



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

November 7, 2011

MEMORANDUM

TO: Jimi Jones, Zoning Section, Development Review Division
Susan Larouse, Urban Design Section, Development Review Division

FROM: Faramarz Mokhtari, Ph.D., Transportation Planning Section, Countywide Planning Division

VIA: Eric Foster, Supervisor, Transportation Planning Section, Countywide Planning Division

SUBJECT: ZMA A-10018, Cafritz Property - Amendment to the Approved Riverdale Park Mixed-Use Town Center Zone (M-U-T-C), and Development Plan.

The Transportation Planning Section has reviewed the Zoning Map Amendment application referenced above. The subject property consists of approximately 37.55 acres of land in the R-55 zone. The property is located on the east side of US 1 (Baltimore Avenue), approximately 1,400 feet north of the intersection of US 1 and MD 410 (East-West Highway). The applicant is requesting to amend the boundaries of the "Approved 2004 Town of Riverdale Park Mixed-Use Town Center Zone", to include this property and rezone the entire 37.55 acre site to the M-U-T-C zone as well as amend the Town Center Development Plan which contains the standards for street design and the parking and loading standards.

Staff analysis of Trip Generation

The applicant proposes to develop the site in two phases. According to the traffic study, the first phase will include 162,000 Gross Square Feet (GSF) of commercial retail space, and 22,000 GSF of general office space. The second phase will include an additional 6,000 GSF of retail space, a 120-room hotel, and 995 residential units (~~224~~ *age restricted* senior residential housing units, 641 apartment units, and 131 townhouse units).

While these development intensities are utilized to calculate approximate peak hour and daily trip volumes, the actual development proposed in the submitted plan varies from this mix of uses. To this end, staff suggests that the final mix of uses and levels be limited such that the proposed peak hour and daily trip volumes would not exceed the figures calculated from the above mix. Using the estimated development yields for each phase along with the AM and PM peak hour and daily trip generation rates from Figure 4 of the Planning Board's "Guidelines for the Analysis of the Traffic Impact of Development Proposals (Guidelines)", and the applicable Institute of Transportation Engineers Trip Generation, 8th Edition, the table below (Table 1) was developed. The information presented in this table assumes that the entire site is developable, and that the practical density in the existing R-55 zone is an average of 4.60 residences per acre as stated in the Guidelines.

Table 1 - Comparison of Estimated Net Trip Generation, A-10018, 37.55 acres

Zoning or Use	Units or Square Feet	AM Peak Hour Trips		PM Peak Hour Trips		Weekday Trips (ADT)
		In	Out	In	Out	
Existing Zoning						
R-55 (residential)	173 detached residences	26	104	102	54	1,557
Proposed Zoning						
M-U-TC						
Retail	184,000 square feet	131	83	538	538	11,774
office	22,000 square feet	40	4	8	33	440
hotel	120 rooms	83	33	217	217	1,200
residential – senior housing	224 units	134	20	43	94	780
residential – apartment	641 units	64	269	250	135	4,167
residential – townhouse	130 units	18	73	68	36	1,040
TOTAL		470	482	1,124	1,053	19,401
Difference (between bold numbers)		+444	+378	+1022	+999	+17,844

The comparison of estimated net site trip generation indicates that the proposed rezoning would increase the site generated traffic by as much as 820 trips during the AM peak hour and 2,020 trips during the PM peak hour. The Weekday average daily travel could increase by as much as 17,800 daily trips. Due to the proposed retail uses, the increase in the Weekend average daily traffic could be as much as 1,840 daily trips. These figures do not include appropriate discount for trips considered as pass-by and internal trips as explained below.

A component of travel associated with retail uses is pass-by (i.e., already on the adjacent roadway). Therefore, while the estimates in the above table reflect traffic at the site entrance, off-site traffic impact of the retail use would be less than indicated in the table above. Also, while the Guidelines suggest that 50 percent of peak hour retail trips may be pass-by, that percentage would not apply to average weekday and weekend daily trips. This is because most trips using retail uses during the midday or evening hours of a weekday or on a weekend day are made specifically for that purpose, and therefore, the pass-by percentage should be assumed to be somewhat lower than the stated peak hour percentage.

Another component of travel associated with the overall site development plan is internal trips. Internal trips are portion of trips generated that begins and ends within a mixed use development. These trips could be as much as 10 percent of the generated trips and generally do not use the external road system.

Staff Analysis of Traffic Impacts

Given the size of the traffic impact that would occur if the subject property were to be rezoned as requested, it is appropriate to also assess the potential traffic impact of the proposed rezoning on the *Approved 2009 Master Plan of the Transportation, (MPOT)* which fully incorporated the

recommendations of the *Approved 1994 Master Plan and Sectional Map Amendment for Planning Area 68* for US 1 as a collector facility.

The criteria for evaluation of zoning cases are contained in Section 4 of the Guidelines. However, there are no criteria specifically recommended for the M-U-TC zone at this time. Staff applied the criteria for Comprehensive Design Zone Basic Plans (also used for M-X-T Basic Plans) in Section 4 of the Guidelines be used for this purpose, since the proposed zone is not in accordance with the currently approved master plan for this area (the *Approved 1994 Master Plan and Sectional Map Amendment for Planning Area 68*).

The site is located in the Developed Tier, as provided in the *2002 General Plan*. The applicable level-of-service (LOS) standard in the Developed Tier is LOS E. According to Figure 5 in the Guidelines (page 35), LOS E corresponds to a volume-to capacity ratio (V/C) of 1.0 on roadway links. For US 1 in the vicinity of the site, which is a collector roadway with two-way center left turn lane, this corresponds to a maximum daily service volume of 46,800 vehicles per day.

The traffic forecasts developed for the preparation of the 2009 MPOT by using the existing R-55 zone for the subject property, indicated 44,200 vehicle trips as the estimated average daily traffic for the portion of US 1 that the subject property fronts. This corresponds to a V/C ratio of 0.94, or about 6 percent below the maximum LOS E threshold. With the proposed rezoning the projected build-out daily traffic volume, including appropriate site generated trip discounts noted earlier, along this portion of US 1 would increase to approximately 55,500 vehicle trips, with a V/C ratio of 1.19.

Staff evaluated the impact of a new east-west road connection over the CSX Railroad from the site to River Road on the forecast average daily traffic on US 1 in the vicinity of the site. The projected build out traffic volume along US 1 would decrease from 55,500 (V/C = 1.19) to about 50,500 (V/C = 1.08).

The preceding sections indicate that the proposed rezoning would worsen the anticipated vehicle travel along US 1 in the vicinity of the subject site, with or without an east-west roadway connection over the CSX railroad to River Road.

One way to fully mitigate the projected impact on US1, in addition to the construction of a new east-west road connection over the CSX Railroad from the site to River Road, would be by providing a circular shuttle service operating both on weekdays and weekends with ten to twelve hours of service each day and along US1 between Queensbury Road and Paint Branch Parkway with stops at the proposed site, the Riverdale Marc Station, The University Park Town Hall, the Downtown College Park, the College Park-UMD Metro Station, and the Prince George's Metro Station.

Staff review of Applicant's Traffic Impact Report

The applicant has voluntarily submitted a traffic impact report by Wells and Associates, dated July 27, 2011, with the zoning map application. The traffic impact report was prepared in accordance with the methodologies in the "Guidelines for the Analysis of the Traffic Impact of Development Proposals (Guidelines)" for preliminary plats of subdivision. While the report is probative in that it indicates the intention of the applicant to some degree, a full review of the report is not required pursuant to the findings for this type of zoning change.

The information contained in the submitted report is provided for purposes of establishing a record and allowing comment upon the scope of future studies as a part of this process. If the zoning is granted, detailed transportation conditions will be imposed at the time of the preliminary plan application, which is required pursuant to Section 24-10(c) of the Prince George's County Code, and the Subdivision Section's referral memo dated October 24, 2011.

Given the above, staff review of the applicant's submitted traffic report indicates the following:

The traffic study was referred to the Maryland State Highway Administration (SHA), the Prince George's County Department of Public Works and Transportation (DPW&T), and the City of College Park, the Town of Riverdale Park, and the Town of University Park. As of this writing, only DPW&T had provided staff with written comments, which are attached.

The traffic report does indicate that, all of the intersections studied, except for the signalized intersections of US 1 and Paint Branch Parkway and US 1 and MD 410, operate acceptably (LOS E) under existing conditions. The report finds that all intersections would continue to operate acceptably with development under the proposed rezoning, with the provision of: (a) on-site Transportation Demand Management measures, (b) a neighborhood shuttle service with connections to nearby Metro and MARC Stations, (c) a traffic signal at the intersection of US 1 at Van Buren Street/Main Site Access Driveway, (d) extension of the Rhode Island Avenue "Trolley Trail" north and south of the site, (e) a bike trail connection from the Rhode Island Avenue "Trolley Trail" to US 1, and (f) a roadway connection via Maryland Avenue to the Riverdale MARC Station.

However, staff noted the following issues with the submitted traffic report:

1. The report included analysis of intersections 1 through 6 using the procedure described in the *Central US 1 Sector Plan*. However, the subject property is not located within the Sector Plan area, so this methodology does not apply to the site.
2. The scoping agreement indicates "TDOZ" as type of application. However, the subject property is not located within a Transit District Overlay Zone area, so this does not apply to the site.
3. The report did not analyze the intersections of Rivertech Court with River Road, and River Road with MD 201(Kenilworth Avenue), to evaluate the impact of additional traffic that would be oriented to these intersections with the proposed new east-west road connection and CSX Railroad crossing.
4. The Transportation Facilities Mitigation Plan (TFMP) procedures may be applied per Section 24-124(a)(6) of the County Code, but this was not done in the submitted traffic report.

If the rezoning is approved, these issues should be addressed during the review of the traffic impact of the preliminary plan of subdivision.

Conclusions

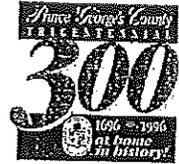
Transportation staff is aware that the adequacy or inadequacy of transportation facilities is not a central issue pertaining to the proposed rezoning to M-U-TC. Based on the potential trip generation, the proposed rezoning would have a sizable impact on the existing transportation facilities in the area of the subject property. While no transportation facility conditions are warranted as a means of ensuring the coordinated, harmonious, and systematic development of the Regional District, a number of issues are identified that will need to be addressed during review of the preliminary plan of subdivision, deemed required by the Subdivision Section, and during the Detailed Site Plan Review if one is provided. Finally, the improvements and right-of-way dedication for US1 should be consistent with the MPOT, the *Approved Planning Area 68 Master Plan*, and the *Approved Town Of Riverdale Park Mixed-Use Town Center Zone Development Plan* or as amended.

Attachment (DPW&T memo)



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of Engineering

MEMORANDUM

October 31, 2011

TO: Susan Lareuse, Planning Coordinator
Zoning Section, M-NCPPC

FROM: *[Signature]* Dawit Abraham, P.E., Associate Director
Office of Engineering, DPW&T

RE: Cafritz Property
Zoning Amendment No. A-10018

In response to the Zoning Amendment No. A-10018 referral, the Department of Public Works and Transportation (DPW&T) offers the following:

- The property is located approximately 1,400 feet north of the intersection of Baltimore Avenue (US 1) and East West Highway (MD 410) on the east side of US 1. US 1 is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is required.
- The site lies within the Town of Riverdale Park; therefore, coordination with the Town will be required for rights-of-way dedication and roadway improvements.
- The proposed plan is not consistent with the approved Stormwater Concept Plan No. 11589-2010, dated May 3, 2010. A revised concept is to be submitted.
- The development includes a possible CSX railroad vehicular crossing and a road connection to Rivertech Court. Rights-of-way dedication and construction of the roadway connection will be required as determined by DPW&T.

Susan Lareuse
October 31, 2011
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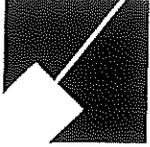
- If the vehicular railroad crossing and a road connection is made to Rivertech Court, the submitted Traffic Impact Study will need to be revised to include analysis of the following intersections, Rivertech Court/River Road, River Road/Kenilworth Avenue (MD 201) and River Road/Paint Branch Parkway. The Traffic Impact Study will not be reviewed by DPW&T as is, since no County-maintained roadways were analyzed in the Traffic Impact Study.

- DPW&T has no objection to the Zoning Amendment No. A-10018.

If you have any questions or need additional information, please contact Ms. Elizabeth McKinney, District Engineer for the area, at (301) 883-5710.

DA:IKN:ml

cc: Elizabeth McKinney, District Engineer, EISD, OE, DPW&T
Brian Winterwerp, Engineering Technician, EISD, OE, DPWT
Armen Abrahamian, Chief, TSD, OE, DPWT
Ikem Nwolisa, Engineer, EISD, OE, DPW&T
Calvert Tract, LLC, 1666 Connecticut Avenue NW, Suite 250,
Washington, DC 20009
Loiderman Soltesz Associates Inc., 4300 Forbes Boulevard,
Suite 230, Lanham, Maryland 20706



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division

(301) 952-3650
www.mncppc.org

November 8, 2011

MEMORANDUM

TO: Susan Lareuse, Master Planner, Urban Design Section, Development Review Division

VIA: Christine Osei, Planner Coordinator, Special Projects Section, Countywide Planning Division *CAO*

FROM: Jay Mangalvedhe, Senior Planner, Special Projects Section, Countywide Planning Division *JMB*

SUBJECT: Project: Carfritz Property: A-10018

This is a request to amend Riverdale Park MUTC Zone to include parcel 81.

MIXED USE

Residential

Police Facilities

The subject property is located in Police District I, Hyattsville. The response time standard is ten minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the Planning Department on 10/14/2011.

Reporting Cycle	Previous 12 Month Cycle	Emergency Calls	Nonemergency Calls
Acceptance Date 10/14/2011	10/2010-9/2011	7 minutes	6 minutes
Cycle 1			
Cycle 2			
Cycle 3			

The response time standards of 10 minutes for emergency calls and the 25 minutes for nonemergency calls were met on 11/08/2011.

The Police Chief has reported that the Police Department has adequate equipment to meet the standards stated in CB-56-2005. Pursuant to CR-69-2006, the Prince George's County Council and the County Executive suspended the provisions of Section 24-122.01 (e)(1)(A) and (B) regarding sworn police personnel staffing levels.

Fire and Rescue

The Special Projects Section has reviewed this preliminary plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(C) and (E) of the Subdivision Regulations.

The proposed development is within the 7-minute required response time for the first due fire station using the *Seven Minute Travel Times and Fire Station Locations Map* provided by the Prince George's County Fire/EMS Department.

First Due Fire/EMS Company #	Fire/EMS Station	Address
7	Riverdale	4714 Queensbury Road

Pursuant to CR-69-2006, the Prince George's County Council and the County Executive suspended the provisions of Section 24-122.01 (e)(1)(A) and (B) regarding sworn fire and rescue personnel staffing levels.

The Fire/EMS Chief has reported that the Fire/EMS Department has adequate equipment to meet the standards stated in CB-56-2005.

Capital Improvement Program (CIP)

There are no CIP projects for public safety facilities proposed in the vicinity of the subject site. The above findings are in conformance with the 2008 *Adopted and Approved Public Safety Facilities Master Plan* and the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure".

Schools

The Special Projects Section has reviewed this preliminary plan for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2003 and concluded the following:

Impact on Affected Public School Clusters
Single-family Attached Units

Affected School Clusters #	Elementary School Cluster 7	Middle School Cluster 4	High School Cluster 4
Dwelling Units	110	110	110
Pupil Yield Factor	0.140	0.113	0.108
Subdivision Enrollment	15	12	12
Actual Enrollment	32,508	9,899	16,049
Total Enrollment	32,523	9,911	16,061
State Rated Capacity	39,039	11,571	16,314
Percent Capacity	83%	86%	98%

Multi-family Units

Affected School Clusters #	Elementary School Cluster 7	Middle School Cluster 4	High School Cluster 4
Dwelling Units	885	885	885
Pupil Yield Factor	0.137	0.064	0.088
Subdivision Enrollment	121	57	78
Actual Enrollment	32,508	9,899	16,049
Total Enrollment	32,629	9,956	16,127
State Rated Capacity	39,039	11,571	16,314
Percent Capacity	84%	86%	99%

Source: Prince George's County Planning Department, M-NCPPC, January 2007

County Council bill CB-31-2003 established a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$7,000 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 \$12,000 per dwelling for all other buildings. CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$8,565 and \$ 14,682 to be paid at the time of issuance of each building permit.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

NON-RESIDENTIAL

Police Facilities

The proposed development is within the service area of Police District I, Hyattsville. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the July 1, 2009 (U.S. Census Bureau) county population estimate is 834,560. Using the 141 square feet per 1,000 residents, it calculates to 117,672 square feet of space for police. The current amount of space 267,660 square feet is within the guideline.

Fire and Rescue Service

The Special Projects Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time (minutes)	Travel Time Guideline (minutes)	Within/ Beyond
1	Hyattsville	Engine	6200 Belcrest Road.	1.88	3.25	Within
7	Riverdale	Ladder Truck	4712 Queensbury Road	1.08	4.25	Within
55	Bunker Hill	Ambulance	3716.Rhode Island Road	3.50	4.25	Within
55	Bunker Hill	Paramedic	3716.Rhode Island Road	3.50	7.25	Within

School Facilities

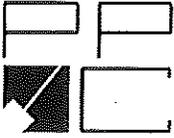
There are no residential dwelling units proposed in the development. There are no anticipated impacts on schools.

Water and Sewerage Findings

Section 24-122.01(b)(1) 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 2008 *Water and Sewer Plan* placed this property in Water and Sewer Category 3, Community System.

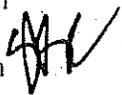
MIN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



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

November 3, 2011

MEMORANDUM

TO: Susan Lareuse, Urban Design Section
FROM: Whitney Chellis, Subdivision Section 
SUBJECT: FINAL Referral for Cafritz Property A-10018

The property is located on Tax Map 42 in Grid D-1, and is known as Parcel 81. The site is located on both the west and east side of what appears to be an extension of Rhode Island Avenue, which has been depicted on some mapping information as a 50-foot wide right-of-way. In 1988, pursuant to a deed recorded in land records in Liber 7227 Folio 243, Parcel 32 to the north was subdivided from Parcel 81 by a declaration of taking by the Washington Metropolitan Area Transit Authority (WMATA), a state agency, for a "public use for construction, maintenance and operation of a rapid rail transit system and related facilities necessary." Parcel 81 is a legal acreage parcel never having been the subject of a preliminary plan of subdivision. Pursuant to Section 24-107(c) of the Subdivision Regulations a preliminary plan of subdivision is required for the construction of more than 5,000 square feet of gross floor area on Parcel 81.

The site plan indicates that the Capital Transit Company right-of-way has been abandoned and incorporates that land area into this application. The plan provides reference to a deed recorded in Liber 34 Folio 436. The third paragraph of that 1895 deed of conveyance to the Columbia and Maryland Railroad contains a reverter clause which states that if the railroad was not constructed within 18 months the contract was null and void. There is no evidence that an extension was granted or that the railroad was constructed. It appears that the application includes all of Parcel 81 and the land which contained the transit right-of-way which is also labeled as Rhode Island Avenue. The Riverdale Post office located on Parcel A (WWW 69@62) abuts the subject property to the south and west. At the time of approval of the record plat in 1968, right-of-way was dedicated to public use for Rhode Island Avenue along the east property line of Parcel A. The site plan should clearly delineate the property line on all sheets of the application, and label the dedicated right-of-way. The vacation of that part of the right-of-way, dedicated with Parcel A, may be appropriate at this time based on the proposed development of Parcel 81.

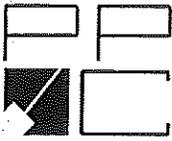
Site Plan Comments:

1. The M-U-TC zoning boundary exhibit (Sheet 7 of 7) shifts the zone boundary 60 feet from the southern property line. This would result in a split zone property. If the purpose is to create a buffer of R-55 along the southern property line, a buffer should be required and the property rezoned in its entirety. Section 27-111 of the Zoning Ordinance provides additional guidance when split zoned properties are proposed.

2. Revise the site plan general notes to provide the tax map, grid and parcel number. And clearly indicate if the ROW is a part of the gross tract area.
3. Revise the site plan to correctly label that the 80-foot wide right-of-way for ingress and egress for the post office from US 1 was conveyed to the United States of America by quit claim deed recorded in land records in Liber 3624 Folio 948.
4. The site plan should delineate the boundary of the Aviation Policy Analysis Zone 6 (APA), and the municipal boundary of College Park and Riverdale Park
5. Noise and vibration may be a variable on the layout and development for site planning purposes related to the transit ROW. The site plan should reflect the 65dBA Ldn from noise generators if it is determined appropriate at this time. Section 24-121 of the Subdivision Regulations requires a 300-foot lot depth abutting a transit ROW for residential development. The plan should delineate the 300-foot lot depth. The preliminary plan could establish additional restriction on the layout if it is determined that noise and vibration issues are associated with the transit ROW.
6. The applicant should provide information and verify that the right-of-way extending north and south thru Parcel 81 has in fact been abandoned and that the issue is settled, or provides information of the disposition of that area of land as appropriate.

There are no other subdivision issues at this time.

MIN
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

October 24, 2011

MEMORANDUM

TO: Susan Lareuse, Urban Design Section
FROM: Whitney Chellis, Subdivision Section *WC*
SUBJECT: Referral for Cafritz Property A-10018

The property is located on Tax Map 42 in Grid D-1, and is known as Parcel 81. The site is located on both the west and east side of what appears to be an extension of Rhode Island Avenue, which has been depicted on some mapping information as a 50-foot wide right-of-way. In 1988, pursuant to a deed recorded in land records in Liber 7227 Folio 243, Parcel 32 to the north was subdivided from Parcel 81 by a declaration of taking by the Washington Metropolitan Area Transit Authority (WMATA), a state agency, for a "public use for construction, maintenance and operation of a rapid rail transit system and related facilities necessary." Parcel 81 is a legal acreage parcel never having been the subject of a preliminary plan of subdivision. Pursuant to Section 24-107(c) of the Subdivision Regulations a preliminary plan of subdivision is required for the construction of more than 5,000 square feet of gross floor area on Parcel 81.

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Site Plan Comments:

1. The M-U-TC zoning boundary exhibit (Sheet 7 of 7) shifts the zone boundary 60 feet from the southern property line. This would result in a split zone property. If the purpose is to create a buffer of R-55 along the southern property line, a buffer should be required and the property rezoned in its entirety. Section 27-111 of the Zoning Ordinance provides additional guidance when split zoned properties are proposed.

2. Revise the site plan general notes to provide the tax map, grid and parcel number. And clearly indicate if the ROW is a part of the gross tract area.
3. Revise the site plan to correctly label that the 80-foot wide right-of-way for ingress and egress for the post office from US 1 was conveyed to the United States of America by quit claim deed recorded in land records in Liber 3624 Folio 948.
4. The site plan should delineate the boundary of the Aviation Policy Analysis Zone 6 (APA), and the municipal boundary of College Park and Riverdale Park
5. Noise may be a variable on the layout and development for site planning purposes. The site plan should reflect the 65dBA Ldn from noise generators if it is determined appropriate at this time.
6. The applicant should provide information and verify that the right-of-way extending north and south thru Parcel 81 has in fact been abandoned and that the issue is settled, or provide information of the disposition of that area of land as appropriate.

There are no other subdivision issues at this time.

OWNER'S DEDICATION

We, Dominic A. Procci, Sr and Mary Violet Procci, the wife owners of the property shown hereon and described in the Surveyor's Certificate, hereby grant and do hereby dedicate to the public use and dedicate the street widening to the property included in this plan of subdivision.

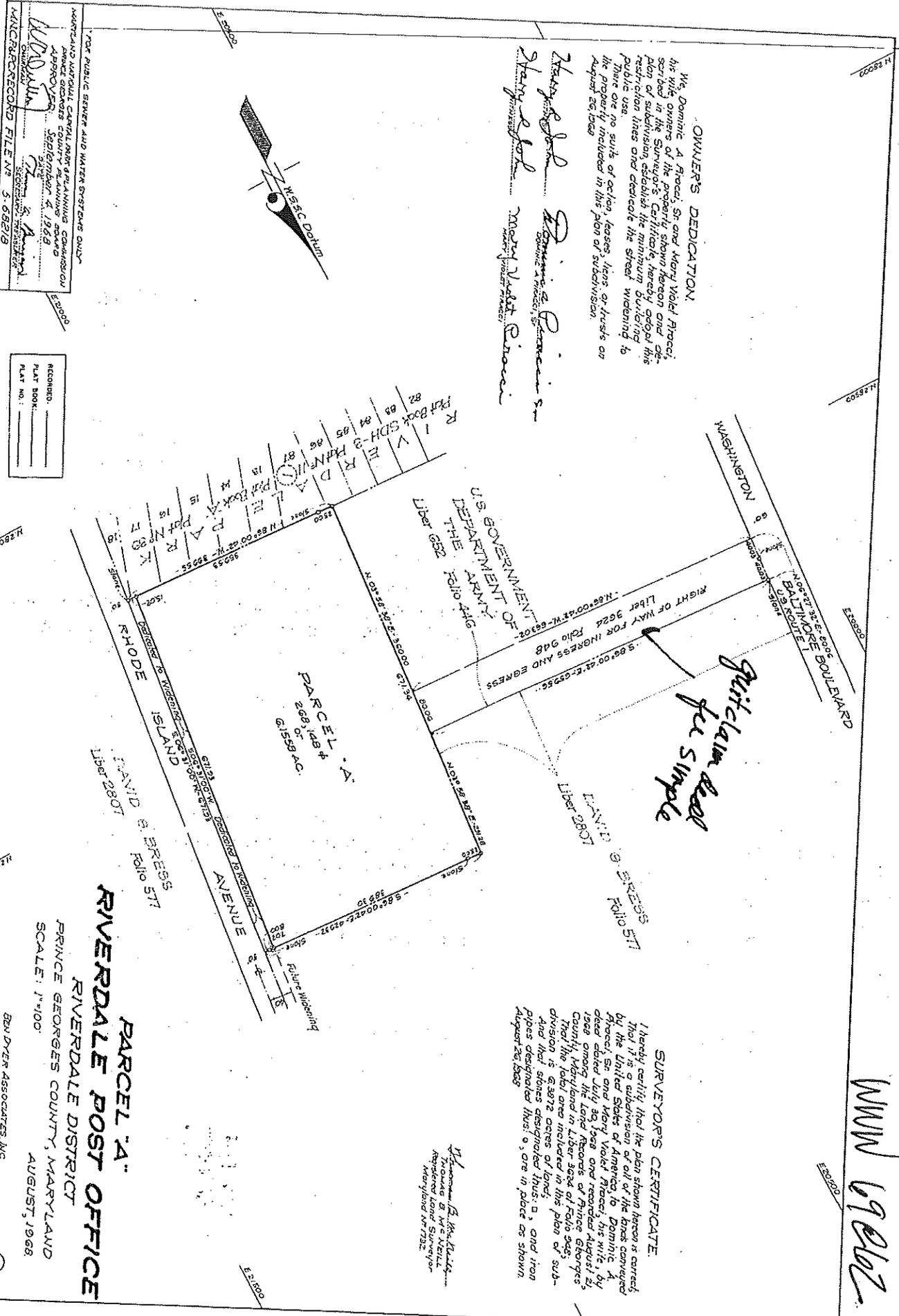
Dominic A. Procci, Sr
Mary Violet Procci

quitclaim deed for simple

SURVEYOR'S CERTIFICATE

I hereby certify that the plan shown herein is correct, that it is a subdivision of all of the lands conveyed by the United States of America to Dominic A. Procci, Sr and Mary Violet Procci, his wife, by deed dated July 30, 1959 and recorded August 25, 1959 among the Land Records of Prince Georges County, Maryland in Liber 3824 of Folio 945, that the label area included in this plan of subdivision is 6.3972 acres or more; and that iron pipes designated thus: "P" are in place as shown August 26, 1968

Thomas B. McNeill
 Thomas B. McNeill
 Registered Land Surveyor
 Maryland No. 7322



FOR PUBLIC SEWER AND WATER SERVICE ONLY
 HARRISBURG AERIAL CAPITAL PART PLANNING COMMISSION
 APPROVED BY COUNTY PLANNING BOARD
 SEPTEMBER 4, 1968
 W. J. ...
 COUNTY ENGINEER

RECORDED:
 PLAT BOOK:
 PLAT NO.:

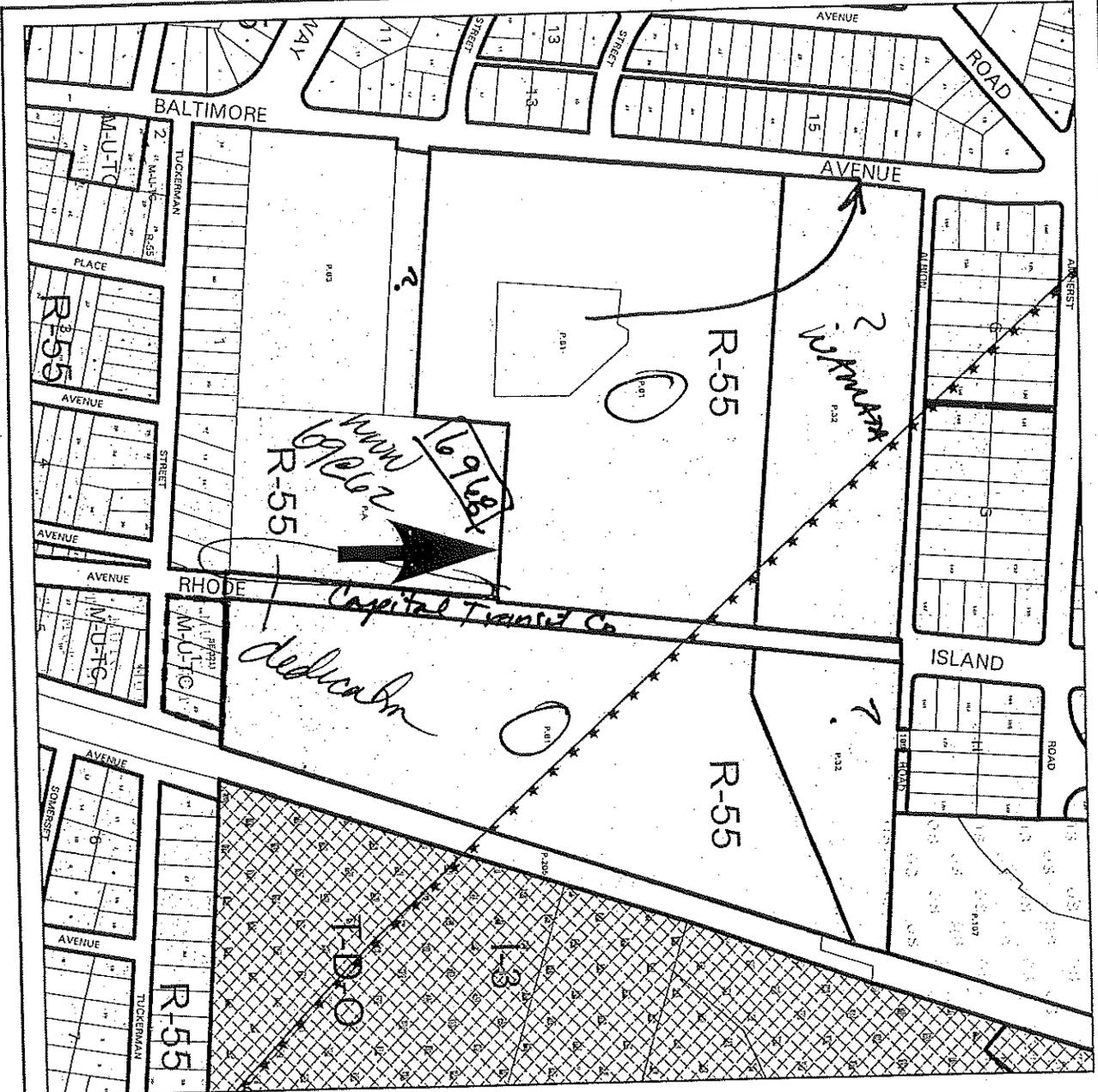
PARCEL "A"
RIVERDALE POST OFFICE
 RIVERDALE DISTRICT
 PRINCE GEORGES COUNTY, MARYLAND
 SCALE: 1"=100'
 AUGUST, 1968

BEN DYER ASSOCIATES, INC.
 ENGINEERS-SURVEYORS
 RIVERDALE, MARYLAND
 J-64090

Approved Assessor's Office
 10-2-CB T.F. COUNSMAN



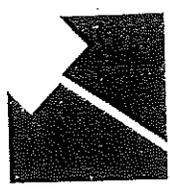
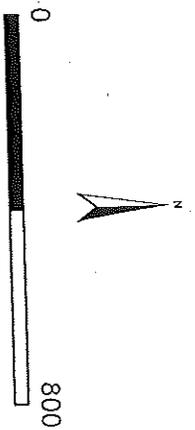
*College Park
Kensdale Park
Apt 4
Northampton
Baltimore
Real Med*



A-10018

ZONING SKETCH
MAP

APPLICATION NO: A-10018
 REQUEST: Amend Kensdale Park
MUTC 207E
 PAZ: 243 D
 EXISTING ZONE: R-55
 PLANNING AREA: 68
 WSSC GRID: 208NE04
 TAX MAP: 42
 TAX GRID: D2
 COUNCIL DISTRICT: 3



The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Geographic Information System
 Created: October 13, 2011

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Prince George's County Circuit Court - MDLandRec.net

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Series	Date	Volume	Source	Accession No.
Land Records	1906-1906	34	CR 2159-3, CR 2160-1, CR 33822	MSA CE 64-119
Land Records	1895-1896	JWB 34	CR 2308-2, CR 33800	MSA CE 64-65

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Plats.net SDAT Real Property Search

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18 more null avoid

7227 244

(b) The public use for which the land is taken is the construction, maintenance and operation of a rapid rail transit system and related facilities necessary or useful in rendering transit service or in activities incidental thereto, all as provided in the Act of November 6, 1966, 80 Stat. 1324, supra

2. A description of the land sufficient for the identification thereof is set forth in Schedule A, annexed hereto and made a part hereof.

3. The estates hereby taken for public use as aforesaid in the land are set forth in Schedule E, annexed hereto and made a part hereof.

4. A Plat showing the land is annexed hereto as Schedule B and made a part hereof.

5. The sum of money estimated to be just compensation for the land, including all the interests therein set forth in Schedule E hereof, is set forth in Schedule A, annexed hereto and made a part hereof, and the said sum is deposited herewith into the registry of the court to the use of the persons entitled thereto.

IN WITNESS WHEREOF, the Washington Metropolitan Area Transit Authority, by John F. McElhenny, Assistant General Manager, Department of Design, Construction and Facilities Maintenance, acting under the authority of and at the direction of the Board of Directors of the

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said Authority has caused this Declaration of Taking to be signed in its name this 28th day of June, 1988 in the City of Washington, District of Columbia.

WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY

ATTEST:

Rose M. Remund

By *John F. McElhenny*
John F. McElhenny
Assistant General Manager
Department of Design, Construction
and Facilities Maintenance

(SEAL)

James H. Miller
James H. Miller
Secretary

I hereby attest and certify on 7/5/88
that the foregoing document is a full, true and correct
copy of the original on file in my office and in my
legal custody.

KEITH A. WALKS
CLERK, U.S. DISTRICT COURT
DISTRICT OF COLUMBIA
Keith A. Walks

7227 246

PARCEL ME248

SCHEDULE A

One privately owned parcel of land situate, lying and being in Prince George's County, Maryland, described as follows and shown on plats based upon the land records of the said City and annexed hereto as Schedule B, and setting forth below the sum of money estimated to be just compensation therefor.

PART I

Being a part of Tract "A" of the land conveyed by two deeds; one from the Riggs National Bank of Washington, D.C. to Calvin Cafritz and Enid S. Cafritz, his wife, Carter Cafritz and Charlene M. Cafritz, his wife, Conrad Cafritz and Jennifer Cafritz, his wife, and Gwendolyn Cafritz and Wingate Associates by deed dated August 21, 1967, recorded in Liber 3517 Folio 759 and one from Wingate Associates to Calvin Cafritz by deed dated January 1, 1979, recorded in Liber 5036 Folio 986, each among the Land Records of Prince George's County, Maryland, and more particularly described as follows:

Beginning at a point formed by the intersection of the East right of way line of Baltimore Avenue, U.S. Route 1, of variable width, as now existing and laid out, with the South right of way line of Albion Road, 30 feet wide, as now existing and laid out, said point also being the beginning of the Second or South 85°59'30" East, 1079.44 foot deed line of the aforesaid Tract "A", said point having Maryland State Plane Coordinates North 414,632.181 and East 817,567.84) and thence with the said Second deed line South 85°58'59" E, 1079.37 feet to the end thereof; thence with part of the Third or South 06°30'00" West, 984.76 foot deed line South 06°30'31" West, 331.76 feet to a point thereon, thence for a new line of division North 85°43'47" West, 1079.12 feet to a point on the aforesaid East right of way line of Baltimore Avenue, U.S. Route 1, and the First or North 06°27'22" East, 1216.66 foot deed line, and thence with and binding along part of the said First deed line North 06°30'01" East, 326.98 feet to the end thereof and the point of beginning, containing 355,210 square feet or 8.15 acres.

Said parcel shown for assessment and taxation on Tax Map 42 Parcel 81.

PART II

Being a part of Tract "B" of the land conveyed by two deeds: one from the Riggs National Bank of Washington, D.C. to Calvin Cafritz and Enid S. Cafritz, his wife, Carter Cafritz and

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Charlene M. Cafritz, his wife, Conrad Cafritz and Jennifer Cafritz, his wife, and Gwendolyn Cafritz and Hingate Associates by deed dated August 21, 1967, recorded in Liber 3517 Follo 759 and one from Hingate Associates to Calvin Cafritz by deed dated January 1, 1979, recorded in Liber 5036 Follo 988, each among the Land Records of Prince George's County, Maryland, and more particularly described as follows:

Beginning at a point on the South right of way line of Albion Road, 30 feet wide, as now existing and laid out, said point also being the beginning of the First or South 85°59'30" East, 696.81 foot deed line of the aforesaid Tract "B", said point having Maryland State Plane Coordinates North 414,553.064 and East 818,694.480 and thence with the said First deed line South 85°58'59" East, 696.38 feet to the end thereof, thence with part of the Second or South 17°51'20" West, 1704.48 foot deed line South 17°55'00" West, 104.07 feet to a point, thence for two new lines of division South 70°30'33" West, 579.96 feet and North 85°43'47" West, 153.99 feet to a point on the Fourth or North 06°30'00" East, 1656.65 foot deed line, thence with part of the said Fourth deed line North 06°30'31" East, 331.98 feet to the end thereof and the point of beginning, containing 165,252 square feet or 3.79 acres.

Said parcel shown for assessment and taxation on Tax Map 42 Parcel B1.

PART III - PART A

Beginning at a point on the West or North 06°37'00" East, 471.015 feet plat line as shown on Plat 3057 of the Washington Railway & Electric Company, 95.34 feet from the end thereof, said point having Maryland State Plane Coordinates North 414,461.846 and East 818,633.751 and thence leaving said line North 89°14'06" East, 25.20 feet; thence South 06°30'31" West, 46.80 feet; thence North 89°30'00" West, 25.14 feet to a point on the aforesaid East plat line; thence with part of said plat line North 06°30'31" East, 46.25 feet to the point of beginning, containing 1,163 square feet.

The upper limit of the permanent underground easement is 68.0 feet above the United States Coast and Geodetic Survey Mean Sea Level, 1929 General Adjustment, datum.

PART III - PART B

Beginning at a point on the East or South 06°37'00" West, 473.015 feet plat line as shown on Plat 3057 of the Washington Railway & Electric Company, 137.62 feet from the beginning thereof, said point having Maryland State Plane Coordinates

7227 248

North 414,416.331 and East 818,678.880 and thence reversely along a part of said East Plat Line North 06°30'31" East, 46.49 feet to a point thereon; thence leaving said line South 89°14'06" West, 25.20 feet to the beginning of the Second or South 06°30'31" West 46.80 feet line of Part "A" thence along said Second Line South 06°30'31" West, 46.80 feet; thence North 88°31'16" East, 25.24 feet to the point of beginning, containing 1,166 square feet.

The upper limit of the permanent underground easement is 69.0 feet above the United States Coast and Geodetic Survey Mean-Sea Level, 1929 General Adjustment, datum.

PART IV

Beginning at a point of intersection of the South right of way line of Albion Road, 30 feet wide, as now existing and laid out, with the East or South 06°37'00" West, 473.015 feet plat line as shown on Plat 3057 of the Washington Railway & Electric Company, having Maryland State Plane Coordinates North 414,553.064 and East 818,694.480, and thence along part of said East plat line, South 06°30'31" West, 273.26 feet to a point thereon; thence leaving said line South 17°45'31" West, 25.60 feet to a point on the East line of a 25 feet wide utility easement conveyed from P.G. Realty Development Corporation to Washington Suburban Sanitary Commission by Right of Way dated January 12, 1984, recorded in Liber 5848, Follo 67 among the aforesaid Land Records; thence along part of the said East utility easement line North 06°30'31" East, 298.15 feet to a point on the aforesaid South right of way line of Albion Road, thence along part of said South right-of-way line, South 85°58'59" East, 5.00 feet to the point of beginning, containing 1,428 square feet.

PART V

Beginning at a point of intersection of the South right-of-way line of Albion Road, 30 feet wide, as now existing and laid out, with the East or South 06°37'00" West, 473.015 feet plat line as shown on Plat 3057 of the Washington Railway & Electric Company, said point having Maryland State Plane Coordinates North 414,553.064 and East 818,694.480; thence along part of said East plat line, South 06°31'30" West, 331.98 feet; thence leaving said line North 85°43'47" West, 50.04 feet to a point on the West or North 06°37'00" East, 471.015 feet plat line shown on the aforesaid Plat 3057, thence along part of said West plat line North 06°30'31" East, 331.76 feet to the aforesaid South right-of-way line of Albion Road; thence along part of said South right-of-way line South 85°58'59" East, 50.04 feet to the point of beginning, containing 16,593 square feet or 0.38 acre of land more or less.

7227 249

Part III - Part A, Part III - Part B, Part IV and Part V are parts of the land conveyed from D.C. Transit System, Inc. to P.G. Realty Development Corporation by corrective deed dated November 27, 1972, recorded in Liber 4156 folio 354 among the Land Records of Prince George's County, Maryland, and being more particularly shown on right of way plans of the Washington Railway & Electric Company, from Mt. Rainier to Beltsville, dated 1915, and filed among the records of the Prince George's County, Maryland Assessment Office.

ESTIMATED VALUE: FOUR HUNDRED THIRTY ONE THOUSAND EIGHT HUNDRED FIFTY DOLLARS.....(\$431,850.00)

7227 230

SCHEDULE A (Continued)

PARCEL ME248

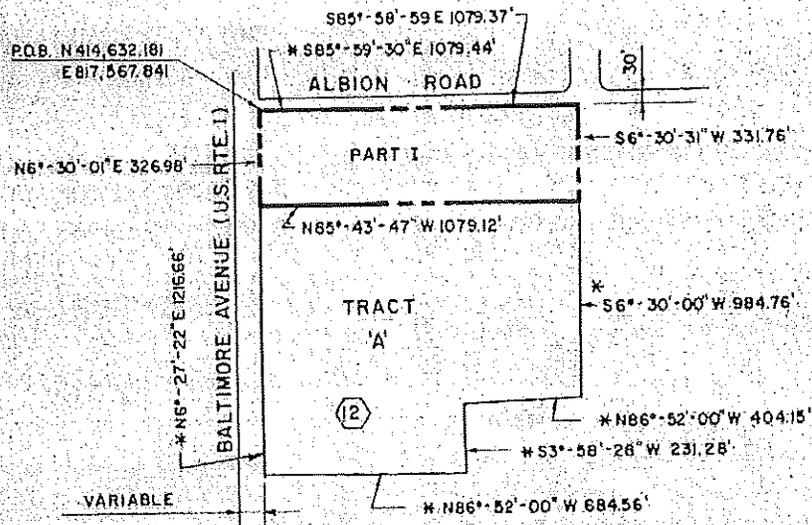
State of Maryland	Gerald Langbaum Assistant Attorney General State Treasury Building P.O. Box 466 Annapolis, Maryland 21404
Prince George's County, Maryland	Parris N. Glendening County Executive County Administration Building Upper Marlboro, Maryland 20772
City of College Park, Maryland	Hrs. Anna Owens Mayor 4500 Knox Road College Park, Maryland 20740
Town of Riverdale	Edna F. Wade Mayor 5008 Queensbury Road, Maryland 20737
Washington Suburban Sanitary Commission	William Lindung Secretary 4017 Hamilton Street Hyattsville, Maryland 20781
Calvin Cafritz	1825 K Street, N.W. Washington, D.C. 20006
Unknown heirs at law, allenees and devisees of Jacob B. Shapiro, deceased	Addresses Unknown
Maurice C. Shapiro a/k/a Morris C. Shapiro	6817 Tulip Hill Terrace Glen Echo Heights, Maryland
P.G. Realty Development Corp. a District of Columbia corporation	O. Roy Chalk President 3600 N. Street, N.W. Washington, D.C. 20007
Unknown heirs at law, allenees and devisees of David G. Bress, deceased	Addresses Unknown
ALL OTHER UNKNOWN OWNERS & USERS	Addresses Unknown

7227 251

PLAT OF SURVEY

FEE SIMPLE AREA TO BE ACQUIRED FROM
 CALVIN CARBITZ
 LIBER 3517 FOLIO 759 AND
 LIBER 5036 FOLIO 988
 RIVERDALE
 PRINCE GEORGES COUNTY, MARYLAND
 19th ELECTION DISTRICT

Tax Map 42 Parcel B1



* DEED BEARINGS AND DISTANCES
 TOTAL PARCEL AREA 1,157,311 SQ. FT. ± 26.5682 AC.
 FEE TAKING AREA 355,210 SQ. FT. ± 8.15 AC. ±

NOTE 1. THE COORDINATE VALUES SHOWN ARE IN MARYLAND STATE PLANE SYSTEM AND ARE BASED ON U.S.C. & G.S. 1971 FIELD GEOGRAPHICAL POSITIONS AND COORDINATE VALUES.
 2. INFORMATION IS BASED ON DEEDS AND RECORDED PLATS.

<p>--- PROPERTY LINE - - - FEE SIMPLE</p>		<p>POB POINT OF BEGINNING (12) PARCEL NUMBER</p>	
<p>SCALE 1" = 400'</p>	<p>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY</p>	<p>SCHEDULE B Parcel ME248</p>	<p>DATE JUNE 17, 1988</p>
<p>REF. DWG. NO. E80-R-485</p>			<p>PLAT NO. 12</p>

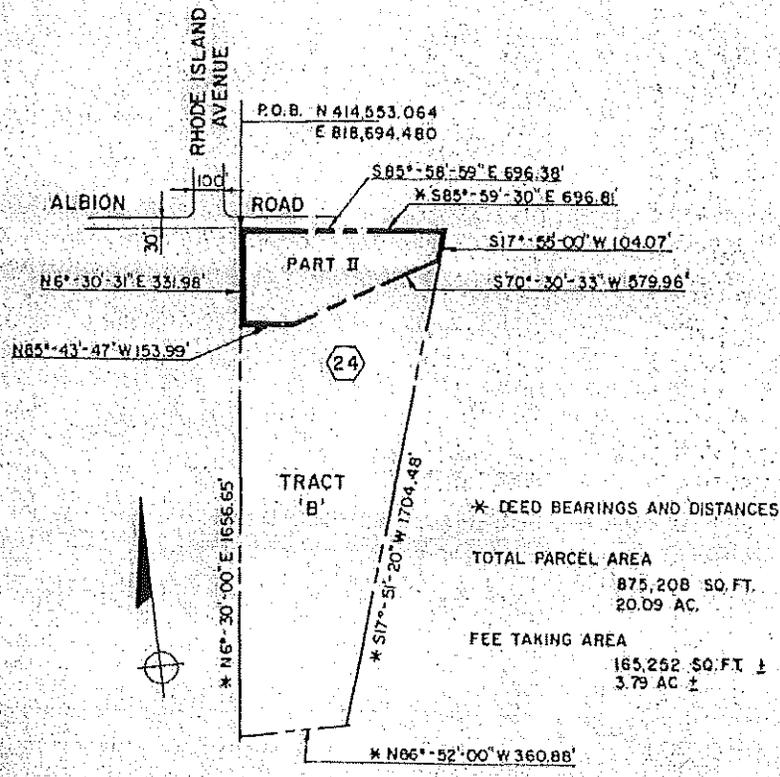
7227 252

PLAT OF SURVEY

FEE SIMPLE AREA TO BE ACQUIRED FROM
 CALVIN CAFRITZ
 LIBER 357 FOLIO 759 AND
 LIBER 5036 FOLIO 988
 RIVERDALE
 PRINCE GEORGES COUNTY, MARYLAND
 19TH ELECTION DISTRICT



Tax Map 42 Parcel B1



* DEED BEARINGS AND DISTANCES
 TOTAL PARCEL AREA
 875,208 SQ.FT.
 20.09 AC.
 FEE TAKING AREA
 165,252 SQ.FT. ±
 3.79 AC. ±

NOTE: THE COORDINATE VALUES SHOWN ARE IN MARYLAND STATE PLANE SYSTEM AND ARE BASED ON USC & GS 1971 FIELD GEOGRAPHICAL POSITIONS AND COORDINATE VALUES.

LEGEND

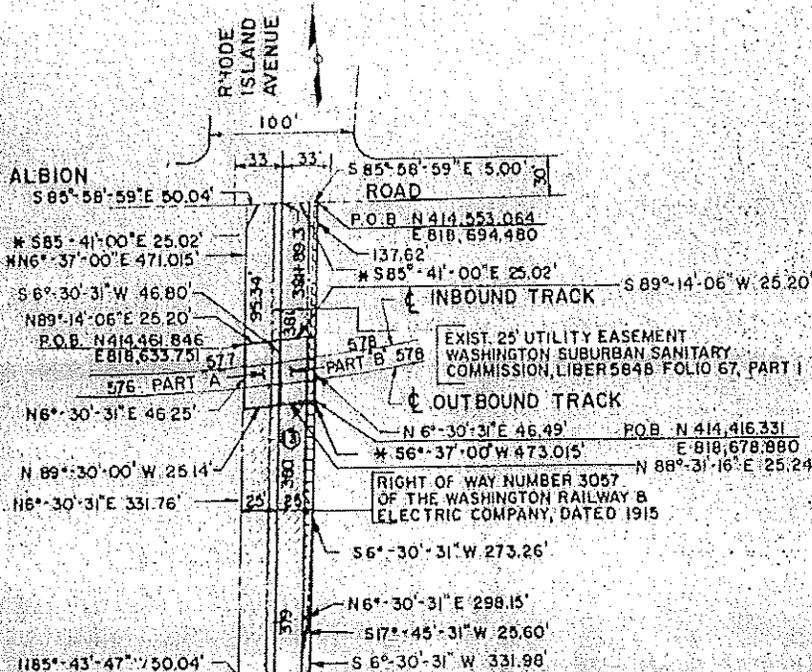
- PROPERTY LINE
- ⬡ FEE SIMPLE
- ⬡ PARCEL NUMBER
- P.O.B. POINT OF BEGINING

SCALE 1" = 400'	WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY	SCHEDULE B Parcel ME248	DATE JUNE 17, 1988
REF. DWG. NO. EB0-R-586			PLAT NO. 24

7227 253

PLAT OF SURVEY

SHOWING R/W TO BE ACQUIRED FROM
 P.G. REALTY DEVELOPMENT CORPORATION
 LIBER 4156 FOLIO 354
 RIVERDALE
 PRINCE GEORGES COUNTY, MARYLAND
 19th ELECTION DISTRICT



H. J. Kelly
 3/22/11

PERMANENT UNDERGROUND EASEMENT	
PART 'A' AREA	1153 SQ. FT. **
UPPER LIMIT	ELEV. 68.00
PART 'B' AREA	1166 SQ. FT. **
UPPER LIMIT	ELEV. 69.00
PART V CONSTRUCTION EASEMENT AREA	16,593 SQ. FT. **
PART IV UTILITY EASEMENT AREA	1,428 SQ. FT.
** INCLUDE AREA ABOVE PERMANENT UNDERGROUND EASEMENT AND/OR UTILITY EASEMENTS	
* PLAT BEARINGS AND DISTANCES	

NOTE 1. THE COORDINATE VALUES SHOWN ARE IN MARYLAND STATE PLANE SYSTEM AND ARE BASED ON U.S.C. & G.S. 1971 FIELD GEOGRAPHICAL POSITIONS AND COORDINATE VALUES.
 2. INFORMATION IS BASED ON DEEDS AND RECORDED PLATS.
 3. VERTICAL CONTROL IS U.S.C. & G.S. MEAN SEA LEVEL, 1929 GENERAL ADJUSTMENT.

LEGEND	
CONSTRUCTION EASEMENT	UTILITY EASEMENT
PROPERTY LINE	PERMANENT UNDERGROUND EASEMENT
METRO R/W LINE	PARCEL NUMBER

SCALE 1" = 80'	WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY	SCHEDULE B Parcel ME248	DATE REV. MAY 31, 1988 APRIL 15, 1988
REF. DWS. NO. E80-R-5			PLAT NO. 13

7227 254

SCHEDULE D

The Authority for the taking of the property herein designated as Parcel HE248 is as follows:

Section 82, Act of November 6, 1966, 80 Stat. 1324 Act of August 1, 1888, as amended, (25 Stat. 357, 40 U.S.C. 257), Act of June 25, 1948 (62 Stat. 935 and 937, 28 U.S.C. 1358 and 1403) and the Act of February 26, 1931 (46 Stat 1421, 40 U.S.C. 258a)

Department of Transportation and Related Agencies Appropriation Act, 1981, 94 Stat. 1681

Capital Contributions Agreement of January 9, 1970, by and between the Washington Metropolitan Area Transit Authority and the Washington Suburban Transit District, the District of Columbia, Arlington County and Fairfax County, Virginia and the Cities of Alexandria, Falls Church and Fairfax, Virginia.

Interim Capital Contributions Agreement of March 21, 1977, by and between the Washington Metropolitan Area Transit Authority and the Washington Suburban Transit District, the District of Columbia, Arlington County and Fairfax County, Virginia and the Cities of Alexandria, Falls Church and Fairfax, Virginia.

Second Interim Capital Contributions Agreement of January 2, 1980, as amended August 28, 1980, and June 2, 1981, by and between the Washington Metropolitan Area Transit Authority and the Washington Suburban Transit District, the District of Columbia, Arlington County and Fairfax County, Virginia and the Cities of Alexandria, Falls Church and Fairfax, Virginia.

Third Interim Capital Contributions Agreement of October 6, 1981, as amended May 12, 1983, November 29, 1983, and December 7, 1984, by and between the Washington Metropolitan Area Transit Authority and the Washington Suburban Transit District, the District of Columbia, Arlington County and Fairfax County, Virginia and the Cities of Alexandria, Falls Church and Fairfax, Virginia.

Fourth Interim Capital Contributions Agreement of December 7, 1984, by and between the Washington Metropolitan Area Transit Authority and the Washington Suburban Transit District, the District of Columbia, Arlington County and Fairfax County, Virginia and the Cities of Alexandria, Falls Church and Fairfax, Virginia.

Fourth Interim Capital Contributions Agreement Supplemental Memorandum of Understanding dated July 18, 1986, by and between the Washington Metropolitan Area Transit Authority and the Washington Suburban Transit District, the District of Columbia, Arlington County and Fairfax County, Virginia and the Cities of Alexandria, Falls Church and Fairfax, Virginia.

7227 255

SCHEDULE E

PARCEL ME248

PART I

An estate in fee simple, subject to the right of the owners of public utility facilities, if any, to remove them.

PART II

An estate in fee simple, subject to the right of the owners of public utility facilities, if any, to remove them.

PART III - PART A, AND PART III - PART B

A perpetual and assignable subsurface easement and right-of-way, described in two parts, to construct, maintain, repair, operate, replace, relocate and remove a rail rapid transit tunnel and related facilities within the easement area as described in Schedule A hereof, together with the right for MMATA to review but not to approve plans and specifications for excavation or construction above or adjacent to the herein described easement area prior to the start of any excavation or construction above or adjacent to the easement area, said review to be limited to and for the sole purpose of assuring timely determination that such proposed construction will not endanger the structural integrity of the transit structure and facilities. The aforesaid plans and specifications must be delivered at least ten (10) working days prior to start of excavation or construction.

PART IV

A perpetual and assignable utility easement and right-of-way to construct, operate, maintain, repair, replace, relocate and remove a thirty (30) inch water main.

PART V

A temporary and assignable construction easement for a period of thirty (30) months, said easement period to commence on one day written notice, said notice to issue not later than six (6) months from the date of entry of the order of possession herein. The surface of the easement area shall be restored to its original condition at the end of the term, EXCEPT that topography and terrain shall be altered to raise the ground level in PART III - PART A, and PART III - PART B hereof to an elevation of eighty (80) feet above the U.S. Coast and Geodetic Survey Mean Sea Level, 1929 General Adjustment, datum.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Historic Preservation Section

(301) 952-3680
www.mncppc.org

November 4, 2011

MEMORANDUM

TO: Susan Lareuse, Master Planner
Urban Design Section
Development Review Division

FROM: Howard Berger, Supervisor *KB*
Jennifer Stabler, Archeology Planner Coordinator *JAS*
Historic Preservation Section
Countywide Planning Division

SUBJECT: **A-10018 Cafritz Property**
[adjacent to ERCO historic site (#68-022); Riverdale Park (#68-004); University Park (#66-029); Calvert Hills (#66-037) National Register historic districts]

Background

The subject property comprises approximately 37 acres, is bordered on the west by Baltimore Avenue and on the east by the CSX railroad tracks, and is located north of Tuckerman Street and south of Albion Road in Riverdale, Maryland. The subject application proposes to rezone the partially wooded and undeveloped property from R-55 to M-UTC and provide for both a mix of uses and increased density.

The Engineering Research Corporation (ERCO) building (#68-022), a Prince George's County Historic Site, is adjacent to the southeast portion of the subject property. Built in 1939, the ERCO building is a two-story industrial structure with a large administrative block finished in the Moderne style and a larger rear factory that is without ornamentation. This industrial building mimicked the design of contemporary transportation machinery such as ships, airplanes, and automobiles, and industrial and consumer products, such as bicycles, toasters, radios, and vacuum cleaners. Owned by Henry Berliner, the ERCO plant is representative of the significant developments in aviation that took place in the county; the factory produced the Ercoupe (the first tricycle aircraft that was touted as characteristically incapable of spinning) and was later adapted to meet defense needs during World War II.

Also adjacent to the subject property are the Riverdale Park (#68-004), University Park (#66-029), and Calvert Hills (#66-037) National Register historic districts to the south, west, and north respectively. The Riverdale Park National Register Historic District (listed December 2002) is significant as a late-nineteenth and early-twentieth-century railroad and streetcar suburb that surrounds the Calvert Family's Riversdale plantation house (a National Historic Landmark completed in 1807). The suburb of Riverdale Park began in earnest around 1890 and includes a range of houses that reflect late-nineteenth and early twentieth-century residential architectural preferences. The University Park Historic District (listed in October 1996; boundary expansion pending) is an early twentieth-century automobile suburb begun in 1920 that reflects middle-class residential architectural styles through World War II, and in the post-war period until 1960). The Calvert Hills National Register Historic District (listed in December 2002), formerly a part of the Calvert family's Riversdale Plantation is significant as a late-nineteenth and early-twentieth-century streetcar and automobile suburb. The earliest houses in Calvert Hills are from the

1890s, although the majority dates from the 1920s and 1930s, and reflect the architectural taste of the pre-World War II period.

The developing property was once part of Charles Benedict Calvert's Riversdale plantation. Charles Calvert donated land for and was the founder of the Maryland Agricultural College, now the University of Maryland. In addition, he served one term in the United States Congress from 1861 to 1863, representing the Sixth District of Maryland. After the death of Charles Calvert in 1864, his estate was divided among his wife and children. His son, Charles Baltimore Calvert, was allotted a tract comprising 203.5 acres that was approximately 600 yards wide and stretched from Baltimore Avenue on the west, across the Baltimore and Ohio railroad tracks to Paint Branch and Edmonston Road on the east. Calvert built a residence, known as MacAlpine, and developed an agricultural and dairy farm on his property around 1868. Calvert designed and supervised the construction of the house and the various outbuildings that included a brick cow barn, a brick icehouse, a brick carriage barn, a meat house, a smokehouse, and a wooden corn shed/wagon shed. MacAlpine was built on the site of an earlier structure, occupied by a foreman of the Riversdale Estate that was destroyed by fire. An old well from the earlier structure served MacAlpine until it ran dry. A new well, pump house, and water tower were placed directly behind the house and served as the water supply until public water utilities were installed in the twentieth century.

Historic photographs of MacAlpine show that the structure was a Georgian-style brick residence with a full-length porch on the front with a central stairway and a low balustrade. The farm produced about 200 barrels of corn per year, as well as a substantial quantity of dairy products. Charles Baltimore Calvert died in 1906 and his family continued to reside at the MacAlpine estate until 1910. Between 1910 and 1917, MacAlpine was used as the Calvert family's summer residence. Charlotte Calvert Spence, a daughter of Charles Baltimore and Eleanor Calvert, and her husband, Thomas H. Spence, a Dean of the University of Maryland, moved into MacAlpine in 1917. Eleanor Calvert died in 1932 and Charlotte and Thomas Spence moved from MacAlpine in 1934. The Calvert family eventually rented the MacAlpine estate to the Longfellow School for Boys in 1934 and subsequent years. The subject property was acquired by the federal government in 1942 and a housing development was built for the workers in the nearby ERCO plant, known as Calvert Homes. All of the houses were built on concrete pads, some units containing two bedrooms and others just one. The Calvert Homes housing development was closed in 1954 and subsequently demolished.

In 1948, the Prince George's County Board of Education purchased a 1.4-acre tract adjacent to the MacAlpine house for use as a school for the residents of Calvert Homes. After the demolition of the Calvert Homes development, the school continued to be used for physically handicapped children. Morris Cafritz acquired the subject property in 1960 and the property remains in the possession of the Cafritz family. The MacAlpine house was subsequently demolished and there are no remaining standing structures on the subject property.

Findings

1. A Phase I archeological survey was completed on the subject property in March 2008. Two historic archeological sites were previously recorded on the property in 1984, 18PR259, the MacAlpine Mansion, and 18PR260, the Calvert Homes housing development. Pedestrian survey identified numerous concrete pads associated with the Calvert Homes housing development. Several features related to the MacAlpine Mansion were also noted, including a concrete-lined cellar hole, a pile of bricks where a barn is thought to have been located, and an ice house. A substantial amount of earth movement had taken place when the Calvert Homes development was built. The cellar hole is lined with concrete and measures approximately 9.5 by 8.5 meters. A circular ice house, located to the south of the house, is about 8.5 m in diameter and is built against a steep slope. A large number of late nineteenth to early twentieth century artifacts were scattered

around the surface. A small pile of bricks was noted to the southwest of the cellar hole and probably represents a smoke house noted in a 1934 University of Maryland honors thesis. A possible brick barn was located some distance south of the main house. Although the property is highly disturbed, further evaluation of the site may identify intact cultural deposits or shed light on the construction techniques of the buildings. Phase II investigations were recommended on the four features associated with the MacAlpine estate. Very little cultural material was found in association with the Calvert Homes housing development. Therefore, no further work was recommended in the areas associated with the housing development.

2. The development plans and the Natural Resource Inventory do not show the ERCO Historic Site (#68-022), the foundations related to the MacAlpine house and outbuildings, or the adjacent National Register historic districts.
3. Tree conservation and other illustrative plans for the application indicate several potential impacts on the property: (1) substantial grading that would remove all of the trees and seemingly all of the archeological features currently identified; (2) a vehicular connection between the subject property and the ERCO property to the east by means of a flyover across the railroad right-of-way. As illustrated, the eastern portion of the flyover would be located within the environmental setting of the ERCO historic site; (3) the illustrative plans for the proposed development indicate the possibility of multi-story buildings on the east side of the property that may have a visual impact on the adjacent ERCO historic site.

Conclusions

1. Staff concurs with the conclusions and recommendations of the Phase I archeology report that no further archeological work is necessary in Area B and portions of Area A associated with the Calvert Homes housing development on the Cafritz Property. In addition, staff concurs with the conclusions and recommendations of the report that Phase II investigations be conducted in the areas surrounding the location of the MacAlpine Estate's ice house, meat house, concrete cellar, and brick barn. A Phase II work plan is included in the report as Appendix D. Staff concurs that the Phase II work plan presented by the consultant is appropriate and sufficient to evaluate the extent and integrity of the identified features. Interpretive signage should also be developed to interpret the remains of the MacAlpine Mansion and the Calvert Homes development.
2. The development plans and Natural Resource Inventory should identify the ERCO Historic Site (#68-022) adjacent to the southeast of the subject property, archeological site 18PR259 on the subject property, and the adjacent National Register historic districts.
3. The proposed grading of the property may result in the removal of all currently identified archeological features. Before any decision about a preliminary plan of subdivision for the property, the character and significance of archeological features should be assessed to inform appropriate mitigation measures if the features are proposed to be removed. The development plans also provide for a potential vehicular access road to the property to be located within the environmental setting of the ERCO historic site. This would likely represent a substantial and negative impact on the historic character of the ERCO property and should be evaluated through the review of the preliminary plan of subdivision and detailed site plan review. Further, if the site is rezoned to M-U-TC, it is possible that the eastern portion of the subject property may include multi-story buildings that overlook the ERCO historic site and the adjacent National Register historic districts and may not be compatible with the character of these resources. As a result, these impacts should be reviewed by the Historic Preservation Commission at preliminary plan and through subsequent detailed site plan applications.

Recommendations

1. Prior to the acceptance of the preliminary plan, the applicant shall provide a draft report detailing the Phase II investigations.
2. If a Phase III archeological mitigation is proposed, the applicant shall provide a final report detailing the Phase II and Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to any ground disturbance or the approval of any grading permits.
3. Prior to final plat, the applicant and the applicant's heirs, successors, and/or assignees, shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of the Phase I, Phase II, and Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the Historic Preservation Commission and the M-NCPPC staff archeologist.
4. The Historic Preservation Commission shall review the preliminary plan of subdivision and any subsequent plans of development for their impact on identified archeological features, the impact of a potential vehicular access road on the ERCO historic site (#68-022), and the impact of proposed buildings visible from the ERCO historic site and the adjacent National Register historic districts.

Countywide Planning Division
Environmental Planning Section
301-952-3650

October 19, 2011

MEMORANDUM

TO: Susan Lareuse, Master Planner, Zoning Section
FROM: Katina Shoulars, Acting Supervisor, Environmental Planning Section
SUBJECT: Cafritz Property; A-10018

The Environmental Planning Section has reviewed the zoning map amendment for Cafritz Property, A-10018, including a Statement of Justification, a development plan, and a Natural Resource Inventory, stamped as received by the Environmental Planning Section on October 17, 2011. Verbal comments were provided at a Subdivision Development Review Committee meeting on November 4, 2011. The following comments are for your consideration. The Environmental Planning Section reserves the right to make additional comments throughout the application process.

Background

The Environmental Planning Section previously reviewed a Natural Resources Inventory (NRI), NRI-121-06, for this property. The current application is a zoning map amendment request to rezone the 37.35-acre site from R-55 to M-U-T-C.

Site Description

This 37.35-acre site in the R-55 zone is located on the east side of Baltimore Avenue (US Route 1) where it intersects with Van Buren Street. A review of the available information indicates that streams, wetlands, areas of 100-year floodplain, steep slopes 15 percent or greater are not found to occur within the limits of this application. The CSX right-of-way is adjacent to the eastern boundary of the site and has been identified as a transportation-related noise generator with potential vibration impacts. The soils found to occur according to the Prince George's County Soil Survey are in the Croom, Leonardtown, Sunnyside and Urban Land series. According to available information, Marlboro clay is not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads located adjacent to this property. This property is located in the Northeast Branch watershed of the Anacostia River basin. The property is further located in the Developed Tier as reflected in the adopted General Plan.

Master Plan Conformance

The *Riverdale Park Mixed-Use Town Center Zone Development Plan* contains environmental standards for noise and tree preservation associated with this property. The applicable standards are as follows:

Landscaping

1. The required tree coverage for each property shall be ten percent of the gross site area, measured by the projected ten year coverage provided by a tree. The tree coverage should be accomplished through the provision of shade rather than ornamental trees. In lieu of meeting this standard, the applicant may plant street trees in conformance with the streetscape standards (see Public Space Section) either on the property or within the abutting right-of-way.
2. Healthy trees shall be preserved. Where they cannot be preserved on site, a professional arborist may transplant them to a new location within Riverdale Park.

Comment: The required tree canopy coverage as stated above supersedes the tree canopy requirement of Subtitle 25, Division 3, which is also 10%. Tree Canopy coverage will be addressed at the time of site plan review and grading permit review. With regard to Standard 2, every effort should be made to preserve the healthiest trees onsite. A condition analysis of all specimen trees near the far east and west portions of the site will be required with the future review of a required tree conservation plan and should be provided in an updated Forest Stand Delineation. Preference should be given to specimen trees close to US 1 and adjacent to the CSX right of way. For any specimen trees to be cleared, a variance will be required.

Noise Mitigation

2. The sound from the exterior to within the interior of all residences shall not exceed 45 dBA (Ldn) and should not exceed 35dBA (Ldn). This is to be achieved through material and design changes, including, but not limited to:
 - a. Double-glazed windows/double-pane windows.
 - b. Above-normal insulation in the roof and walls.
 - c. Above-normal insulation in doors and other construction elements.
 - d. The use of high mass construction materials such as concrete, masonry, and stone.

Comment: This property is located between US Route 1 (Baltimore Avenue) and the CSX right of way. US Route 1 is a major collector is not regulated for noise. Because the noise impacts of the CSX tracks cannot be determined with the submitted information, a Phase 1 noise and vibration study should be submitted with any future application for this site. If it is determined that there are potential noise and/or vibration impacts on proposed residential structures, or vibration impacts on proposed non-residential structures, a phase II study will be required and the associated site plans must demonstrate how the noise and vibration impacts will be mitigated prior to the issuance of the first grading permit.

Comment: A Phase 1 noise and vibration study for the CSX right of way will be required at the time of preliminary plan, site plan, or permit, whichever comes first.

Conformance with the Countywide Green Infrastructure Plan

The *Approved Countywide Green Infrastructure Plan* indicates that the property contains a Network Gap Area and Evaluation Area within the designated network.

The site is significantly wooded with no development and contains no regulated environmental features such as streams, wetlands, or associated buffers. The site is bordered on the east by the CSX railroad tracks, to the west by US Route 1, to the north by the Washington Metro Area Transit Authority (WMATA), and to the south by a site developed with a post office. The WMATA site to the north is partially wooded and partially developed with an existing building and WMATA metro tracks. There is no existing habitat corridor connection to the existing woodlands on the subject site due to the existing development, right of way, and railroad tracks on the properties to the west, east, and south. The woodland on the north section is isolated and the existing WMATA and CSX tracks make it impossible to establish a connection with the adjacent woodlands.

The surrounding area of the site has a significant and mature tree canopy which should be considered during the design of the site with respect to the preservation of specimen trees. Specimen trees will be evaluated further during the review of a tree conservation plan.

Environmental Review

1. An approved Natural Resource Inventory, NRI/121/06, was submitted with the application; however it has recently expired. While an NRI is not required with a zoning amendment application of this type, forest stand delineation (FSD) is required. The associated forest stand delineation submitted as part of the NRI also expired with the expiration of the NRI. An updated forest stand delineation is required for review of this application.

Comment: Any future applications for this site, such as a preliminary plan, will require a signed Natural Resource Inventory in conformance with the environmental regulations that became effective on September 1, 2010.

Required Information: Submit forest stand delineation that addresses the required information as outlined in the Environmental Technical Manual.

2. This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site is greater than 40,000 square feet and contains more than 10,000 square feet of woodlands. A Type 1 Tree Conservation Plan was submitted with the application; however, tree conservation plans are not required nor approved with this application type.

The current R-55 zoning has a 20 percent woodland conservation threshold and the proposed M-U-T-C zoning has a 15 percent woodland conservation threshold. The submitted TCP proposes to clear the entire site and meet the total requirement in an off-site woodland conservation bank. While the proposed change in zoning will reduce the overall woodland conservation requirement, it should have no effect on how the woodland conservation requirements will be met.

Comment: No additional information on woodland conservation is needed at this time.

3. A stormwater management concept plan was not included with the subject application. Stormwater management will be reviewed through subsequent applications for this site by the Department of Public Works and Transportation.

Comment: No additional information is required with respect to the Stormwater Management Concept Plan at this time.

If you have any questions concerning these comments, please feel free to contact me at 301-952-5404 or by e-mail at katina.shoulars@ppd.mncppc.org.

KSS:kss

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

November 3, 2011

MEMORANDUM

TO: Susan Lareuse, Subdivision Section, Development Review Division
VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division
FROM: Fred Shaffer, Transportation Planning Section, Countywide Planning Division
SUBJECT: Basic Plan Review for Master Plan Compliance

The following Basic Plan was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and/or the appropriate area master plan in order to provide the Master Plan Trails.

Basic Plan Number: A-10018

Name: Cafritz Property

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u>X</u>	Public Use Trail Easement	_____
PG Co. R.O.W.*	_____	Nature Trails	_____
SHA R.O.W.*	<u>X</u>	M-NCPPC - Parks	_____
HOA	_____	Bicycle Parking	<u>X</u>
Sidewalks	<u>X</u>	Trail Access	<u>X</u>

*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the submitted basic plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* (MUTCD Plan), and the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements. The subject property consists of 37.35 acres of land in Riverdale Park. The subject application proposes an amendment to the MUTC zone to include Parcel 81, thereby rezoning the subject site from R-55 to the MUTC zone.

Review Comments (Master Plan Compliance and Prior Approvals)

Both the MPOT and area master plan identify two master plan trails issues that impact the subject property. The abandoned right-of-way of the Rhode Island Trolley Trail bisects the subject site. This

former rail corridor has been identified as a master plan trail corridor. The City of College Park has constructed several segments of this trail, including the segment immediately to the north of Albion Street. The M-NCPPC Department of Parks and Recreation is currently doing more detailed design work for the construction of this trail in the towns of Riverdale Park and Hyattsville. A segment of this trail has been approved for construction as part of the EYA development.

The MPOT also includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers. The Complete Streets Section includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

Policy 1:

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

Policy 2:

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

The Trails, Bikeways, and Pedestrian Mobility chapter of the MPOT also includes the following policy regarding pedestrian connections between and within communities.

Policy 9:

Provide trail connections within and between communities as development occurs, to the extent feasible and practical.

The MPOT includes the following project description for the Rhode Island Avenue Trolley Trail project:

Rhode Island Avenue Trolley Trail

Provide a shared-use trail along this former trolley right-of-way. Several segments of this trail have been implemented by the City of College Park. Planning work is also being done in Riverdale Park and Hyattsville. Where an existing roadway is within the former trolley right-of-way, bikeway and sidewalk improvements may be appropriate. Designated bike lanes shall be provided from Greenbelt Road north to Quimby Avenue (MPOT, page 31).

The development and design concepts included in the *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* recommend an enhanced streetscape for US 1. The town center streetscape width varies from a minimum of 15 feet to a maximum of 23 feet. Within this area the following is required:

Sidewalk - An unobstructed seven-foot-wide walkway that is located adjacent to the street wall that is formed by the buildings.

Landscaping/Pedestrian Amenity Strip - Includes street trees and landscaping, and space for the placement of amenities such as benches, post office boxes, and pedestrian-oriented lights.

Lastly, the MUTCD Plan recommends five-foot-wide bike lanes along most of US 1 in the town center to facilitate bicycle commuting to the University of Maryland and other communities along US 1

(MUTCD Plan, page 25). The sidewalk and streetscape along US 1 shall comply with the design standards on pages 58-61 of the MUTCD Plan.

The internal road network includes 1) seven foot sidewalks on commercial roads, 2) five foot sidewalks on residential roads, 3) eight foot sidewalks on the Van Buren Entry configuration, and 4) seven foot sidewalks on the Woodbury Entry configuration. This appears to be adequate to accommodate pedestrian movement through the site and to both US 1 and the Rhode Island Avenue Trolley Trail. However, it is recommended that one east-west trail/bicycle connection be provided through the site between US 1 and the trolley trail. This connection should be determined at the time of Preliminary Plan and may consist of a trail or wide sidewalks with designated bike lanes along either Van Buren Street or Woodbury Street.

Conclusion

In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan*, the applicant and the applicant's heirs, successors and/or assigns shall provide the following:

1. Provide the sidewalk and streetscape along US 1 in conformance with the *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* design standards on pages 58-61. This streetscape shall incorporate an unobstructed seven-foot-wide walkway and sufficient space for designated bike lanes, as well as street trees, landscaping, and space for the placement of pedestrian-oriented lighting and other pedestrian amenities.
2. Construct the master plan trail along the entire length of the subject site's portion of the former Rhode Island Avenue Trolley right-of-way, ending at the terminus of the existing trail at Albion Street. This trail shall be dedicated to public use within a maintenance easement (or other suitable agreement) at the time of Preliminary Plan.
3. The Cafritz Property Design Standard Guidelines shall be revised to include sidewalk details for US 1, consistent with the MUTCD Plan.
4. The signalized intersection(s) at US 1 shall include high visibility and attractive pedestrian crosswalks, pedestrian signals, and other pedestrian or warning signage as appropriate, as modified by SHA.
6. Bicycle parking shall be provided throughout the site, per Design Standard 4 (MUTCD Plan, page 60). The exact number and location shall be determined at the time of Preliminary Plan.
7. Provide one east-west bicycle route through the site either along Van Buren Street or Woodbury Street, in order to accommodate east-west bicycle movement through the site, to the trolley Trail and to the planned bicycle facilities along US 1. The location and type of facility should be determined at the time of Preliminary Plan and coordinated with the City of Hyattsville's planned trail along Wells Run.
8. Appropriate pedestrian safety features will be determined at the time of Preliminary Plan.

