

# Certificate of Adequacy

ADQ-2022-078

## General Information

Project Name: MD Clinton Woodyard  
Case Number: ADQ-2022-078  
Associated Preliminary Plan of Subdivision or Final Plat: 4-21035  
Use Type: Commercial  
Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 6,837 square feet

## Project Location

Project Location: On the south side of MD 223 approximately 330 ft east of the intersection of Brandywine Road and MD 223  
Lot/Parcel: Existing Lots 4, 5, and 6 Tax Account: 0935304, 0935296  
Property Zone: CGO/MIO Council District: 9  
Planning Area: 81A Municipality: N/A  
Election District: 9 Transportation Service Area: 2  
Police District: 5 School Cluster Area: 6

## 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	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 (Burton to Diaz-Campbell, March 9, 2023)*
- *Special Projects Section (Ray to Diaz-Campbell, March 2, 2023)*

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

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

☐ Denied

1. Total development proposed within the Preliminary Plan of Subdivision shall be limited to uses that generate no more than 8 AM peak-hour trips and 16 PM peak-hour vehicle trips.

**SIGNATURE**



Planning Director

March 14, 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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March 9, 2023

## **MEMORANDUM**

TO: Eddie Diaz-Campbell, Subdivision Review Section, Development Review Division

FROM:  Glen Burton, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: **ADQ-2022-078: Maryland Clinton Woodyard**

### **Proposal:**

The referenced Certificate of Adequacy (ADQ) is being reviewed in conjunction with preliminary plan of subdivision (PPS) application, 4-21035, which proposes the subdivision of land for the development of a 6,837 square foot retail auto parts store. The transportation planning section's review of the referenced Certificate of Adequacy (ADQ) application was evaluated under Section 24-4500 of the current Subdivision Regulations, specifically Section 24-4505 for motor vehicle adequacy and 24-4506 for Pedestrian and Bikeway Adequacy.

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

The subject application generates between 5 to 50 peak-hour trips, and therefore requires the review of traffic count data of critical intersections for the determination of transportation adequacy in accordance with Section 24-4505 and the "2022 Transportation Review Guidelines Supplement". The study area and critical intersections were scoped and approved by staff in December 2021.

Additionally, the property is located within the Commercial, General, and Office (CGO) zoning district and is therefore subject to the bicycle and pedestrian adequacy requirements, described in Section 24-4502 and the "2022 Transportation Review Guidelines Supplement".

### **Analysis of Traffic Impacts**

The applicant has submitted revised traffic counts at the request of staff which, was 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) E, 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* (HCM) (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.

Trip Generation

As mentioned, the PPS application proposes the subdivision of land for retail uses (auto parts). The table below summarizes trip generation for the site and will be used in reviewing traffic and developing a trip cap for the site:

<b>TRIP GENERATION SUMMARY: ADQ -2022-078</b>							
Proposed uses	Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Auto Retail Store (ITE-843 11 <sup>th</sup> Ed.)	6,837 sq. ft.	9	8	17	16	17	33
<i>Less pass-by (50%)</i>		5	4	9	8	9	17
Total new trips		4	4	8	8	8	16
<b>Total Trip Cap Recommendation</b>		<b>8</b>			<b>16</b>		

The results show that the proposed development for an auto parts store development will generate 8 net AM peak trips and 16 net PM peak trips. The following critical intersections, when analyzed with existing traffic and existing lane configurations, operate as follows:

<b>EXISTING CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
MD 223 & Pine View Lane	A/755	B/1137

Staff included the following developments as part of the background analysis:

- Clinton Market Place
- Woodyard Station

In evaluating traffic under the background scenario, staff assumed an average growth of 0.5 percent projected over four years. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

<b>BACKGROUND CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
MD 223 & Pine View Lane	A/843	B/1185

A third analysis depicting the total condition was done which included site traffic plus background developments. That analysis revealed the following results:

TOTAL CONDITIONS		
Intersections	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 223 & Pine View Lane	A/846	B/1191
MD 223 & Site Access *	17.0 seconds	21.6 seconds
<p>*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (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. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition. However, if the CLV is 1151 or greater, a traffic signal warrant study must be done.</p>		

The results under total traffic conditions show that all intersections will operate adequately.

### **Bicycle & Pedestrian Adequacy**

The subject property is in the Commercial, General, and Office (CGO) zoning district and is, therefore subject to Section 24-4506 for pedestrian and bicycle adequacy. However, Section 24-4506 (b) (a) requires that Bicycle and Pedestrian Adequacy are met for all subdivision applications that are approved for the development of 11 or more residential dwelling units or 10,001 or greater square feet of non-residential development. As previously mentioned, the subject application proposes the development of a 6,837-square-foot auto retail store and is therefore exempt from the bicycle and pedestrian adequacy requirements.

### **Transportation Planning Review:**

Based on the "Transportation Review Guidelines – 2022 Supplement", the proposed residential development will generate 8 AM and 16 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 of the Prince George's County Code.

### **Recommendations**

Based on the findings presented above, the staff concludes 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 the proposed Preliminary Plan of Subdivision shall be limited to uses that generate no more than 8 AM peak-hour trips and 16 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.



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March 2, 2023

**MEMORANDUM**

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

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

**SUBJECT:** **4-21035 Clinton - Woodyard and ADQ-2022-078**

**Project Summary:**

The project proposes the creation of one parcel for 6,837 square feet of commercial development. The 1.05-acre site is located on the south side of Woodyard Road east of the intersection with Brandywine Road.

This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on December 14, 2022.

**PPS-4-21035**

**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 81A – “Clinton & Vicinity”. The *2023-2028 Fiscal Year Approved CIP Budget* does not identify any new construction projects programmed for this planning area. However, the Clinton Fire Station #825 is programmed (4.51.0025) for a major renovation and the Surratts – Clinton Library is programmed (4.71.0005) for interior renovations and physical improvements.

**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 Subregion 5 Master Plan contains a Public Facilities Chapter (p. 129) which establishes the following overall goals:

**Goals:**

- Needed public facilities are provided at locations that effectively and efficiently serve the existing and future population.
- Schools operate at 100 percent of capacity or less to provide an effective, quality learning environment.
- Priority is given to funding public facilities to support development in the Developing Tier policy area.
- All new public facilities are constructed to LEED (Leadership in Energy Efficiency and Design) standards or the equivalent and existing buildings will be retrofitted to make them energy efficient.

There are policies established for the following areas in the Public Facilities Chapter of the Plan: schools, libraries, public safety, parks and recreation, solid waste management / recycling and water and sewer. 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 are adequate to serve the proposed development. Although not part of this analysis, the *2021 Update of the Pupil Yield Factors and Public School Clusters* shows that Cluster 6 is operating below 100% capacity.

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.

The subject property is served by the Clinton VFD #825 located at 9025 Woodyard Road, as the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that given the proximity of the subject site to the first due station (across Woodyard Road) the project site passes the 4-minute travel time test for non-residential development from Station #825.

### **Schools:**

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

## **CONCLUSION**

Subject to the payment of the School Facilities Surcharge discussed above, staff finds that the applicable public facility standards and conformance with the area sector, is met pursuant to the 24-4500 of the Subdivision Regulations.