

Certificate of Adequacy

ADQ-2023-079

General Information

Project Name: Central Industrial Park
Case Number: ADQ-2023-079
Associated Preliminary Plan of Subdivision or Final Plat: 4-23046
Use Type: Industrial (nonresidential)
Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 22,028

Project Location

Project Location: On the east side of Westhampton Avenue approximately 200 feet south of its intersection with MD 214 (Central Avenue).
Lot/Parcel: Parcel 15 Tax Account: 5505094
Property Zone: LTO-E/MIO Council District: 6
Planning Area: 75A Municipality: N/A
Election District: 18 Transportation Service Area: LTO-E
Police District: III School 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: LTO-Edge	LOS "Transit Edge" (Critical Lane Volume of 1601-1800)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
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 Vatandoost, April 30, 2024)*
- *Special Projects Section (Walker to Vatandoost, April 22, 2024)*

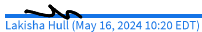
Based on the forgoing analysis, this Certificate of Adequacy is:

☐ 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 19 AM peak-hour trips and 19 PM peak-hour trips.
2. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detail site plan submission.
3. Prior to the acceptance of the Detailed Site Plan (DET), the applicant and the applicant's heirs, successors and/or assignees shall show the following:
 - a) One bicycle rack (Inverted-U style or a similar model that provides two points of contact for a parked bicycle) within 50 feet of the entrance of the northernmost building on-site.
4. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a) Install 8 detectable warning system surface pads along MD 214, between Westhampton Avenue and Ritchie Road, as detailed in Appendix B-2 of the applicant's BPIS.

SIGNATURE


Lakisha Hull (May 16, 2024 10:20 EDT)

Planning Director

05/16/2024

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).



April 30, 2024

MEMORANDUM

TO: Mahsa Vantedoost, Development Review Division

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


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

SUBJECT: **ADQ-2023-079 – Central Industrial Park**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) 4-23046. The subject application seeks approval for a property which is currently improved with five buildings that total 22,028 square-feet for light industrial use. No additional construction is proposed. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the prior zoning ordinance and subdivision regulations.

Prior Conditions of Approval

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

Criteria for Establishing Transportation Adequacy

The applicant has submitted traffic counts at the request of staff. The counts are used as the basis for a determination of adequacy.

The subject property is located within the Local Transit-Oriented Edge Area , 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) F, with signalized intersections operating at a critical lane volume (CLV) of 1,800 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* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds,

(c) if the 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 the delay exceeds 50 seconds, the CLV is computed.

Analysis of Traffic Impacts

Trip Generation

The subject application is projected to generate fewer than 50 trips during the peak hour periods, therefore a full traffic impact statement (TIS) is not required. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2023-079								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Light Industrial	22,028	Square-Feet	15	4	19	4	15	19
Total Trip Cap Recommendation			19			19		

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

- MD 214 / Westhampton Avenue (unsignalized)

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (Pass/Fail)</u>	
MD 214 / Westhampton Avenue (unsignalized) Step 1 – HCM Delay Test (Seconds)	28.5 Sec.	44.9 Sec.	Pass	Pass

The applicant's submission indicates that the intersection of MD 214 and Westhampton Avenue operates with a delay of fewer than 50 seconds, which is acceptable.

A second analysis was conducted to evaluate the traffic impacts of the proposed development on the surrounding network. The following results were provided:

<u>TOTAL TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (Pass/Fail)</u>	
MD 214 / Westhampton Avenue (unsignalized) Step 1 – HCM Delay Test (Seconds) Step 2 – Minor Street Approach	30.4	114.3 <100	Pass	Fail Pass

The above table reflects the inclusion of background and site trips for the studied intersection, which results in a delay of more than 50 seconds per vehicle during the PM peak hour.

However, the minor street approach volume is 37 vehicles per hour in the existing PM traffic conditions. The total traffic conditions will add 15 vehicles on the minor street approach which results in a total of 52 vehicles during the PM peak hour. Step two of the unsignalized methodology states that a minor street approach with less than 100 vehicles per hour is deemed adequate. Staff find the intersection to operate at adequate levels with the proposed use on site.

Transportation Planning Review

Based on the methods provided in the “Transportation Review Guidelines – 2022 Supplement”, the proposed residential development will generate 19 AM and 19 PM vehicle trips. Staff finds that the intersection of MD 214 and Westhampton Avenue will operate at an acceptable level of service to serve the proposed development based on the findings and conclusions provided in the traffic analysis. 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.

Bicycle & Pedestrian Adequacy

The subject property is in the Local Transit – Oriented – Edge (LTO-E) zoning district and is therefore subject to Section 24-4506 for pedestrian and bicycle adequacy. Per Section 24-4506(c)(1)(B) (i), the cost cap for the proposed development’s off-site facilities is \$7,710, adjusted for inflation to \$10,183.27.

Off-Site Adequacy

The applicant has provided a bicycle and pedestrian impact statement (BPIS) which details off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. The applicant proposes the following options:

1. Install 8 detectable warning system surface pads along MD 214, between Westhampton Avenue and Ritchie Road, as detailed in Appendix B-2 of the applicant’s BPIS.

Estimated total: \$9,230.

On-Site Adequacy

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. 24-4506(a). The applicant’s submission displays a five-foot-wide sidewalk along the site’s frontage of Westhampton Avenue as well as a crosswalk crossing the point of vehicle entry. As a condition of approval, staff recommended the applicant update plans to show one bicycle rack (Inverted-U style or a similar model that provides two points of contact for a parked bicycle) at a location directly adjacent to the northernmost building on-site.

Demonstrated Nexus

The proposed off-site improvements assist in creating connections along the south side of MD 214. The detectable warning surfaces will give pedestrians notice as they approach drive aisles that interrupt sidewalk networks. While the proposed use generates a relatively low number of vehicular trips and the cost cap for the subject application is relatively low, the improvements facilitate pedestrian travel along MD 214, connecting the site to the surrounding area.

Comment: Pursuant to Sec. 24-4506(c)(1)(B), staff find that there is a demonstrated nexus between the proposed off-site facilities and improvements for the proposed development and nearby destinations.

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 19 AM peak-hour trips and 19 PM peak-hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities.
- 2 The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detail site plan submission.
- 3 Prior to the acceptance of the Detailed Site Plan (DET), the applicant and the applicant's heirs, successors and/or assignees shall provide show the following:
 - a) One bicycle rack (Inverted-U style or a similar model that provides two points of contact for a parked bicycle) at a location directly adjacent to the northernmost building on-site.
- 4 Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a) Install 8 detectable warning system surface pads along MD 214, between Westhampton Avenue and Ritchie Road, as detailed in Appendix B-2 of the applicant's BPIS.



Countywide Planning Division
Special Projects Section

April 22, 2024

MEMORANDUM

TO: Mahsa Vatandoost, Senior Planner, Subdivision Section, DRD

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

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

SUBJECT: 4-23046 Central Industrial Park ADQ 2023-079

Project Summary:

The property is improved with a 5,831 one-story brick building, a 329.49-square feet one story block shed, and a 439.51-square feet one story metal sided building along with two areas of open sided roof structures. The remainder of the subject property is paved with asphalt the applicant desire to enclose the existing roofed parking areas. The property contains 1.6342-acres located on the east side of Westhampton Road, approximately 200 feet south of its intersection with Central Avenue (MD 214) in Capitol Heights. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on March 20, 2024.

PPS-4-23046

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 project is located in Planning Area 75A – “Suitland-District Heights & Vicinity”. The *2024-2029 Fiscal Year Approved CIP Budget* does not identify any new facilities proposed for construction.

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* contained the following strategies:

Ensure that public facilities are adequate to serve the local population.

- Build a library to support population growth in One 1 if a library is not built in Landover Gateway.
- Consider creating small libraries within community centers to serve areas not near libraries.
- Review the school site at Kenmoor for potential co-location with another school or for redesign of the grounds as public parkland.

The project will not impede achievement of the above-referenced vision, policy or specific facility improvements. 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.

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.

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Police Facility Adequacy:

Per Section 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 (7) minutes travel time for any residential uses as well as the four (4) minutes travel time for commercial development. The subject property is served by Shady Glen #802, located at 100 Shady Glen Drive, Capitol Heights, MD 20743. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of March 20, 2024, the site passes the four-minute travel time test for commercial development from the closest or 'first due' Fire/EMS station.

Schools Adequacy:

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

CONCLUSION

At the writing of this referral, the Special Projects Section finds that the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Regulations.