

# Certificate of Adequacy

ADQ- 2022-057

## General Information

Project Name: Superior Martial Arts  
Case Number: ADQ-2022-057  
Associated Preliminary Plan of Subdivision or Final Plat: PPS-2022-041  
Use Type: Commercial  
Dwelling Unit Type and Number: NA Gross Floor Area (nonresidential): 9,500

## Project Location

Project Location: On the north side of MD 725 (Marlboro Pike), approximately 225 feet west of its intersection with Robert Crain Highway  
Lot/Parcel: Parcel 101 Tax Account: 0238337  
Property Zone: Residential, Multifamily-48 Council District: 6  
Planning Area: 79 Municipality: N/A  
Election District: 3 Transportation Service Area: 2  
Police District: II School Cluster Area: NA

## 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	No	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 (Patrick to Heath, November 16, 2023)*
- *Special Projects Section (Walker to Heath, November 1, 2023)*

**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 72 AM peak-hour trips and 114 PM peak-hour trips.

**SIGNATURE**

  
Planning Director

December 4, 2023  
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

Countywide Planning Division  
Transportation Planning Section

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301-952-3680

November 16, 2023

## **MEMORANDUM**

TO: Antione Heath, Subdivision Section, Development Review Division

FROM: *BAP* Benjamin Patrick, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: **ADQ-2022-057: Superior Martial Arts**

### **Proposal:**

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) PPS-2022-041, which proposes the subdivision of land for the development of a 9,500-square-foot martial arts training center. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

### **Criteria for Establishing Transportation Adequacy**

#### **Analysis of Traffic Impacts**

##### **Trip Generation**

The applicant has submitted a full traffic impact analysis (TIA) as part of the subject application, which is used as the basis for a determination of adequacy. As mentioned, the PPS application proposes the subdivision of land for a 9,500-square-foot martial arts training center. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2022-099								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Day Care Center	75	Students	32	28	60	30	32	62
Health/Fitness Club	9,500	SF	6	6	12	30	22	52
Total Trip Cap Recommendation			72			114		

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

- MD 202 / MD 725 (signalized)
- MD 725/ Site Access (unsignalized)
- US 301/ MD 725 (signalized)
- Shared access from Marlboro Gateway (unsignalized)

Existing Traffic

The TIA indicates that all intersections under the existing conditions are operating at acceptable levels.

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 202 / MD 725 (signalized)	785	882	A	A
MD 725/ Site Access (unsignalized)				
Step 1 – HCM Delay Test (Seconds)	16 Sec.	17.6 Sec.	Pass	Pass
US 301/ MD 725 (signalized)	1055	1230	B	C
Access from Marlboro Gateway (unsignalized)				
Step 1 – HCM Delay Test (Seconds)	-	-	-	-
*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 2% growth rate was applied to existing peak hour volumes for two years per M-NCPPC guidelines. A second analysis was done to evaluate the impact of the background developments. The TIA indicates that all intersections under the background conditions are operating at acceptable levels. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 202 / MD 725 (signalized)	827	929	A	A
MD 725/ Site Access (unsignalized)				
Step 1 – HCM Delay Test (Seconds)	17.9 Sec.	19.5 Sec.	Pass	Pass
US 301/ MD 725 (signalized)	1100	1296	B	C
Access from Marlboro Gateway (unsignalized)				
Step 1 – HCM Delay Test (Seconds)	-	-	-	-
*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 TIA concludes that all intersections under total future conditions will operate at acceptable levels and operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 202 / MD 725 (signalized)	838	946	A	A
MD 725/ Site Access (unsignalized) Step 1 – HCM Delay Test (Seconds)	39.7 Sec.	27.8 Sec.	Pass	Pass
US 301/ MD 725 (signalized)	1130	1316	B	C
Access from Marlboro Gateway (unsignalized) Step 1 – HCM Delay Test (Seconds)	22 Sec.	23.7 Sec.	Pass	Pass
*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 TIA 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.

**Bicycle & Pedestrian Adequacy**

The subject property is in the Residential, Multifamily-48 (RMF-48) zoning district and is, therefore, subject to Section 24-4506 for pedestrian and bicycle adequacy. Per Section 24-4506(b)(3), the proposal is for less than 10,001 square feet of gross floor area for development and therefore can be found to meet the adequacy finding for pedestrian and bikeway facilities.

**Transportation Planning Review:**

As previously noted, the proposed development will generate a total of 72 AM and 114 PM new peak hour vehicle trips. 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 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 Preliminary Plan of Subdivision shall be limited to uses which generate no more than 72 AM peak-hour trips and 114 PM peak-hour vehicle trips.



Countywide Planning Division  
Special Projects Section

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November 1, 2023

**MEMORANDUM**

**TO:** Antoine Heath, Senior Planner, 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-2022-041 Superior Martial Arts ADQ-2022-057

**Project Summary:**

The project proposes to develop a 9,500 square foot, two story building and surface parking lot located at 15500 Marlboro Pike, Upper Marlboro, MD 20772. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on October 9, 2023.

**PPS-2022-041**

**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 Systems". 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 79 – "Upper Marlboro & Vicinity". The *2024-2029 Fiscal Year Approved CIP Budget* identifies three new construction projects programmed for this planning area. Beech Tree-Fire/EMS Station located on Leeland Road (3.51.0003), Marlboro

Fire/EMS Station Co. 820 located in the Upper Marlboro Area (3.51.0011), and Training & Leadership Academy located at 4920 Ritchie Marlboro Road (3.51.0022).

**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 6 Master Plan identifies goals for public facility adequacy in its vision and policy statement:

- Provide residents of Subregion 6 needed public facilities in locations that serve existing and future populations.
- Ensure that all new public facilities will be constructed to LEED standards and existing buildings will be retrofitted to make them as energy efficient and sustainable as possible.
- Maintain the high level of service by providing essential equipment and professional training for personnel.
- Priority will be given to funding public facilities to support development in the Developing Tier.

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.

**Conclusion**

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

**ADQ-2022-057**

Certificate of Adequacy ADQ-2022-099 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).

**NON-RESIDENTIAL**

**Police Facilities:**

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

**Fire and Rescue:**

Table 24-4502 ("Summary of Public Facility Adequacy Standards") of the current Subdivision Regulations requires a fire and rescue standard of five (5) minutes response time for any nonresidential uses. The Fire Department uses the metric of "travel time" in their evaluation. Response time adds one minute of 'turn-out' time which is assessed at the time the station receives notice and initiates a response. Therefore, the four-minute travel time is the same metric as the five-minute response time.

The subject property is served by Marlboro VFD #820 located at 14815 Pratt Street, 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 31, 2023, the subject project passes the 4-minute travel time test from the closest Prince George's County Fire/EMS Station, Marlboro Co. 820.

**Schools:**

Per Table 24-4502 of the Subdivision Regulations schools are not an applicable adequacy test for nonresidential development since no new students will be generated by the proposed development.

**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.