



Certificate of Adequacy

ADQ- 2023-046**General Information**Project Name: Iglesia de Jesucristo Palabra MielCase Number: ADQ-2023-046Associated Preliminary Plan of Subdivision or Final Plat: PPS-2023-026Use Type: Institutional (nonresidential)Dwelling Unit Type and Number: 0 Gross Floor Area (nonresidential): 10,247 SF**Project Location**Project Location: Located on the west side of Cross Road Trail, approximately 2.7 miles south of its intersection with US 301Lot/Parcel: Parcel 4Tax Account: 1182625Property Zone: AGCouncil District: 09Planning Area: 86AMunicipality: N/AElection District: 11Transportation Service Area: 3Police District: VSchool Cluster Area: N/A**APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS**

Facility	Level of Service Required	Adequacy Met (Yes/No/N/A)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 3	LOS "C" (Critical Lane Volume of 1151-1300)	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 (Ryan to Gupta)*
- *Special Projects Section (Walker to Gupta, April 4, 2024)*

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

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

☐ Denied

1. Total development within the associated Preliminary Plan of Subdivision shall be limited to uses which generate no more than 6 AM and 7 PM peak-hour vehicle trips, and 112 Sunday peak-hour vehicle trips.
2. Prior to issuance of a non-residential use and occupancy permit, the applicant or the applicant's heirs, successors, and/or assignees shall have:
 - a. Installed (and shall thereafter maintained) a sprinkler system at each building that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party.
 - b. Installed (and shall thereafter maintained) automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), in sufficient numbers, so that no employee is more than 500 feet from an AED.

SIGNATURE


Lakisha Hull (Apr 22, 2024 09:33 EDT)
Planning Director

04/22/2024


Date of Approval


This certificate of adequacy is valid for 12 years from the date of approval of the associated preliminary plan of subdivision, subject to the additional expiration provisions of Section 24-4503(c).



MEMORANDUM

TO: Mridula Gupta, Development Review Division

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


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

SUBJECT: **ADQ-2023-046 - Iglesia De Jesucristo Palabra Miel**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) PPS-2023-026. The subject property is currently improved with a 41,400 square-foot barn, which has been used for agricultural purposes. The subject application seeks to create a 9,200 square-foot portion of this existing barn for use as a place of worship, which would accommodate up to 220 seats/members. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Prior Conditions of Approval

There are no prior conditions of approval on the subject property that are applicable to the subject application.

Criteria for Establishing Transportation Adequacy

The subject property is located within TSA 3, 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) C, with signalized intersections operating at a critical lane volume (CLV) of 1,300 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 the delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed and the standard of CLV is 1,150 or less.



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 the delay exceeds 50 seconds, the CLV is computed and the standard of CLV is 1,150 or less.

Analysis of Traffic Impacts

Trip Generation

The applicant has submitted a full traffic impact study (TIS) as part of the subject application, which is used as the basis for a determination of adequacy. As mentioned, the PPS application proposes a 9,200 square-foot place of worship. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2023-046											
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour			Sunday Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Church	9,200/ 220	Square- Feet/ seats	4	2	6	3	4	7	55	57	112
Total Trip Cap Recommendation			6			7			112		

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

- Cross Road Trail / Site Access (unsignalized)
- Cross Road Trail / North Keys Road (un signalized)
- Cross Road Trail / Cherry Tree Crossing Road (unsignalized)
- US 301 / Cherry Tree Crossing Road (unsignalized)

The TIS indicates that the intersection of US 301 and Cherry Tree Crossing Road is currently operating at an LOS rating of F, which indicates a failing intersection. The remaining studied intersections under the existing conditions are operating at acceptable levels.

<u>EXISTING TRAFFIC CONDITIONS</u>						
<u>Intersection</u>	<u>Critical Lane Volume</u>			<u>Level of Service (AM, PM, Sunday)</u>		
	<u>(AM, PM, Sunday)</u>					
Cross Road Trail / Site Access (unsignalized) Step 1 – HCM Delay Test (Seconds)	7.3 Sec.	8.4 Sec.	-	A	A	-
Cross Road Trail / North Keys Road (unsignalized) Step 1 – HCM Delay Test (Seconds)	8.7 Sec.	8.8 Sec.	8.6 Sec.	A	A	A



Cross Road Trail / Cherry Tree Crossing Road (unsignalized)						
Step 1 – HCM Delay Test (Seconds)	10.2 Sec.	9.5 Sec.	9.0 Sec.	B	A	A
US 301 / Cherry Tree Crossing Road (unsignalized)						
Step 1 – HCM Delay Test (Seconds)	68.3 Sec.	165.4 Sec.	17.6 Sec.	F	F	C

*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

The TIA identified two background developments whose impact would affect the study intersection. Additionally, annual growths of 1.0% over one year was applied to the movements of the traffic volumes along the study roads. There are no critical intersections identified above that are programmed for improvements with 100 percent construction funding within the next six years in the current Maryland Department of Transportation “Consolidated Transportation Program” or the Prince George's County “Capital Improvement Program.” A second analysis was done to evaluate the impact of the background developments.

<u>BACKGROUND TRAFFIC CONDITIONS</u>						
<u>Intersection</u>	<u>Critical Lane Volume (AM, PM, Sunday)</u>			<u>Level of Service (LOS, AM, PM, Sunday)</u>		
Cross Road Trail / Site Access (unsignalized)						
Step 1 – HCM Delay Test (Seconds)	7.3 Sec.	8.4 Sec.	-	A	A	-
Cross Road Trail / North Keys Road (unsignalized)						
Step 1 – HCM Delay Test (Seconds)	8.7 Sec.	8.8 Sec.	8.6 Sec.	A	A	A
Cross Road Trail / Cherry Tree Crossing Road (unsignalized)						
Step 1 – HCM Delay Test (Seconds)	10.4 Sec.	9.7 Sec.	9.1 Sec.	B	A	A
US 301 / Cherry Tree Crossing Road (unsignalized)						
Step 1 – HCM Delay Test (Seconds)	91.0 Sec.	190.7 Sec.	18.2 Sec.	F	F	C
*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.:



<u>EXISTING TRAFFIC CONDITIONS</u>						
<u>Intersection</u>	<u>Critical Lane Volume (AM, PM, Sunday)</u>			<u>Level of Service (LOS, AM, PM, Sunday)</u>		
Cross Road Trail / Site Access (unsignalized) Step 1 – HCM Delay Test (Seconds)	8.8 Sec.	8.7 Sec.	9.4 Sec.	A	A	A
Cross Road Trail / North Keys Road (unsignalized) Step 1 – HCM Delay Test (Seconds)	8.7 Sec.	8.8 Sec.	8.7 Sec.	A	A	A
Cross Road Trail / Cherry Tree Crossing Road (unsignalized) Step 1 – HCM Delay Test (Seconds)	10.4 Sec.	9.7 Sec.	10.1 Sec.	B	A	B
US 301 / Cherry Tree Crossing Road (unsignalized) Step 1 – HCM Delay Test (Seconds)	93.0 Sec.	193.8 Sec.	22.5 Sec.	F	F	C
*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 TIS indicates that the intersection of US 301 and Cherry Tree Crossing Road will operate at a failing level and will experience a queuing of approximately 238 feet (approximately 10 vehicles) during the AM peak hour along the westbound approach. The TIS also noted that even though the westbound approach operates at LOS F during the PM peak hour, trips generated by the church during PM peak hours is only 3 vehicles, which is considered negligible.

The remaining intersections studied will continue to operate at acceptable levels of service during peak hours. The TIS notes that additional trips due to the proposed place of worship will have a minimal increase on the studied intersections and as such no improvements are proposed, being that service is held primarily once a week. Staff concurs with this conclusion and finds that the applicant's TIS demonstrates that the proposed use will not cause a significant impact on the studied intersections.

Bicycle & Pedestrian Adequacy

The subject property is in the Agricultural and Preservation (AG) zoning district and is therefore not subject to Section 24-4506 for pedestrian and bicycle adequacy.

Transportation Planning Review

As previously noted, the proposed development will generate a total of 6 AM, 7 PM, and 112 Sunday new peak vehicle trips. Based on the traffic analysis above, the intersection of US 301 and Cherry Tree Crossing Road currently operates at LOS F, which indicates a failing



intersection. However, the applicant's TIS demonstrates that the proposed use will have a minimal impact on the critical intersections. Therefore, 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, 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 the proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 6 AM, 7 PM, and 112 Sunday peak period vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities..



Countywide Planning Division
Special Projects Section

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Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

April 4, 2024

MEMORANDUM

TO: Mridula Gupta, Planner IV, 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-2023-026 Iglesia De Jesucristo Palabra Miel ADQ-2023-046

Project Summary:

This project proposes to retain the existing building on the property, previously used as a equestrian center. There is no additional gross floor area being added, or changes to the existing building footprint proposed. An existing 9,200-square-foot portion of the building will be renovated to be used as a place of worship to accommodate up to 220 seats/members. The 43.38-acre property is located at 12301 Cross Road Trail. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on January 4, 2024.

PPS-2023-026

The Certificate of Adequacy associated with preliminary plan PPS-2023-026 is being reviewed for public facility adequacy standards per Section 24-4502 as follows:

24-4502. Applicability

(b) Applicability of Public Facility Adequacy Standards

- (2)** An application listed in Section 24-4502(a) above¹ 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\(a\)](#).

¹ **24-4502. Applicability**

(a) Applications / Approvals Subject to this Section

This Section applies to:

(1) An application for a preliminary plan of subdivision (minor or major).

Water and Sewer:

24-4404.

In accordance with the Sustainable Growth and Agricultural Preservation Act (Map 3 of Plan 2035 Prince George's County Sustainable Growth and Agricultural Preservation Act of 2012 (SB236) Map, Adopted November 20th, 2012, as may be amended from time to time), the water and sewer standard for residential subdivisions is:

- (a)** A subdivision in the Sustainable Growth Tier I in the General Plan or applicable Functional Master Plan shall be served by public sewer.

The property is within Tier 4 of the Sustainable Growth Act. Tier 4 includes those properties served by permanent individual water supply and wastewater disposal systems (well and septic systems).

24-4405.

For purposes of determining whether water and sewerage complies with the standards of this Section, 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 and compliance with the standards for the provision of public sewer and water.

The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 6, "Individual Systems". This category consists of all areas outside the limit of planned water and sewer service (Sewer Envelope), and of certain larger tracts of parkland and open space inside the Sewer Envelope.

Capital Improvement Program (CIP):

The subject site is located in Planning Area 86A – "Croom-Naylor". The *2024- 2029 Fiscal Year Approved CIP* does not identify any new facilities proposed for construction in the planning area.

Conformance to the Master Plan:

24-4101. General

(b) Conform to Comprehensive Master Plan

- (1)** Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.

The 2013 Approved Subregion 6 Master Plan identifies the following goals:

1. Provide residents of Subregion 6 needed public facilities in locations that serve existing and future populations.
2. 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.
3. Maintain the high level of service by providing essential equipment and professional training for personnel.
4. 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.

ADQ-2023-046

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:

24-4509. Fire and Rescue Adequacy

(b) Adopted LOS Standard for Fire and Rescue

- (1)** The population and/or employees generated by the proposed subdivision, at each stage of the proposed subdivision, will be within the adequate coverage area of the nearest Fire and rescue station(s) in accordance with the *Public Safety Guidelines*.
- (2)** The Fire Chief shall submit to the County Office of Audits and Investigations, County Office of Management and Budget, and the Planning Director:
 - (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.
- (3)** Subsection (b)(2), above, does not apply to commercial or industrial applications.

Table 24-4502 ("Summary of Public Facility Adequacy Standards") of the current Subdivision Regulations requires a fire and rescue standard of seven (4) minutes response time for any commercial 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.

The subject property is served by Brandywine Fire/EMS Station #840 located at 13809 Brandywine Road, Brandywine, MD 20613, 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 April 3, 2024, the subject project fails the 4-minute response time test from the closest Prince George's County Fire/EMS Station. Per Section 24-4509 (c)(1)(D) of the Subdivision Regulations non-residential projects that fail the response time may provide mitigation as follows:

1. 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
2. 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 Adequacy:

Per Section 24-4510. of the Subdivision Regulations, school facilities are not an applicable area of review for non-residential uses.

CONCLUSION

Pursuant to the mitigation required by Section 24-4509(c)(1)(D) of the Subdivision Regulations (above), the Special Projects Section finds that the required Levels of Service for applicable public facilities is met.






Certificate of Adequacy - Iglesia de Jesucristo Palabra Miel

Final Audit Report

2024-04-22

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