

Certificate of Adequacy

ADQ- 2023-025

General Information

Project Name: Strickland Funeral Home
Case Number: ADQ-2023-025
Associated Preliminary Plan of Subdivision or Final Plat: 4-22015
Use Type: Commercial
Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 20,796 sq. ft.

Project Location

Project Location: On the west side of MD 193, approximately 615 feet south of its intersection with US 50
Lot/Parcel: Parcel 57 Tax Account: 1543123, 1543115
Property Zone: RR Council District: 5
Planning Area: 73 Municipality: None
Election District: 13 Transportation Service Area: 2
Police District: 2 School Cluster Area: 4

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:

- *Special Projects Section (Walker to Diaz-Campbell, July 7, 2023)*
- *Transportation Planning Section (Patrick to Diaz-Campbell, July 24, 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 which generate no more than 12 AM peak-hour trips and 12 PM peak-hour vehicle trips.

SIGNATURE


Planning Director

August 21, 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).



Countywide Planning Division
Special Projects Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
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July 7, 2023

MEMORANDUM

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

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

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

SUBJECT: **4-22015 Strickland Funeral Home ADQ-2023-025**

Project Summary:

The project proposes the construction of a funeral home and reception hall. The 7.38-acre site is located at 3800 Enterprise Road, Mitchellville, MD 20721. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on May 31, 2023.

PPS-4-22015

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 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 73 – “Largo-Lottsford”. The *2023-2028 Fiscal Year Approved CIP Budget* identifies no new construction projects proposed for this planning area.

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 *1990 Approved Master Plan for Largo-Lottsford* contains the following goal in the Public Facilities Chapter:

Goal: To provide the needed public infrastructure and services--including schools, libraries, police, fire and rescue, and health facilities and services within the Largo-Lottsford Planning Area in a timely manner and with attention given to the needs of specific user groups.

The proposed development will not impede achievement of any of the above-referenced goal. The analysis provided in this memo illustrates that, pursuant to adopted tests and standards, 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 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-2023-025

Certificate of Adequacy ADQ-2022-025 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 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 Glenn Dale Fire/EMS Station #818 located at 11900 Glenn Dale Boulevard 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 July 6, 2023, the project site passes the 4-minute travel test for non-residential development. Travel time was taken from the closest Prince George's County Fire/EMS Station, Glenn Dale #818.

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

Countywide Planning Division
Transportation Planning Section

14741 Governor Oden Bowie Drive
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July 24, 2023

MEMORANDUM

TO: Eddie Diaz-Campbell, 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-2023-025, Strickland Funeral Home**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with the Preliminary Plan of Subdivision (PPS) application, 4-22015, which proposes the subdivision of land for the development of 20,796 square feet of commercial development for a funeral home and reception hall. The subject site is located at the west side of MD 193 south of US 50. 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

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 20,796 square-foot funeral home and reception hall.

Neither the Transportation Review Guidelines nor the *Trip Generation Manual* (Institute of Transportation Engineers) contain trip rates for funeral homes or funeral parlors. Based on the applicant's survey of trips to and from the applicant's existing funeral home in Camp Springs, the table below summarizes trip generation in each peak-hour that will be used in reviewing traffic for the site.

Trip Generation Summary: SE-4795: Strickland Funeral Home								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Funeral Home	20,796	square feet	8	4	12	4	8	12

Regarding trip generation, the rates do not include funerals, wakes, or repasts conducted on the site. In the traffic impact analysis (TIA), the applicant has stated that weekday activities such as these will occur between the hours of 10 a.m. and 3 p.m. outside of the peak travel times of adjacent street traffic. This assumption and trip generation is consistent with past reviews of funeral parlors in the County.

Analysis of Traffic Impacts

The proposed development is subject to the Transportation Service Area (TSA) 2 adequacy requirements for the analysis of vehicular traffic. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

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 delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

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 delay exceeds 50 seconds, the CLV is computed.

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.

- MD 193 (Enterprise Road)/ Belvidere Road (unsignalized)
- MD 193 (Enterprise Road)/ Chantilly Lane (unsignalized)
- Site entrance/ Belvidere Road (unsignalized)

The following tables represent results of the analyses of critical intersections under existing, background and total traffic conditions:

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>Belvidere Road / Site Access (unsignalized)</u>	=	=	=	=
<u>Tier 1: HCS Delay Test</u>				
<u>Tier 2: Minor Street Volume</u>				
<u>Tier 3: CLV Test</u>				

<u>MD 193 / Belvidere Road (unsignalized)</u>				
<u>Tier 1: HCS Delay Test</u>	<u>20.8 Sec.</u>	<u>26.5 Sec.</u>	-	-
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	-	-
<u>Tier 3: CLV Test</u>	<u>808</u>	<u>1,023</u>	<u>A</u>	<u>B</u>
<u>MD 193 / Chantilly Lane (unsignalized)</u>				
<u>Tier 1: HCS Delay Test</u>	<u>28.3 Sec.</u>	<u>36.9 Sec.</u>	-	-
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	-	-
<u>Tier 3: CLV Test</u>	<u>885</u>	<u>1,165</u>	<u>A</u>	<u>C</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 1.0% 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>Belvidere Road / Site Access (unsignalized)</u>	-	-	-	-
<u>Tier 1: HCS Delay Test</u>				
<u>Tier 2: Minor Street Volume</u>				
<u>Tier 3: CLV Test</u>				
<u>MD 193 / Belvidere Road (unsignalized)</u>				
<u>Tier 1: HCS Delay Test</u>	<u>21.8 Sec.</u>	<u>27.6 Sec.</u>	-	-
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	-	-
<u>Tier 3: CLV Test</u>	<u>839</u>	<u>1,072</u>	<u>A</u>	<u>B</u>
<u>MD 193 / Chantilly Lane (unsignalized)</u>				
<u>Tier 1: HCS Delay Test</u>	<u>30.1 Sec.</u>	<u>43.0 Sec.</u>	-	-
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	-	-
<u>Tier 3: CLV Test</u>	<u>915</u>	<u>1,263</u>	<u>A</u>	<u>C</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>Belvidere Road / Site Access (unsignalized)</u>	-	-	-	-
<u>Tier 1: HCS Delay Test</u>	<u>8.4 Sec.</u>	<u>8.5 Sec.</u>	-	-
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	-	-
<u>Tier 3: CLV Test</u>	<u>34</u>	<u>60</u>	<u>A</u>	<u>A</u>
<u>MD 193 / Belvidere Road (unsignalized)</u>	-	-	-	-
<u>Tier 1: HCS Delay Test</u>	<u>23.0 Sec.</u>	<u>29.3 Sec.</u>	-	-
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	-	-
<u>Tier 3: CLV Test</u>	<u>833</u>	<u>1,069</u>	<u>A</u>	<u>B</u>
<u>MD 193 / Chantilly Lane (unsignalized)</u>	-	-	-	-
<u>Tier 1: HCS Delay Test</u>	<u>30.3 Sec.</u>	<u>43.3 Sec.</u>	-	-
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	-	-
<u>Tier 3: CLV Test</u>	<u>919</u>	<u>1,266</u>	<u>A</u>	<u>C</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.				

In addition to peak hour traffic analyses, the applicant has conducted analyses of total weekday midday traffic and total Saturday traffic and has concluded that there would be no congestion issues at either critical intersection during these times. Results are summarized in the table below.

<u>TOTAL TRAFFIC CONDITIONS- Weekday Off-Peak and Saturday Peak</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
<u>Belvidere Road / Site Access (unsignalized)</u>	-	-	-	-
<u>Tier 1: HCS Delay Test</u>	<u>8.7 Sec.</u>	<u>8.7 Sec.</u>	-	-
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	-	-
<u>Tier 3: CLV Test</u>	<u>192</u>	<u>224</u>	<u>A</u>	<u>A</u>
<u>MD 193 / Belvidere Road (unsignalized)</u>	-	-	-	-
<u>Tier 1: HCS Delay Test</u>	<u>28.7 Sec.</u>	<u>30.0 Sec.</u>	-	-
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	-	-
<u>Tier 3: CLV Test</u>	<u>800</u>	<u>860</u>	<u>A</u>	<u>A</u>
<u>MD 193 / Chantilly Lane (unsignalized)</u>	-	-	-	-
<u>Tier 1: HCS Delay Test</u>	<u>30.2 Sec.</u>	<u>33.8 Sec.</u>	-	-
<u>Tier 2: Minor Street Volume</u>	<u><100</u>	<u><100</u>	-	-
<u>Tier 3: CLV Test</u>	<u>805</u>	<u>882</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'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, Rural (RR) zoning district and is therefore not subject to Section 24-4506 for pedestrian and bicycle adequacy. However, the latest PPS submission displays a side path along the site's frontage of MD 193 along with a sidewalk Belvidere Road and a sidewalk connection to the interior of the site. Staff find the bicycle and pedestrian improvements to be suitable based on the proposed use.

As a means of limiting traffic within the adjoining neighborhood and ensuring that congestion on neighborhood streets does not occur, signage should be utilized along the property's Enterprise Road (MD 193) frontage to direct patrons of the use to the driveway accessing Belvidere Road.

Conclusion

As previously noted, the proposed development will generate a total of 12 AM and 12 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 12 AM peak-hour trips and 12 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.