Transit-Oriented/ Activity Center Zones and Employment Areas</i>)	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation (<i>All Other Zones</i>)	15 acres per 1,000	N/A	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	N/A	No
Fire and Rescue—Residential Use	7 minutes travel time	N/A	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	N/A	No

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

- *Transportation Planning Section (Ryan to Gupta, November 14, 2022)*
- *Special Projects Section (Perry to Gupta, July 13, 2022)*
- *Department of Parks and Recreation (Thompson to Gupta, August 22, 2022)*

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


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

☐ Denied

1. Total development within the Preliminary Plan of Subdivision shall be limited to uses which generate no more than 19 AM peak-hour trips and 19 PM peak-hour vehicle trips.

SIGNATURE

Checkley, Andree

 Digitally signed by Checkley, Andree
Date: 2022.11.21 15:01:10 -05'00'

Planning Director

Date of Approval

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



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: August 22, 2022

TO: Mridula Gupta, Planner III
Subdivision Section
Development Review Division

FROM: Dominic Quattrocchi, Planning Supervisor *DQ*
Edward Holley, Planning Technician III *EDH*
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **4-21050, Renard Industrial**

Per 24-4507(b)(1)(B), Parks & Recreation Adequacy, 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, in accordance with the prior Subdivision Regulation of Section 24-134(a) of the Prince Georges County Subdivision Regulation, the subject subdivision is exempt from Mandatory Dedication of Parkland requirements because it consists of non-residential development.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Special Projects Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

July 13, 2022

MEMORANDUM

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

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

FROM: EP Elena Perry, Planner II, Special Projects Section, CWPD

SUBJECT: 4-21050 Renard Industrial & ADQ-2022-016

Project Summary:

This project proposes the subdivision of approximately 6 acres into one parcel to construct a 30,000 square foot warehouse and 8,000 square foot maintenance facility.

This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on June 22, 2022. Comments were provided at the July 8, 2022, SDRC Meeting.

The subject preliminary plan is being filed in accordance with the prior Subdivision Regulations in accordance with Section 24-1900, under which public facility adequacy is being reviewed per the findings of Section 24-4503 as follows:

- (a)(2) Preliminary plans of subdivision (minor or major) proposed after April 1, 2022 shall receive approval of a certificate of adequacy or conditional certificate of adequacy for each public facility subject to this Section.

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 4, Adequate for Development Planning. Category 4 comprises “properties inside the envelope eligible for public water and sewer for which the subdivision process is required”. Redesignation to Category 3, Community System, through the Administrative Water and Sewer Category Change process will be necessary prior to final plat approval.

Additionally, the property is within Tier 2 of the Sustainable Growth Act. The description of Tier 2 reads “all lots shall be served by public sewer; or if the subdivision is a minor subdivision, it may be served by on-site sewer disposal systems” and comprises property currently planned for public sewer service.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 85A Brandywine & Vicinity. The *Prince George's County FY 2022-2027 Approved CIP* does not identify any schools and/or public safety facilities in the Planning Area.

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 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* provides goals and policies related to public facilities (page 129-143). The proposed development aligns with the master plan goals as “Needed public facilities are provided at locations that effectively and efficiently serve the existing and future population” and “Priority is given to funding public facilities to support development in the Developing Tier policy area.” There are no police, fire and emergency medical service facilities, 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. This plan indicated the relocation of Fire/EMS Co. 840, the station serving the project site, to the vicinity of Brandywine Road and Dyson Road as high priority. The address of the current station is 13809 Brandywine Road in Brandywine, MD 20613 indicating this relocation has occurred. Fire and Rescue adequacy from this station is assessed below.

CONCLUSION

At the writing of this referral the Special Projects Section finds that the applicable public facility standards and conformance with the sector plan and functional master plan, is met pursuant to the prior Subdivision Regulations.

ADQ-2022-016

Certificate of Adequacy ADQ-2022-002 is being reviewed for public facility adequacy, per the findings of Section 24-4500, as follows:

- (1) This Section establishes public facility adequacy standards. They are summarized in Table 24-4502: Summary of Public Facility Adequacy Standards. The standards are established in Sections 24-4504, Public Facility Adequacy-Generally, through Section 24-4510, Schools Adequacy, below.
- (2) An application listed in Section 24-4502(a) above shall not be approved until a certificate of adequacy or conditional certificate of adequacy is approved in accordance with the procedures and standards of this Section. No certificate of adequacy or conditional certificate of adequacy shall be approved unless and until it is reviewed and approved in conjunction with one of the applications or subdivision reviews identified in Section 24-4502(a) above and Section 24-4503(a).

NON-RESIDENTIAL

Section 24-4508. Police Facility Adequacy

The level of service standard for police facilities is not applicable to nonresidential applications in accordance with Section 24-4502(b) and Section 24-4508(b)(3).

Section 24-4509. Fire and Rescue Adequacy

This ADQ was reviewed for adequacy of fire and rescue services in accordance with Section 24-4509 of the Subdivision Regulations. The subject property is served by Brandywine Volunteer Fire/EMS Co. 840 located at 13809 Brandywine Road in Brandywine.

Pursuant to the Level of Service Standards as summarized in Table 24-4502 the standard for Fire and Rescue, for nonresidential development, is a maximum of 5-minutes response time from the first due station. Per the National Fire Protection Association (NFPA) 1710, Chapter 4, 240 seconds (4 minutes) or less travel time is the national performance objective.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of June 23, 2022, the subject project passes the 4-minute travel time test from the closest Prince George's County Fire/EMS Station Brandywine Volunteer Fire/EMS Co. 840 when applying the national standard and [NFPA 1710.4.1.2.1 (3)]. Therefore, this property would meet an associated total response time under five-minutes from the closest Fire/EMS Station.

Section 24-4510. Schools Adequacy

The level of service standard for school facilities is not applicable to nonresidential applications in accordance with Section 24-4502(b).

CONCLUSION

At the writing of this referral the Special Projects Section find that 4-21050 Renard Industrial and ADQ-2022-016 meets the requirements for public facility adequacy in accordance with Section 24-4500 of the Subdivision Regulations.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco


Countywide Planning Division
Transportation Planning Section


301-952-3680

Date: November 14, 2022

MEMORANDUM

TO: Mridula Gupta, Subdivision Section, Development Review Division

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


VIA:  William Capers III, PTP, Transportation Planning Section, Countywide Planning Division

SUBJECT: **ADQ-2022-016 – Renard Industrial**

Proposal:

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPP) application, 4-21050, which proposes the subdivision of land for the development of 30,000 square-feet of warehouse use and 8,000 square-feet of light industrial use. The transportation planning section's review of the referenced Certificate of Adequacy (ADQ) application was evaluated under the Section 24-4500 of the current Subdivision Regulations, specifically Section 24-4505 for motor vehicle adequacy.

Criteria for Establishing Transportation Adequacy

The proposed development does not generate more than 50 peak hour trips and therefore was required to submit traffic counts for intersections within the vicinity of the site to evaluate transportation adequacy. However, the applicant has submitted a Traffic Impact Analysis (TIA) in support of the proposed development which includes several critical intersections in accordance with the "2022 Transportation Review Guidelines Supplement.

Analysis of Traffic Impacts

The applicant has submitted a full TIA. This study is used as the basis for a determination of adequacy.

The subject property is located within Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level-of-Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

Unsignalized Intersections:

For two-way stop-controlled intersections a three-part process is employed:

(a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if 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 delay exceeds 50 seconds, the CLV is computed.

Trip Generation

As mentioned, the PPS application proposes the subdivision of land for 30,000 square-feet of warehouse use and 8,000 square-feet of light industrial use. The table below summarizes trip generation for the site and will be used in reviewing traffic impacts and developing a trip cap for the site:

TRIP GENERATION SUMMARY: ADQ-2022-010								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehouse	30,000	Sq. Ft.	10	2	12	2	10	12
Light Industrial	8,000	Sq. Ft.	6	1	7	1	6	7
Total Trips			16	3	19	3	16	19
Total Trip Cap Recommendation			19			19		

The latest TIS submission includes the analysis of the LOS for all critical intersections. As previously mentioned, adequacy for the peak hour periods at all signalized intersections are acceptable within TSA 2, when LOS D or better is met per Section 24 of the subdivision regulations and the Transportation Review Guidelines Supplement. The traffic generated by the proposed PPS would impact the following intersections, and links in the transportation system:

- US 301 / Site Access (unsignalized)
- US 301 / Driveway (unsignalized)
- US 301 / SB Dyson Road (signalized)
- US 301 / NB Dyson Road (signalized)

Existing Traffic

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

EXISTING TRAFFIC CONDITIONS		
Intersection	Critical Lane Volume (AM & PM)	Level of Service (LOS, AM & PM)

US 301 / Site Access (unsignalized)	N/A	N/A	-	-
US 301 / Driveway (unsignalized)	890	948	A	A
Step 1 HCM Delay Test				
Eastbound Driveway	16.2 sec.	18.7 sec.		
Northbound Left	10.9 sec.	16.5 sec.		
Southbound U-Turn	39.6 sec.	26.0 sec.		
US 301 / SB Dyson Road (signalized)	672	977	A	A
US 301 / NB Dyson Road (signalized)	993	816	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

A growth of 3 percent was applied over a 2-year period. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
US 301 / Site Access (unsignalized)	N/A	N/A	-	-
US 301 / Driveway (unsignalized)	944	1,006	A	B
Step 1 HCM Delay Test				
Eastbound Driveway	17.1 sec.	20.0 sec.		
Northbound Left	11.3 sec.	17.7 sec.		
Southbound U-Turn	45.9 sec.	28.9 sec.		
US 301 / SB Dyson Road (signalized)	713	1,037	A	B
US 301 / NB Dyson Road (signalized)	1,054	866	B	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, operate as follows:

TOTAL TRAFFIC CONDITIONS		
Intersection	Critical Lane Volume (AM & PM)	Level of Service (LOS, AM & PM)

US 301 / Site Access (unsignalized)	606	1,021	A	B
Step 1 HCM Delay Test				
Eastbound Site Access	13.2 Sec.	21.0 Sec.		
US 301 / Driveway (unsignalized)	949	1,010	A	B
Step 1 HCM Delay Test				
Eastbound Driveway	17.3 sec.	20.1 sec.		
Northbound Left	11.3 sec.	17.8 sec.		
Southbound U-Turn	47.5 sec.	30.5 sec.		
US 301 / SB Dyson Road (signalized)	715	1,040	A	B
US 301 / NB Dyson Road (signalized)	1,059	867	B	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 applicant's TIS indicates that all studied intersections will continue to operate at an acceptable level of service and that the existing road network will not be adversely impacted by traffic generated by the subject site.

No additional recommendations are needed for the site to achieve adequacy for the purposes of adequate vehicular access and circulation.

Bicycle & Pedestrian Adequacy

The subject property is in the Industrial, Employment (IE) zoning district and is therefore not subject to Section 24-4506 for pedestrian and bicycle adequacy.

Transportation Planning Review:

Based on the "Transportation Review Guidelines – 2022 Supplement", the proposed warehouse and light industrial development will generate 19 AM and 19 PM vehicle trips. Based on the traffic analysis above, staff finds that all critical intersections will operate at acceptable levels to serve the proposed development.

The Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-4505 and Section 24-4506 of the Prince George's County Code.

Recommendations

Based on the findings presented above, staff conclude that the multimodal 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 proposed the Preliminary Plan of Subdivision shall be limited to uses which generate no more than 19 AM peak-hour trips and 19 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall

require a new determination of the adequacy of transportation facilities and a new Preliminary Plan of Subdivision.