



Certificate of Adequacy

ADQ-2022-026

General Information

Project Name: Muirkirk Warehouses

Case Number: ADQ-2022-026

Associated Preliminary Plan of Subdivision or Final Plat: PPS-2022-004

Use Type: Non-Residential

Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 269,200 sq. ft.

Project Location

Project Location: At the southwest corner of the intersection of Konterra Drive and MD 200 (Inter-County Connector)

Lot/Parcel: 10 Parcels & 1 Lot, Existing / 2 Parcels Proposed (Parcels 1 and 2) Tax Account: 0063149, 0008615, 0062984, 0068072, 0063180, +

Property Zone: IE / I-3

Council District: 01

Planning Area: 60

Municipality: N/A

Election District: 01

Transportation Service Area: 02

Police District: VI

School Cluster Area: N/A

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 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 | Yes |
| 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 Diaz-Campbell, June 18 2024)*
- *Special Projects Section (Walker to Diaz-Campbell, June 14, 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 that would generate no more than 234 AM peak-hour trips and 323 PM peak-hour trips.
2. Prior to the issuance of a certificate of occupancy for any non-residential building, the applicant must mitigate for the failed non-residential Fire/EMS response time by providing the following, pursuant to Section 24-4509(c)(1)(D) of the Subdivision Regulations:
 - a. The installation and maintenance of a sprinkler system that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party; and
 - b. The installation and maintenance of automated external defibrillators (AEDs) in accordance with COMAR 30.06.01-05, including a requirement for a sufficient number of AEDs to be installed so that no employee is more than 500 feet from an AED.

SIGNATURE


Lakisha Hull (Jul 11, 2024 16:34 EDT)

Planning Director

07/11/2024

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).



June 18, 2024

MEMORANDUM

TO: Eddie Diaz-Campbell, Development Review Division

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

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

SUBJECT: **ADQ-2022-026 – Muirkirk Warehouses**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) 2022-004. The subject application seeks to construct 269,200 square feet of warehouse use. The subject property is located in the Industrial, Employment (IE) zone. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Prior Conditions of Approval

There are no prior approvals applicable to the subject site.

Criteria for Establishing Transportation Adequacy

The subject property is located within Transportation Service Area (TSA) 2, as defined in the *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 the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if the delay exceeds 50 seconds, the CLV is computed.

Analysis of Traffic Impacts

The applicant has submitted a traffic impact study (TIS) for staff's review to be analyzed for the determination of adequacy.

Trip Generation

The subject application seeks to construct 269,200 square-feet of warehouse use. The table below summarizes trip generation and will be used in reviewing traffic for the site.

| TRIP GENERATION SUMMARY: ADQ-2022-026 | | | | | | | | |
|--|-----------------|---------------|---------------------|------------|--------------|---------------------------|------------|--------------|
| | | | PM Peak Hour | | | Saturday Peak Hour | | |
| Land Use | Quantity | Metric | In | Out | Total | In | Out | Total |
| High-Cube Fulfillment Center Warehouse – East Building | 147,000 | Square-Feet | 104 | 24 | 128 | 69 | 107 | 176 |
| High Cube Fulfillment Center Warehouse – West Building | 122,200 | Square-Feet | 86 | 20 | 106 | 57 | 90 | 147 |
| Total Trip Cap Recommendation | | | 234 | | | 323 | | |

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

- Konterra Drive / WB MD 200 On-Ramp (signalized)
- Konterra Drive / EB MD 200 Off-Ramp (signalized)
- Konterra Drive / Site Access (RIRO) (unsignalized)
- Konterra Drive / Muirkirk Road (signalized)
- Muirkirk Road / East Site Access (unsignalized)
- Muirkirk Road / West Site Access 1 (unsignalized)
- Muirkirk Road / West Site Access 2 (unsignalized)

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 (AM & PM)</u> | | <u>Level of Service (LOS, AM & PM, Pass & Fail)</u> | |
| Konterra Drive / WB MD 200 On-Ramp (signalized) | 611 | 440 | A | A |
| Konterra Drive / EB MD 200 Off-Ramp (signalized) | 854 | 967 | A | A |
| Konterra Drive / Site Access (RIRO) (unsignalized) Step 1 – HCM Delay Test (Seconds) Eastbound Approach | - | - | - | - |
| Konterra Drive / Muirkirk Road (signalized) *With Improvements* | 1054 | 1003 | B | B |
| Muirkirk Road / East Site Access (unsignalized) Westbound Approach | 5.5 Sec. | 3.8 Sec. | Pass | Pass |
| Northbound Approach | 8.4 Sec. | 8.6 Sec. | Pass | Pass |
| Southbound Approach | - | - | - | - |
| Muirkirk Road / West Site Access 1 (unsignalized) Step 1 – HCM Delay Test Southbound Approach | - | - | - | - |
| Muirkirk Road / West Site Access 1 (unsignalized) Southbound Approach | - | - | - | - |

The applicant's submission indicates that all studied signalized intersections currently operate at level of service (LOS) A and B and all unsignalized intersections operate with a delay of 8.6 seconds or less, which is acceptable.

Background Traffic

The traffic study identified 3 background developments whose impact would affect study intersections. Utilizing Maryland Department of Transportation, State Highway Administration (MDOT, SHA) Average Daily Traffic (ADT) segments, the applicant applied a 1.0% growth rate to the studied intersections.

| <u>BACKGROUND TRAFFIC CONDITIONS</u> | | | | |
|---|---|-------|---|---|
| <u>Intersection</u> | <u>Critical Lane Volume (AM & PM)</u> | | <u>Level of Service (LOS, AM & PM, Pass & Fail)</u> | |
| Konterra Drive / WB MD 200 On-Ramp (signalized) | 747 | 1,178 | A | C |
| Konterra Drive / EB MD 200 Off-Ramp (signalized) | 1,009 | 1,279 | B | C |
| Konterra Drive / Site Access (RIRO) (unsignalized) Step 1 – HCM Delay Test (Seconds) Eastbound Approach | - | - | - | - |
| Konterra Drive / Muirkirk Road (signalized) *With Improvements* | 1,273 | 1,255 | C | C |

| | | | | |
|---|----------|----------|------|------|
| Muirkirk Road / East Site Access (unsignalized) | 5.5 Sec. | 1.6 Sec. | Pass | Pass |
| Westbound Approach | 8.4 Sec. | 9.0 Sec. | Pass | Pass |
| Northbound Approach | - | - | - | - |
| Southbound Approach | - | - | - | - |
| Muirkirk Road / West Site Access 1 (unsignalized) | | | | |
| Step 1 – HCM Delay Test | - | - | - | - |
| Southbound Approach | - | - | - | - |
| Muirkirk Road / West Site Access 1 (unsignalized) | | | | |
| Southbound Approach | - | - | - | - |

The applicant's submission indicates that when factoring in background growth, all studied signalized intersections currently operate at the level of service (LOS) A, B, and C and all unsignalized intersections operate with a delay of 9.0 seconds or less, which is acceptable.

Total Traffic

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

| BACKGROUND TRAFFIC CONDITIONS | | | | |
|---|-----------------------------------|-----------|--|------|
| Intersection | Critical Lane Volume (AM & PM) | | Level of Service (LOS, AM & PM, Pass & Fail) | |
| Konterra Drive / WB MD 200 On-Ramp (signalized) | 776 | 1,243 | A | C |
| Konterra Drive / EB MD 200 Off-Ramp (signalized) | 1,130 | 1,355 | B | D |
| Konterra Drive / Site Access (RIRO) (unsignalized) Step 1 – HCM Delay Test (Seconds) | 17.0 Sec. | 15.1 Sec. | Pass | Pass |
| Eastbound Approach | | | | |
| Konterra Drive / Muirkirk Road (signalized) | 1,326 | 1,424 | D | D |
| *With Improvements* | 931 | 1,297 | A | C |
| Muirkirk Road / East Site Access (unsignalized) | | | | |
| Westbound Approach | 1.9 Sec. | 1.6 Sec. | Pass | Pass |
| Northbound Approach | 8.6 Sec. | 9.1 Sec. | Pass | Pass |
| Southbound Approach | 11.6 Sec. | 12.5 Sec. | Pass | Pass |
| Muirkirk Road / West Site Access 1 (unsignalized) | | | | |
| Step 1 – HCM Delay Test | | | | |
| Southbound Approach | 10.0 Sec. | 9.9 Sec. | Pass | Pass |
| Muirkirk Road / West Site Access 1 (unsignalized) | | | | |
| Southbound Approach | 9.7 Sec. | 9.8 Sec. | Pass | Pass |

Based on the existing conditions, trip generation of the proposed use, and factoring for background developments, all studied intersections operate within a CLV threshold of 1,450, which indicates passing LOS grades for signalized intersections. Additionally, all unsignalized intersections operate with a delay of 17.0 seconds or less, which indicates passing grades for unsignalized intersections. Staff find the adequacy requirements have been met.

As described in the traffic impact study, the applicant has proffered an improvement at the intersection of Konterra Drive and Muirkirk Road. The applicant proposes to re-stripe the eastbound approach along Muirkirk Road to accommodate a dedicated left-turn lane, and a left/thru/right-turn lane. The applicant also proposes that a right-turn overlap phase be provided along the westbound approach in order to accommodate the heavy westbound right-turn volume, and an additional 350-foot southbound left-turn lane be provided to accommodate the heavy southbound left-turn movement. The applicant's traffic impact study indicates that this will improve the AM peak hour CLV from 1,326 to 931 and will improve the PM peak hour CLV from 1,424 to 1,297. However, this improvement is not required to meet adequacy and will require further coordination with the operating agency to determine if the modification is desired.

Bicycle & Pedestrian Adequacy

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

Transportation Planning Review

Based on the methods provided in the "Transportation Review Guidelines – 2022 Supplement", the proposed development will generate 234 AM peak hour vehicle trips and 323 PM peak hour vehicle trips. Staff finds that all critical intersections will operate at acceptable levels to serve the proposed development based on the findings and conclusions provided in the traffic analysis. The Transportation Planning Section 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 transportation facilities will exist to serve the proposed subdivision as required under the prior and current Subtitle 24, if the following conditions are met:

- 1 Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 234 AM peak-hour trips and 323 PM peak-hour trips.



Countywide Planning Division
Special Projects Section

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

June 14, 2024

MEMORANDUM

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

FROM: TW Tineya Walker, Planner I, Special Projects Section, CWPD

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

SUBJECT: PPS-2022-004 Muirkirk Warehouses ADQ-2022-026

Project Summary:

This project proposes to develop two distribution warehouses totaling 269,200 square feet. The 23.99-acre property is located at the northwest corner of Muirkirk Road and Konterra Drive. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on May 10, 2024

PPS-2022-004

The Certificate of Adequacy associated with preliminary plan PPS-2022-004 is being reviewed for public facility adequacy standards per Section 24-4502 as follows:

24-4502. Applicability

(b) Applicability of Public Facility Adequacy Standards

- (2) An application listed in Section 24-4502(a) above¹ 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).

¹ **24-4502. Applicability**

(a) **Applications / Approvals Subject to this Section**

This Section applies to:

(1) An application for a preliminary plan of subdivision (minor or major).

Water and Sewer:

24-4404.

In accordance with the Sustainable Growth and Agricultural Preservation Act (Map 3 of Plan 2035 Prince George's County Sustainable Growth and Agricultural Preservation Act of 2012 (SB236) Map, Adopted November 20th, 2012, as may be amended from time to time), the water and sewer standard for residential subdivisions is:

- (a) A subdivision in the Sustainable Growth Tier I in the General Plan or applicable Functional Master Plan shall be served by public sewer.

The property is within Tier 2 of the Sustainable Growth Act.

24-4405.

For purposes of determining whether water and sewerage complies with the standards of this Section, 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 and compliance with the standards for the provision of public sewer and water.

The 2018 Water and Sewer Plan placed this property in:

- Water Category 3 "Community System which 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, and
- Sewer Category 4, "Community System Adequate for Development Planning". This category includes all properties inside the Sewer Envelope for which the subdivision process is required. Redesignation from Category 4 to Category 3 may be requested through the Administrative Amendment process.

Capital Improvement Program (CIP):

The subject site is located in Planning Area 60 – "Northwestern Area". The *2024- 2029 Fiscal Year Approved CIP* identifies two new facilities proposed for construction in the planning area. Konterra Fire/EMS Station at Old Gunpowder Road & Van Dusen Road (3.51.0002) and Laurel Fire/EMS Station #849 in the Greater Laurel Area (3.51.0005).

Conformance to the Master Plan:

24-4101. General

(b) Conform to Comprehensive Master Plan

- (1) Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.

The 2010 Approved Subregion 1 Master Plan identifies the following policies:

1. Establish a standard minimum site size for new construction, rehabilitation, and the adaptive reuse of structures for schools within urban settings. Construct new public schools in accordance with Leadership in Energy and Environmental Design (LEED), silver rating or an equivalent rating under a comparable green building performance measure.

2. Preserve, retain and support existing public-school facilities, school sites, and properties owned by the Board of Education (BOE).
3. Provide safe connections to schools withing the subregion area.
4. Incorporate CPTED (“Crime Prevention Through Environmental Design”) and guidelines into the development review and permitting process.

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

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Police Facility Adequacy:

Per Table 24-4502 of the Subdivision Regulations, police facilities are not an applicable area of review for nonresidential development.

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

use as well as five (5) minutes response time for non-residential uses which includes one (1) minute of “turn-out” time. The Fire Department uses the metric of “travel time” in their evaluation, which is assessed at the time the station receives notice and initiates a response.

The subject property is served by Beltsville Fire/EMS Station #831 located at 7911 Prince George’s Avenue, Beltsville, MD 20704, 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 May 29, 2024, the subject project fails the 4-minute response time test from the closest Prince George’s County Fire/EMS Station.

Per Section 24-4509 (c)(1)(D) of the Subdivision Regulations non-residential projects that fail the response time may provide mitigation as follows:

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

Schools Adequacy:

Per Section 24-4510. of the Subdivision Regulations, school facilities are not an applicable area of review for non-residential uses.

CONCLUSION

Pursuant to the mitigation required by Section 24-4509(c)(1)(D) of the Subdivision Regulations (above), the Special Projects Section finds that the required Levels of Service for applicable public facilities is met.