

Certificate of Adequacy

ADQ- 2023-015

General Information

Project Name: Al Kareem
Case Number: ADQ-2023-015
Associated Preliminary Plan of Subdivision or Final Plat: PPS-2023-019
Use Type: Residential / Commercial
Dwelling Unit Type and Number: 146 Gross Floor Area (nonresidential): 3,000

Project Location

Project Location: East of the intersection of Madison Street, Cleveland Avenue, and US 1 (Baltimore Avenue).
Lot/Parcel: Lot 24 Tax Account: 2165769
Property Zone: Legacy Mixed - Use Town Center (LMUTC) Council District: 3
Planning Area: 68 Municipality: Riverdale Park
Election District: 19 Transportation Service Area: 1
Police District: 1 School Cluster Area: 2

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 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	Yes	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	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)	Yes	Yes

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:

- *Special Projects Section Ray to Diaz-Campbell, January 24, 2024)*
- *Department of Parks and Recreation (Quattrocchi and Thompson to Diaz-Campbell, January 16, 2024)*
- *Transportation Planning Section (Smith to Diaz-Campbell, January 18, 2024)*

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

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

☐ Denied

1. Pursuant to Section 24-4510(c) of the Subdivision Regulations, the applicant and the applicant's heirs successors and/or assignees shall pay the applicable school facilities surcharge in accordance with the requirements of Section 10-192.01 of the Prince George's County Code prior to approval of a building permit.
2. Total development within the subject property shall be limited to uses that would generate no more than 91 AM and 106 PM peak-hour vehicle trips.
3. Prior to approval of any 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 Prince George's County Subdivision Regulations ("Pedestrian and Bikeway Adequacy"), 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. US 1 / Riverdale Road - Removal and replacement for ADA compliant curb ramp, mill/overlay to for striping of thermoplastic continental crosswalks.
- b. US 1 / Oliver Street / Harrison Avenue - Removal and replacement for ADA compliant curb ramp, mill/overlay to for striping of thermoplastic continental crosswalks.

In the event that one or both of the above improvements does not receive approval for permit, the applicant shall provide the following alternatives in combination with the above:

- c. Cleveland Avenue/Dupont Circle - Striping of thermoplastic continental crosswalks at both Cleveland Avenue intersections.
 - d. Cleveland Avenue/ Oliver Street - Removal and replacement for ADA compliant curb ramp.
4. At the time of permitting, the applicant and the applicant's heirs, successors, and/or assignees shall provide the details and locations of the following:
 - a. Long- and short-term bicycle parking near the building entrance and within the building for residents.

SIGNATURE


Planning Director

Feb. 7, 2024

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).



Countywide Planning Division
Special Projects Section

January 24, 2024

MEMORANDUM

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

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

SUBJECT: PPS-2023-019 and ADQ-2023-015 for Al Kareem Properties, LLC.

Project Summary:

The project proposes to create a proposed parcel 1 for the property located at 5801 Cleveland Avenue in Riverdale Park. The purpose of this application is to effectuate the future construction of a single, multi-level, multi-family mixed-use building with approximately 146 multifamily apartments above approximately 3,000 sq. ft. of retail commercial. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on November 30, 2023.

PPS-2023-019

The Certificate of Adequacy associated with preliminary plan PPS-2023-019 is being reviewed for public facility adequacy standards per Section 24-4502 as follows:

24-4502. Applicability

(b) Applicability of Public Facility Adequacy Standards

- (2) An application listed in Section 24-4502(a) above¹ shall not be approved until a certificate of adequacy or conditional certificate of adequacy is approved in accordance with the procedures and standards of this Section. No certificate of adequacy or conditional certificate of adequacy shall be approved unless and until it is reviewed and approved in conjunction with one of the applications or subdivision reviews identified in Section 24-4502(a) above and Section 24-4503(a).

¹ **24-4502. Applicability**

(a) **Applications / Approvals Subject to this Section**

This Section applies to:

(1) An application for a preliminary plan of subdivision (minor or major).

Water and Sewer:

24-4404.

In accordance with the Sustainable Growth and Agricultural Preservation Act (Map 3 of Plan 2035 Prince George's County Sustainable Growth and Agricultural Preservation Act of 2012 (SB236) Map, Adopted November 20th, 2012, as may be amended from time to time), the water and sewer standard for residential subdivisions is:

- (a)** A subdivision in the Sustainable Growth Tier I in the General Plan or applicable Functional Master Plan shall be served by public sewer.

The property is within Tier 1 of the Sustainable Growth Act. Tier 1 includes those properties served by public sewerage systems.

24-4405.

For purposes of determining whether water and sewerage complies with the standards of this Section, 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 Systems". 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 subject project is located in Planning Area 68 – "Hyattsville Vicinity". The *2024-2029 Fiscal Year Approved CIP Budget* identifies one new construction project proposed for this area.

- Hyattsville Fire / EMS Station #801 located at 6200 Belcrest Road. (3.51.0001)

Conformance to the Master Plan:

24-4101. General

(b) Conform to Comprehensive Master Plan

- (1)** Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.

The 2004 Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan doesn't contain any specific goals or policies regarding public facility adequacy. However, there is nothing in the plan that would lead to a finding of inconsistency with public facilities. 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.

ADQ-2023-015

Police Facility Adequacy:

Per Section 24-4508 of the current Subdivision Regulations, the Planning Board's test for police adequacy involves the following:

24-4508. Police Facility Adequacy

(b) Adopted LOS Standard-Police

(2) To demonstrate compliance with this LOS standard, the Chief of Police shall submit the following information, on an annual basis, to the Planning Director:

(A) A statement reflecting adequate equipment pursuant to studies and regulations used by the County, or the *Public Safety Master Plan* for police stations in the vicinity of the area of the proposed subdivision; and

(B) A statement by the Police Chief that the rolling 12-month average, adjusted monthly, for response times in the vicinity of the proposed subdivision is a maximum of 25 minutes total for non-emergency calls and a maximum of 10 minutes total for emergency calls for service. For the purposes of this Subsection, response time means the length of time from the call for service until the arrival of Police personnel on-scene or other police response, as appropriate.

The subject property is served by Police District I, Hyattsville, located at 5000 Rhode Island Avenue, Hyattsville, MD. 20784. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated January 8, 2024, that stated the Department "has an adequate amount of equipment for our current sworn officers".

Pursuant to Section 24-4508.B the subject police response times for the site meet the standard of 25 minutes for non-emergency calls and 10 minutes for emergency calls. The test is applied on the date the application is accepted or within the following three (3) monthly cycles. The times are based on a rolling average for the preceding 12 months. The application was accepted by the Planning Department on December 1, 2023.

Police Response Times (Section 24-4508.B) District I

Reporting Cycle	Reporting Month	Priority	Non-Priority
Acceptance Date	November 2023	9:27 minutes	12:44 minutes

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. The subject property is served by the Riverdale Station #807 located at 4714 Queensbury Road, as the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of January 18, 2024, the site passes the four-minute travel time test for commercial development from the closest or 'first due' Fire/EMS station. The closest station is Station 807 – Riverdale. Because this parcel passes the four-minute travel time test, it also passes the seven-minute test for residential development as well.

Schools Adequacy:

Per Section 24-4510 of the current Subdivision Regulations, the Planning Board's test for school adequacy involves the following:

24-4510. Schools Adequacy

(b) Adopted LOS Standard for Schools

- (2)** The adopted LOS standard is that the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters.

The subject property is located within Cluster 2, as identified in the *Pupil Yield Factors & Public-School Clusters 2022-2023 Update*. The project proposes to add 146 new multi-family dwelling units.

The adopted “level of service” standard is the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity of the affected elementary, middle, and high school clusters. Public schools at all levels in Cluster 2 currently operate and will continue to operate at a capacity exceeding 105%. The proposed project therefore fails the school adequacy test.

Section 25-4510.c. of the Subdivision Regulations states that:

(c) Mitigation

When conditioned upon payment of the school’s facility surcharge, or when otherwise exempt from the school’s facility surcharge pursuant to Section 10-192.01, School Facilities Surcharge, of the County Code, the subdivision may be approved regardless of actual or projected school capacity.

The proposed project is not exempt from the school’s facility surcharge, as explained below, and the failure to meet the level of service adequacy is mitigated pursuant to Section 25-4510 (c).

Impact on Affected Public School Clusters

	Affected School Cluster		
	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multi-Family Dwelling Units	146	146	146
Pupil Yield Factor (PYF) – MFD	0.179	0.095	0.131
SFD x PY=Future Enrollment	26	14	19
Adjusted Student Enrollment 9/30/22	20,968	9,781	10,074
Total Future Student Enrollment	20,994	9,795	10,093
State Rated Capacity	19,705	7,969	8,494
Percent Capacity	106%	123%	119%

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is **\$11,560** per dwelling if a building is located between Interstate 495 and the District of Columbia; **\$11,560** per dwelling if the building is included within a Basic Plan or Conceptual Site Plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or **\$19,826** per dwelling for all other buildings. This project is inside of the I-495 Capital Beltway; thus, the surcharge fee is **\$11,560 per dwelling unit**. This fee is to be paid to Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) at the time of issuance of each building permit.

CONCLUSION

At the writing of this referral the Special Projects Section finds that, subject to payment of the school's facility surcharge pursuant to Section 24-4510 (c) of the Subdivision Regulations, the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Regulations,



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: January 16, 2024

TO: Eddie Diaz-Campbell, Planner III
Subdivision Section, Development Review Division, Planning Department

VIA: Sonja Ewing, Division Chief **SME**
Park Planning and Environmental Stewardship
Department of Parks and Recreation

FROM: Dominic Quattrocchi, Planning Supervisor **DAQ**
Ivy R. Thompson, AICP, Planner III **IRT**
Land Acquisition/Management & Development Review Section
Land Management and Environmental Stewardship, DPR

SUBJECT: **Preliminary Plan of Subdivision (PPS)**
PPS-2023-019 Al Kareem

The Department of Parks and Recreation (DPR) has reviewed and evaluated this Preliminary Plan of Subdivision (PPS) application as it pertains to public parks and recreational facilities.

PROPOSAL

This application is for the development of 146 multifamily dwellings and 3,000 square feet of commercial space.

BACKGROUND

This 0.91-acre property, zoned Legacy Mixed-Use Town Center (LMUTC) is located approximately 324 feet east of the intersection of Baltimore Avenue (US Route 1) And Cleveland Avenue.

Master Plan Conformance

The property is subject to the *2004 Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan*; *Plan Prince George's 2035 Approved General Plan*; the *Approved 2022 Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. Parks staff reviewed this preliminary plan of subdivision for conformance to the master plan per the Subdivision Regulations Sections 24-4600. The 2004 Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan recommends a public space with gateway plantings at the intersection of Baltimore Avenue (US Route 1) and Madison Street to signify the Riverdale Park Town Center and the neighborhoods (Map 3, pg. 19, and Table 2, pg. 24).

DISCUSSION:

Park and recreation facilities serving the subject property include the Riverside Drive Park, the Hyattsville-Dietz Park, The Rhode Island Avenue Trolley Trail, and the Riversdale Historic site.

PPS-2023-019
Al Kareem Subdivision

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the project, as shown, will generate an additional 63 people in the local community.

Per 24-4507(b)(1)(B) of the Prince George's County Subdivision Regulations 15 acres of improved public parks per 1,000 residents is the adopted Level of Service standard for Parks and Recreation in Prince George's County. The Approved 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) shows that there are 35 acres of improved public parkland per 1,000 persons in the county.

Therefore, Parks staff finds the LOS adequate.

Separate from the evaluation of Parks & Recreation Adequacy, the Mandatory Dedication requirements must be met, as discussed below.

FINDINGS:

The Prince George's County Subdivision Regulations Section 24-4601, which relate to the Mandatory Dedication of Parkland, provides for the dedication of land, the payment of a fee-in-lieu, and/or the provision of private onsite recreational facilities. The proposal is for the development of 146 multifamily units. Based on the proposed density of development, 15-percent of the net residential lot area should be required to be dedicated to M-NCPPC for public parks, which equates to 0.14 acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. Therefore, the 0.14 acres of dedicated land would not be sufficient to provide for the types of active recreational activities that are needed.

The recreational guidelines for Prince George's County also set standards based on population. The projected population for the development is 358 new residents. Based on the projected population for the development, the typical recreational needs include outdoor sitting and eating areas, fitness areas, open play areas, and basketball and/or tennis courts. Per Subdivision Regulation Section 24-4601(b)(4)(C) of the Prince George's County Subdivision Ordinance, the Planning Board may approve the provision of recreation facilities in place of Parkland dedication. The applicant is proposing an outdoor seating area adjacent to the commercial space, outdoor seating in the central courtyard, interior spaces on the ground floor and an interior lounge with adjacent outdoor amenity area with a kitchen and seating areas. The applicant may creatively incorporate signages and plantings in the design of the public plaza as the gateway to the community.

DPR staff finds the proposed indoor and outdoor facilities acceptable to meet the requirement of the mandatory dedication of parkland.

RECOMMENDATION

The Park Planning & Development Division of DPR recommends the following conditions for the Al Kareem Preliminary Plan of Subdivision PPS-2023-019:

1. In accordance with Section 24-4601 of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.
2. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review

Division (DRD) of the Prince George's County Planning Department for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation.

3. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Parks and Recreation Facilities Guidelines, with the review of the site plan. Timing for construction shall also be determined at the time of DSP review.
4. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities.
5. Add a note on the Preliminary Plan to state that the mandatory dedication of parkland requirement is being addressed by providing on-site facilities for Service Area 2 because the land available for dedication is not sufficient to meet the recreational needs of the projected population.

cc: Alvin McNeal



January 18, 2024

MEMORANDUM

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

FROM: *NS* Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: **ADQ-2023-015 Al Kareem**

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed with the Preliminary Plan of Subdivision (PPS) application, PPS-2023-019, which proposes the subdivision of land for the development of 148 multi-family building and 3,292 square feet of retail commercial space within the Legacy Mixed-Use Town Center (LMUTC) zone. 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 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: 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 the delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed and the standard of CLV is 1,150 or less.

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 and the standard of CLV is 1,150 or less.

Analysis of Traffic Impacts

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

Trip Generation

The table below summarizes trip generation for each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site:

TRIP GENERATION SUMMARY								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Multi-Family	148	Units	15	62	77	58	31	89
Strip Retail Plaza <40k	3,292	SF	8	6	14	17	18	35
50% pass-by			-	-	-	-9	-9	-18
Total Trip Cap Recommendation			91			106		

The traffic generated by the proposed application would impact the following intersections in the transportation system:

- US 1 / MD 410 (signalized)
- US 1 / Queensbury Road (signalized)
- US 1 / Oglethorpe Street (signalized)
- US 1 / Madison Street (signalized)
- US 1 / Jefferson Street (signalized)
- US 1 / Hamilton Street (signalized)
- Madison Street / Site Access (unsignalized)
- Cleveland Avenue / Site Access (unsignalized)
- Cleveland Avenue / Madison Street (unsignalized)

Existing Traffic

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

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
US 1 / MD 410	1190	1262	C	C
US 1 / Queensbury Road	878	962	A	A
US 1 / Oglethorpe Street	733	681	A	A
US 1 / Madison Street	953	772	A	A
US 1 / Jefferson Street	973	921	A	A
US 1 / Hamilton Street	1161	1245	C	C
Madison Street / Site Access	-	-	-	-
Cleveland Avenue / Site Access	-	-	-	-
Cleveland Avenue / Madison Street	> 50 secs	>50 secs	-	-
Unsignalized tier step 3	130	173	Pass	Pass
*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, a 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 severe inadequacy.				

Background Traffic

The traffic study identified 3 background developments whose impact would affect study intersections. Additionally, annual growths of 1.0% over six years were applied to through movement traffic volumes along all the study roads. The analysis revealed the following results.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
US 1 / MD 410	1254	1337	C	D
US 1 / Queensbury Road	934	1039	A	B
US 1 / Oglethorpe Street	983	789	A	A
US 1 / Madison Street	1005	886	B	A
US 1 / Jefferson Street	1135	1233	B	C
US 1 / Hamilton Street	924	1315	A	D
Madison Street / Site Access	-	-	-	-
Cleveland Avenue / Site Access	-	-	-	-
Cleveland Avenue / Madison Street	> 50 secs	>50 secs	-	-
Unsignalized tier step 3	179	219	Pass	Pass
*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, a 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 severe inadequacy.

Total Traffic

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

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
US 1 / MD 410	1259	1348	C	D
US 1 / Queensbury Road	947	1053	A	B
US 1 / Oglethorpe Street	992	801	A	A
US 1 / Madison Street	1069	983	B	A
US 1 / Jefferson Street	1154	1250	C	C
US 1 / Hamilton Street	938	1333	A	D
Madison Street / Site Access (EB/SB)	4.3/8.7 secs	5.6/8.7 secs	Pass	Pass
Cleveland Avenue / Site Access (WB/NB)	0.0/9.4 secs	0.0/0.0	Pass	Pass
Cleveland Avenue / Madison Street	> 50 secs	>50 secs	-	-
Unsignalized tier step 3	249	294	Pass	Pass
*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, a 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 severe inadequacy.				

The study results show that all critical intersections will operate at acceptable levels in all conditions and there are no improvements required. The adequacy requirements have been met.

Analysis of Bicycle & Pedestrian Impacts

The subject property is in the Legacy Mixed-Use Town Center (LMUTC) 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 \$45,553, adjusted for the most recent available inflation at the time of acceptance to \$59,000

Commercial or Retail: 3,292 sq. ft. x \$0.35 = \$1,153

Residential: 148 units x \$300.00 = \$44,400

Adjusted per November 2023 inflation: \$59,000

Off-Site Adequacy

The applicant has provided a list of several off-site improvement facilities to meet pedestrian and bikeway adequacy. Staff provided recommendations that include signage and pavement markings to designate bicycle routes and to identify nearby trails. At the time of this referral, external agencies did not provide correspondence regarding the improvements provided by the applicant.

The applicant proposes the following improvements as the priority, resulting in an approximate total of \$54,040:

1. US 1 / Riverdale Road
 - a. Removal and replacement for ADA compliant curb ramp, mill/overlay to for striping of thermoplastic continental crosswalks
2. US 1 / Oliver Street / Harrison Avenue
 - a. Removal and replacement for ADA compliant curb ramp, mill/overlay to for striping of thermoplastic continental crosswalks

In the event that one or both of the above improvements do not receive approval for permit, the applicant proposes the following alternatives:

3. Cleveland Avenue/Dupont Circle
 - a. Striping of thermoplastic continental crosswalks at both Cleveland Avenue intersections
4. Cleveland Avenue/ Oliver Street
 - a. Removal and replacement for ADA compliant curb ramp

On-Site Adequacy

The subject development also proposes on-site amenities that include outdoor seating and plaza area near the building entrance, short-term bicycle parking along the building frontage, crosswalks and continuous sidewalk along the property frontage to multimodal access. In addition, staff recommend that long-term bicycle parking be provided within the building for residents as part of on-site amenities. Staff find that the proposed and recommended amenities are appropriate for the subject application and shall be included on the site plan at the time of permit approval.

Demonstrated Nexus

The subject site is adjacent to the Route 1 corridor which has several operating commercial properties. This area also has an existing sidewalk network to facilitate the pathways to the surrounding areas, however, not all intersections have marked and separated crossing for continuous and separated pathways. The recommended improvements allow the residents and visitors to traverse to the nearby retail in designated pathways.

Conclusion

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required in accordance with Subtitle 24, if the application is approved with the following conditions:

1. Total development within the subject property shall be limited to uses that would generate no more than 91 AM and 106 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. At the time of permitting, the applicant and the applicant's heirs, successors, and/or assignees shall provide the details and locations of the following:
 - a. Long- and short-term bicycle parking near the building entrance and within the building for residents.
3. Prior to approval of any 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 Prince George's County Subdivision Regulations ("Pedestrian and Bikeway Adequacy"), 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. US 1 / Riverdale Road
 - i. Removal and replacement for ADA compliant curb ramp, mill/overlay to for striping of thermoplastic continental crosswalks
 - b. US 1 / Oliver Street / Harrison Avenue
 - i. Removal and replacement for ADA compliant curb ramp, mill/overlay to for striping of thermoplastic continental crosswalks

In the event that one or both of the above improvements does not receive approval for permit, the applicant shall provide the following alternatives in combination with the above:

- c. Cleveland Avenue/Dupont Circle
 - i. Striping of thermoplastic continental crosswalks at both Cleveland Avenue intersections
- d. Cleveland Avenue/ Oliver Street
 - i. Removal and replacement for ADA compliant curb ramp