

THE
CAFRTZ PROPERTY
AT
RIVERDALE PARK

Conceptual Site Plan
Application No. CSP – 11005

STATEMENT OF JUSTIFICATION

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I. INTRODUCTION

Calvert Tract, LLC (hereinafter the "Applicant") respectfully requests approval of this Conceptual Site Plan application (hereinafter "CSP") for its property consisting of approximately 37.55 acres on the east side of US Route 1 approximately 1400 feet north of the intersection of U.S. Route 1 and U.S. Route 410 (hereinafter the "Property"). The CSP seeks to amend the boundaries of the Transit District Overlay Zone (hereinafter the "Approved TDOZ") of the Approved Transit District Development Plan for the College Park – Riverdale Transit District Overlay Zone (hereinafter the "Approved Plan") to include the Property and to rezone the Property from the R-55 Zone to the M-U-I Zone as set forth in §27-548.09.01(a)(1)(A) and (B) of the Prince George's County Zoning Ordinance (hereinafter the "Zoning Ordinance").

The Applicant proposes a vibrant, mixed-use, smart growth neighborhood that promotes pedestrian circulation by taking advantage of the Property's proximity to three (3) existing and proposed mass transit stations; College Park-University of Maryland Metro Station, Proposed Purple Line Metro Station, and the Riverdale MARC Station. The proposed development of the Property will create a walkable, transit-oriented, mixed-use infill development, increase and broaden the local tax base, promote the use of the three (3) above mentioned transportation stations, and increase the return on investment for the transit stations. Thus, the Applicant respectfully requests approval of this CDP application which seeks to amend the boundaries of the Approved TDOZ to include the Property and rezone the Property from the R-55 Zone to the M-U-I Zone.

II. THE PROPERTY

- | | |
|---------------------------|---|
| A. Location: | The subject property is located east of U.S. Route 1, approximately 1400' north of the intersection of U.S. Route 1 and U.S. Route 410. |
| B. Tax Map: | Map 42, Grid D-2. |
| C. Frontage: | U.S. Route 1. |
| D. Election District: | 19. |
| E. Councilmanic District: | 3. |
| F. Municipality: | Riverdale Park. |
| G. Zoning: | R-55. |
| H. Acreage: | 37.35 Acres. |
| I. Planning Area: | 68. |

- J. Zoning History: None.
- K. Master Plan & SMA: The Property is located within the 1994 Planning Area Master Plan, which is currently 16 years old. This Plan was comprehensively updated by the 2002 General Plan.
- L. General Plan: The 2002 General Plan places the Property in the Developed Tier on a designated Corridor and the edge of a Center, which envisions a network of sustainable transit-supported, mixed-use, medium- to high- density neighborhoods.
- M. Subdivision: None.

III. CONCEPTUAL SITE PLAN

The Applicant respectfully requests approval from the District Council of this CSP which seeks to expand the boundaries of the Approved TDOZ and rezone the Property. The Applicant requests that the Property be included within the Approved TDOZ and that the Property be rezoned from the R-55 Zone to the M-U-I Zone. Section 27-548.09.01 of the Zoning Ordinance states as follows:

27-548.09.01. Amendment of Approved Transit District Overlay Zone.

(a) District Council.

(1) The District Council but not the Planning Board may approve any of the following amendments to Transit District development requirements, under procedures in Part 3, Division 2, Subdivision 5:

(A) Change of the boundary of the T-D-O Zone;

(B) Change of an underlying zone;

(C) Change to the list of allowed uses, as modified by the Transit District Development Plan;

(D) Change to building height requirements;

(E) Change to transportation demand requirements or other parking provisions in the Transit District Development Plan which

do not concern the dimensions, layout, or design of parking spaces or parking lots.

(b) Property Owner.

(1) A property owner may ask the District Council, but not the Planning Board, to change the boundaries of the T-D-O Zone, a property's underlying zone, the list of allowed uses, building height restrictions, or parking standards in the Transit District Development Plan. The Planning Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

Emphasis added.

Thus, the Applicant respectfully requests District Council approval to change the boundaries of the Approved TDOZ to include the Property and to rezone the Property from the R-55 Zone to the M-U-I Zone.

A. Conformance with Purposes of Conceptual Site Plan

This CSP application, which seeks to expand the boundaries of the Approved TDOZ and rezone the Property from the R-55 Zone to the M-U-I Zone meets the purposes of a CSP which are contained in §27-272(b)(c) of the Zoning Ordinance. The Applicant's justifications for these requests are as follows:

(b) General purposes.

(1) The general purposes of Conceptual Site Plans are:

(A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the General Plan, Master Plan or other approved plan;

Comment:

General Plan - The general purpose of the 2002 General Plan is to provide broad strategies to guide the future growth and development of the County. It represents the culmination of an evolving definition of growth policies for the county and is, to a great extent, a departure from earlier County plans. Its implementation strategies are guided by countywide goals, guiding principles, and priorities, as a whole.

The General Plan identifies several countywide goals and policies that provide the guidelines and principles necessary for approval of an application. These include

the following countywide goals (page 21):

Countywide Goals

- Encourage quality economic development
- Make efficient use of existing and proposed local, state and federal infrastructure and investment
- Enhance quality and character of communities and neighborhoods
- Preserve rural, agricultural and scenic areas
- Protect environmentally sensitive lands

Guiding Principles

- Public health, safety and welfare
- Sustainability (Environment, Economy, Equity, Efficiency)
- Quality
- Meaningful public participation

The Property is located in Corridor “A” (U.S. Route 1) of the Developed Tier. This development proposal embraces the Guiding Policies of the General Plan Developed Tier, and will create a model sustainable community for future generations of the County; its relevance within each of the General Plan’s Elements is discussed in the following sections.

Developed Tier Vision

The vision for the Developed Tier is “*a network of sustainable, transit-supporting, mixed-used, pedestrian-oriented, medium- to high-density neighborhoods*” (p. 31). The 2002 General Plan provides that these types of uses and densities should be located in Centers and Corridors where they are most appropriate.

The Property is located less than one mile from three (3) currently existing and proposed mass transit stations. Specifically, portions of the Property are located within .5 miles of the College Park metro station. Portions of the Property are located within .5 miles of the proposed Purple line station. Finally, portions of the Property are located within .5 miles of the Riverdale Marc station. Between these three stations, the entire property is located within .5 miles of all three mass transit stations. The site is also served by several bus lines including WMATA, the Bus, and Shuttle U.M. The proposed mix of uses and high-quality retail will give residents many options for transit, shopping and employment near their homes.

Developed Tier Goals

This application conforms with the General Plan (p.31) Developed Tier goals as follows:

1. *Strengthen existing neighborhoods.*

Comment: The proposed development will maintain the grid pattern of development found in the adjoining communities of College Park (to the north), Riverdale Park (to the south) and University Park (to the west). Residential communities to the north and south will be linked by pedestrian and bicycle access only. Access onto U.S. Route 1 can be designed to discourage cut through traffic into University Park. The existing residential neighborhoods will not have any pass-through vehicular traffic as a result of this proposed development. Improved pedestrian access through and around the Property will improve the accessibility of existing local mass transit opportunities. This, along with the proposed retail, commercial and recreational opportunities and amenities within walking distance will serve to strengthen existing neighborhoods.

2. *Encourage appropriate infill.*

Comment: The Property is located in the U.S. Route 1 Corridor 'A' as described in the 2002 General Plan and is surrounded by properties that were developed decades ago. The Property is also located on the edge of the Riverdale Marc proposed future Center as described in the 2002 General Plan. Single family residential neighborhoods exist to the north and west, with a U.S. Postal Service distribution facility and Armory to the south. The CSX rail line lies along the eastern edge of the site. The Property is thus an infill, redevelopment project within the 2002 General Plan U.S. Route 1 Corridor and the proposed future Riverdale Marc Center. Approval of the M-U-I Zone will allow the Property to be redeveloped with high quality housing in a variety of formats and provide residents with high quality shopping and employment options within walking distance of home, thus achieving the goal of providing economic development in General Plan Centers and Corridors.

3. *Encourage more intense, high quality housing and economic development in centers and corridors.*

Comment: The Property is located in the U.S. Route 1 Corridor 'A' as described in the 2002 General Plan and is surrounded by properties that were developed decades ago. The Property is also located on the edge of the Riverdale Marc proposed future Center as described in the 2002 General Plan. Single family residential neighborhoods exist to the north and west, with a U.S. Postal Service distribution facility and

Armory to the south. The CSX rail line lies along the eastern edge of the site. The Property is thus an infill, redevelopment project within the 2002 General Plan U.S. Route 1 Corridor and the proposed future Riverdale Marc Center. Approval of the M-U-I Zone will allow the Property to be redeveloped with high quality housing in a variety of formats and provide residents with high quality shopping and employment options within walking distance of home, thus achieving the goal of providing economic development in General Plan Centers and Corridors.

4. *Preserve, restore and enhance sensitive features and provide open space.*

Comment: The project's east-to-west-aligned central market square will intersect the "Trolley Trail," providing pedestrian and bicycle access north and south into College Park and Riverdale Park, respectively.

5. *Expand tree cover through the increased planting of trees and landscaping.*

Comment: The requirements of the Tree Conservation Ordinance will be met. The applicant proposes extensive landscaping along the streets and open space areas to expand the tree cover.

6. *Capitalize on investments in transportation and other infrastructure.*

Comment: Rezoning the Property from the R-55 Zone to the M-U-I Zone will capitalize on extensive investments of transportation and infrastructure in the surrounding area. The area is currently served by several bus lines, including: WMATA, the Bus, and Shuttle UM. The Property is located less than one mile away from three (3) currently existing and proposed mass transit stations. Specifically, the Property is located within .5 miles of the College Park metro station. The Property is located within .5 miles of the proposed Purple line station. Finally, the Property is located within .5 miles of the Riverdale Marc station. Between these three stations, the entire Property is located within .5 miles of all three mass transit stations.

7. *Maintain/renovate existing public infrastructure.*

Comment: The project will benefit the community by providing improvements to existing public infrastructure around the project site. This will include street frontage improvements including paving, lighting, sidewalks and storm drainage. The construction of the

“Trolley Trail” through the site will complete an important link in the local trail network. Stormwater management facilities will provide control of the 100 year storm for runoff from the site. This will reduce the impact of downstream flooding in Wells Run.

8. *Promote transit supportive, mixed-use, pedestrian-oriented neighborhoods.*

Comment: In keeping with the intent of the 2002 General Plan, this proposed development will provide transit supporting, mixed-use pedestrian-oriented development and provide the opportunity for residents to live, work and shop within the project boundaries, in close proximity to a variety of mass transit options.

9. *Renew/redevelop commercial strips.*

Comment: This goal is not applicable considering this site currently does not have a commercial shopping strip on it.

10. *Enhance industrial employment areas.*

Comment: The property is bordered by an older industrial area zoned M-U-TC to the south. Redevelopment of the Property as proposed will strengthen the opportunities for redevelopment of these underutilized industrial properties.

11. *Design and site public facilities in accordance with appropriate development.*

Comment: This public corridor through the site will intersect with the improved “Trolley Trail”, which runs north to south through the site. This configuration allows convenient access in and out of the site by both pedestrians and those on bicycles. Additionally the “Trolley Trail” will provide a link to the existing local trail network. The community space will provide educational, recreational and social opportunities for the community.

Developed Tier Policies

The General Plan also identifies four (4) policies for future development. These policies are repeated and compliance is demonstrated below.

1. *Design and site public facilities in accordance with appropriate development.*

Strategies

I. Develop incentives for infill /redevelopment such as:

- *Financial incentives-Encourage private investment by providing public funds and or deferring tax increases that would result from new development. Consider seeking authority for a split rate system of property taxation.*
- *Redevelopment assistance- Focus the programs of the county redevelopment authority, (such as land assembly, and public private partnerships) on targeted areas.*

Comment: The 2002 General Plan encourages redevelopment of the Property as a mixed-use, transit and pedestrian oriented development. The property is unique in not only its location and proximity to mass transit but also in its size. The 38± acres provide the acreage necessary to develop an active neighborhood of sufficient size to provide housing, employment, shopping and recreational opportunities while enhancing the existing communities. The applicant does not foresee the need for financial incentives for redevelopment assistance to create the proposed project.

Strategies

II. Develop land use regulations and processes for infill /redevelopment such as:

- *Rezoning - Where necessary, rezone vacant or underutilized lands through county initiation, (instead of property owner application) to achieve planned densities.*
- *Flexible development standards - Provide flexibility in building requirements or rehabilitating older buildings as recommended by state "smart codes" programs.*
- *Zoning Code - Revise existing regulations to accommodate the development of older communities and to remove obstacles to quality infill and redevelopment.*
- *Simplify or streamline development review process - Eliminate cumbersome unnecessary processes to encourage compatible infill and*

redevelopment.

Comment: The 2002 General Plan provides the guidelines and support to rezone the Property from the R-55 Zone to the M-U-I Zone and to allow it to be developed in keeping with the vision of the General Plan. The General Plan envisions a contemporary development to take place on the site in keeping with smart growth concepts and green building techniques. In the surrounding neighborhoods of College Park and Riverdale Park, contemporary sector plans and M-U-TC plans have been put in place to allow for redevelopment in those areas using appropriate mixed-use zones.

Strategies

III. Develop a marketing program for targeted areas in the Developed Tier communities to attract developers skilled at developing high quality compact mixed use projects

Comment: The Applicant is the type of owner/developer sought by this strategy. The developer has developed and managed properties in the Washington D.C. area for decades. The developer has owned the Property since the 1950's. Once developed, the developer will have a vested interest in the success of the site, long after initial build out. The developer is experienced in this type of compact urban development. They also have a long history of commitment to the community

Strategies

IV. Improve the image and mix of uses along major roadways not designated as corridors by:

- *Develop design guidelines and standards for new development*
- *Encourage infill and redevelopment that contribute to the character and quality of the community*
- *Limit zoning that allows new commercial development*
- *Implement an incentive package for commercial strip owners to physically upgrade projects that have proven market feasibility. Priority shall be given to owner/businesses that improve their mix of goods and services or reuse commercial space for another appropriate use.*

- *Encourage land assembly and redevelopment of excess commercial for other types of land use*

Comment: These strategies do not apply, as the Property site lies within the U.S. Route 1 Corridor.

2. *Preserve, restore and enhance environmental features and green infrastructure elements.*

Strategies

- I. *Encourage the use of innovative technologies to meet the intent of the environmental regulations while encouraging the desired development pattern and implementing the green infrastructure recommendations.*
- II. *Provide additional tree cover within the Developed Tier to intercept rainwater, reduce heat island effects, and improve air quality.*
- III. *Provide tree cover guidelines as part of the character design elements in future area master plans and sector plans.*
- IV. *Provide flexibility in the Woodland Conservation Ordinance for sites in the Developed Tier to allow for use of street trees and landscape trees.*
- V. *Revise the Woodland Conservation Ordinance to require the use of woodland conservation fee-in-lieu funds collected in the Developed Tier for woodland conservation within the Developed Tier.*

The proposed development will observe best current practices in sustainability using appropriate metrics to demonstrate success, and all applicable environmental regulations will be followed. The Applicant intends to provide an extensive green area along U.S. Route 1 and to preserve specimen trees to the extent possible. The natural slope and existing site features will be incorporated into the design. Additionally, the development will adhere to the Prince George's County Landscape Manual and Woodland Conservation Ordinance.

3. *Provide a transportation system that is integrated with and promotes development and revitalization.*

Strategies

- I. *Encourage optimum use of all non-automotive mobility options for and in all new development,*

including light and heavy (regional) rail, bus transit, and integrated and safe pedestrian and bicycle facilities.

- II. Assign high priority in the county Capital Improvement Program (CIP) and Maryland Consolidated Transportation Program (CTP) to Developed Tier pedestrian and transit infrastructure improvements.*
- III. Provide an integrated sidewalk, trail and bikeway network to divert as many short trips as possible from auto travel.*
- IV. Protect local neighborhoods and their residential streets from excessive or high speed through-traffic by measures such as traffic calming initiatives and pedestrian-oriented design requirements for new development.*
- V. Use traffic Level-of-Service (LOS) E (see Figure 2) as the minimum acceptable standard for road and street network capacity, wherever possible.*
- VI. Develop TOD and TSD criteria as part of transportation system analyses, the Biennial Growth Policy updates and future Developed Tier master and small area plans, that ensures the maximum possible integration of pedestrian and biker access and transit service with future development.*
- VII. Establish transit-based auto trip reduction initiatives to maximize the diversion of SOV trips to transit and non-motorized travel.*

Comment: The transportation system proposed in this development will integrate with the area's existing infrastructure, promoting revitalization of the surrounding neighborhoods. Improvements to the transportation network will be made by the Applicant; details are contained in the accompanying traffic analysis. Primary vehicular access to the site will be from U.S. Route 1. The project will be designed to be pedestrian and biker friendly; sidewalks will create an integrated pedestrian network, and the "Trolley Trail" will provide a hiker/biker link between communities north and south of the Property. Because of its proximity to mass transit, this site provides visitors and residents with real options to move about without the use of an automobile, and is in keeping with the intent of Prince George's Preliminary Countywide Master Plan of Transportation, released in December 2008.

General Plan Centers and Corridors

The Property is located in the U.S. Route 1 Corridor and on the edge of the Riverdale Marc Station Center by the 2002 General Plan. The Centers and Corridors goals are to:

- *Capitalize on public investment in existing transportation system*
- *Promote compact, mixed-use development at moderate to high densities*
- *Ensure transit-supportive and transit-serviceable development*
- *Require pedestrian-oriented and transit-oriented design*
- *Ensure compatibility with surrounding neighborhoods*

Comment: As demonstrated above, items 1 through 4 have been thoroughly discussed and compliance demonstrated. Compatibility with surrounding neighborhoods has been demonstrated by the placement of a large green buffer along U.S. Route 1, by the attention to height limitations, and by the pedestrian connections and conversion of the abandoned trolley right of way to a hiker/biker trail across the Property.

(B) *To help fulfill the purposes of the zone in which the land is located;*

Comment: The Applicant is proposing to amend the boundaries of the Approved TDOZ and rezone the Property from the R-55 Zone to the M-U-I Zone. The proposed walkable, transit-oriented, mixed-use infill development will be consistent with the M-U-I Zone.

(C) *To provide for development in accordance with the site design guidelines established in this Division; and*

Comment: The proposed development will be consistent with the site design guidelines that are established in this Division, in the Approved Plan, and in the M-U-I Zone.

(D) *To provide approval procedures that are easy to understand and consistent for all types of Conceptual Site Plans.*

Comment: The approval procedures, with respect to the requests made by the Applicant in this CSP, are clearly outlined in the Zoning Ordinance and are easy to understand.

I Specific purposes.

(1) The specific purposes of Conceptual Site Plans are:

(A) To explain the relationships among proposed uses on the subject site, and between the uses on the site and adjacent uses;

Comment: The CSP clearly illustrates the relationships of the different mixed-uses on the site and proposes appropriate new uses adjacent to existing neighborhoods.

(B) To illustrate approximate locations where buildings, parking lots, streets, green areas, and other similar physical features may be placed in the final design for the site;

Comment: The CSP clearly illustrates approximate locations and adjacencies of uses to create a vibrant, walkable, mixed-use community.

(1) To illustrate general grading, woodland conservation areas, preservation of sensitive environmental features, planting, sediment control, and storm water management concepts to be employed in any final design for the site; and

Comment: The project site will be graded similar to the way the land is shaped today. A small portion of the site nearest Baltimore Boulevard will drain to the Boulevard; the majority of the site will drain to the east toward the CSX rail lines. The design will include a green buffer along Baltimore Boulevard, specimen trees will be saved in the buffer where possible. Because the site was previously

developed as housing, there are no significant environmental features on site. Sediment control will be designed to allow for the phased development of the site and to protect surrounding properties, and infrastructure. A variety of SWM measures are anticipated including control of the 100 year storm in a facility along the CSX rail lines, and quality control using ESD measures such as bioretention, microbioretention, landscape infiltration, rainbarrels, and permeable paving.

(E) To describe, generally, the recreational facilities, architectural form of buildings, and street furniture (such as lamps, signs, and benches) to be used on the final plan.

Comment: The CSP provides for both active and passive recreational facilities. Architectural building forms will be appropriate for the use of the building and compatible with the surrounding communities. Street amenities will be complementary with the project architecture.

B. Conformance with Purposes and Recommendations of Transit District

The CSP, which seeks approval of both the expansion of the Approved TDOZ to include the Property and the rezoning of the Property, is in conformance with both the purposes and the recommendations of the Approved TDOZ. Section 27-548.09.01 (b)(2) provides that CSP application amendments to the boundaries of an Approved TDOZ and rezoning requests must include a “statement showing that the proposed development conforms with the purposes and recommendations for the Transit District, as stated in the Transit District Development Plan.” The Applicant’s justification for these requests is stated below:

i. Conformance with Purposes of the TDOZ

The development proposed within this application is in conformance with the purpose of the Approved TDOZ, as set for in 27-548.03, and as listed on page 183 and 184 of the Approved Plan. The goal of the proposed development is to create an urban, transit-oriented, pedestrian friendly, mixed-use infill development. The M-U-I Zone allows the Applicant to implement this vision, which will enhance the amenities to the local communities, increase the local tax base, and concentrate mixed-use development on land which is located within a transportation node. The Applicant’s justification for conformance to the specific purposes of the Approved TDOZ, as outlined on page 183 and 184 of the Approved Plan, are as follows:

(1) To enhance the development opportunities in the vicinity of transit stations.

Comment: The Property is located less than one mile away from three (3) currently existing and proposed mass transit stations. Specifically, the Property is located within .5 miles of the College Park metro station. The Property is located within .5 miles of the proposed Purple line station. Finally, the Property is located within .5 miles of the Riverdale Marc station. Between these three stations, the entire Property is located within .5 miles of all three mass transit stations. Based on the above information, the Applicant asserts that the Property is in the vicinity of three (3) transit stations. If the District Council grants the requests outlined in this application, the development opportunities for this roughly 37 acres site will be enhanced by allowing a mix-use infill development as opposed to single family homes.

(2) To promote the use of transit facilities.

Comment: The Property is located less than one mile away from three (3) currently existing and proposed mass transit stations. Specifically, the Property is located within .5 miles of the College Park metro station, which is approximately a 10 minute walking distance. The Property is located within .5 miles of the proposed Purple line station, which is approximately a 10 minute walking distance. Finally, the Property is located within .5 miles of the Riverdale Marc station, which is approximately a 10 minute walking distance. The Applicant is also actively pursuing a pedestrian crossing across the CSX railroad lines to strengthen its connection to College Park metro station and the proposed Purple line metro station. The walking distance of the subject site combined with the pedestrian connections will promote the use of transit facilities.

(3) To increase the return on investment on a transit system and improve local tax revenues.

Comment: The subject site is one of the largest undeveloped tracts of land in the inner beltway. The total size of the Property is around 37 acres. The Property is currently located in a transportation node, in the middle of three (3) different transit stations. The proposed development will provide local amenities for the community, will increase the local tax base, and will diversify the local tax base by creating a walkable, transit-oriented, mixed-use infill development on land that is currently undeveloped. Developing land which is located in a transportation node, like the Property, will increase the return on the transportation system by placing amenities and density in a smart growth location.

- (4) To create a process which coordinates public policy decisions, supports regional and local growth development strategies, and creates conditions which make joint development possible.*

Comment: The subject site has frontage on U.S. Route 1, one (1) of six (6) corridors designated by the 2002 Approved General Plan, and is on the edge of the Riverdale Marc station, one (1) of 26 identified currently existing or possible future centers designated by the 2002 Approved General Plan. Development along a corridor and within a center supports regional and local growth by locating development in growth areas. More broadly, the Property is located in a transportation node surrounded by three (3) forms of mass transit. The development of the Property into a walkable, transit-oriented, mixed-use infill development will be consistent with smart growth principles due to the inner beltway location of the Property and the subject property's proximity to the various forms of transportation. The Applicant proposes a mixed-use infill development on for the site. The mix of office, commercial, and residential uses ensures that conditions for joint development will be possible.

- (5) To create a process which overcomes deficiencies in ordinary planning processes and removes obstacles not address in those processes.*

Comment: The inclusion of the Property into the Approved Plan will establish requirements and guidelines in various areas. While the Approved Plan does establish these requirements and guidelines, it also established mechanisms to obtain relief from these requirements and guidelines if the proposed development can be better served in other ways. Also, the inclusion of the Property into the Approved Plan creates an alternative process to rezone the Property from the R-55 Zone to the M-U-I Zone through this CSP application. This process creates an efficient mechanism which balances the need for the administrative process with private sector needs. The M-U-I Zone overcomes deficiencies in the underlying zone by allowing the recommendations of the Approve Plan to be implemented.

- (6) To minimize the costs of extending or expanding public services and facilities by encouraging appropriate development in the vicinity of transit stations.*

Comment: The Property is located in the inner beltway between three (3) municipalities. This CSP application seeks to intensify development in an area which already has appropriate water and

sewer access, and is already served by fire, police, and other public facilities. Thus, the cost of extending or expanding public services and facilities will be minimized.

- (7) *To provide mechanisms to assist in financing public and private costs associated with development.*

Comment: The inclusion of the Property into the Approved Plan and the rezoning of this property will not provide mechanisms to assist in financing public and private costs associated with development. The Applicant envisions using private funds to develop the subject site.

- (8) *To provide for convenient and efficient pedestrian and vehicular access to Metro stations.*

Comment: The Property is located less than one mile away from three (3) currently existing and proposed mass transit stations. Specifically, the Property is located within .5 miles of the College Park metro station, which is approximately a 10 minute walking distance. The Property is located within .5 miles of the proposed Purple line station, which is approximately a 10 minute walking distance. Finally, the Property is located within .5 miles of the Riverdale Marc station, which is approximately a 10 minute walking distance. The Applicant is also actively pursuing a pedestrian crossing across the CSX railroad lines to strengthen its connection to College Park metro station and the proposed Purple line metro station. Also, the Applicant proposes traffic improvements and has proposed a traffic mitigation package which will enhance the pedestrian and vehicular access to transit stations.

- (9) *To attract an appropriate mix of land uses.*

Comment: The Applicant proposes a true mixed-use development on the subject property. The proposed development will have a mix of office, retail, and residential uses.

- (10) *To encourage uses which complement and enhance the character of the area.*

Comment: The inclusion of the Property into the Approved Plan and the rezoning of the Property from the R-55 Zone to the M-U-I Zone will provide the flexibility to the Applicant to allow for uses which complement and enhance the character of the area. For example, the Applicant has a signed lease with Whole Foods Market. This would be the first Whole Foods Market in the County. Further,

when a Whole Foods Market enters a local market complementary uses follow. Thus, the Applicant has already begun negotiating with a fitness center. The Applicant will also encourage local business to locate within the commercial portion of the site.

(11) To ensure that developments within the transit district possess a desirable urban design relationship with one another, the Metro station and adjoining areas.

Comment: The inclusion of the Property into the Approved Plan and the rezoning of the Property from the R-55 Zone to the M-U-I Zone will ensure that the Property will have a desirable urban design relationship with other properties within the Approved Plan, the transit stations, and the adjoining areas. The M-U-I Zone allows the designers to emphasize quality development and flexible, sophisticated urban design, with the project seamlessly blending into the surrounding community. These specific types of issues will be further analyzed with the Detailed Site Plan.

(12) To provide flexibility in the design and layout of buildings and structures, and to promote a coordinated and integrated development scheme.

Comment: The inclusion of the Property into the Approved Plan and the rezoning of the Property from the R-55 Zone to the M-U-I Zone will ensure that the Property will have a desirable urban design relationship with other properties within the Approved Plan, the transit stations, and the adjoining areas. The M-U-I Zone allows the designers to emphasize quality development and flexible, sophisticated urban design, with the project seamlessly blending into the surrounding community. These specific types of issues will be further analyzed with the Detailed Site Plan.

(13) To provide a wide range of housing available to all socioeconomic groups.

Comment: The proposed development of the Property will provide a wide range of housing options for various socioeconomic groups. The Applicant proposes to include townhouses, scholar living units, age restricted units, and market rate multifamily on the Property. Not only will this increase the diversity of the housing stock currently provided within the boundaries of the Approved Plan, it will also widen the available housing stock in the immediate area.

IV. EXPANSION OF TRANSIT DISTRICT BOUNDARIES

The Applicant respectfully requests that the District Council approve this CSP which expands the boundaries of the Approved TDOZ to include the Property. As stated above, §27-548.09.01(a)(1)(A) allows the District Council to approve the expansion of a TDOZ through a CSP. Furthermore, §27-548.06 of the Zoning Ordinance states:

(1) *Boundaries of zone.*

- (1) *The boundary of a Transit District Overlay Zone shall encompass an area in proximity to an existing or proposed Metro Station. The area shall be contiguous and shall follow property lines, streets, or permanent and readily identifiable natural features of the landscape. A boundary shall not split an individual property unless there is a clear and compelling reason to do so.*

This section of the Zoning Ordinance generally outlines three (3) requirements for expanding the boundaries of a TDOZ. The three (3) requirements are: (1) Analyze the proximity to an existing or proposed transit station; (2) Evaluate whether the area is contiguous; and (3) Evaluate whether the boundaries split an individual property. The Applicant' justification for each of these three (3) requirements is below:

A. Proximity

Comment: The Property is located less than one mile away from three (3) currently existing and proposed mass transit stations. Specifically, the Property is located within .5 miles of the College Park metro station. The Property is located within .5 miles of the proposed Purple line station. Finally, the Property is located within .5 miles of the Riverdale Marc station. Between these three stations, the entire Property is located within .5 miles of all three mass transit stations. Between these three stations, the entire Property is located within .5 miles of all three mass transit stations. Thus, the Applicant asserts that the Approved TDOZ will remain within an area of proximity to an existing or proposed Metro Station with the proposed expansion of its boundaries.

B. Contiguous

Comment: Section 27-107.01(a)(55) defines "contiguous" as "Touching and sharing a common point or line."¹ The only obstacle between the Approved Plan and the subject property are the CSX railroad tracks. Section 27-111(a)(1) of the Zoning Ordinance states the "Zone boundary lines follow the center lines of street, railroad, or alley rights-of-way, and lot lines..." Thus, the Approved

¹ The Zoning Ordinance defines "Abutting," "Adjoining," and "Contiguous" the same. Thus, the definition of contiguous directs the reader to the definition of abutting.

TDOZ and the Property are contiguous since the boundaries of the zones for each extend to the center line of the CSX tracks and have that common line.

The proposed new boundary of the TDOZ with the inclusion of the Property would be well defined on all sides. The west side is well defined by Route 1. The north side is well defined by the property line of the WMATA property. The east side is contiguous with the Approved TDOZ and the south side is well defined by various property lines.

C. Splitting of Property

Comment: The proposed expansion of the Approved TDOZ will not split the Property, or any other property, in the process of creating the new boundaries for the TDOZ.

V. CHANGE OF UNDERLYING ZONING CATEGORY

The Applicant respectfully requests that the District Council approve the change of the underlying zoning category for the Property from the R-55 Zone to the M-U-I Zone. The requested zoning change is consistent with the purposes of the M-U-I Zone. The Applicant's justification, pursuant to the purposes of the M-U-I Zone identified in Section 27-546.15(b), are below:

(b) The specific purposes of the M-U-I Zone are:

(1) To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;

Comment: Please see the comments provided in section III(A)(b)(1)(A) of this document.

(2) To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities;

Comment: The subject property is an infill site which is located in the middle of a transportation node, within walking distance to three (3) different mass transit stations. The review process which this CSP application attempts to implement creates a simplified and efficient mechanism which balances the need for the administrative process with private sector needs. The proposed

development is a mixed use infill development which will have office, commercial, and residential uses.

- (3) *To encourage innovation in the planning and design of infill development;*

Comment: The proposed development represents a forward thinking, innovative, sustainable, transit oriented community by providing a mix of uses for this infill smart growth site. The flexibility provided by the Approved Plan and the M-U-I Zone will allow the Applicant to implement these innovative planning and design standards.

- (4) *To allow flexibility in the process of reviewing infill development;*

Comment: The inclusion of the subject property in the Approved Plan and the rezoning of the subject property from the R-55 Zone to the M-U-I Zone will allow flexibility in that the §27-548.18 states that for mixed use development “the site plan as approved shall set out the regulations to be followed.” For an innovative, walkable, transit-oriented development, this type of flexibility is imperative.

- (5) *To promote smart growth principles by encouraging efficient use of land and public facilities and services;*

Comment: This CSP application requests the boundaries of the Approved Plan be amended to include the subject property and the subject property be rezoned from the R-55 Zone to the M-U-I Zone. Sustainable transit oriented development in the inner beltway epitomizes smart growth principles. The proposed development conforms to these purpose by concentrating density and jobs in the middle of a transportation node.

- (6) *To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and*

Comment: All of these elements are proposed in this CSP application. Detailed regarding all of these elements will be provided in the Detailed Site Plan. The Applicant proposes a vibrant, innovative, transit oriented mixed-use infill development.

- (7) *To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality or the Prince George's County Redevelopment Authority.*

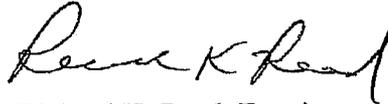
Comment: The Applicant asserts that this purpose does not apply to the subject property, which is in private ownership.

VI. CONCLUSION

The Applicant respectfully requests District Council approval of this CSP application which seeks to amend the boundaries of the Approved Plan and rezone the Property from the R-55 Zone to the M-U-I Zone. The Prince George's County Planning Board and the Prince George's County District Council, by adoption of the 2002 General Plan, have indicated that the Property, by its frontage on the U.S. Route 1 Corridor and its location on the edge of the Riverdale Marc Center, that development of this property as a walkable, transit-oriented, mixed-use infill development is appropriate. Furthermore, the development of this site is entirely consistent with smart growth principles do to its location in the middle of a transportation node. Finally, the proposed development will provide amenities for local residents not found in this portion of the County. The mix of uses for the proposed development includes office, retail, and residential uses. The first Whole Foods Market in the County will occupy a portion of the retail space in the proposed development.

In consideration of the above purposes and findings, the Applicant respectfully requests approval of this CSP Application.

Respectfully submitted,



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