THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

Countywide Planning Section
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

Certificate of Adequacy

ADQ- 2022-029

General Information

Project Name: Advanced Auto Parts

Case Number: ADQ-2022-029

Associated Preliminary Plan of Subdivision or Final Plat: 4-22042

Use Type: Commercial

Dwelling Unit Type and Number: N/A

Gross Floor Area (nonresidential): 6,889 square feet

Project Location

Project Location: At the northwest corner of the intersection of MD 214 (Central Avenue) and Norair Avenue

Lot/Parcel: Existing Lots 11, 12, 13, and 28

Tax Account: 2072734, 2073054, 2015162, 2073344

Property Zone: LTO-E/CGO/MIO

Council District: 05

Planning Area: 72

Municipality: N/A

Election District: 13

Transportation Service Area: 1

Police District: 3

School Cluster Area: 3

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 t	LOS "E" (Critical Lane Volume of 1451-1600)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
Parks and Recreation *(Transit-Oriented/ Activity Center Zones and Employment Areas)*	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation *(All Other Zones)*	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 Diaz-Campbell, November 15, 2022)*
- *Special Projects Section (Ray to Diaz-Campbell, November 16, 2022)*

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

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

☐ Denied

1. Total development within proposed the Preliminary Plan of Subdivision shall be limited to uses which generate no more than 17 AM peak-hour trips and 34 PM peak-hour vehicle trips.

2. Prior to the acceptance of the site plan, the applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-029, consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations as part of the site plan submission.

3. At the time of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall construct a network of on-site pedestrian facilities per Prince George's County design standards.

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. Installation of a thermoplastic crosswalk along the west approach of Fieldstone Way approximately 500 feet east of Garrett Morgan Boulevard as detailed in Exhibit B2 within the applicant's Bicycle and Pedestrian Impact Statement.

SIGNATURE

Checkley, Andree

Digitally signed by Checkley, Andree
Date: 2022.11.29 14:23:06 -05'00'

Planning Director

11/29/2022

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

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

Countywide Planning Division
Transportation Planning Section

301-952-3680

Date: November 15, 2022

MEMORANDUM

TO: Eddie Diaz-Campbell, Subdivision Section, Development Review Division

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

VIA: William Capers III, PTP, Transportation Planning Section, Countywide Planning Division

SUBJECT: ADQ-2022-029 – Advance Auto

Proposal:
The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPP) application, 4-22042, which proposes the subdivision of land for the development of 6,889 square-feet of automobile parts sales. The transportation planning section's review of the referenced Certificate of Adequacy (ADQ) application was evaluated under Section 24-4500 of the current Subdivision Regulations, specifically Section 24-4505 for motor vehicle adequacy and Section 24-4506 for pedestrian and bicycle adequacy.

Criteria for Establishing Transportation Adequacy
The subject application generates less than 50 peak hour trips, and therefore required the review of traffic count data for critical intersections within the vicinity of the site to evaluate transportation adequacy.

Additionally, the property is located within the Local Transit Oriented (LTO) and Commercial and General Office (CGO) zoning district and is therefore subject to the bicycle and pedestrian adequacy requirements, described in Section 24-4502 and the "2022 Transportation Review Guidelines Supplement."

Analysis of Traffic Impacts
The subject property is within Transportation Service Area (TSA) 1, 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) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

The property falls within the LTO and CGO zone. The LTO zone has its own LOS standard per section 24-4502. However, the more restrictive standard of TSA 1 is applied due to the property being partially in the CGO zone.

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* (HCM) (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.

Trip Generation

As mentioned, the PPS application proposes the subdivision of land for 6,889 square-feet of automobile parts sales. The table below summarizes trip generation for the site and will be used in reviewing traffic impacts and developing a trip cap for the site:

TRIP GENERATION SUMMARY: ADQ-2022-029								
			AM Peak Hour			PM Peak Hour		
Land Use	**Quantity**	**Metric**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Automobile Parts Sales	6,889	Sq. Ft.	9	8	17	16	18	34
Total Trips			9	8	17	16	18	34
Total Trip Cap Recommendation			**17**			**34**		

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 214 / Garrett Morgan Boulevard (signalized)
- MD 214 / West Site Access (unsignalized)
- MD 214 / East Site Access (unsignalized)MD 214 / Hampton Park Boulevard (signalized)

The following analyses evaluates LOS for all the critical intersections. As previously mentioned, adequacy for the peak hour periods at all signalized intersections are acceptable within TSA 1, when LOS E or better is met per Section 24 of the subdivision regulations and the Transportation Review Guidelines Supplement.

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 / Garrett Morgan Boulevard (signalized)	900	1,367	A	D
MD 214 / West Site Access (unsignalized) Step 1 HCM Delay Test Step 2 Minor Street Volume Test Step 3 CLV Test	N/A	N/A	-	-
MD 214 / East Site Access (unsignalized) Step 1 HCM Delay Test Step 2 Minor Street Volume Test Step 3 CLV Test	N/A	N/A	-	-
MD 214 / Hampton Park Boulevard (signalized)	924	1,166	A	C

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 / Garrett Morgan Boulevard (signalized)	905	1,375	A	D
MD 214 / West Site Access (unsignalized) Step 1 HCM Delay Test Step 2 Minor Street Volume Test Step 3 CLV Test	N/A	N/A	-	-
MD 214 / East Site Access (unsignalized) Step 1 HCM Delay Test Step 2 Minor Street Volume Test Step 3 CLV Test	N/A	N/A	-	-
MD 214 / Hampton Park Boulevard (signalized)	927	1,169	A	C

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 / Garrett Morgan Boulevard (signalized)	910	1,378	A	D
MD 214 / West Site Access (unsignalized) Step 1 HCM Delay Test Step 2 Minor Street Volume Test Step 3 CLV Test	 14.0 sec <100 veh. 679	 13.0 sec <100 veh. 600	A	A
MD 214 / East Site Access (unsignalized) Step 1 HCM Delay Test Step 2 Minor Street Volume Test Step 3 CLV Test	 14.0 sec <100 veh 680	 13.1 sec <100 veh 603	A	A
MD 214 / Hampton Park Boulevard (signalized)	928	1,171	A	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 analysis 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.

No additional recommendations are needed for the site to achieve transportation adequacy.

Bicycle & Pedestrian Adequacy

The subject property is in the LTO zoning district and is, therefore subject to Section 24-4506 for pedestrian and bicycle adequacy. The cost cap for the proposed development's off-site facilities, adjusted for inflation, is $3,061.00 as of August 2022.

Off-Site Adequacy

The applicant has provided off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. The applicant has noted that the relatively low-cost cap limits the potential improvements that can be explored for this site to address off-site bicycle and pedestrian adequacy.

The applicant proposes the following options:

1. Install thermoplastic crosswalks along west approach of Fieldstone Way approximately 500 feet east of Garrett Morgan Boulevard.

Estimated total: $2,800

1. Install thermoplastic crosswalks along west approach of Fieldstone Way approximately 750

feet east of Garrett Morgan Boulevard.

Estimated total: $2,800

Demonstrated Nexus
The identified off-site facilities provide residents with additional pedestrian improvements in the neighborhood to the north of the subject property. While limited in scope and not directly tied to the proposed automobile parts use, these improvements will help establish walkability in the immediate vicinity of the subject site.

Upon examination of the subject application, staff requested the applicant explore improved street lighting along MD 214. The applicant has noted that a streetlight currently exists at the northwest quadrant of the intersection of MD 214 and Norair Avenue. Additionally, the applicant has noted that the installation of a streetlight is expected to greatly exceed the cost cap. Staff concurs with the applicant's assertion that a network of streets lights are already established in the vicinity of the site which currently meets the Maryland State Highway Administration (SHA) standards, and that the cost for materials and installation of a streetlight will exceed the total cost cap.

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.

On-Site Adequacy
On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. 24-4506(a). The subject property already has a continuous sidewalk along its frontage of MD 214 along with a crosswalk crossing Norair Avenue at the eastern bounds of the subject site. At the time of site plan review, staff will further examine additional on-site bicycle and pedestrian improvements.

Transportation Planning Review:
Based on the "Transportation Review Guidelines – 2022 Supplement", the proposed automobile parts sales will generate 17 AM and 34 PM vehicle trips. Based on the traffic analysis above, staff finds that all critical intersections will operate at acceptable levels to serve the proposed development.

The applicant has provided a detailed list of off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. Staff evaluated the BPIS and accepts the applicant's recommended off-site improvements to offset the pedestrian and bicycle impact generated by the site.

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 the multimodal 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 the Preliminary Plan of Subdivision shall be limited to uses which generate no more than 17 AM peak-hour trips and 34 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.

2. Prior to the acceptance of the site plan, the applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-029, consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations as part of the Site Plan submission.

3. At the time of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall construct a network of onsite pedestrian facilities per Prince George's County design standards.

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. Installation of a thermoplastic crosswalk along the west approach of Fieldstone Way approximately 500 feet east of Garrett Morgan Boulevard as detailed in Exhibit B2 within the applicant's Bicycle and Pedestrian Impact Statement.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

Countywide Planning Division
Special Projects Section

November 16, 2022

MEMORANDUM

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

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

SUBJECT: **4-22042 and ADQ-2022-029 - Advanced Auto Parts**

Project Summary:
Location: 8424 Central Avenue (MD 214), Capitol Heights, MD. 20743

The Applicant proposes to consolidate the existing three subdivided lots into a single subdivided lot to allow for the proposed development of a 6,889 square foot retail building (Advanced Auto Parts). The project will be accessed by two driveways on Central Avenue, both of which will be limited to right-in/right-out only. Additionally, a variation is sought to allow direct vehicular access onto a roadway of arterial or higher classification.

This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on October 14, 2022. Comments were provided at the October 28, 2022, SDRC Meeting.

The subject preliminary plan is being filed in accordance with the Subdivision Regulations, in accordance with Section 24-122 "Public facilities requirements".

Sec. 24-122.01. (b) "water and sewerage" of the 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 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 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.

Capital Improvement Program (CIP):
The *Prince George's County FY 2023-2028 Approved CIP* identifies three CIP public safety facility and/or school projects near the subject site in Planning Area 72 Landover & Vicinity:

a. **Schools**:
Renovation, Repair and Replacement - Fairmount Heights High School, 6501 Columbia Park Road; Glenarden Woods Elementary School, 7891 Glenarden Parkway; Cool Spring / Judith Hoyer Center, 929 Hill Road.

b. **Fire/EMS**:
Renovation, Repair and Replacement -Kentland Fire / EMS Station #833, 7701 Landover Road

c. **Police**:
Renovation, Repair and Replacement - Forensic Lab Renovations, 1739 Brightseat Road

Conformance to the Master Plan:
This PPS was reviewed for conformance to the 2010 *Approved Subregion 4 Master Plan* (master plan), in accordance with Section 24-121(a)(5) of the Subdivision Regulations. The master plan identifies the need for public facilities and public facility adequacy in several plan visions and policies:

- Public facilities are planned to support, protect, and educate the current and future residents of the subregion (p. 52)

- Plan and provide public facilities to support and be incorporated into the Developed Tier's development pattern (p. 58)

- Ensure that public facilities are adequate to serve the local population (p. 84)

The proposed development will not impede achievement of any of the above-referenced vision and policy statements. The master plan does not propose any police, fire and emergency medical service facilities, schools, parks, or libraries on the subject property. As discussed below in the findings for Certificate of Adequacy ADQ-2022-029, the public facility analysis has determined that the studied facilities are adequate to serve the proposed development.

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-2022-029
Certificate of Adequacy ADQ-2022-006 is being reviewed for public facility adequacy, per the findings of Section 24-4503, as follows:

(a)(2) Preliminary plans of subdivision (minor or major) proposed after April 1, 2022, shall receive approval of a certificate of adequacy or conditional certificate of adequacy for each public facility subject to this Section.

NON-RESIDENTIAL
Section 24-4508. Police Facility Adequacy
The subject property is in Police District III, Landover Division located at 7600 Barlowe Road in Landover. The level of service standard for police facilities is not applicable to nonresidential applications in accordance with Section 24-4502(b) and Section 24-4508(b)(3).

Section 24-4509. Fire and Rescue Adequacy
This ADQ was reviewed for adequacy of fire and rescue services in accordance with Section 24-4509 of the Subdivision Regulations. The subject property is served the Shady Glen Fire Station located at the southeast corner of Central Avenue and Hill Road, less than a mile from the proposed commercial building.

Pursuant to the Level of Service Standards as summarized in Table 24-4502 the standard for Fire and Rescue, for nonresidential development, is a maximum of 5-minutes response time from the first due station. Per the National Fire Protection Association (NFPA) 1710, Chapter 4, 240 seconds (4 minutes) or less travel time is the national performance objective.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of November 15, 2022, the subject site passes the 4-minute travel time test from the closest / "first due" Prince George's County Fire/EMS Station when applying the national standard and [NFPA 1710.4.1.2.1 (3)]. The closest station to the subject property is Station 802, Shady Glen, located at 100 Shady Glen Drive. Therefore, this property would meet an associated total response time under five-minutes from the closest Fire/EMS Station.

Section 24-4510. Schools Adequacy
The level of service standard for school facilities is not applicable to nonresidential applications in accordance with Section 24-4502(b).

CONCLUSION
At the writing of this referral the Special Projects Section find that 4-22042 and ADQ-2022-029 meets the requirements for public facility adequacy in accordance with Section 24-4500 of the Subdivision Regulations.