



Certificate of Adequacy

ADQ- 2023-041**General Information**Project Name: U-Haul Co. of Metro D.C., Inc., Lots 4 & 5Case Number: ADQ-2023-041Associated Preliminary Plan of Subdivision or Final Plat: 4-23021Use Type: CommercialDwelling Unit Type and Number: 0 Gross Floor Area (nonresidential): 55,418 sq ft**Project Location**Project Location: At the southeast quadrant of the intersection of MD 650 (New Hampshire Avenue) and MD 410 (East-West Highway)Lot/Parcel: Lots 2 and 3 Tax Account: 1954148, 1954155Property Zone: C-S Council District: 02Planning Area: 65 Municipality: N/AElection District: 17 Transportation Service Area: 1Police District: I 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: Service Area 1 and designated boundaries of 1	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 (<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 (Patrick to Diaz-Campbell, May 7, 2024)*
- *Special Projects Section (Walker to Diaz-Campbell, April 29, 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 22 AM peak-hour trips and 22 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 permit plan submission.
3. 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 four TAPCO blinker signs at the existing crosswalk at MD-410 and Red Top Road.

In the event that the above improvement does not receive approval for permit, the applicant shall provide one of the following alternatives, which are listed in order of priority below:

- b) Install three continental style crosswalks on the south side of East West Highway (MD-410) at Red Top Road, 10th Avenue, and Fairview Avenue.
- c) Install a bus shelter at the existing bus along MD 410 east of MD 650.

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).



Countywide Planning Division
Special Projects Section

April 29, 2024

MEMORANDUM

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

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

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

SUBJECT: 4-23021 U-Haul Co. of Metro DC, Inc. Lots 2 & 3 ADQ 2023-041

Project Summary:

The proposed expansion includes a fully enclosed storage building serving as an accessory to the existing moving and storage. The property contains 4.68-acres located southeast of New Hampshire Avenue at the intersection of east west highway, at 6889 New Hampshire Avenue, Takoma Park, Maryland. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on March 25, 2024.

PPS-4-23021

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 65 – “Langley Park & Vicinity”. The *2024-2029 Fiscal Year Approved CIP Budget* identifies three new projects for construction. Chillum Fire/EMS #834 located at 7411 Riggs Road (3.51.0017), International School at Langley Park located at 8211 15th Avenue (3.77.0017), and New Adelphi W/North Technology Academy located at 9000 25th Avenue (3.77.0021).

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 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* provides the following goal:

To provide the needed public infrastructure and services including schools, parks and libraries, recreation, police, fire, health, water, sewerage, storm drainage and transportation facilities and services within the Planning Areas in a timely manner and with attention given to the needs of specific user groups.

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.

ADQ-2023-041

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 Chillum Fire Station #844, located at 6330 Riggs Road, Chillum, MD 20782. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of March 27, 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.



Countywide Planning Division
Transportation Planning Section

301-952-3680

May 2, 2024

MEMORANDUM

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

FROM: *BAP* Benjamin Patrick, Transportation Planning Section, Countywide Planning Division

NS Noelle Smith, AICP Transportation Planning Section, Countywide Planning Division

VIA: *CH* Crystal Saunders-Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: **ADQ-2023-041: U-haul Co. of Metro DC, Inc Lots 2 & 3**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) 4-23021, which proposes the subdivision of land for the construction of an additional 39,600 square feet of warehouse of which 15,800 square feet is existing. The subject site is located within the Commercial, Service (CS) zoning district. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Criteria for Establishing Transportation Adequacy

The subject property is located 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.

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

The applicant submitted traffic counts for staff's review to be analyzed for the determination of adequacy.

Trip Generation

As mentioned, the PPS application proposes the subdivision of land for a warehouse expansion. There is an existing building constructed and operational on the subject site. During the acceptance of the PPS, staff had discussions with the applicant, and it was determined that the site functioned most similarly to a warehouse. The trip generation is provided for the total development for the subject site but assumes that there are existing trips on the network already associated with the use. The table below summarizes trip generation for the site and will be used in reviewing traffic impacts generated by the site and for developing a trip cap for the site:

TRIP GENERATION SUMMARY: ADQ-2022-028								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehouse (existing)	15,800	SF	5	1	6	1	5	6
Warehouse (proposed)	39,600	SF	13	3	16	3	13	16
Total			18	4	22	4	18	22
Total Trip Cap Recommendation			22			22		

The traffic generated by the proposed PPS would impact the following intersections and links in the transportation system:

- MD 410 / MD 650 (signalized)
- MD 650 / Site Access (unsignalized)
- MD 410 / Site Access (unsignalized)

Existing Traffic

The following critical intersections, interchanges, and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 410 / MD 650 (signalized)	1056	1417	B	D
MD 650 / Site Access (unsignalized)	9.6 sec	20.1 sec	A	C
MD 410 / Site Access (unsignalized)	9.1 sec	14.6 sec	A	A

*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 review of the traffic counts indicate that all intersections under the existing conditions are operating at acceptable levels.

Background Traffic

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 growth of 0.5 percent was applied over 2 years. A second analysis was done to evaluate the impact of the background developments. The analysis indicates that all intersections under the background conditions are operating at acceptable levels. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 410 / MD 650 (signalized)	1066	1435	B	D
MD 650 / Site Access (unsignalized)	9.7 sec	20.5 sec	A	C
MD 410 / Site Access (unsignalized)	9.1 sec	14.8 sec	A	B
*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, as developed using the Guidelines including the site trip generation as described above. The TIA concludes that all intersections under total future conditions will operate at acceptable levels and operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 410 / MD 650 (signalized)	1067	1439	B	D
MD 650 / Site Access (unsignalized)	9.7 sec	21.1 sec	A	B
MD 410 / Site Access (unsignalized)	9.1 sec	14.9 sec	A	B
*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.				

All studied intersections will continue to operate at an acceptable level of service and the existing road network will not be adversely impacted by traffic generated by the subject site. Staff find the adequacy requirements have been met.

Bicycle & Pedestrian Adequacy

The property is located within the CS zoning district and therefore is subject to the bicycle and pedestrian adequacy requirements, described in Section 24-4502 and the "2022 Transportation Review Guidelines Supplement". Per Section 24-4506(c), the cost cap for the proposed development's off-site facilities is \$13,860 adjusted for the most recent available inflation at the time of acceptance to \$18,299.37

Commercial or Retail: 39,600 sq. ft. x \$0.35 = \$13,860

Adjusted per January 2024 inflation: \$18,299.37

Off-Site Adequacy

The applicant has provided a detailed list of off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. It is important to note that all proposed recommendations are subject to the approval of the operating agency.

The applicant proposes and proffers the following improvements that are estimated and rounded to a total of \$16,500:

1. Install four TAPCO blinker signs at the existing crosswalk at MD-410 and Red Top Road.

In the event the above improvement cannot be constructed, the applicant has also provided the following list of recommendations for consideration, which staff is also in agreement with.

2. Install three continental style crosswalks on the south side of East West Highway (MD-410) at Red Top Road, 10th Avenue, and Fairview Avenue.

3. Install an ADA accessible bus shelter with concrete pad at the existing bus along MD 410 east of MD 650.

Demonstrated Nexus

The identified off-site facilities provide employees and customers of the proposed moving and storage operation with facilities and amenities that will be utilized and connect the site to the surrounding area. There is an existing transit stop along the site's frontage on MD 410. At the intersection of MD 410 and MD 650, striped crosswalks are provided along all legs of the intersection that access the site's frontage. Sidewalks currently exist along the site's frontage, with a dedicated bike lane along MD 410 and thereby satisfies the MPOT and master plan recommendations. The site has trip generators and destinations such as nearby transit stops, eating establishments, bicycle facilities, and adjacent retail to the west. The proposed infrastructure will create a continuous, highly visible and dedicated connection for pedestrian activities generated by the site. The recommended and proposed improvements will accommodate employees and customers.

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

Continuous sidewalk connections exist along all roadway frontages. There are no proposed pedestrian facilities or amenities included as part of the plan. Frontage improvements have been constructed and is functioning as intended. The parking is separated from the entrance at the north of the existing building. Customers will primarily access the warehouse by vehicle, which is how the facility is currently operating. The construction of the additional warehouse will have little impact to the pedestrian movements that currently exist within the site and staff finds the circulation acceptable.

Transportation Planning Review

Based on the findings presented above, staff concludes 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 the proposed Preliminary Plan of Subdivision shall be limited to uses that generate no more than 22 AM peak-hour trips and 22 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above 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 permit plan submission.
3. 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 four TAPCO blinker signs at the existing crosswalk at MD-410 and Red Top Road.

In the event that the improvement does not receive approval for permit, the applicant shall provide one of the following alternatives which are listed in order of priority below:

- b) Install three continental style crosswalks on the south side of East West Highway (MD-410) at Red Top Road, 10th Avenue, and Fairview Avenue.
- c) Install an ADA accessible bus shelter with concrete pad at the existing bus along MD 410 east of MD 650.