

Certificate of Adequacy

ADQ- 2022-065

General Information

Project Name: Hargrove Industrial
Case Number: ADQ-2022-065
Associated Preliminary Plan of Subdivision or Final Plat: 4-22058
Use Type: Nonresidential
Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 389,028 SF

Project Location

Project Location: At the northwest quadrant of the intersection of MD 704 and Hargrove Drive.
Lot/Parcel: Parcels D and F Tax Account: 5636634 / 5636656
Property Zone: IE Council District: 05
Planning Area: 70 Municipality: N/A
Election District: 20 Transportation Service Area: 2
Police District: II 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 (Patrick to Heath, June 30, 2023)*
- *Special Projects Section (Ray to Heath, June 12, 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 247 AM and 273 PM peak-hour vehicle trips.
2. Prior to issuance of 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. Restripe and widen southbound Hargrove Drive to provide a left turn shared/left and right turn lane, unless modified by the Maryland State Highway Administration, with written correspondence.
3. Prior to issuance of a use and occupancy permit, the applicant and the applicant's heirs, successors, and/or assignees shall provide:
 - a. The installation and maintenance of a 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. The installation and maintenance of automated external defibrillators (AEDs) in accordance with COMAR 30.06.01-05, with a sufficient number of AEDs to be installed so that no employee is more than 500 feet from an AED.

SIGNATURE


Planning Director

June 16, 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
Special Projects Section

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

June 12, 2023

MEMORANDUM

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

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

SUBJECT: **4-22058 Hargrove Industrial and ADQ-2022-065**

Project Summary:

The project proposes the subdivision of an existing lot into two parcels ("G" and "H") and the construction of a 91,143- square foot warehouse on the newly created Lot "G". The 22.88-acre site is located at 4400 Hargrove Drive, Lanham, MD. 20740. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on May 10, 2023.

PPS-4-22058

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 subject property is located in Planning Area 70 – “Glenn Dale-Seabrook-Lanham & Vicinity”. The *2023-2028 Fiscal Year Approved CIP Budget* identifies a new District VII police station proposed for 11900 Glenn Dale Boulevard.

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 Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan* contains a Public Facilities Chapter (Chapter 9) which establishes the following overall goals:

Goal 1: Improve the response time and visibility of public safety agencies.

Goal 2: Provide the residents of the sector plan area and surrounding communities with neighborhood schools that are not overcrowded and feature cutting-edge technological and instructional opportunities.

As indicated above, the future construction of the District VII police station at 11900 Glenn Dale Boulevard will further Goal 1 and accomplish a recommended policy and strategy of the Sector Plan. As a non-residential use the subject application will not impact public schools, however, there have been improvements in public school utilization since adoption of the sector plan. Overall, 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, and subject to mitigation, public safety facilities 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 staff finds that the applicable public facility standards and conformance with the area sector, is met pursuant to the prior Subdivision Regulations.

ADQ-2022-078

Certificate of Adequacy ADQ-2022-013 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:

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:

- (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.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that the project did not pass the four-minute travel test from the closest Fire / EMS Station located at 2901 St Joseph's Drive, Springdale, MD. 20774 (Springdale Fire / EMS Station #806), and thus failed the associated response time of five minutes from the same station.

Section 24-4509(c)(1)(D) of the current Subdivision Regulations states that:

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 of the Subdivision Regulations, school facilities are not an applicable area of review for nonresidential development.

CONCLUSION

Staff finds that subject to mitigation required by Section 24-4509 (c)(1)(D) of the Subdivision Regulations, the applicable public facility standards, and conformance with the area sector plan, is met.



Countywide Planning Division
Transportation Planning Section

14741 Governor Oden Bowie Drive
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June 30, 2023

MEMORANDUM

TO: Antoine Heath, Subdivision Section, Development Review Division

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

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

SUBJECT: **ADQ-2022-065, Hargrove Parcels G & H**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with the Preliminary Plan of Subdivision (PPS) application, 4-22058, which proposes the subdivision of land for the development of 389,038 square feet of industrial use of which 297,885 square feet is existing. The subject site is located at the northwest quadrant of the intersection of Martin Luther King Jr Highway (MD 704) and Hargrove Drive. 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) 2 adequacy requirements for the analysis of vehicular traffic.

4-19039

PPS 4-19039 was filed for the purpose of subdividing Parcel F and a trip cap was established for a development proposal of a 6,077 sq. ft. convenience store, with 20 fueling positions & 4,500 sq. ft. fast food restaurant with drive-thru option. The applicant submitted a full traffic impact analysis that was analyzed by staff and the total traffic conditions that included the analysis of improvements required at the intersection of MD 704/ Hargrove Drive/ US 50 WB Ramps due to failing level of service operations. Recommended improvements along southbound Hargrove Drive included restriping and widening to provide a right, shared thru/left and left turn lane. The restriping along Hargrove Drive would accommodate the trips generated from that application. Staff determined that adequate transportation facilities would exist if the following conditions of PGCPB No. 2021-95 were satisfied and as stated below:

13. Total development within the subject property shall be limited to uses that would generate no more than 250 AM and 195 PM peak-hour vehicle trips. Any

development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

14. Prior to approval of any 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. Restripe and widen southbound Hargrove Drive to provide a left turn shared through/left and a right turn lane, unless modified by the Maryland State Highway Administration, with written correspondence.

During the acceptance of PPS 4-22058 it was determined that a new traffic study would not be required because the determination of adequacy had previously been established under PPS 4-19039 for existing Parcel F. The TIS also identified two options for development. The warehouse use proposed with this application has a less intensive trip generation than what was previously evaluated under 4-19039. Staff agree with this assessment and can find that adequate transportation facilities will exist to serve the proposed site if the improvements contained in Condition 14 are completed.

While a new test of adequacy is not required, an updated trip generation is provided below given the current proposed development.

Trip Generation

The current PPS application considers the subdivision of two parcels for the construction of 91,143 square feet of warehouse on Parcel G and to abandon the previous lot line of existing Parcel F. The applicant has included two options for development, that are as follows:

Option 1: 91,143 sq. ft. High-Cube Fulfillment Center Warehouse

Option 2: 91,143 sq. ft. Warehouse

For the purposes of this application, the trip generation and traffic analysis for Option 1 was evaluated. Proposed Parcel H was previously improved with a 297,885 square foot building. As provided in Section 24-4505 of the subdivision regulations and 2022 *Transportation Review Guidelines Supplement*, transportation adequacy is based on the impact of all new trips generated by a site.

The total site generated trips include the existing trips that are currently on the network as well as the proposed new trips associated with the PPS application will be used as the basis of the site's overall trip cap.

Trip Generation Summary									
	Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing	Warehouse (Prince George's County Rates)	267,333	Square Feet	96	21	107	21	86	107
Existing	General Office (Prince George's County Rates)	30,552	Square Feet	55	6	61	11	46	57
Proposed	High-Cube Fulfillment Center Warehouse (ITE 155)	91,143	Square Feet	64	15	79	43	66	109
Total Trip				247			273		
Total Trip Cap Recommendation				247			273		

Analysis of Bicycle & Pedestrian Impacts

The subject property falls within the IE zoning district and Bicycle and Pedestrian Impact Statement (BPIS) improvements are 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 247 AM and 273 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS), with a new determination of the adequacy of transportation facilities.
2. Prior to approval of any 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. Restripe and widen southbound Hargrove Drive to provide a left turn shared through/left and a right turn lane, unless modified by the Maryland State Highway Administration, with written correspondence.