



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Upper Marlboro, Maryland 20772  
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PGCPB No. 2021-69

File No. 5-20089

## R E S O L U T I O N

WHEREAS, 2300 Craftsman, LLC is the owner of a 11.52-acre parcel of land known as Parcel A, said property being in the 2nd Election District of Prince George's County, Maryland, and being zoned Light Industrial (I-1); and

WHEREAS, on May 11, 2021, Craftsman Circle LLC filed an application for approval of a Final Plat of Subdivision for one parcel; and

WHEREAS, the application for approval of the aforesaid Final Plat of Subdivision, also known as Final Plat 5-20089 for Kenilworth Interchange Industrial Park, Parcel 1 was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on May 20, 2020, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application; and

WHEREAS, on May 20, 2020, the Prince George's County Planning Board approved the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Final Plat of Subdivision 5-20089 for Kenilworth Interchange Industrial Park, Parcel 1 with the following conditions:

1. Total development within the subject property shall be limited to uses that would generate no more than 106 AM and 247 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
2. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is currently known as Parcel A of the Kenilworth Interchange Industrial Park, recorded in Plat Book WWW 56 page 37 on May 7, 1965, and is

located northeast of the intersection of Kenilworth Avenue and John Hansen Highway, approximately 1,300 feet east of the Baltimore Washington Parkway. Parcel A is 11.52 acres within the Light Industrial (I-1) Zone and is within the municipal boundary of the Town of Cheverly. Currently, the subject property is improved with a 187,000-square-foot industrial building. The conceptual development proposal is to raze the existing 187,000-square-foot industrial building and replace it with a 180,000-square-foot warehousing space.

The property was legally subdivided according to the law in existence at the time of such division, but the present owner does not desire to change the relationships between a lot and the street shown on the record plat, or between one lot and another. However, Section 24-111(c) of the Prince George's County Subdivision Regulations, requires all final plats of subdivision approved prior to October 27, 1970 to resubdivide unless meeting one of the exemption criteria outlined in Section 24-111(c)(1) – (4). The proposed development does not meet any of the exemptions and, therefore, is required to be resubdivided. However, Section 24-111(c) provides that a final plat submitted for resubdivision without modifications shall be approved by the Prince George's County Planning Board if it is found that adequate public facilities exist or are programmed for the area within which the subdivision is located, as defined in Divisions 3 and 4 of Subtitle 24.

The applicant has submitted this final plat application in accordance with the requirements of Section 24-111(c). The applicant submitted a Traffic Impact Analysis with the final plat that explains the conceptual development proposal as razing the existing 187,000-square-foot industrial building and replacing it with a 180,000-square-foot warehousing space. Adequate public facilities were found to exist based on the findings and conditions set forth below.

3. **Setting**—The property is located on Tax Map 58 in Grids E-2 and E-3, in Planning Area 69. To the north and east, the subject property is bound by property in the One-Family Detached Residential (R-55) Zone containing single-family dwellings and commercial development; to the west and south by property in the I-1 Zone containing industrial and commercial development.
4. **Development Data Summary**—The following information relates to the subject final plat of subdivision application.

	EXISTING	APPROVED
Zone(s)	I-1	I-1
Use(s)	Industrial	Industrial
Acreage	11.52	11.52
Lots	0	0
Parcels	1	1
Variance	No	No
Variation	No	No

5. **Trails**—The subject property has no associated prior approvals and is covered by the 2018 *Approved Greater Cheverly Sector Plan* (sector plan). The subject application does not

require on-site improvements to be reflected on the submitted plans. The subject property is adjacent to additional industrial and residential areas with no existing pedestrian or bicycle connections.

**Sector Plan and Adequate Public Pedestrian and Bikeway Facilities Review**

The subject property is impacted by one master plan facility: a planned hard surface trail from Craftsman Circle, through the subject property connecting to Crest Avenue to the east. Together these facilities make up one segment of the Cheverly to Bladensburg Waterfront Park Trail. This trail is not only a sector plan recommended trail, but also the first Park Trails Priority on the FY 2020 County Priority Projects List, which was approved by the Prince George's County Executive and the Prince George's County Council and submitted to the Maryland State Highway Administration (SHA). The trail is also included in the draft FY 2021 Priority Projects List and is a component of a cross-country trail that would connect the Anacostia River Trail with the Washington, Baltimore, and Annapolis Trail and Anne Arundel County.

The Complete Streets element of the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) reinforces these recommendations and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9–10):

**Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**

**Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

**Policy 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.**

**Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.**

**Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

This development is also subject to the sector plan. The sector plan includes the following goals and policies for pedestrian and bicyclist facilities:

**Policy 1: Encourage Complete Streets and connectivity.**

**Policy 2: Balance comfort and safety for all road users.**

**Policy 3: Improve transit quality of service.**

**Policy 4: Develop a wayfinding system.**

The development will be evaluated for conformance to the Prince George's County Zoning Ordinance at the time of permit review. The applicant for the subject property should consider the Complete Streets element of the MPOT and the sector plan multimodal transportation goals and policies in the property's future site design. Since this segment of the Cheverly to Bladensburg Waterfront Park Trail would not connect to an existing trail or bicycle and pedestrian facility on either end, construction of this segment is not required to be built by the applicant.

However, the applicant has provided a public use easement to the Town of Cheverly reflecting the alignment of a future segment of the Cheverly to Bladensburg Waterfront Park Trail.

The Town may choose to build a trail connecting Craftsman Circle with Crest Avenue as they deem appropriate, or at a future time the Town may coordinate with the Prince George's County Department of Parks and Recreation to build and maintain this section of trail when a more complete connection between the Town of Cheverly and the Bladensburg Waterfront Park Trail can be provided.

Based on the findings presented above, adequate pedestrian and bicycle transportation facilities will exist to serve the resubdivision, as required under Section 24-111 of the Subdivision Regulations.

6. **Transportation**—The subject property is located within Transportation Service Area 1, as defined in the 2014 *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 1,600 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.

### Analysis of Traffic Impacts

This application is a plat of resubdivision for a plan that proposes industrial uses. The subject property contains an existing 187,000-square-foot industrial building; it is not clear from current aerial photography if the building is in use, but in any regard, the traffic study does not take a trip credit for the existing building. The proposed use has the following trip generation (with the use quantities shown in the table as described in the submitted traffic study). The trip generation is estimated using trip rates and requirements in the “Transportation Review Guidelines, Part 1” (Guidelines) and *Trip Generation* (Institute of Transportation Engineers):

<b>Trip Generation Summary: 5-20089: Kenilworth Interchange Industrial Park</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Tot</b>	<b>In</b>	<b>Out</b>	<b>Tot</b>
Scenario 1: Warehouse	180,000	Square feet	58	14	72	14	58	72
Scenario 2: High-Cube Fulfillment Center Warehouse	180,000	Square feet	85	21	106	49	198	247
<b>Total Proposed Trips for 5-20089 (the greater of Scenario 1 and Scenario 2)</b>			<b>85</b>	<b>21</b>	<b>106</b>	<b>49</b>	<b>198</b>	<b>247</b>

A September 2020 traffic impact study (TIS) was submitted and accepted as part of this final plat of resubdivision. Due to the effects of the ongoing COVID-19 pandemic, the process of collecting traffic counts for traffic studies became problematic. In accordance with a Prince George’s County Planning Board policy adopted on April 9, 2020, applicants were allowed to scope and prepare studies using counts up to three years old that are factored with one to three years of annual traffic growth. That policy expired on September 10, 2020; studies that have been scoped and/or prepared between April 9th and September 10th using pandemic-factored counts are allowed to be accepted during 2020. In the case of this TIS, it was scoped in August 2020, and it uses one set of traffic counts that was adjusted in accordance with the Planning Board’s policy.

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

<b>EXISTING TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
MD 201 and Lydell Road	785	791	A	A
Northbound MD 201 and ramp from Southbound MD 201 (to MD 459)	48.2*	294*	--	--
*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 critical intersections identified above are not programmed for improvement 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.” Background traffic data for MD 201 has been developed using a 1.0 percent annual growth rate for a period of six years for the study area. No background (approved but unbuilt) developments were identified in the TIS; the area was examined, and it is believed that about eight approved and unbuilt lots associated with Preliminary Plans of Subdivision (PPS) 4-07041 and 4-00056 bear consideration.

At the request of the Town of Cheverly, the analysis is also adjusted to account for Washington Gateway, PPS 4-19048. While the TIS for PPS 4-19048 does not appear to assign traffic to the study area for the subject final plat, the analysis includes 20 percent of the trip generation for that project (177 AM and 236 PM trips), with 15 percent distributed on MD 201 and five percent distributed onto the Baltimore-Washington Parkway via Pepsi Place and Hospital Drive.

The Town of Cheverly was also concerned that the redevelopment of the Prince George's Hospital Center in Cheverly was not factored into the background analysis. To date, however, there have been no development applications nor mandatory referrals filed on behalf of the hospital center. When preparing and reviewing studies in accordance with the Guidelines, background developments can only include those developments that are approved. While the redevelopment of the Prince George's Hospital Center is under current discussion and study, and even considered by the area sector plan, there has been no formal submittal, review, or approval of a development plan, and for that reason it cannot be added to background development. At some point in the future, a development proposal for the hospital site may be submitted, and transportation adequacy will be reviewed at that time.

A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
MD 201 and Lydell Road	841	855	A	A
Northbound MD 201 and ramp from Southbound MD 201 (to MD 459)	69.2*	394.5*	--	--
*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.				

Attention was given to the trip distribution and traffic assignment shown in the TIS given that trips generated will include a mix of employee personal vehicles, small delivery vehicles, and larger delivery/supply trucks. Drivers travelling north would partially use MD 201, with the remainder using Pepsi Place and Hospital Drive to reach MD 202 and the Baltimore-Washington Parkway. The Town of Cheverly-requested that routes from the subject property using Pepsi Place and Hospital Drive to go north be eliminated. Staff performed an analysis in accordance with that request and, in so doing, reassigned one-half of that traffic to go north via MD 201 and one-half of the traffic to go north on the Parkway via the US 50/MD 201 interchange, using the two loop ramps south of US 50 to arrive at and depart from the subject property.

The following critical intersections identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, including the site trip generation as described above, operates as follows:

<b>TOTAL TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
MD 201 and Lydell Road	870	946	A	A
Northbound MD 201 and ramp from Southbound MD 201 (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	91.1*	537.2*	Fail	Fail
Minor Street Volume Test (100 or fewer)	225	509	Fail	Fail
CLV Test (1,150 or fewer)	1,029	988	Pass	Pas
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the Guidelines, all three tests must fail in order to require a signal warrant study.				

The table above notes no inadequacy in either peak hour. A trip cap, consistent with the trip generation assumed for the site, of 106 AM and 247 PM peak-hour vehicle trips, is approved.

Based on the analysis Staff performed at the Town of Cheverly's request, the Planning Board finds that no condition is required to restrict the route on Pepsi Place and Hospital Drive from the subject property. Such a restriction would be operational in nature and not a question of adequacy, because it would apply to a single property in the industrial park and would not restrict the routes from the other properties in that same industrial park. Furthermore, the agency that maintains the roadways along that route, and not the Planning Board, would have the ultimate responsibility of imposing and enforcing a restriction on vehicle types or vehicle movements.

#### **Sector Plan and MPOT Conformance Review**

The subject property is not within or adjacent to any master plan transportation facilities.

Based on the preceding findings, adequate transportation facilities will exist to serve the resubdivision, as required, in accordance with Section 24-111(c) and Section 24-124 of the Subdivision Regulations.

7. **Public Facilities**—In accordance with Division 3 of the Subdivision Regulations, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject property, as outlined in a memorandum from the Special Projects Section dated October 13, 2020 (Thompson to Conner), incorporated by reference herein. The proposed development is exempt from a review of school facilities because it is a nonresidential use.
8. **Referral and Comments from other Entities**—The resubdivision was referred to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), SHA, and the Town of Cheverly. DPIE and SHA had no objections to the subject application.

In a memorandum from the Town of Cheverly dated October 27, 2020 (Riazi to Hewlett), the Town indicated concern with the traffic generated from the redevelopment of the subject property and the impact on Hospital Drive and the Prince George's Hospital Center site. The Town stated that the trip numbers used in the TIS did not utilize any data from when the subject property was in use as a working industrial operation and, therefore, it was not clear whether or not the projected traffic counts were accurate. Furthermore, the Town stated that the highest percentage of traffic was projected to be routed to the intersection of Tuxedo Road, Kenilworth Avenue, and US 50, an intersection that is already overburdened and hazardous. The Town requested a reexamination of the TIS based on these concerns. Following the Town's memorandum, the Prince George's County Planning Department's Transportation Planning Section provided additional analysis to address the Town's concerns, as outlined in a memorandum from the Transportation Planning Section dated November 3, 2020 (Masog to Braden), incorporated by reference herein, and further outlined in Finding 6 of this resolution. Ultimately, the Town of Cheverly had no objection to the subject application.



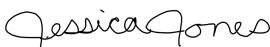
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, Washington and Hewlett voting in favor of the motion at its regular meeting held on Thursday, May 20, 2021, in Upper Marlboro, Maryland.

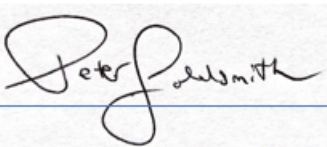
Adopted by the Prince George's County Planning Board this 17th day of June 2021.

Elizabeth M. Hewlett  
Chairman

  
By Jessica Jones  
Planning Board Administrator

EMH:JJ:KD:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department  
Date: May 27, 2021