

Certificate of Adequacy

ADQ- 2022-082

General Information

Project Name: Cabin Branch Industrial, Parcel 1
Case Number: ADQ-2022-082
Associated Preliminary Plan of Subdivision or Final Plat: 4-22065
Use Type: Industrial (nonresidential)
Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 80,000 SF

Project Location

Project Location: Located on the west side of Cabin Branch Drive, approximately 500 feet north of its intersection with Sheriff Road
Lot/Parcel: Parcel 197, Parcel 328 Tax Account: 2091932, 2097996
Property Zone: IH Council District: 5
Planning Area: 72 Municipality: N/A
Election District: 18 Transportation Service Area: 1
Police District: III School Cluster Area:

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	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 (Ryan to Gupta, June 22, 2023)*
- *Special Projects Section (Walker to Gupta, June 23, 2023)*
- *Department of Parks and Recreation (Thompson to Gupta, June 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 Preliminary Plan of Subdivision shall be limited to uses which generate no more than 32 AM peak-hour trips and 32 PM peak-hour vehicle trips.

SIGNATURE


Planning Director

July 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

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Countywide Planning Division
Transportation Planning Section

301-952-3680

Date: June 22, 2023

MEMORANDUM

TO: Mridula Gupta, Subdivision Section, Development Review Division

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

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

SUBJECT: **ADQ-2022-082: Cabin Branch**

Proposal:

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) 4-22065, which proposes the subdivision of land for the development of an 80,000 square foot warehouse. The Transportation Planning Section's (TPS) review of the referenced Certificate of Adequacy (ADQ) application was evaluated under the Section 24-4500 of the current Subdivision Regulations, specifically Section 24-4505 for transportation adequacy and Section 24-4506 for pedestrian and bicycle adequacy.

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 an 80,000 square foot warehouse. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2022-082								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehouse	80,000	Sq. Ft.	26	6	32	6	26	32
Total Trip Cap Recommendation			32			32		

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

- Columbia Park Road / Cabin Branch Drive (signalized)
- Site Access / Cabin Branch Drive (unsignalized)
- Sheriff Road / Cabin Branch Drive (signalized)
- Sheriff Road / Park Parcel A (unsignalized)

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>Columbia Park Road / Cabin Branch Drive (signalized)</u>	<u>560</u>	<u>593</u>	<u>A</u>	<u>A</u>
<u>Site Access / Cabin Branch Drive (unsignalized)</u>				
<u>Tier 1: HCS Delay Test</u>	<u>14.7 Sec.</u>	<u>14.0 Sec.</u>	<u>-</u>	<u>-</u>
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	<u>-</u>	<u>-</u>
<u>Tier 3: CLV Test</u>	<u>556</u>	<u>453</u>	<u>A</u>	<u>A</u>
<u>Sheriff Road / Cabin Branch Drive (signalized)</u>	<u>862</u>	<u>734</u>	<u>A</u>	<u>A</u>
<u>Toledo Road / Site Access (unsignalized)</u>				
<u>Tier 1: HCS Delay Test</u>	<u>24.3 Sec.</u>	<u>18.5 Sec.</u>	<u>-</u>	<u>-</u>
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	<u>-</u>	<u>-</u>
<u>Tier 3: CLV Test</u>	<u>574</u>	<u>377</u>	<u>A</u>	<u>A</u>
*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 2.5% growth rate was applied to existing peak hour volumes for six years per M-NCPPC guidelines.

<u>BACKGROUND TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>Columbia Park Road / Cabin Branch Drive (signalized)</u>	<u>728</u>	<u>821</u>	<u>A</u>	<u>A</u>
<u>Site Access / Cabin Branch Drive (unsignalized)</u>				
<u>Tier 1: HCS Delay Test</u>	<u>20.6 Sec.</u>	<u>19.6 Sec.</u>	<u>-</u>	<u>-</u>
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	<u>-</u>	<u>-</u>
<u>Tier 3: CLV Test</u>	<u>754</u>	<u>627</u>	<u>A</u>	<u>A</u>
<u>Sheriff Road / Cabin Branch Drive (signalized)</u>	<u>1,324</u>	<u>1,308</u>	<u>D</u>	<u>D</u>
<u>Toledo Road / Site Access (unsignalized)</u>				
<u>Tier 1: HCS Delay Test</u>	<u>50.3 Sec.</u>	<u>32.9 Sec.</u>	<u>-</u>	<u>-</u>
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	<u>-</u>	<u>-</u>
<u>Tier 3: CLV Test</u>	<u>735</u>	<u>575</u>	<u>A</u>	<u>A</u>

*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, operate as follows:

<u>TOTAL TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>Columbia Park Road / Cabin Branch Drive (signalized)</u>	<u>737</u>	<u>828</u>	<u>A</u>	<u>A</u>
<u>Site Access / Cabin Branch Drive (unsignalized)</u>				
<u>Tier 1: HCS Delay Test</u>	<u>18.2 Sec.</u>	<u>14.6 Sec.</u>	<u>-</u>	<u>-</u>
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	<u>-</u>	<u>-</u>
<u>Tier 3: CLV Test</u>	<u>728</u>	<u>624</u>	<u>A</u>	<u>A</u>
<u>Sheriff Road / Cabin Branch Drive (signalized)</u>	<u>1,337</u>	<u>1,318</u>	<u>D</u>	<u>D</u>
<u>Toledo Road / Site Access (unsignalized)</u>				
<u>Tier 1: HCS Delay Test</u>	<u>50.6 Sec.</u>	<u>33.1 Sec.</u>	<u>-</u>	<u>-</u>
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	<u>-</u>	<u>-</u>
<u>Tier 3: CLV Test</u>	<u>736</u>	<u>576</u>	<u>A</u>	<u>A</u>
*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 has noted that heavy trucks frequently use the shoulder along Cabin Branch Drive to park while awaiting entrance into the Whole Foods Distribution Center, despite no dedicated area for street parking along the roadway. As such, the applicant intends to restripe of the entire length of Cabin Branch Drive. The subject site will provide temporary truck parking for trucks waiting for scheduled pickups at the Whole Foods Distribution Center. Additionally, the applicant intends to install a traffic signal at the site access point along Cabin Branch Drive, which will allow for full turning movements and will provide safe movement for trucks needing to cross Cabin Branch Drive to enter the Whole Foods Distribution Center. However, the applicant's TIA indicates that all studied intersections will continue to operate at an acceptable level of service without restriping or signalization at the site access point and that the existing road network will not be adversely impacted by traffic generated by the subject site. As such, while staff supports the operational improvements along the site's frontage, they are not a requirement in order for the site to meet

adequacy and will not be conditioned for approval. These improvements shall be coordinated with the Department of Permitting, Inspections, and Enforcement (DPIE) during the permitting phase.

Bicycle & Pedestrian Adequacy

The subject property is in the Industrial, Heavy (IH) zoning district and is therefore not subject to Section 24-4506 for pedestrian and bicycle adequacy. However, the latest PPS submission displays an eight-foot-wide side path along the site's frontage of Cabin Branch Drive along with an internal sidewalk and crosswalks within the site. The eight-foot-wide side path along the site's frontage is discussed in greater detail in the PPS referral. Staff find the bicycle and pedestrian improvements to be suitable based on the proposed use.

Transportation Planning Review:

As previously noted, the proposed development will generate a total of 32 AM and 32 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 32 AM peak-hour trips and 32 PM peak-hour vehicle trips.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Special Projects Section

14741 Governor Oden Bowie Drive
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June 23, 2023

MEMORANDUM

TO: Mridula Gupta, Planner IV, Subdivision Section, DRD

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

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

SUBJECT: PPS-4-22065 Cabin Branch ADQ-2022-082

Project Summary:

The project proposes the construction of a distribution warehouse for the 8.99-acre property located at 5820 Sheriff Road in Capitol Heights, 20743. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on June 8, 2023.

PPS-4-22065

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 (plotted 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 72 – "Landover & Vicinity". The *2023-2028 Fiscal Year Approved CIP Budget* identifies two new construction projects proposed for this area: "Shady Glen Fire and EMS Station" to be located at Shady Glen Drive and Central Avenue. (CIP No.

3.51.0018) and “Kentland Fire and EMS Station” to be located at 7701 Landover Road (CIP No. 4.51.0014).

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 identifies the need for public facility adequacy in several Plan vision and policies:

- Public facilities are planned to support, protect, and educate the current and future residents of the subregion.
- Plan and provide public facilities to support and be incorporated in the Developed Tier’s development pattern.
- Ensure that public facilities are adequate to serve the local population.

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-2022-082

Certificate of Adequacy ADQ-2022-073 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 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 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 Chapel Oaks Fire Station #838 located at 5544 Sheriff Road, Road 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 June 21, 2023, the project site passes the 7-minute travel time test for non-residential development. Travel time was taken from the closest Prince George's County Fire/EMS Station, Chapel Oaks #838.

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 the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Regulations.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: June 27, 2023

TO: Mridula Gupta, Planner IV
Subdivision Section, Development Review Division, Planning Department

VIA: Sonja Ewing, Assistant Division Chief **SME**
Department of Parks and Recreation

FROM: Dominic Quattrocchi, Planning Supervisor **DAQ**
Ivy R. Thompson, AICP, Planner III **IRT**
Edward Holley, Planning Technician III **EDH**
Land Acquisition/Management & Development Review Section
Park Planning and Development Division, Department of Parks and Recreation

SUBJECT: **Preliminary Plan of Subdivision (PPS) 4-22065 (Cabin Branch)**

This application is for the development of one parcel for 80,000 square feet of industrial development. The 8.76-acre subject property, zoned Industrial, Heavy (IH), is located on the west side of Cabin Branch Drive approximately 425 feet north of its intersection with Sheriff Road. The Department of Parks and Recreation (DPR) has reviewed and evaluated this Preliminary Plan of Subdivision (PPS) application as it pertains to public parks and recreational facilities.

Parks & Recreation Adequacy [Section 24-4507]

Per 24-4507(b)(1)(B) of the Prince George's County Subdivision Regulations 15 acres of improved public parks per 1,000 residents is the adopted Level of Service standard for Parks and Recreation in Prince George's County. The draft 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) shows that there are 35 acres of improved public parkland per 1,000 persons in the county. Therefore, Parks staff finds the LOS adequate.

Separate from the evaluation of Parks & Recreation Adequacy in accordance with the prior Subdivision Regulation of Section 24-134(a) of the Prince Georges County Subdivision Regulation, the subject subdivision is exempt from Mandatory Dedication of Parkland requirements because it consists of non-residential development.

cc: Alvin McNeal
Bridget Stesney