



Certificate of Adequacy

ADQ- 2023-058

General Information

Project Name: AutoZone Hyattsville

Case Number: ADQ-2023-058

Associated Preliminary Plan of Subdivision or Final Plat: 4-23033

Use Type: Commercial

Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 7,348 SF

Project Location

Project Location: Located in the northeast quadrant of intersection of MD 214 (Central Avenue) and Norair Avenue

Lot/Parcel: Lots 22, 23, and 38, Block 6 Tax Account: 2073427, 2073450, 2073401

Property Zone: CGO / MIO Council District: 05

Planning Area: 72 Municipality: N/A

Election District: 13 Transportation Service Area: 1

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: 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	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	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 Gupta, June 7, 2024)*
- *Special Projects Section (Ray to Gupta, June 12, 2024)*

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


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

☐ Denied

1. Total development within the subject property shall be limited to uses which generate no more than 18 AM and 21 PM peak-hour vehicle trips.

SIGNATURE
Hunt, James

Planning Director

 Digitally signed by Hunt, James
Date: 2024.06.27 15:13:28 -04'00'

06/27/2024

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

June 12, 2024

MEMORANDUM

TO: Mridula Gupta, Planner IV, Subdivision Section, DRD

FROM: BR Bobby Ray, AICP, Supervisor, Special Projects Section, CWPB

SUBJECT: 4-23033 & ADQ-2023-058 AutoZone Hyattsville

Project Summary:

The project involves the consolidation of three (3) parcels (8516, 8520, and 8524 Central Avenue) and the future development of a retail auto parts store. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on May 6, 2024.

PPS-4-23033

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 which includes those properties served by public sewerage systems.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 72 – "Landover & Vicinity". The *2024-2029 Fiscal Year Approved CIP Budget* identifies a new Fire / EMS station in the vicinity of Shady Glen Drive and Central Avenue (13.51.0018).

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* has a Chapter (9) devoted to Public Facilities and contains the following overall goals:

Schools

- Provide residents with public schools that are conveniently located, of adequate size, feature state of-the-art technology and quality instructional opportunities, and serve as active centers for their communities.

Public Safety

- Locate police and fire and rescue facilities and services that meet the size and location needs of the community to minimize response time.
- Provide fire and rescue facilities that meet the needs of the community based upon established county standards and able to accommodate modern vehicles and equipment.

Water and Sewer

- Provide adequate public water and sewer service to areas eligible for service.
- Ensure that sewer capacity at the wastewater treatment plants serving Subregion 4 is sufficient to meet the county's future needs.

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 Table 24-4502 “Summary of Public Facility Adequacy Standards” police response times are not a level of service standard evaluated for non-residential 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 use as well as five (5) minutes response time for non-residential uses which includes one (1) minute of “turn-out” time. The Fire Department uses the metric of “travel time” in their evaluation, which is assessed as the time the station receives notice and initiates a response.

The subject property is served by Shady Glen Station #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 May 29, 2024, the site passes the five-minute travel time test for non-residential development from the closest or ‘first due’ Fire/EMS station.

Schools Adequacy:

Per Table 24-4502 “Summary of Public Facility Adequacy Standards” school adequacy is not a level of service standard evaluated for non-residential development.

CONCLUSION

The Special Projects Section finds that the required Levels of Service for applicable public facilities is met.



June 7, 2024

MEMORANDUM

TO: Mridula Gupta, Development Review Division

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


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

SUBJECT: **ADQ-2023-058 – AutoZone Hyattsville**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) 4-23033. The subject application seeks to construct a 7,348 square-foot auto parts store in the Commercial, General Office (CGO) zone. 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 applicable to the site.

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

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) was not required. The table below summarizes trip generation and will be used in reviewing traffic for the site:

TRIP GENERATION SUMMARY: ADQ-2023-058								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Automobile Parts Store	7,348	Square-Feet	10	8	18	17	19	36
Total Trip Cap Recommendation			18			21		

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. Staff would note that the intersection of MD 214 and Norair Avenue is currently unsignalized. However, the intersection is currently under construction for the installation of traffic signal. Therefore, staff requested that this intersection be analyzed as a signalized intersection.

- MD 214 / Norair Avenue (signalized)
- MD 214 / Site Access (unsignalized)
- Norair Avenue / Site Access (unsignalized)

Existing Traffic

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

<u>EXISTING TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume</u>		<u>Level of Service</u>	
	<u>(AM & PM)</u>		<u>(Pass/Fail)</u>	
MD 214 / Norair Avenue (signalized)	801	838	A	A
MD 214 / Site Access (unsignalized)				
Step 1 – HCM Delay Test (Seconds)	-	-	-	-
Norair Avenue / Site Access				
Step 1 – HCM Delay Test (Seconds)	-	-	-	-

The applicant's submission indicates that the intersection of MD 214 and Norair Avenue operates at LOS A, which is acceptable.

Background Traffic

Utilizing the Maryland Department of Transportation, State Highway Administration (MDOT, SHA) Annual Average Daily Traffic (AADT) segments, the applicant applied a 2.13% growth rate to the studied intersection. The traffic study identified 2 background developments whose impact would affect study intersections. 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)</u>		<u>Level of Service (Pass/Fail)</u>	
MD 214 / Norair Avenue (signalized)	863	867	A	A
MD 214 / Site Access (unsignalized) Step 1 – HCM Delay Test (Seconds)	-	-	-	-
Norair Avenue / Site Access Step 1 – HCM Delay Test (Seconds)	-	-	-	-

Total Traffic

The study intersections, when analyzed with total developed future traffic, operate as shown below.

<u>BACKGROUND TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (Pass/Fail)</u>	
MD 214 / Norair Avenue (signalized)	872	876	A	A
MD 214 / Site Access (unsignalized) Step 1 – HCM Delay Test (Seconds)	11.6 Sec.	11.6 Sec.	Pass	Pass
Norair Avenue / Site Access Step 1 – HCM Delay Test (Seconds)	10.9 Sec.	11.0 Sec.	Pass	Pass

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 subject property is in the Commercial, General Office (CGO) zoning district and is therefore subject to Section 24-4506 for pedestrian and bicycle adequacy. Per section 24-4506(b)(3), the proposal is for less than 10,001 square feet of gross floor area for development and therefore can be found to meet the adequacy finding for pedestrian and bikeway facilities.

Transportation Planning Review

Based on the methods provided in the “Transportation Review Guidelines – 2022 Supplement”, the proposed residential development will generate 18 AM and 21 PM vehicle trips. Staff finds that the studied intersections 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.

In the companion PPS referral for the subject application, staff includes a condition that a bicycle lane be shown along the site's frontage of MD 214, unless modified by the operating agency with written correspondence. Staff also includes a condition that a new five-foot-wide sidewalk be shown along the site's frontage of MD 214 and that two bicycle racks be located no more than 50 feet from the building entrance. These facilities shall be shown on the detailed site plan.

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 18 AM peak-hour trips and 21 PM peak-hour trips.