

Certificate of Adequacy

ADQ- 2022-032

General Information

Project Name: Brightseat Industrial
Case Number: ADQ-2022-032
Associated Preliminary Plan of Subdivision or Final Plat: 4-22046
Use Type: Industrial
Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 152,080 SF

Project Location

Project Location: The east side of Brightseat Road, approximately 400 feet north of its intersection with Medical Center Drive.
Lot/Parcel: Existing Tax Parcel 4 Tax Account: 1425552
Property Zone: IE Council District: 05
Planning Area: 72 Municipality: N/A
Election District: 13 Transportation Service Area: 1
Police District: III 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 1 and designated boundaries of 1	LOS "E" (Critical Lane Volume of 1451-1600)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	N/A	No
Parks and Recreation (<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 Heath, March 8, 2023)*
- *Special Projects Section (Ray to Heath, January 27, 2023)*

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

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

☐ Denied

1. Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses that generate no more than 132 AM peak-hour trips and 182 PM peak-hour vehicle trips.
2. Prior to issuance of the building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. The eastbound approach along the Northbound 1-95 Ramp/Medical Center Drive shall be widened to allow the northbound right turn movement to operate as a free right turn maneuver.
3. Prior to issuance of a use and occupancy permit for any nonresidential development on the site, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Install and maintain of sprinkler system that complies with the National Fire Protection Association (NFPA) 13 standards for the installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party; and
 - b. Install and maintain 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


Planning Director

March 23, 2023
Date of Approval



Countywide Planning Division
Transportation Planning Section

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March 8, 2023

MEMORANDUM

TO: Antoine Heath, Subdivision Section, Development Review Division

FROM: Jim Yang, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: **ADQ-2202-032, Brightseat Industrial**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with the Preliminary Plan of Subdivision (PPS) application, 4-22046, which proposes the subdivision of land for the development of 152,080 square feet of warehouse uses located on the east side of the Brightseat Road and Jericho City Drive intersection in Landover, MD. The Transportation Planning Section's review of the subject ADQ application was evaluated under Section 24-4500 of the current Subdivision Regulations, specifically Section 24-4505 for motor vehicle adequacy.

Criteria for Establishing Transportation Adequacy

The proposed development is subject to the Transportation Service Area (TSA) 1 adequacy requirements for the analysis of vehicular traffic. The study area and critical intersections were scoped and approved by staff in July 2021.

Analysis of Traffic Impacts

The applicant has submitted a traffic impact analysis at the request of the staff. This study is used as the basis for a determination of 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:

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.

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								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
High-Cube Fulfillment Center Warehouse - Sort (ITE-155)	152,080	KSF	107	25	132	71	111	182
Total Trip Cap Recommendation			132			182		

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

- Brightseat Road and Sheriff Road (signalized)
- Brightseat Road and Jericho City Drive/Site Access (unsignalized)
- Brightseat Road and Southern Site Access (unsignalized)
- Brightseat Road and Arena Drive (signalized)
- SB I-95 Ramps and Arena Drive (signalized)
- NB I-95 Ramps and Arena Drive (signalized)

Existing Traffic:

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

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
Brightseat Road and Sheriff Road	519	564	A	A
Brightseat Road and Jericho City Drive	9 s*	15 s*	Pass	Pass
Brightseat Road and Arena Drive	797	837	A	A
SB I-95 Ramps and Arena Drive	795	961	A	A
NB I-95 Ramps and Arena Drive	831	990	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, a delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as severe inadequacy.

Background Traffic:

The traffic study identified 12 background developments whose impact would affect study intersections. Additionally, annual growths of 0.5% over six years were applied to traffic volumes. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
Brightseat Road and Sheriff Road	548	613	A	A
Brightseat Road and Jericho City Drive	10 s*	17 s*	Pass	Pass
Brightseat Road and Arena Drive	911	1011	A	B
SB I-95 Ramps and Arena Drive	1145	1557	B	E
NB I-95 Ramps and Arena Drive	1230	1761	C	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, a delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as severe inadequacy.				

Total Traffic

The study intersections, when analyzed with total developed future traffic, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
Brightseat Road and Sheriff Road	559	623	A	A
Brightseat Road and Jericho City Drive/Site Access	18 s*	34 s*	Pass	Pass
Brightseat Road and Southern Site Access	16 s*	20 s*	Pass	Pass
Brightseat Road and Arena Drive	943	1090	A	B
SB I-95 Ramps and Arena Drive	1159	1581	C	E
NB I-95 Ramps and Arena Drive	1243	1784	C	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, a delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as severe inadequacy.				

Total Traffic with Roadway Improvements

The TIS indicates that the northbound I-95 ramp at Arena Drive will operate at LOS "F" under total volume conditions. The applicant proposes to widen eastbound Arena Drive to allow the northbound right turn to operate as a free right turn maneuver to offset the site's incremental impacts at this intersection. The study intersections, when analyzed with total developed future traffic with the improvements, operate as follows:

TOTAL TRAFFIC CONDITIONS WITH IMPROVEMENTS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
Brightseat Road and Sheriff Road	559	623	A	A
Brightseat Road and Jericho City Drive/Site Access	18 s*	34 s*	Pass	Pass
Brightseat Road and Southern Site Access	16 s*	20 s*	Pass	Pass
Brightseat Road and Arena Drive	943	1090	A	B
SB I-95 Ramps and Arena Drive	1159	1581	C	E
NB I-95 Ramps and Arena Drive	860	1429	A	D
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, a delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as severe inadequacy.				

At the time this referral is prepared, Prince George's County Permitting, Inspections and Enforcement (DPIE) defers to the Maryland Department of Transportation State Highway Administration (SHA) to concur with the improvements. However, SHA has not provided concurrence.

Analysis of Bicycle & Pedestrian Impacts

The subject property falls within the IE zoning district and a Bicycle and Pedestrian Impact Statement (BPIS) is not required based on the "2022 Transportation Review Guidelines Supplement".

Conclusion

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

1. Total development within the subject property shall be limited to uses that would generate no more than 132 AM and 182 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new PPS, with a new determination of the adequacy of transportation facilities.
2. Prior to issuance of the first building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for

construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- a. The eastbound approach along the Northbound I-95 Ramp/ Arena Drive shall be widened to allow the northbound right turn movement to operate as a free right turn maneuver.



Countywide Planning Division
Special Projects Section

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January 27, 2023

MEMORANDUM

TO: Antoine Heath, Planner III, Subdivision Section, DRD

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

SUBJECT: **4-22046 Brightseat Industrial and ADQ-2022-032**

Project Summary: The project proposes the creation of one parcel for the development of 152,080 square feet of industrial development. The approximately 12-acre property is located on the east side of Brightseat Road across from its intersection with Jericho City Drive.

This preliminary plan of subdivision (PPS) and Certificate of Adequacy (ADQ) applications were accepted for processing by the Planning Department on December 21, 2022.

PPS-4-22046

The following preliminary plan is being reviewed for public facility adequacy 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 proposed project is located in Planning Area 72 – “Landover & Vicinity”. The *2023-2028 Fiscal Year Approved CIP Budget* identifies one new facility proposed for construction, the Shady Glen Fire / EMS Station located at Shady 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 2010 Approved Subregion 4 Master Plan contains a Public Facilities Chapter (p. 253) that establishes policies and strategies for public schools, public safety, and water and sewer. The primary goal for the facilities studied (excluding Police) are:

- **Public Safety Goal:** Locate police and fire and rescue facilities and services that meet the size and location needs of the community to minimize response time
- **Water and Sewer Goal:** Provide adequate public water and sewer service to areas eligible for service.

The proposed development will not impede achievement of any of the above-referenced goals. The analysis provided in this memo illustrates that, pursuant to adopted tests and standards, public safety facilities (Fire) and Water & Sewer service are adequate to serve the proposed development. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries proposed on the subject property.

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities, however, none of its recommendations affect the subject site.

Conclusion

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

ADQ-2022-032

Certificate of Adequacy ADQ-2022-020 is being reviewed for public facility adequacy, per the findings of the current Subdivision Regulations 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).

Police Facility Adequacy:

Per Table 24-4502 ("Summary of Public Facility Adequacy Standards") the analysis of Police Facility Adequacy is subject to residential development only.

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:

(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 fire 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.

The subject property is served by the Kentland VFD #833 located at 7701 Landover Road, Hyattsville, MD 20785, 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 January 3, 2023, the project site **fails** the 4-minute travel time test for non-residential development.

Section 25-409(c)(1)(D) of the Subdivision Regulations states:

Should nonresidential development not meet the response time test, the applicant may provide mitigation through:

- (i) 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
- (ii) 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:

Per Table 24-4502 ("Summary of Public Facility Adequacy Standards") the analysis of Public-School Adequacy is subject to residential development only, as non-residential development does not generate new students.

CONCLUSION

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.