

The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530



*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

**Primary Amendment to the Town of Riverdale Park  
 Mixed-Use Town Center Zone Development Plan A-10018**

Application	General Data	
<b>Project Name:</b> Cafritz Property, Parcel 81 Tax Map 42, Grid D-1  <b>Location:</b> Approximately 1,400 feet north of the intersections of Baltimore Avenue (US 1) and East-West Highway (MD 410), on the east side of Baltimore Avenue.  <b>Applicant/Address:</b> Calvert Tract, LLC 1666 Connecticut Avenue, N.W. Suite 250 Washington, DC 20009	Planning Board Hearing Date:	12/15/11
	Staff Report Date:	12/02/11
	Date Accepted:	10/14/11
	Planning Board Action Limit:	01/29/11
	Plan Acreage:	37.35 acres
	Zone:	R-55
	Planning Area:	68
	Tier:	Developed
	Council District:	03
	Election District	19
	Municipality:	Riverdale Park and College Park
	200-Scale Base Map:	208NE04

Purpose of Application	Notice Dates	
Primary amendment to the Town of Riverdale Park Mixed-Use Town Center Zone Development Plan and rezoning from the R-55 Zone to the M-U-TC Zone.	Informational Mailing:	08/17/11
	Newspaper Posting:	11/10/11
	Acceptance Mailing:	10/14/11
	Sign Posting Deadline:	11/15/11

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Susan Lareuse <b>Phone Number:</b> 301-952-4277 <b>E-mail:</b> Susan.Lareuse@ppd.mncppc.org	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>	<b>DISAPPROVAL</b>	<b>DISCUSSION</b>
	<b>X</b>		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Primary Amendment to the Town of Riverdale Park  
Mixed-Use Town Center Zone and Development Plan  
A-10018 — Cafritz Property, Parcel 81  
Tax Map 42, Grid D-1

The applicant has prepared the primary amendment to the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan*. The following staff report presents the evaluation and findings supporting a recommendation for Planning Board APPROVAL WITH CONDITIONS as described in the Recommendation section of this report.

FINDINGS

- Request:** The owner of the property, Cafritz LLC, is requesting the rezoning of the property from the One-Family Detached Residential (R-55) Zone to the Mixed-Use Town Center (M-U-TC) Zone. This request proposes to expand the Town of Riverdale Park Mixed-Use Town Center Zone Development Plan to include an additional 37.35 acres located along the northern boundary of the eastern portion of the existing mixed-use town center. The applicant is also requesting an amendment to the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* in order to accommodate the proposed development.
- Development Data Summary:**

	EXISTING	PROPOSED
Zone	R-55	M-U-TC
Use(s)	Vacant	Commercial and Residential
Acreage	37.35	37.35

**Proposed Development as shown on the Development Plan**

Office	17,600–26,400 S.F.
Retail/Flex	134,560–201,840 S.F.
Residential (All Unit Types)	1,028,000–1,542,200 S.F.
Hotel	96,720–145,080 S.F.
<b>Total Square Footage</b>	<b>1,276,880–1,915,320 S.F.</b>

**Floor Area Ratio (FAR):**

Gross tract area: 37.34 acres  
Floodplain: 0.06 acres  
Net Acreage: 37.28 acres  
37.2851 acres x 43,560 S.F. = 1,624,138 S.F.  
FAR = 0.85—1.27

**Dwelling Units:**

Multifamily		895
Housing	641	
Age Restricted	224	
Scholar Housing	30	
Townhomes		100
<b>Total</b>		<b>995 units</b>

**Applicant’s Note:** “The development program is flexible. The above program was utilized to calculate approximate floor area ratio (FAR) and traffic volumes. However, amount of various uses in the overall development program may be adjusted, as long as the peak-hour traffic trips are not exceeded.”

- Location:** The Town of Riverdale Park Mixed-Use Town Center (M-U-TC) Zone is located in the Town of Riverdale Park, Council District 3, Planning Area 68, within the Developed Tier, as defined by the 2002 *Prince George’s County Approved General Plan*. More specifically, the property is located approximately 1,400 feet north of the intersections of Baltimore Avenue (US 1) and East-West Highway (MD 410), on the east side of Baltimore Avenue. The majority of the subject property is located within the Town of Riverdale Park, but a small portion in the northeast lies within the City of College Park.
- Existing Conditions:** This 37.35-acre site in the R-55 zone is located on the east side of Baltimore Avenue (US 1) where it intersects with Van Buren Street. A review of available information indicates that streams, wetlands, and steep slopes 15 percent or greater are not found to occur within the limits of this application. A small area of 100-year floodplain is found on the site. 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 on the site, according to the United States Department of Agriculture (USDS), National Resource Conservation Service (NRCS) Web Soil Survey (WSS), are in the Christiana, Croom, and Beltsville series. 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; however, a Phase I archeological survey was completed on the subject property in March 2008 and there are archeological features on the site. This property is located in the Northeast Branch watershed of the Anacostia River basin. The site is approximately 90 percent wooded, with two areas of the woodland identified as high-priority woodlands.
- Surrounding Uses:**

North— Vacant property owned by the Washington Metropolitan Area Transit Authority (WMATA) in the R-55 Zone

- East— CSX railroad tracks. Across the railroad tracks is Historic Site #68-022 located on land owned by the University of Maryland.
- South— U.S. Postal Service facility in the R-55 Zone.
- West— Baltimore Avenue (US 1) and beyond single-family detached dwellings in the R-55 Zone.

6. **History:** The 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* and corresponding Mixed-Use Town Center (M-U-TC) was approved by the Prince George's County Council on January 20, 2004 by Council Resolution CR-05-2004. The approved plan amends the 1994 Approved Master Plan and Sectional Map Amendment for Planning Area 68.

7. **Future Processing:** If this rezoning to the M-U-TC Zone is approved, the subject property must go through the subdivision process (preliminary plan and final plat of subdivision) to address adequate public facilities (APF), mandatory park dedication, and other related issues. In addition, under the M-U-TC Zone, according to Section 27-547 (Uses Permitted) of the Zoning Ordinance, specific uses are outlined and identified as either permitted in the zone (P), subject to special exception criteria (SE), subject to certain specific criteria (PA) or (PB), or subject to special permit review (SP) in accordance with Section 27-239.02, Special Permits, as stated below:

(a) **Procedures.**

(1) **Application.**

(A) **All requests for Special Permits shall be in the form of an application filed with the Planning Board. The Planning Board shall determine the contents of the application and shall provide the application. The minimum submission requirements are:**

(i) **Six (6) copies of a site plan, and other graphic illustrations which are considered necessary to indicate what is being proposed;**

(ii) **Six (6) copies of a written explanation by the applicant explaining how the proposed site plan satisfies the U-L-I Zone Design Guidelines or the Town Center Development Plan regulations and development guidelines.**

(iii) **Three (3) copies of an approved Natural Resource Inventory and a Letter of Justification stating how the proposed design ensures the preservation and/or restoration of the regulated environmental features to the fullest extent possible.**

(B) **The application may be filed prior to, or concurrently with, an application for a building or use and occupancy permit.**

- (2) Hearing.**
  - (A) Prior to making a decision on a Special Permit application, the Planning Board shall hold a public hearing on the matter. The Planning Board shall adopt the procedures under which the hearing will be held.**
  - (B) The Planning Board hearing shall be scheduled not less than forty-five (45) days from the date the application is accepted, unless waived by the applicant.**
- (3) Referral.**
  - (A) The Planning Board shall refer applications for Special Permits to the Department of Environmental Resources for its comments or recommendations. These comments or recommendations (if any) shall be available for public examination at least seven (7) days prior to the public hearing.**
- (4) Technical Staff Report.**
  - (A) The Technical Staff shall analyze the request and shall forward its comments and recommendations to the Planning Board.**
- (5) Planning Board decision.**
  - (A) After the close of the record, the Planning Board shall take action on the request. The decision of the Planning Board shall be based on the record, and shall be embodied in a resolution.**
  - (B) The Planning Board shall give written notice of its decision to all persons of record and to the District Council.**
  - (C) The Planning Board may only approve a Special Permit contrary to the recommendation of a municipality containing the subject land within its boundaries upon the affirmative vote of four-fifths (4/5) of the members of the full Planning Board.**
- (6) Required Findings.**
  - (A) The Planning Board may grant a Special Permit in the U-L-I Zone if it finds:
    - (i) The site plan generally conforms with the U-L-I Zone Design Guidelines;**
    - (ii) The site plan generally conforms with the design guidelines in an approved Master Plan or other applicable plan; and****

- (iii) **The site plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible.**
- (B) **The Planning Board may grant a Special Permit in the M-U-TC Zone if it finds that the site plan is in conformance with the approved Town Center Development Plan and its guidelines and specific criteria for the particular use. In the event a Special Permit is approved by the Planning Board, the approval is conditional upon the issuance of a building or use and occupancy permit by the Department of Environmental Resources, Permits and Review Division.**
- (C) **The Planning Board may grant a Special Permit in other zones, as provided in the use tables, if it finds:**
  - (i) **The site plan generally conforms with design guidelines in an approved Master Plan or other applicable plan; and**
  - (ii) **The site plan shows that the proposed use will not be incompatible with adjacent properties because of building or site design.**
- (7) **Conditional approval.**
  - (A) **When a Special Permit is approved, any requirements or conditions deemed necessary to protect adjacent properties and the general neighborhood may be added.**
- (8) **Appeals.**
  - (A) **A final action by the Planning Board on any application for a Special Permit may be appealed within thirty (30) days after the action is taken by any person who appeared at the hearing (in person or in writing) and who is aggrieved by the action to the Circuit Court pursuant to the Maryland Rules of Procedure governing appeals of administrative decisions. The Circuit Court may dismiss the action; affirm, reverse, or modify the Planning Board's action; or remand the action to the Planning Board for further consideration, or an appropriate combination of the above.**
  - (B) **The applicant or any party to the Circuit Court review may seek review of any final judgment by the Circuit Court by appeal to the Court of Special Appeals.**

The requirements above describing the process of review of a special permit are provided to clarify the future procedures as required under the M-U-TC Zone for development of the subject property. Conceptual and detailed site plan review, as described in Part 3, Division 9 of the Prince George's County Code, is not the subsequent process for development plans. Even though detailed site plan review is not necessarily associated with the review of the M-U-TC Zone, the District Council has the authority, per Section 27-281 (Purposes) of the Zoning Ordinance, to add

a requirement for detailed site plan review in order to address the many site and architectural design issues. Further, the applicant has repeatedly stated, in meeting with staff and the municipalities, that detailed site plan is a logical review mechanism to ensure that the guidelines and development standards and other county ordinances are adequately addressed, and they are willing to subject the property to detailed site plan review.

## ZONING ORDINANCE COMPLIANCE AND FINDINGS

8. **Requirements of the Zoning Ordinance:** This application has been reviewed for conformance to the requirements for amendments of an approved Mixed-Use Town Center Zone per Section 27-198.05(d), Amendment of approved Mixed-Use Town Center Zone, of the Zoning Ordinance which states the following:

(1) **In general.**

- (A) **A request to change the boundaries of an approved M-U-TC Zone, or to amend an approved Town Center Development Plan, may be made by a property owner or any municipality within which any portion of the zone is located. The request shall be in the form of an application.**
- (B) **Amendments to change the boundaries of an M-U-TC Zone shall be approved by the District Council in accordance with the provisions of this Subdivision for initial approval.**

The application was submitted by the property owner and proposes to change the boundary of the M-U-TC Zone and to amend the Town Center Development Plan, as allowed by Section 27-198.05(d) above. The amendment must be approved by the District Council; whereas, the Planning Board review will result in a recommendation to the approving authority.

(2) **Application.**

(A) **In general.**

- (i) **An application for an amendment to the M-U-TC Zone shall be filed with the Planning Board by the owner (or authorized representative) of the property or a municipality. The District Council may suspend the filing of applications for up to one (1) year, if it determines that it is appropriate for any statutory zoning purpose.**
- (ii) **All applications shall be on the forms provided. All information shall be typed, except for signatures.**
- (iii) **If two (2) or more pieces of property are included in one (1) application, they must be adjoining. Separate applications are required for each property if they are not adjoining. In this Section, the word "adjoining" shall include those properties which are separated by a public right-of-way, stream bed, or the like.**

**(3) Contents of application forms.**

**(A) The following information shall be included on the application:**

- (i) The name, address, and telephone number of the applicant, and an indication of the applicant's status as contract purchaser, agent, or owner;**
- (ii) The existing and requested zoning classifications of the property;**
- (iii) The street address of the property; name of any municipality the property is in; name and number of the Election District the property is in;**
- (iv) The total area of the property (in either acres or square feet);**
- (v) The property's lot and block numbers, subdivision name, plat book and page number, if any; or a description of its acreage, with reference to liber and folio numbers;**
- (vi) The name, address, and signature of each owner of record of the property. Applications for property owned by a corporation shall be signed by an officer empowered to act for the corporation; and**
- (vii) The name, address, and telephone number of the correspondent.**

**(4) Other submission requirements.**

**(A) Along with the application, the applicant shall submit the following:**

- (i) Four (4) copies of an accurate plat, prepared, signed, and sealed by a registered engineer or land surveyor. The plat shall show:**
  - (aa) The present configuration of the M-U-TC Zone, including bearings and distances (in feet), and the proposed configuration of the M-U-TC Zone property, including bearings and distances (in feet), if applicable;**
  - (bb) The names of owners of record, or subdivision lot and block numbers, of adjoining properties;**
  - (cc) The name, location, distance to the center line, and right-of-way width of all abutting streets. If the property is not located at the intersection of two (2) streets, the distance to, and the name of, the nearest intersecting street shall be indicated;**
  - (dd) The subdivision lot and block numbers of the subject property (if any);**

- (ee) A north arrow and scale (not smaller than one (1) inch equals four hundred (400) feet);
  - (ff) The total area of the property (in either square feet or acres);
  - (gg) The location of all existing buildings on the property; and
  - (hh) The subject property outlined in red;
- (ii) Four (4) copies of the appropriate Zoning Map page on which the property is plotted to scale and outlined in red;
  - (iii) Three (3) copies of a typewritten statement of justification in support of the request. The statement shall set forth the legal basis by which the requested amendment can be approved, a description of the existing components of the Town Center Development Plan and proposed changes thereto, and factual reasons showing why approval of the request will not be detrimental to the public health, safety, and welfare. This statement may be accompanied by three (3) copies of any material which (in the applicant's opinion) is necessary to clarify or emphasize the typewritten statement. This additional material, if not foldable, shall be not larger than eighteen (18) by twenty-four (24) inches;
  - (iv) A statement listing the names and the business and residential addresses of all individuals having at least a five percent (5%) financial interest in the subject property;
  - (v) If any owner is a corporation, a statement listing the officers of the corporation, their business and residential addresses, and the dates on which they assumed their respective offices. The statement shall also list the current Board of Directors, their business and residential addresses, and the dates of each Director's term. An owner that is a corporation listed on a national stock exchange shall be exempt from the requirement to provide residential addresses of its officers and directors;
  - (vi) If the owner is a corporation (except one listed on a national stock exchange), a statement containing the names and addresses of those individuals owning at least five percent (5%) of the shares of any class of corporate security (including stocks and serial maturity bonds);
  - (vii) The proposed amendment to be appended to or incorporated into the Town Center Development Plan. The proposed amendment shall include (at least) the same detail as found in the approved plan;
  - (viii) A list containing the names and addresses of all adjoining property owners and the owners of those properties directly across a street, alley, or stream, and each municipality if any part of the property in the application is located within the municipal boundaries, or is

located within one (1) mile of the municipality, and a set of preaddressed envelopes or mailing labels;

(ix) Any other data or explanatory material deemed necessary by the District Council or the Planning Board (submitted in triplicate).

(B) For the purposes of (iv), (v), and (vi), above, the term “owner” shall include not only the owner of record, but also any contract purchaser.

The applicant, Calvert Tract, LLC, has submitted an application in accordance with the provisions of Section 27-198.05(d)(2) above and has filed the appropriate forms. In addition to the information required to be filed in Section 27-198.05(d)(3)–(4) above, the applicant has submitted the following:

- a. A transportation study dated July 27, 2011—See Finding 17 for a discussion of transportation information.
- b. A stormwater management (SWM) concept plan and approval letter dated May 3, 2010—See Finding 21 for a discussion of SWM information.
- c. A tree conservation plan (TCP)—See Finding 23 for a discussion of TCP information.

(5) Procedure.

(A) After the request is accepted, it shall be reviewed by the Technical Staff and processed in accordance with Section 27-198.02, as if it were an original M-U-TC Amendment initiated by the Planning Board. (*Emphasis Added*)

The technical staff reviewed the plan in accordance with the provisions above “as if it were an original M-U-TC amendment initiated by the Planning Board.”

(B) Any municipality within which a portion of the zone is located shall be notified of the request within ten (10) days of its acceptance.

The Town of Riverdale Park and the City of College Park were both notified within ten days of acceptance of the application. Staff has included the two municipalities in discussions with the applicant in regard to the review of the plans, as well as, the Town of University Park.

9. **Review of the application:** The following procedures set forth in the review of the application as stated in Section 27-198.02, General Procedures, of the Zoning Ordinance:

(a) The Planning Board may initiate an M-U-TC Map Amendment only upon the concurrence (by resolution) of the District Council. A municipality must also provide prior written approval if the affected area lies wholly or in part within its boundaries.

This section of the Zoning Ordinance does not apply to an application submitted by the owner of the property for an amendment to the boundary of the zone. It sets forth the requirements for the initiation of the M-U-TC Zone. However, the next provision begins the process by which the plans were reviewed by the technical staff when an owner submits an amendment.

(b) **After the Map Amendment is initiated by the Planning Board, the Technical Staff shall immediately proceed to prepare a proposed Map Amendment. The proposal shall contain the following:**

- (1) **The proposed boundaries of the M-U-TC Zone, shown on the Zoning Map. The proposed boundaries shall be continuous and shall not leave land in a different zone solely enclosed by the M-U-TC.**
- (2) **A Town Center Development Plan prepared in accordance with Part 10, Division 2, Subdivision 3.**

The section above speaks to the map amendment procedure, but Section 27-198.05(d)(5) of the Zoning Ordinance directs staff to review the owner's application "as if it were an initial amendment." Based on Section 27-198.05(a)(3)–(4) of the Zoning Ordinance which describes the submittal requirements of the application, the logical conclusion is that staff should review the contents of the application, rather than creating the map amendment and development plan, because this information has already been prepared and submitted by the applicant.

(c) **During the preparation of the proposed M-U-TC Zoning Map Amendment, the Technical Staff shall contact all owners of land and any municipality lying (wholly or in part) within the anticipated boundaries of the proposed M-U-TC Zone, and any municipality within one (1) mile of the anticipated boundary, to invite comments and recommendations concerning their plans and desires for development within the proposed M-U-TC Zone. The purpose of these mailings, and those required at the time of Planning Board and District Council hearings, is informational only. The failure of the Planning Board to send, or a property owner or municipality to receive, the notice shall not invalidate the adoption or approval of the Zoning Map Amendment.**

The application has been sent to the following municipalities which are located within one mile of the subject property:

- a. Town of Riverdale Park—See Finding 27
- b. City of College Park—See Finding 28
- c. Town of University Park—See Finding 29
- d. Town of Edmonston—See Finding 30
- e. City of Hyattsville—See Finding 31

(d) **The Planning Board shall review the proposal of the Technical Staff and shall hold a public hearing on the matter pursuant to the procedures in Section 27-198.03. After the public hearing, the Planning Board shall take action on the proposal and shall transmit its recommendation to the District Council for another public hearing and final action.**

The Planning Board will review the case on December 15, 2011 and will create a resolution of their action and forward their recommendation to the District Council.

10. **Review of the amendments:** Section 27-198.03 of the Zoning Ordinance provides the specific Planning Board procedures in the review of amendments.

(a) **Notice.**

- (1) **The Planning Board shall release the proposed M-U-TC Zone for public inspection at least sixty (60) days prior to its scheduled public hearing. Written notice of the hearing shall be mailed to all property owners within the boundaries of the proposed M-U-TC Zone and to any municipality lying (wholly or in part) within the proposed M-U-TC Zone, or within one (1) mile of the proposed boundary, at least thirty (30) days prior to the hearing date. Notice of the date, time, and place of the hearing shall be published at least one (1) time in the County newspapers of record, at least thirty (30) days prior to the hearing date. At least sixty (60) days prior to the scheduled hearing date, a copy of the proposal shall be sent to all public agencies and municipalities with operational or planning responsibilities within the boundaries of the proposed Zone; and to the Historic Preservation Commission, if any property within the proposed Zone is an identified historic resource on the Adopted and Approved Historic Sites and Districts Plan of Prince George's County, Maryland.**

The technical staff sent out referrals to all of the municipalities within a one-mile radius of the subject application on October 14, 2011, which was 60 days prior to the Planning Board hearing. The plans have been available for public inspection since the acceptance of the application. The property is not identified as a historic resource and will not be reviewed by the Historic Preservation Commission (HPC) at this time. However, it is anticipated that the preliminary plan of subdivision application will be required to be reviewed by the HPC at that time.

(b) **Planning Board action.**

- (1) **The Planning Board may recommend approval, or approval with modifications, of the proposed M-U-TC Zone. The Planning Board shall take action, by resolution adopted at a regularly scheduled public meeting, not more than forty-five (45) days after the close of the hearing record. The Planning Board shall transmit its recommendation to the District Council within one hundred five (105) days of the release for public inspection.**

The Planning Board will review the application and take action through the adoption of the resolution in accordance with the time frame above.

**REQUIRED FINDINGS FOR APPROVAL OF THE M-U-TC ZONE**

Section 27-198.05(a)(1) of the Zoning Ordinance provides the criteria for approval of a map amendment. There are five required findings that the District Council must make in conjunction with the review of the proposed rezoning.

11. **Section 27-198.05(a)(1)(A)—The entire Map Amendment, including the Development Plan, is in conformance with the purposes and other requirements of the M-U-TC Zone;**

**Comment:** Section 27-546.09, Purposes, of the Zoning Ordinance states the following:

(a) **The specific purposes of the M-U-TC Zone are:**

- (1) **To create with the community a development framework that can capitalize on the existing fabric of the County's older commercial/mixed-use centers and corridors.**

**Applicant's Justification:** "The proposed development creates a development framework which capitalizes on both the existing fabric of the county's older commercial/mixed use center and corridor and seeks to establish a development framework which continues a street grid pattern established in the development area. A vast majority of the proposed development is within the geographic boundaries of the Baltimore Avenue Corridor and Riverdale MARC Center as defined by the Approved 2002 General Plan. Please see below 'General Plan' analysis for more details related to the General Plan Centers and Corridors. The proposed development is envisioned to connect to the currently established Town of Riverdale Park Mixed-Use Town Center. The proposed development is envisioned to conform to the M-U-TC Development Plan, as amended with the supplement. This conformance with the Development Plan will ensure consistent and/or compatible development which will retain the fabric of this established town center while creating new opportunities for the residents in these established communities."

**Comment:** The M-U-TC Zone is intended to include community input in the review of development regulatory tools prior to the permit process, of which subsequent applications will be scrutinized. The intent of the zone is that it be used in areas located in older developed areas of the county, where a mix of uses exists, which is the area of the subject application. The zone proposes to "capitalize" by providing an enhanced economic revitalization to the area where existing infrastructure is located, which is the case for this property. The subject application meets the purpose stated above.

- (2) **To promote reinvestment in, and the appropriate redevelopment of, older commercial areas, to create attractive and distinctive community centers for shopping, socializing, entertaining, living, and to promote economic vitality.**

**Applicant's Justification:** "The applicant proposes a transit-supported, mixed-use, pedestrian friendly development which is adjacent to, and will provide multiple connections with, the existing Riverdale Park Town Center. The proposed development will feature a Whole Foods Market, a fitness center, small shops and retail, office space, and residential units. The proposed development will also feature 5 distinct locations which will promote both active and passive recreation, congregation, socializing, and create a venue which will promote economic vitality. Foot traffic is the life blood of small shops and retail in a town center environment. The proposed development will increase the foot traffic through the existing Riverdale Park Town Center which may serve as the catalyst for the reinvestment, revitalization, and redevelopment of the town center. Furthermore, the proposed development is a natural extension of the Town Center development. Thus, as the proposed development becomes successful, it will gain the attention of additional retailers which will potentially want to locate in the town center."

**Comment:** The plans indicate an intent of a mixed-use development that will result in an investment in the community, as well as create an attractive community center.

**(3) To promote the preservation and adaptive reuse of selected buildings in older commercial areas.**

**Applicant's Justification:** "The proposed development is not inconsistent with this purpose. The proposed development is located on currently undeveloped land. It is not possible for the proposed development to preserve or adaptively reuse buildings that do not exist. However, this development will likely act as a catalyst for the revitalization of the Riverdale Park Town Center. The proposed development is a natural extension of the Town Center and a new potential front door to the Town of Riverdale Park. Thus, as the proposed development becomes successful, it will gain the attention of additional local, regional, and national retailers which will potentially want to locate to the Town Center."

**Comment:** The expansion of the M-U-TC Zone to the north of the existing town center may promote and act as a catalyst for redevelopment of the industrial area and re-use of existing buildings within the town center to the south of the subject property. The key to promoting redevelopment of the existing town center is to provide greater automobile and pedestrian pass-by traffic in the area so a market for reinvestment is created; therefore, vehicular connections to the south are extremely important.

**(4) To ensure a mix of compatible uses which complements concentrations of retail and service uses, including institutional uses, encourages pedestrian activity, and promotes shared parking.**

**Applicant's Justification:** "The applicant proposes to supplement the Development Plan to ensure that the intent of the approved Development Plan can be implemented in a location which was not previously analyzed when that Development Plan was adopted. Since the supplement to the Development Plan will continue a vast majority of the guidelines outlined in the approved Development Plan, including the table of uses and the development plan pattern which seeks to congregate similar uses in distinct locations, the applicant asserts that the proposed development will conform to this purpose. Furthermore, the applicant will create numerous connections within the development and to the surrounding communities to maximize pedestrian activity. Finally, much of the parking for the residential units is located within parking garages located throughout the site."

**Comment:** The proposed development plan ensures a mix of retail, service uses, and residential development. Also included are a proposed hotel and some office space. Institutional uses have not been discussed in the application. The plan provides for pedestrian movement on the site. Shared parking provisions should be refined in future plans of development.

**(5) To provide a mix of commercial and residential uses which establish a safe and vibrant twenty-four hour environment.**

**Applicant's Justification:** "The applicant envisions that the proposed development will create a true mixed-use community. This safe, vibrant, mixed-use development will include commercial, office, and residential components. The street grid and numerous pedestrian connections proposed in the development should maximize pedestrian circulation throughout the existing development, and by extension the area. The applicant

envisions providing space for a police substation to further enhance the safety of the proposed development.”

**Comment:** The mix of retail and residential provides for a 24-hour environment; however, the transition from commercial development to residential development should include residential uses above retail, for an “eyes on the street” community, which contributes to safer neighborhoods.

- (6) **To establish a flexible regulatory framework, based upon community input, to encourage compatible development and redevelopment, including shared parking facilities, that will enhance the Town Center.**

**Applicant’s Justification:** “The applicant proposes to supplement the Development Plan to ensure that the intent of the approved Development Plan can be implemented in a location which was not previously analyzed when that Development Plan was adopted. Since the supplement to the Development Plan will continue a vast majority of the guidelines outlined in the approved Development Plan, including the street grid and creating distinct areas for complementary uses to locate, the applicant asserts that the supplement to the Development Plan will continue the flexible regulatory framework which the original Development Plan established. The applicant is currently and intends to continue to gather and analyze input from the community to enhance the plans and refine the supplement to the Development Plan. Specifically, the applicant has solicited input from residents and stakeholders over the course of many years. The applicant has been engaged in over twelve (12) meetings which include public hearings, municipal council work sessions, municipal council public hearings, municipal committee hearings, and applicant sponsored community work sessions.”

**Comment:** The M-U-TC Zone provides for community input into the development review process through the local design committee. The plan provides for compatible development, except perhaps for the location of the hotel indicated adjacent to the existing U.S. postal facility, as proposed on the illustrative plans. A better location would be to the north side of the site, adjacent to the undeveloped WMATA property in the R-55 Zone, which will be a quieter area and provide more scenic views from the hotel, which is important, particularly if the hotel is marketed as a long-term resident-type facility.

- (7) **To preserve and promote those distinctive physical characteristics that are identified by the community as essential to the community’s identity, including building character, special landmarks, small parks and other gathering places, and wide sidewalks.**

**Applicant’s Justification:** “The applicant intends to preserve, promote, and enhance several physical characteristics which the community has identified as essential to the community’s identity. For example, the applicant will preserve and enhance the ‘Trolley Trail’ which runs north to south in the middle of the Property. The community, as well as the applicant, recognize this trail as a true gem of the community and believe that it can serve as a real amenity for all. Also, the applicant intends to preserve the wide sidewalks envisioned in Riverdale Park Town Center within the development. Finally, the applicant will seek to preserve, to the extent feasible, several specimen trees located in the ‘Gateway Park’ section of the proposed development.”

**Comment:** As of the writing of this report, the referrals from the municipalities, who represent the community, have not yet been submitted into the record. However, many individual citizens have expressed a desire to preserve existing woodland on the site and to utilize the Trolley Trail as a connection to the north and south of the property. Staff has included conditions to preserve woodland and the Trolley Trail; however, it is not clear that any existing trees will be preserved along the trail area.

12. **Section 27-198.05(a)(1)(B)—Adequate attention has been paid to the recommendations of Area Master Plans and the General Plan which are found to be applicable to property within the proposed M-U-TC Zone;**

**Applicant’s Justification:** “The property is within the geographical boundaries of the 2002 General Plan which updates the outdated 1994 Planning Area 68 Master Plan.

“The 2002 General Plan provides 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. Implementation of the General Plan strategies is 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 (p. 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 the Developed Tier on Corridor A (US 1). 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. The applicant’s justification for conformance with the General Plan’s recommendation is below.

“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 within the geographical boundaries of a General Plan Corridor (U.S. Route 1) and a Center (Riverdale Park MARC).

“The property is located less than one mile from three currently existing and proposed mass transit stations. Specifically, portions of the Property are located within 0.5 miles of the College Park metro station. Portions of the Property are located within 0.5 miles of the proposed Purple line station. Finally, portions of the Property are located within 0.5 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 to the General Plan Developed Tier goals (p. 31) as follows:

- “• Strengthen existing neighborhoods.

“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 US 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 design, along with the proposed retail, commercial, and recreational opportunities and amenities within walking distance, will serve to strengthen existing neighborhoods.

- “• Encourage appropriate infill.

“The property is located in the US 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 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 tracks are along the eastern edge of the site. The property is an infill redevelopment project within the General Plan US 1 Corridor and the proposed future Riverdale MARC center. Approval of the M-U-TC 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. The development of this property will adhere to the goal of providing economic development in General Plan centers and corridors.

- “• Encourage more intense, high quality housing and economic development in centers and corridors.

“The property is located in the US 1 Corridor A as described in the General Plan and is surrounded by an established community. The property is also located on the edge of the Riverdale MARC proposed future center as described in the 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 tracks are along the eastern edge of the site. The

property is an infill redevelopment project within the General Plan US 1 Corridor and the proposed future Riverdale MARC center. Approval of the M-U-TC 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.

- “• Preserve, restore and enhance sensitive features and provide open space.

“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.

- “• Expand tree cover through the increased planting of trees and landscaping.

“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.

- “• Capitalize on investments in transportation and other infrastructure.

“Rezoning the property from the R-55 Zone to the M-U-TC 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 from three currently existing and proposed mass transit stations. Specifically, the property is located within 0.5 miles of the College Park metro station. The property is located within 0.5 miles of the proposed Purple Line station. Finally, the property is located within 0.5 miles of the Riverdale MARC station. Between these three stations, the entire property is located within 0.5 miles of all three mass transit stations.

- “• Maintain/renovate existing public infrastructure.

“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.

- “• Promote transit supportive, mixed-use, pedestrian-oriented neighborhoods.

“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. The property represents a true mixed-use community with residential, offices, and commercial community.

- “• Renew/redevelop commercial strips.

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

- “• Enhance industrial employment areas.

“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.

- “• Design and site public facilities in accordance with appropriate development.

“The extension of Van Buren street 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 policies for future development. These policies and the proposal’s compliance are demonstrated below.

“POLICY 1: Encourage medium to high density, mixed-use, transit- and pedestrian-oriented 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’s Redevelopment Authority (such as land assembly and public/private partnerships) on targeted areas.

“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 37± 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.

“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.

“The 2002 General Plan provides the guidelines and support to rezone the property from the R-55 Zone to the M-U-TC 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.

- “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.

“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.

- “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.

“These strategies do not apply, as the property site lies within the US 1 Corridor.

“POLICY 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 US 1 and to preserve specimen trees to the extent possible. The natural slope and existing site features will be incorporated into the design.

“POLICY 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.

“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 US 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 the Prince George's County Preliminary Countywide Master Plan of Transportation, released in December 2008.

"General Plan Centers and Corridors—The property is located in the US 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

"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 US 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."

**Comment:** Staff agrees with the applicant that this application is generally consistent with the 2002 General Plan Development Pattern policies for the Developed Tier. The 2002 General Plan designated the Riverdale MARC station, currently located in the existing mixed-use town center, as a possible future community center. This subject application is located in the Developed Tier. The vision for the Developed Tier is a network of sustainable transit supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. The property is also located along the Baltimore Avenue Corridor as designated by the 2002 General Plan.

The 2002 *Prince George's County Approved General Plan* states the following:

#### **Baltimore Avenue (US 1) Corridor**

The property is located along the Baltimore Avenue Corridor.

**The [General] Plan promotes development and redevelopment of higher intensity residential and nonresidential mixed uses at appropriate locations along key transportation routes. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or major transit stops along the Corridor, in concert with existing and planned investments in public infrastructure. Developed Tier Corridors: Generally contain a higher intensity of residential and nonresidential land uses, and a greater mix of uses that are regional in scope, than the Developing Tier Corridors.**

The materials submitted with the application clearly indicate a higher intensity of residential and nonresidential mixed use for the ultimate development of the site and is therefore in concert with the intent of this aspect of the General Plan.

Additional findings relating to conformance with the General Plan are discussed in the Environmental Planning Section, the Transportation Planning Section, and the Community Planning North Division reviews.

13. **Section 27-198.05(a)(1)(C)—An approved Master Plan recommends a mixed use town center zone or the area is demonstrated to be an older, substantially developed mixed-use community;**

**Comment:** The 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68* recommends infill development via rezoning to a residential comprehensive design zone. However, the property is located in a substantially developed area within the Town of Riverdale Park, which was developed around the turn of the century.

The applicant stated in the statement of justification (received November 10, 2011) that the 2002 General Plan “updates the outdated 1994 Planning Area 68 Master Plan” (p. 6). The 2002 General Plan is not intended to be the guiding document for property specific land use patterns; rather it establishes broader, countywide policy guidance such as the creation of tiers, centers, and corridors. Aside from placing the subject property in the Developed Tier, and along the designated Baltimore Avenue Corridor, the 2002 General Plan does not amend the approved land use elements of the 1994 Approved Master Plan and Sectional Map Amendment for Planning Area 68 (See Comprehensive Plan [Land-Use] Map).

The 1994 Master Plan provides the following specific recommendations for this property (P. 16):

**The following comments relate specifically to the Cafritz property: While zoned R-55, the property should be considered for a residential Comprehensive Design Zone, provided that the proposed development is compatible with surrounding residential communities and continues existing design and development patterns. Specifically, design of the development should incorporate a street pattern similar to that of the surrounding community, which as right-angle blocks and alleys. Brick should also be used on all units as the primary construction material. Special attention should be given to the development’s frontage along US 1 to preserve the existing wooded image. A tree-save area should be provided and the units directly behind the tree-save area should front US 1.**

Comprehensive design zones (CDZ) differ from standard “Euclidean” zones which have prescribed height, setback, and lot coverage requirements. The CDZ concept is fundamentally more flexible than standard zones. It allows an increase in residential density or commercial intensity in exchange for the provision of public benefit features such as a community park or neighborhood bike path to improve the quality of the project. This zone requires a three-tiered review process starting with a basic plan that shows general land use relationships, a comprehensive design plan which refines the basic plan by showing details regarding the location and size of structures, public benefit features, etc., and a specific design plan with detailed landscape plans, tree conservation plans, and building elevations.

The applicant is proposing to rezone the subject property from the R-55 Zone to the M-U-TC Zone. While the M-U-TC Zone is not a CDZ, it is quite similar in that it’s fundamental purpose is to allow flexibility with respect to site design and review procedures. It also does not have prescribed height, setback, and lot coverage requirements and is specifically designed to provide a regulatory mechanism for the redevelopment of more urban areas. A condition of approval requiring detailed site plan would add a layer of review quite similar to the specific design plan required as the final step of the CDZ process. Staff believes it is appropriate to use the M-U-TC

Zone for the development of the property because it is the type of urban redevelopment opportunity that the zone was designed to be applied to.

- (1) **It is within the ultimate objectives of the District Council's authority (under Article 28 of the Annotated Code of Maryland) to use recent planning and zoning innovations;**
- (2) **The demands for housing, commercial and industrial activities, and related public facilities and services are undergoing substantial and rapid changes, requiring improved methods of land use control; and**
- (3) **There is a need to encourage the optional and imaginative utilization of land contemplated by Comprehensive Design Zones in order to:**
  - (A) **Improve the total environment;**
  - (B) **Lessen the public costs associated with land development and use;**
  - (C) **Fulfill the purposes of each individual Comprehensive Design Zone; and**
  - (D) **Fulfill the recommendations and purposes of the General Plan, Master Plans, or Sector Plans in selected areas.**

The proposed concept plan demonstrates a grid network and includes right-angle blocks with some alleys as recommended by the master plan. However, the application does not comply with the specific recommendation to preserve the existing wooded image or create a tree-save area. The application does not propose to preserve the vast majority of the wooded property, with the exception of, potentially, three specimen trees along Baltimore Avenue (US 1). Staff believes that the requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and the Tree Canopy Coverage Ordinance should be fulfilled on-site. Additional findings relating to conformance with the master plan are discussed in the Environmental Planning Section review.

14. **Section 27-198.05(a)(1)(D)—The Town Center Development Plan will provide a flexible regulatory environment that will support redevelopment and development interests in the area and protect the character of the older mixed use center; and**

**Comment:** The proposed amendment to the Town Center Development Plan is part of the subject application and is discussed at length in Finding 16 below. If the conditions of approval are adopted, then the final plan will provide a flexible regulatory tool that will support redevelopment of the existing town center area and protect the character of the adjacent residential, institutional, and commercial uses.

15. **Section 27-198.05(a)(1)(E)—The M-U-TC Zone boundaries are contiguous with no land in a different zone remaining solely within the approved M-U-TC Zone boundaries.**

**Comment:** The application does not propose to leave any land within the overall boundary in a different zone than the M-U-TC.

## 2004 TOWN OF RIVERDALE PARK M-U-TC DEVELOPMENT PLAN AMENDMENT

16. Staff has reviewed the proposed amendment to the development plan and compared the design standards to the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan*. The following discussion relates to the history of the M-U-TC Zone as found on pages 1 and 2 of the 2004 Development Plan:

**The Mixed-Use Town Center (M-U-TC) Zone was created in 1994 to promote reinvestment and redevelopment in the county's older, more established mixed use areas. The M-U-TC Zone utilizes a local development plan to create design standards and a concept plan to manage future development in designated town center areas. The zone was developed in conjunction with the Planning Area 68 master plan, which recommended use of the M-U-TC Zone in the Town of Riverdale Park.**

**The Town of Riverdale Park has designated two town centers: one along the US 1 corridor and the other along the B&O Railroad line. Different design standards have been created for parts of these centers because of their common characteristics and different opportunities for development. Along US 1 and in the older industrial area north of the town's historic core, larger scale redevelopment projects are recommended. Design standards for new development for these parts of the town center will promote pedestrian-scale development by requiring, in part, an enhanced streetscape and improved architectural design.**

In the review process, the question has been asked if the M-U-TC Zone amendment process may be intended to apply to a large tract of land, such as the Cafritz Property, as described in Section 27-198.05 of the Zoning Ordinance. The Zoning Ordinance does not limit the size of the land area included in this type of application, which is a common requirement of certain zones and uses. Therefore, the acreage of the parcel is not an issue raised in this application review.

### **Goal and Overall Design Principles**

The existing 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* recommends overall design principles which are intended to guide the development of a human-scale town center. Essential to the success of the town center, they support the single stated goal of the 2004 Development Plan (p. 26):

**Goal: To create a human-scale town center through attractive development that creates a sense of place and supports commercial and residential vitality.**

### **Overall Design Principles:**

- **Create a comfortable pedestrian environment and an attractive streetscape.**
- **Provide continuous interest along the sidewalk through animated storefronts and buildings that engage the passerby with visual information, variety, color, changes in building mass, shading, and lighting.**
- **Enhance pedestrian and area safety by encouraging a strong visual connection between the interiors of buildings and the sidewalk, private oversight of public space, and the provision of uniform pedestrian-oriented lighting.**

- **Provide a sense of enclosure through development that abuts the sidewalk creating a street wall.**
- **Enhance users' interest and enjoyment of the street surroundings by retaining historic details; emphasizing the first story through architectural detailing; designing new structures to signal a hierarchy of massing (base, middle and top) highlighting building openings, defining uses, and clearly delineating public from private uses.**
- **Create an attractive town center by placing on-site parking behind, beside, or beneath buildings.**
- **Enliven the street through banners, pedestrian-oriented signage, and other decorative commercial "branding" advertisement.**
- **Soften the streetscape and increase attractiveness through flower, shade trees, and street furniture.**
- **Increase a sense of place by encouraging public art, fountains, gardens, and other amenities on private development and at gateway park locations.**

The applicant proposes to amend the 2004 Development Plan, including Maps 1–3 of the Development Plan and the design standards. The subject application retains many of the design standards from the 2004 Town of Riverdale Park M-U-TC Development Plan relating to the emphasis on the importance of the pedestrian within the town center. However, the applicant proposes a number of new or amended standards in order to accommodate the proposed new development. It should also be noted that the applicant's proposed development plan will act as an addendum to the 2004 Town of Riverdale Park M-U-TC Development Plan and will only apply to the 37-acre Cafritz property and not the remainder of the Town of Riverdale Park M-U-TC Zone.

The following portions of the development plan and the design standards that appear in **bold** type are from the 2004 Town of Riverdale Park M-U-TC Development Plan and warrant discussion. The standards in quotations are proposed by the applicant to be added or amended in the applicant's proposed development plan. Staff comments are based on a review of the new and amended standards and are also provided below. The 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* is referenced as the 2004 Development Plan.

- a. **Development Concept (p. ii)**—The 2004 Development Plan (p. 18) states in part:

**A key component of the development plan is flexible parking. The number of parking spaces required for residential and business uses are reduced, and commercial uses are encouraged to share parking. Businesses may also reduce the number of parking spaces required if there are employee incentives for commuting...**

The applicant's development plan (p. ii) amended the language to:

"The number of parking spaces required for residential and business uses are specified for the success of the project as driven by the marketplace."

**Comment:** The applicant has amended the language to de-emphasize the reduced parking standards and shared parking provisions which are important to achieving the goal and principles of the M-U-TC, which places the pedestrian before the automobile in the design of the town center. Staff recommends that the plan, as proposed by the applicant, be revised to reemphasize the encouragement of shared parking provisions.

- b. **Map 1: Concept Plan, Map 2: M-U-TC Concept Plan, and Map 3: Street Configurations**—The applicant proposes to amend the 2004 Development Plan, including each of the maps.

**Comment:** Map 1: Concept Plan, Map 2: M-U-TC Concept Plan, and Map 3: Street Configurations are proposed as amendments to the 2004 Development Plan in order to fulfill the requirements of Section 27-546.13 of the Zoning Ordinance, which stipulates that certain contents be included within the development plan.

The US 1 Street and Streetscape standards in the 2004 Development Plan (p. 25) are omitted from the proposed Cafritz development plan. The US 1 streetscape development standards are specific for the build-to line as either 15 or 20 feet in depth. The plan also suggests the design of improvements within the right-of-way, such as the width of the roadbed and the incorporation of lane width and bike lanes. This information is suggestive only, as the right-of-way is governed by the State Highway Administration (SHA) and local government cannot dictate improvements in this area. However, the build-to line (which is expressed in the plan as a distance from the centerline) does apply to the private property and creates a requirement of buildings being set very close to the public right-of-way. The subject application does not adhere to the requirements of the 2004 Development Plan. In fact, the subject application proposes a large intervening parking compound between the public space of the roadway and the pedestrian zone, set back approximately 250 feet north of Van Buren Street and 400 feet south of Van Buren Street. Staff understands the applicant's desire to have parking visible from the right-of-way to appear convenient and accessible; however, the extent of the building setback is excessive and should be revised to bring the building forward to reduce the appearance of a "sea of parking" and to move some of the parking to either beneath the building or to the rear of the building. Therefore, staff recommends that a development standard be created to establish a build-to line that sets the building closer to US 1, which will reduce the amount of paving at the front of the building, but no greater than the distance shown on Map 1: Concept Plan for buildings on the north side of Van Buren Street (approximately 250 feet).

- c. **Applicability (p. iv)**—The proposed Cafritz development plan has omitted the following applicability requirement from the 2004 Development Plan (p. 28):

**Development that increases existing gross floor area (GFA) by 15 percent or 7,500 square feet, whichever is smaller, shall subject the site to full review for compliance with the design standards. Lesser changes to the site, and additions to single-family residential dwellings, shall not subject the entire site to review for compliance, only the portion impacted by the improvement.**

**Comment:** The language on the previous page should be reinserted into the proposed Cafritz development plan for future development.

- d. **Table 1: Building Recommendations and Table 3: Proposed Roadbed and Streetscape Dimensions (pages 1 through 4)**—The applicant proposes to amend the building recommendations, public space recommendations, and proposed roadbed and streetscape dimension tables of the 2004 Development Plan.

**Table 1: Building Recommendations**—Modifications to Table 1: Building Recommendations (p. 1) should be considered. Location 6e (see the applicant’s Map 1: Concept Plan) defines “Parking” as the recommended use. This recommendation does not comply with the overall design principles and the applicant’s proposed development plan (p. 9) Standard 1 that states:

“...Parking shall be provided behind, beside, or under the building or in a nearby common lot.”

**Table 3: Proposed Roadbed and Streetscape Dimension**—Additionally, consideration should be given to reducing the drive lane dimension widths. Drive lane dimension widths for all streets should be reduced to a range of 10 to 12 feet and the use of medians should be evaluated, subject to further review by the Planning Department’s Transportation Planning Section and the Development Review Division, at the time of preliminary plan of subdivision.

The proposed roadbeds and streetscape dimensions in the plan should be fully incorporated into the application of the preliminary plan so that the width and configuration of the streets can be reduced, yet adequate in design to address the traffic patterns within the development and emergency access. The use of public streets in accordance with the standards of DPW&T should also be considered to serve certain uses and to determine the future maintenance of transportation facilities, including a possible bridge over the CSX railroad.

- e. **Build-to Line (p. 5)**—The proposed development Standard 3 does not reference Table 3 in conjunction with the build-to line. The 2004 Development Plan, Standard 7 (p. 34) states:

**Gas stations may add a maximum of 30 feet to the build-to line in order to place a pump between the station and the sidewalk. The additional setback may not be used for customer parking, loading or outdoor storage.**

**Comment:** This standard was omitted from the proposed development plan. The applicant’s development plan Standard 3 should reference “Table 3: Proposed Roadbed and Streetscape Dimension” after “build-to line...”

Gas stations have not been requested to be deleted from the use table by the applicant at this time and the rezoning of the property cannot limit uses permitted in the zone. Therefore, Standard 7 should be reinserted since it pertains to a permitted use by special exception per the 2004 Development Plan use table.

- f. **Building Placement and Streetscape (p. 5)**—The 2004 Development Plan, Standard 1 states:

**Buildings shall occupy a minimum of 50 percent of the net lot area.**

The applicant's development plan proposes that this standard be amended as follows:

“Buildings shall occupy the net lot area ratios consistent with the development plan.”

**Comment:** The amended language should provide a specific lot area ratio or range; this will provide a measurable amount of minimum building coverage to the site. Staff recommends that the 2004 development standard be retained.

The 2004 Development Plan (p. 34) includes the following Standard 2:

**The building façade shall occupy a minimum of 66 percent of the build-to line, except in the historic core.**

The applicant's development plan proposes to amend the standard as follows:

“Buildings shall occupy the net lot area ratios consistent with the development plan.”

**Comment:** The amended language should retain the original language or provide a specific lot area ratio range in order to provide a measurable length of building façade to the lot frontage. In the absence of a measurable proposal, staff recommends that the 2004 development standard be retained.

g. **Access and Circulation (p. 7)**—The 2004 Development Plan, Standard 1 (p. 37) states:

**Alleys should be part of new developments and shall be created in accordance with the Riverdale Park town center concept (See Map 3).**

The applicant's development plan proposes to amend Standard 1 as follows:

“Alleys should be part of new developments.”

**Comment:** The 2004 Development Plan standard demonstrates the importance of the proposed concept plan that includes proposed streets and alleys. Map 1: Concept Plan proposes the layout of townhouses such that there will be a predominance of ends of units from the view of public spaces. Each small stick of townhomes is designed as a rear-load garage unit, combined with the units perpendicular to the main serving street, which results in a layout of alleys and end units being highly visible from traffic. A preferred layout would enclose the alleys from the view from the street and serve the units along a rear alley that is not highly visible. Staff recommends that Map 1: Concept Plan be revised and that the preliminary plan further refine the design of the units such that the units provide for an ample front yard and that the rear of the units be oriented so that the alley is parallel to the roadway serving the units. This will result in a semi-private alley, and is in keeping with the traditional use of alleys.

The 2004 Development Plan, Standard 3 (p. 37) states:

**All new gas stations shall have a maximum of two 18-foot-wide driveways.**

Standard 4 states:

**Gas stations should minimize the area of impermeable surface.**

Standard 5 states:

**Car repair businesses may have a maximum of two curb cuts that are a maximum width of ten feet each.**

**Comment:** The applicant proposes to delete Standards 3, 4, and 5. These standards should be reinserted or appropriately modified since gas stations will continue to be permitted uses as part of the Riverdale Park M-U-TC Zone.

The 2004 Development Plan, Standard 6 (p. 37) states:

**Drive-through window are inconsistent with the pedestrian orientation of the town center and are strongly discouraged. Drive-through windows may only be considered if accessed by alleys and located on the rear of the property.**

The applicant proposes to amend the standard to:

“Drive through windows should be accessed by alleys and located on the rear of the property.”

**Comment:** The 2004 Development Plan, Standard 6 should be retained because the plan discourages the use of drive-through windows and this basis for the restriction should be retained. Additionally, consideration may be given to placing a restriction to the number of drive-throughs permitted within the subject area.

The 2004 Development Plan, Standard 7 (p. 37) states:

**ATM'S may be located on the front or side of the building, but may not have vehicular access.**

The applicant's proposed development plan Standard 4 amends the standard to:

“ATM's may be located on the front or side of the building. Vehicular access should be accessed by alleys and located on the rear of the property.”

**Comment:** Consideration should be given to requiring that ATMs may only allow vehicular access if accessed at the rear of the building as not to be visible from US 1 and allow pedestrian ATMs on the front or side of buildings along a street line.

- h. **Parking and Loading Provision (p. 8)**—The 2004 Development Plan, Standard 1 (p. 39) states:

**The maximum number of off-street parking spaces permitted for each land use type shall be equal to 80 percent of the minimum number of required off-street parking spaces in accordance with Section 27-568 (a) of the Zoning**

**Ordinance. If structured parking is provided, this maximum number may be increased.**

The applicant proposes to amend Standard 1 as follows:

“Maximum retail parking shall be 1 space for every 200 square feet of GLA.”

**Comment:** A proposed increase in the maximum number of parking spaces will diminish the goal and principles of the M-U-TC which intend to create a walkable and transit-oriented town center. Further, the above standard only speaks to the number of parking spaces for retail development. Staff disagrees with the applicant’s proposed modification.

The applicant proposes to omit Footnote 3 from Standard 4 of the 2004 Development Plan (p. 39) which states:

**The Town of Riverdale Park shall maintain an up-to-date inventory of shared parking facilities with accurate data on shared parking agreements and remaining capacity of shared parking facilities, until another entity is designated through the establishment of a parking district.**

**Comment:** It appears that, at the time of the original 2004 approval, the Town of Riverdale Park was directed to maintain an inventory. A determination should be made if the Town of Riverdale Park currently maintains an inventory for shared parking facilities.

The applicant proposes to delete Standard 5 (p. 39) which states:

**To encourage the construction of off-street structured parking facilities in the town center and to promote economic development, the establishment of a parking district in accordance with the requirements of Division 27, Section 399-413 of the Prince George’s County Code is recommended.**

The applicant also proposes to delete Standard 7 which states:

**When off-site parking is necessary to meet the parking requirements, the applicant will need to provide satisfactory documentation such as affidavits, leases, or other agreements to show that parking is provided off site.**

**Comment:** It is recommended that these standards be retained should structured parking, parking districts, or shared parking be utilized for future development based on the statement of intent in both the 2004 Development Plan and the applicant’s proposed development plan (p. 8), which states:

**To provide flexible approaches to parking provisions that support multimodal transportation, shared parking lots, and maximum use of land for development, parks and plazas.**

- i. **Parking and Loading Design (p. 9)**—The 2004 Development Plan Standard 2 (p. 40) states:

**Parking shall be accessed from an alley, side street, or if appropriate, adjacent shared parking.**

The applicant proposes to amend Standard 2 as follows:

“Parking shall be accessed from an alley, street, side street, or if appropriate, adjacent shared parking.”

**Comment:** Staff supports retaining the applicant’s language to modify the 2004 Development Plan in order to provide flexibility. The applicant should try to minimize the number, location, and associated impacts that surface parking lots and parking structures may have on the streetscape and the pedestrian environment along major/primary streets, particularly along Baltimore Avenue (US 1).

Standard 8 from the 2004 Development Plan (p. 40) states:

**Car repair businesses may not store vehicles in front of or alongside the building, but may store cars inside or in the rear, with appropriate screening if adjacent to a residential use.**

**Comment:** While it may not be the applicant’s intent to incorporate car repair businesses as part of the proposed concept plan, this standard should be reinserted since car repair businesses are permitted uses, generally through special exception, within the 2004 Development Plan use table.

- j. **Signage (p. 10)**—The applicant proposes to retain all standards associated with signage, except that “approximately” has been added in proposed Cafritz Standards 3 and 4.
- k. **Landscaping (p. 11)**—The 2004 Development Plan Standard 2 (p. 44) states:

**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.**

The applicant proposes to amend this standard as follows:

“Healthy trees shall be preserved within proposed green areas. Where they cannot be preserved on site, a professional arborist may transplant them to a new location within Riverdale Park.”

**Comment:** Consideration should be given to the following suggested revised standard:

Healthy trees shall be preserved within proposed green areas, landscape strips, streetscapes, and parking lots, where feasible. Where they cannot be preserved on-site, a professional arborist may transplant them to a new location either on-site or within the Town of Riverdale Park.

- l. **Architecture (p. 13)**—The applicant proposes the following Standard 5:

“Synthetic modern sidings shall not be used. Materials facing buildings in this area, such as masonry, brick, wood, and clear glass, should be historically appropriate and generally reflect an early twentieth-century character. Alternative materials may be approved if (a) material samples and examples of existing buildings that use such materials in the proposed way are submitted and (b) it is found that they satisfy the condition of appearing to be constructed of pre-modern materials.”

**Comment:** This standard has remained unchanged from the original 2004 Development Plan. A recommendation for a revision to this standard was provided during the November 16, 2011 Mixed-Use Town Center Committee meeting. Consideration should be given to revising this standard as follows:

Synthetic modern sidings shall not be used, with the exception of cementitious products.

- m. **Building Openings (p. 15)**—Standard 10 of the 2004 Development Plan (p. 55) states:

**Walls facing public streets or to the rear shall have windows that occupy at least 40 percent of the wall area.**

The applicant proposes to amend the standard as follows:

“Walls facing public streets shall have windows that occupy at least 40 percent of the wall area.”

**Comment:** The applicant has deleted “or to the rear” in the proposed amended standard. The rear of façades should not be visible, and allowing flexibility in the design of the rear of buildings that are visible is a reasonable request.

- n. **Signage (p. 16)**—The applicant proposes to delete the majority of signage standards and also refers to Part 12: Signs of the Zoning Ordinance.

**Comment:** All signage standards should be consolidated into one location in the proposed development plan. Section 27-546.13 of the Zoning Ordinance states that signage standards should be included in the proposed development plan. The M-U-TC Design Review Committee will require standards in which to evaluate all sign permit applications. The sign standards should be equivalent to the level of detail provided in the 2004 Development Plan, which surpasses the level of detail for sign standards provided in the Zoning Ordinance.

#### SUMMARY OF PLAN REVIEW AND REFERRAL COMMENTS:

17. The Transportation Planning Section has reviewed the zoning map amendment application, including the required information as stated in Section 27-198.05(d)(3)–(4) of the Zoning Ordinance and the traffic study dated July 27, 2011, which was provided by the applicant, but is not required at the time of rezoning of the property. A traffic study is required at the time of preliminary plan of subdivision to test the proposal for adequate public facilities to support the development of the property in accordance with Section 24-124 of the Subdivision Regulations.

**Staff analysis of traffic impact of proposed development**

The application 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 consisting of 224 senior residential housing units, 641 apartment units, and 131 townhouse units.

It should be noted that the amount of development in the traffic study and the amount shown on Sheet 1 of 7 of the development plan is not the same, see Finding 2 for the development data as shown on the development plan. To this end, staff has evaluated the above mix of uses and levels by determining the generated peak hour and daily trip volumes for each phase as noted above. Staff utilized 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 (ITE) 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.

Zoning or Use	Units or Square Feet	AM Peak Hour Trips		PM Peak Hour Trips		Weekday Trips (ADT)
		In	Out	In	Out	
<b>Existing Zoning</b>						
R-55 (residential)	173 detached residences	<b>26</b>	<b>104</b>	<b>102</b>	<b>54</b>	<b>1,557</b>
<b>Proposed Zoning</b>						
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
<b>TOTAL</b>		<b>470</b>	<b>482</b>	<b>1,124</b>	<b>1,053</b>	<b>19,401</b>
<b>Difference (between bold numbers)</b>		<b>+444</b>	<b>+378</b>	<b>+1,022</b>	<b>+999</b>	<b>+17,844</b>

The comparison of estimated net site trip generation indicates that the proposed rezoning would increase the 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 discounts for trips considered as pass-by and internal trips, as explained below.

**Pass-by discount**—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 week day 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.

**Internal trip discount**—Another component of travel associated with the overall site development plan is internal trips. Internal trips are a portion of trips generated that has a beginning and ending in a mixed-use development. These trip discounts could be as much as 10 percent of the generated trips. These trips do not use the external road system.

### **Master Plan Compliance**

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 2009 *Approved Countywide Master Plan of the Transportation (MPOT)*, which fully incorporated the recommendations of the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68* for Baltimore Avenue (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) 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 1994 *Approved 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 (p. 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 a two-way center left-turn lane, the recommended maximum daily service volume is 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 volume-to-capacity ratio (V/C) ratio of 0.94, or about six percent below the maximum LOS E threshold. With the proposed rezoning to the M-U-TC Zone, the projected build-out daily traffic volume, including estimated site generated trip discounts, would increase to approximately 55,500 vehicle trips, with a V/C ratio of 1.19, along US 1. Therefore, the rezoning and amount of proposed development plan depicted in the traffic study would result in a 19 percent increase of the 2002 General Plan recommended V/C level.

Staff also 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), using the assumption that 50 percent of the traffic generated by the site would be oriented to Kenilworth Avenue (MD 201). In this scenario, the rezoning and amount of

proposed development plan depicted in the traffic study would result in an eight percent increase of the 2002 General Plan recommended V/C level.

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 mitigate the projected impact on US 1, 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. The shuttle would provide service along US 1 between Queensbury Road and Paint Branch Parkway with stops at the proposed site, the Riverdale Marc Station, the University Park town hall, 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; however, this traffic study is not a submittal requirement, nor does it relate to the required findings for rezoning of the property to the M-U-TC Zone. 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 indicates and evaluates the impact of the development to some degree, a finding of adequate public facilities is not required for this type of zoning change.

The information contained in the submitted report is provided for transparency purposes and to allow comment upon the scope of future studies, as a part of the development 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 24-124 of the Subdivision Regulations.

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), the City of College Park, the Town of Riverdale Park, and the Town of University Park. As of this writing, only DPW&T has provided staff with written comments, see Finding 23.

Given the above, staff review of the applicant's submitted traffic report indicates that all of the intersections studied, except for the signalized intersections of US 1/Paint Branch Parkway and US 1/East-West Highway (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 development intensities noted above, 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:

- a. The report included analysis of Intersections 1 through 6 using the procedure described in the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment*. However, the subject property is not located within the sector plan area, so this methodology does not apply to the site.
- b. The scoping agreement indicates “TDOZ” as the 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.
- c. The report did not analyze the intersections of Rivertech Court with River Road, and River Road with Kenilworth Avenue (MD 201), to evaluate the impact of additional traffic that would be oriented to these intersections with the proposed new east-west road connection and the CSX railroad crossing.
- d. The transportation facilities mitigation plan (TFMP) procedures may be applied per Section 24-124(a)(6) of the Subdivision Regulations, but this was not done in the submitted traffic report.

If the rezoning is approved, these issues and the right-of-way dedication for US 1 will be addressed at the time of preliminary plan of subdivision and should be consistent with the MPOT, the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*, and the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan*, or as amended. A revised traffic impact study will be required at the time of preliminary plan of subdivision.

Transportation staff is aware that the adequacy or inadequacy of transportation facilities is not a legal required finding pertaining to the proposed rezoning to the M-U-TC Zone per the criteria for approval set forth in Section 27-198.05 of the Zoning Ordinance. 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 at the time of rezoning to the M-U-TC Zone, a number of issues have been identified that will need to be addressed during the review of the preliminary plan of subdivision.

- 18. **Subdivision Review Section**—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 Prince George’s County 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) 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 development 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 (Plat WWW 69 at 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 eastern property line of Parcel A. The development 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 in the future based on the proposed development of Parcel 81.

### Site Plan Comments

- a. Revise the site plan general notes to provide the tax map, grid, and parcel number, and clearly indicate if the right-of-way is a part of the gross tract area.
  - b. 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.
  - c. The site plan should delineate the boundary of the Aviation Policy Analysis Zone 6 (APA-6) and the municipal boundaries of College Park and Riverdale Park.
  - d. Noise and vibration may be a variable on the layout and development for site planning purposes related to the transit right-of-way. The site plan should reflect the 65 dBA 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 right-of-way for residential development. The preliminary plan could establish additional restriction on the layout if it is determined that noise and vibration issues are associated with the transit right-of-way.
  - e. The applicant should provide information and verify that the right-of-way extending north and south through Parcel 81 and the WMATA property has, in fact, been abandoned and that the issue is settled and/or provide information of the disposition of that area of land, as appropriate.
19. **Trails**—The Transportation Planning Section trails specialist 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.

### Review Comments (Master Plan Compliance and Prior Approvals)

The MPOT and the area master plan identify two master plan trails issues that impact the subject property; the Rhode Island Avenue Trolley Trail and policies relating to the Complete Streets section. The abandoned right-of-way of the Rhode Island Avenue Trolley Trail bisects the subject

site. This former rail corridor has been identified as a master plan trail corridor. The MPOT includes the following project description for the Rhode Island Avenue Trolley Trail project:

**Rhode Island Avenue Trolley Trail (MPOT, page 31)**

**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.**

The City of College Park has constructed several segments of this trail, including the segment immediately to the north of Albion Street. The Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Parks and Recreation, is currently doing more detailed design work for the construction of this trail south of the subject site in the Town of Riverdale Park and the City of Hyattsville, and a segment of the trail has been approved for construction as part of the EYA development. Staff is recommending the development of the trail within the boundary of the subject property and extending improvements over the WMATA property in order to connect to the north.

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.**

**Baltimore Avenue (US 1)**—The development and design concepts included in the existing 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* recommends an enhanced streetscape for Baltimore Avenue (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:

- a. **Sidewalk:** An unobstructed seven-foot-wide walkway that is located adjacent to the street wall that is formed by the buildings. The development plan proposes to set the building back from the US 1 right-of-way and provide a buffer between the development and the street.

- b. **Landscaping/Pedestrian Amenity Strip:** Include street trees, landscaping, and space for the placement of amenities such as benches, post office boxes, and pedestrian-oriented lights. The development plan indicates landscaping and amenities along the street line.
- c. **Bike Lanes:** The 2004 plan (p. 25) 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. The provision of bike lanes within the right-of-way of US 1 is contingent on approval of the State Highway Administration (SHA).

**Internal Road Network**—The internal road network includes:

- (a) seven-foot-wide sidewalks on commercial roads;
- (b) five-foot-wide sidewalks on residential roads;
- (c) eight-foot-wide sidewalks on the Van Buren entry configuration; and
- (d) seven-foot-wide sidewalks on the Woodbury entry configuration.

This pedestrian system proposal appears to be adequate to accommodate 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. A 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.

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 assignees should provide the following:

- a. A development standard or guideline relating to the sidewalks and streetscape along US 1 to ensure that the pedestrian is provided for in a safe and attractive pedestrian zone. This streetscape should incorporate an unobstructed seven-foot-wide walkway and sufficient space for designated bike lanes, street trees, landscaping, public art space for the placement of pedestrian-oriented lighting and other pedestrian amenities, and designated bike lanes within the roadbed (subject to SHA approval).
- b. Consider combining a vehicular roadway with the master plan trail along the entire length of the subject site's portion of the former Rhode Island Avenue Trolley right-of-way, extending across the WMATA property, to connect with the terminus of the existing trail at Albion Street and south to Tuckerman Avenue. This trail should be dedicated to public use within a maintenance easement (or other suitable agreement) at the time of preliminary plan.
- c. Crosswalks at the signalized intersection(s) at US 1 including highly visible and attractive pedestrian crosswalks, pedestrian signals, and other pedestrian or warning signage as appropriate, subject to SHA approval. Crosswalks providing appropriate pedestrian safety features should be provided throughout the site.
- d. Bicycle parking shall be provided throughout the site, per Design Standard 4 (MUTCD Plan, p. 60). The exact number and location shall be determined at the time of preliminary plan.

- e. 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.
20. **The Historic Preservation Section**—The review of A-10018, Cafritz Property, found that the subject property is adjacent to two National Register historic districts: University Park to the west and Riverdale Park to the south. The subject property is one property away from the Calvert Hills National Register historic district to the north. The Cafritz Property is also adjacent to the Engineering Research Corporation (ERCO) Historic Site (#68-022), to the east. General Note 17 on the development plan, Sheet 1 of 7, should be revised to include this information concerning the adjacent historic site and the historic districts.

The proposed elevated roadway, as shown on Map 1: Concept Plan, over the CSX rail lines connecting Rivertech Court and the Cafritz Property at the unnamed street between Blocks J and L is within the ERCO historic site environmental setting. This connection is not shown on any of the development plans (Sheets 1 through 7).

The NRI should be revised to include information concerning the three identified archeological features within the Cafritz Property.

The ERCO Historic Site (#68-022), a Prince George's County historic site, is adjacent to the southeastern 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 19th and early 20th 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 19th and early 20th century residential architectural preferences. The University Park historic district (listed in October 1996; boundary expansion pending) is an early 20th 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 19th and early 20th 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 20th 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 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.

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 meters in diameter and is built against a steep slope. A large number of late 19th to early 20th 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 smokehouse 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.

The development plans and the natural resources 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.

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.

### **Summary of Historic Preservation Issues**

- a. 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.
- b. The development plans and natural resources 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.
- c. 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, through a Phase II archeology report. 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 the detailed site plan. 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 (HPC) at the time of preliminary plan and through subsequent site plan applications.

### **Recommendations from the Historic Preservation Section**

- a. Prior to acceptance of the preliminary plan, the applicant shall provide a draft report detailing the Phase II investigations.
- b. If 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.
- c. 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, II, and III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the HPC and the M-NCPPC staff archeologist.
- d. The HPC 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.

21. **The Environmental Planning Section**—The Environmental Planning Section reviewed the zoning map amendment for Cafritz Property, A-10018, including a revised statement of justification, a development plan, a natural resources inventory (NRI), and a Type 1 tree conservation plan, stamped as received by the Environmental Planning Section on November 14, 2011.

The Environmental Planning Section previously reviewed Natural Resources Inventory NRI-121-06 for this property which was signed on September 28, 2006, and is no longer valid. The current application is a request for a primary amendment to an approved mixed-use town center (M-U-T-C) development to incorporate the subject 37.35-acre site, and rezoning the site from R-55 to M-U-T-C.

With regard to the environmental regulations that became effective September 1, 2010, the subject application is not grandfathered under Subtitle 25 and Subtitle 27 of the Prince George's County Code with respect to the delineation of regulated environmental features, woodland conservation, and applicable submittal requirements because the proposed project does not have any previously approved development applications.

### **General Plan Conformance**

The 2002 *Prince George's County Approved General Plan* contains tier-specific and countywide-specific goals, objectives, and policies with regard to the protection of natural features, noise pollution, stormwater management, light pollution, and woodland conservation. Many of these policies have been implemented through updates to the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, zoning requirements, and applicable master plans.

The applicable tier-specific policy is as follows:

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

The site does not contain any regulated environmental features such as streams or wetlands. The site is 90 percent wooded and contains a network gap area and evaluation area within the designated network of the *Approved Countywide Green Infrastructure Plan*. The current plans do not propose to preserve the on-site woodland nor any areas within the designated network. Woodland conservation is discussed further under conformance with the master plan, development plan, Green Infrastructure Plan, and also within the Environmental Review section.

The applicable countywide-specific policies are as follows:

**POLICY 1: Preserve, protect, and enhance the designated green infrastructure elements.**

See conformance with the Countywide Green Infrastructure Plan below.

**POLICY 2: Preserve, protect and enhance surface and ground water features and restore lost ecological functions.**

Based on the current natural resources inventory for the subject site, the site does not contain any surface water features. The preservation and protection of groundwater features will be addressed during the review of the stormwater management concept plan by the Department of Public Works and Transportation (DPW&T) in future phases of development.

**POLICY 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern.**

The current plan does not propose to preserve nor replant woodland. Because the site is undeveloped and fully wooded, it is very possible to preserve woodlands on portions of the property while still implementing the desired development pattern. Opportunities to replant woodland will be evaluated in further detail during the final design phase. Woodland conservation is discussed in the following sections of this memorandum as well as the Environmental Review section.

**POLICY 5: Reduce overall sky glow, minimize the spill-over of light from one Property to the next, and reduce glare from light fixtures.**

Light pollution is discussed in the Development Plan section below.

**POLICY 7: Minimize impacts of noise on residential uses during the land development process.**

The site is adjacent to a CSX right-of-way which is generally regulated for noise and vibration impacts associated with railroad transportation. Noise impacts are discussed below in the section for development plan conformance.

### **Master Plan Conformance**

The site is within the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*, which predates the General Plan. While the environmental objectives of the master plan are superseded by current regulations for woodland conservation and stormwater management, the master plan states that the goal is to:

**Maintain, restore and enhance the natural character and aesthetic qualities of the Anacostia River stream valley and preserve and expand the Planning Area's forest cover.**

The goal of preserving and expanding forest cover within the planning area was reiterated in Policy 3 of the General Plan to "preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern." A review of 2009 aerial photos indicates that the subject site is one of the few remaining tracts of undeveloped land within Planning Area 68. The site is not within nor adjacent to a stream valley; however it is approximately 90 percent wooded and contains specimen trees, and on-site preservation is the preferred woodland conservation methodology. The on-site mature woodland and trees should be preserved to meet the site's woodland conservation threshold requirements and expand the community's existing urban tree cover to the fullest extent possible.

### **Development Plan Conformance**

The 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68* was amended by the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan*, approved by the Prince George's County Council on January 20, 2004. The approved development plan contains environmental standards for noise and tree preservation which are applicable to current primary amendment requests as follows:

#### **a. Lighting**

- 3. Fixtures shall be located so that light does not spill from a parking lot of service area onto an adjacent residential property.**
- 4. All lighting shall be shielded and of an intensity that minimizes light pollution**

The site is not directly adjacent to any residential lots or residential uses; however, the residential lots located on the west side of Baltimore Avenue (US 1) and the residential lots that are proposed on the subject site may be subject to light pollution from the proposed development. The proposed lighting should use full cut-off optics to ensure that off-site light intrusion into residential and woodland conservation areas is minimized, and so that sky glow does not increase as a result of this development.

**Recommended Condition:** At the time of site plan or permit review, whichever is required first, the lighting plan for the subject property shall demonstrate the use of full cut-off optics to ensure that light intrusion into residential and woodland conservation areas is minimized. Details of all lighting fixtures shall be submitted for review along with certification that the proposed fixtures are full cut-off optics and a photometric plan showing proposed light levels at an intensity that minimizes light pollution. The following note shall be placed on the plan: "All lighting shall use full cut-off optics and be directed downward to reduce glare and light spill-over."

b. **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.**

The required tree canopy coverage requirement of Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, is 15 percent for sites zoned R-55 and 10 percent for sites zoned M-U-TC. The gross site of the area is 37.35 acres, resulting in a tree canopy requirement of 3.75 acres. It is unclear at this level of review how the requirement is proposed to be met. However, the site is 90 percent wooded and is in the vicinity of residential areas that exhibit a mature tree canopy cover based on a review of 2009 aerial photos. In order to achieve the mature canopy consistent with the character of the surrounding communities, the requirement should be met through the preservation of mature woodlands, specimen trees, and other larger trees on the site. The requirement for tree canopy coverage will be evaluated further at the time of permit or site plan review, whichever is required first.

**Recommended Condition:** Prior to the issuance of the first permit, every effort shall be made to meet the ten percent tree canopy coverage requirement through the provision of existing mature woodland, specimen trees, other large existing trees, and landscaping.

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.**

The site contains several large trees, including specimen trees, which should be considered for preservation. A review of the most recent natural resources inventory (NRI) plan shows that the site contains 29 specimen trees, of which a majority are located within Forest Stand 1 (Trees 251–257) along the western portion of the site, and Forest Stand 3 (Trees 261–271) along the northeastern portion of the site. These stands have also been determined to have the highest priority for preservation on the site. The site contains other trees that do not qualify as specimen trees, but are mature and significant in size, and should be considered for on-site preservation; smaller trees located on-site are of an appropriate size to be considered for on-site or off-site transplanting, should designated receiving areas be identified.

A condition analysis of all specimen trees and other healthy trees considered for preservation outside of the proposed woodland conservation areas should be provided at the time of preliminary plan. For any specimen trees to be cleared, a variance will be required.

**Recommended Condition:** At the time of preliminary plan, a condition analysis shall be submitted for all specimen trees within Stands 1 and 3 that are outside any proposed woodland conservation area. Every effort shall be made to preserve the healthiest trees on-site.

c. **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.**

The subject site is located between Baltimore Avenue (US 1) and the CSX right-of-way. Baltimore Avenue (US 1) is a major collector and is not generally regulated for noise. The unmitigated 65 dBA Ldn noise contour is not shown on the plans. The submitted development proposes residential units (multifamily and attached single-family) adjacent to the right-of-way. Because the noise impacts of the CSX railroad tracks cannot be determined with the submitted information, a Phase 1 noise and vibration study should be submitted with the preliminary plan application for this site. If it is determined that there are potential noise impacts on residential or residential-type uses, and vibration impacts on any of the proposed structures, a Phase 2 noise study will be required, and the associated site plans must demonstrate how the noise and vibration impacts will be mitigated prior to issuance of the first grading permit.

**Recommended Condition:** At the time of preliminary plan, a Phase 1 noise and vibration study shall be submitted. The study shall determine the location of the unmitigated 65 dBA Ldn noise contour for the adjacent CSX right-of-way, which includes at a minimum, the associated railroad noise and the whistle blower. The 65 dBA LDN noise contour shall be shown on all future plans.

**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 existing 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 1; to the north by Washington Metro Area Transit Authority (WMATA) tracks; 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. The potential to establish a contiguous habitat corridor connection is somewhat limited due to the existing conditions of the adjacent properties; however, the site contains areas of high-priority woodland that would significantly contribute to the urban tree canopy character of the area and provide benefits that include urban wildlife habitat, water quality improvement, and the reduction of heat island effects.

**Recommended Condition:** At the time of preliminary plan, the Type 1 tree conservation plan (TCP1) shall demonstrate that the woodland conservation threshold has been met on-site to the fullest extent possible. At a minimum, preservation shall be focused on the highest woodland preservation priority areas (Forest Stands 1 and 3).

## Environmental Review

- a. An approved Natural Resources Inventory, NRI/121/06, was submitted with the application; however, it has recently expired. While an NRI is not a submission requirement with a zoning amendment application, a forest stand delineation (FSD) is required. The associated FSD submitted as part of the NRI also expired with the expiration of the NRI. The forest stand should be updated at the time the NRI is revised, and submitted with the application for the next phase of development for this site. Because the project is not grandfathered from the submittal requirements of Subtitle 27, the NRI must be in conformance with the current environmental regulations for an NRI.

The current NRI shows that the site contains 32.73 acres of woodland divided into six stands. Stand 1 is dominated by Willow Oak and Southern Red Oak, is located along the eastern portion of the site, and is 4.91 acres. Stand 2, dominated by Black Cherry and Sweetgum, is 9.61 acres in area, and is located in the central portion of the site. Stand 3 is predominately located along the northeastern portion of the site, is 5.51 acres in area, and is dominated by White Oak, Sweetgum, and Hickory. Stand 4 is dominated by Virginia Pine, is 1.54 acres size, and is located in the central portion of the site. Stand 5 is dominated by black locust tree, is 7.77 acres in size, and is located in the southeastern portion of the site. Stand 6 is dominated by Kentucky coffee tree, is 3.39 acres in size, and is located in the eastern portion of the site. It is possible that additional woodland may have developed on the site, warranting the need for an update to the current FSD.

The site contains 29 specimen trees and no regulated environmental features.

**Recommended Condition:** All future applications shall include a valid, approved NRI under the current environmental regulations that addresses the required information as outlined in the current Environmental Technical Manual.

- b. 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 for approval with a zoning map amendment.

The current R-55 zoning has a 20 percent woodland conservation threshold, and the proposed M-U-TC zoning has a 15 percent woodland conservation threshold. The submitted development plan and TCP indicates that the majority of the site is proposed to be cleared and the requirement to be met with off-site woodland conservation. As previously discussed, the site is predominately wooded and contains areas of high-quality woodland that should be preserved to the extent possible. Although the NRI will need to be updated, it appears that the woodland in Stands 1 and 3 are of the highest quality and should be given the highest consideration for preservation.

A tree conservation plan will be reviewed in more detail with future development applications. Recommended conditions regarding woodland conservation and the preservation of specimen trees, in accordance with Subtitle 25, Division 2 of the Prince George's County Code, have been provided in previous sections of this memorandum.

- c. A Stormwater Management Concept Plan (11589-2010) was included with the subject application; however, in a letter from the Department of Public Works and Transportation (DPW&T) dated October 31, 2011, the following statement was provided:

“The proposed plan is not consistent with the approved Concept No. 11589-2010, dated May 3, 2010. A revised concept is to be submitted.”

A concept plan should be submitted with the preliminary plan application. The plan should be designed to incorporate environmental site design techniques such as bioretention, green roofs, and infiltration.

**Recommended Condition:** At the time of preliminary plan, a revised stormwater management concept plan shall be submitted. The proposed plan shall show the use of environmental site design techniques such as bioretention, infiltration, and green roofs. The concept shall be correctly reflected on the TCP1.

- 22. **Special Projects Section**—The Special Projects Section has reviewed the zoning map amendment and provides the following analysis, first relating to residential development as proposed:

- a. **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 application was accepted for processing by the Planning Department on October 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 ten minutes for emergency calls and the 25 minutes for nonemergency calls were met on November 8, 2011.

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

- b. **Fire and Rescue:** The Special Projects Section has reviewed the zoning application 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 seven-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.

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

Pursuant to CR-69-2006, the Prince George's County Council and the County Executive temporarily suspended the provisions of Section 24-122.01(e)(1)(A) and (B) of the Subdivision Regulations 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.

- c. **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 *Approved Public Safety Facilities Master Plan* and the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure."
- d. **Schools:** The Special Projects Section has reviewed this application 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**

<b>Affected School Clusters #</b>	<b>Elementary School Cluster 7</b>	<b>Middle School Cluster 4</b>	<b>High School Cluster 4</b>
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 the Capital Beltway (I-95/495) 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 (WAMATA); or \$12,000 per dwelling for all other buildings. County Council Bill 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.

The following analysis relates to the commercial development:

- a. **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 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.
- b. **Fire and Rescue Service:** The Special Projects Section has reviewed this application 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 Regulations.

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 Ave.	3.50	4.25	Within
55	Bunker Hill	Paramedic	3716 Rhode Island Ave.	3.50	7.25	Within

- c. **Water and Sewerage Findings:** Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System.

23. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated October 31, 2011 from Dawit Abraham, P.E., Associate Director Office of Engineering, Department of Public Works and Transportation (DPW&T) to Susan Lareuse, the following response was provided in regard to Zoning Map Amendment A-10018 (Cafritz Property):
- a. 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. Baltimore Avenue (US 1) is a state-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is required.
  - b. The site lies within the Town of Riverdale Park; therefore, coordination with the Town will be required for right-of-way dedication and roadway improvements.
  - c. The proposed plan is not consistent with approved Stormwater Management Concept Plan 11589-2010, dated May 3, 2010. A revised concept is to be submitted.
  - d. The development includes a possible CSX railroad vehicular crossing and a road connection to Rivertech Court. Right-of-way dedication and construction of the roadway connection will be required as determined by DPW&T.
  - e. 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.
  - f. DPW&T has no objection to the Zoning Amendment No. A-10018.

24. **Department of Environmental Resources (DER)**—At the time of the writing of this technical staff report, comments have not been received from DER.
25. **State Highway Administration (SHA)**— At the time of the writing of this technical staff report, comments have not been received from SHA.
26. **Maryland Department of Planning**—At the time of the writing of this technical staff report, comments have not been received from the Maryland Department of Planning.
27. **The Town of Riverdale Park**—At the time of the writing of this technical staff report, the Town of Riverdale Park has not submitted written comments regarding the amendment to the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* to the Planning Board.
28. **The City of College Park**—At the time of the writing of this technical staff report, the City of College Park has not submitted written comments regarding the amendment to the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* to the Planning Board.
29. **The Town of University Park**—At the time of the writing of this technical staff report, the Town of University Park has not submitted written comments regarding the amendment to the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* to the Planning Board.
30. **The Town of Edmonston**—At the time of the writing of this technical staff report, the Town of Edmonston has not submitted written comments regarding the amendment to the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* to the Planning Board.
31. **The City of Hyattsville**—At the time of the writing of this technical staff report, the City of Hyattsville has not submitted written comments regarding the amendment to the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* to the Planning Board.
32. **The University of Maryland**—In a letter dated November 3, 2011 from Robert M. Specter, Vice President for Administrative Affairs and Chief Financial Officer, University of Maryland, to Chairman Elizabeth Hewlett in response to Zoning Map Amendment A-10018, Cafritz Property:

“As an adjacent property owner, the University of Maryland has had the opportunity to review the proposed Zoning Map Amendment (ZMA) for the Cafritz Property and finds no reason to oppose a rezoning.

“Located near multiple transit stations, the project as proposed within the ZMA application, creates the kind of walkable, mixed-use neighborhood important to the revitalization of the Route 1 corridor – a development that would also enhance the economy and provide the retail, housing and other uses the community desires.

“I would like to be clear that our review of the subject application found the request to be related only to the property in its existing condition, with no underlying requirement that might contemplate taking University property to expand the subject parcel. To the degree that the ZMA is dependent on an access road over the rail lines through/to University land to the east, as shown in supplement materials accompanying the ZMA application, we would necessarily take exception as no such agreement or understanding is in place. We understand the benefits such connectivity might bring – providing a second means of ingress/egress to the Cafritz parcel,

allowing significantly increased densities to traffic that area and creating access between the two communities. Nonetheless, the University has not yet had the opportunity to participate in discussions for alternatives, advantages/disadvantages of a bridged access or other threshold questions.”

## RECOMMENDATION

Based on the foregoing evaluation and analysis, staff recommends that the Planning Board adopt the findings of this report and recommends APPROVAL of Zoning Map Amendment No. A-10018 and APPROVAL of the amendment to the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* for Cafritz Property to the District Council with the following conditions:

1. Detailed site plan review shall be required prior to final plat to further address issues regarding site design, circulation, and architecture, in accordance with the Cafritz Property at Riverdale Park Development Plan (hereafter referred to as Development Plan) and the site design guidelines of Part 3, Division 9 of the Zoning Ordinance.
2. Prior to signature approval of the Development Plan the following revisions shall be made:
  - a. Revise the general notes on Sheet 1 of 7 of the development plan to include the adjacent historic site and historic districts, provide the tax map, grid, and parcel number, and clearly indicate if the abandoned right-of-way is a part of the gross tract area.
  - b. Revise Sheet 3 of 7 to label the right-of-way for ingress/egress for the post office from Baltimore Avenue (US 1), and that it was conveyed to the United States of America by quit claim deed recorded in the Prince George’s County Land Records in Liber 3624, Folio 948.
  - c. Revise the development plans to delineate the boundary of Aviation Policy Analysis Zone 6 (APA-6) and the municipal boundaries of the City of College Park and the Town of Riverdale Park.
  - d. Revise the development plan design standards and guidelines to include streetscape details for Baltimore Avenue (US 1) that provide for a safe and attractive pedestrian zone.
  - e. Provide information and verify that the right-of-way extending north and south through Parcel 81 and the WMATA property has, in fact, been abandoned and that the issue is settled and/or provide information of the disposition of that area of land, as appropriate.
  - f. Add a Baltimore Avenue (US 1) street and streetscape standard to the Development Plan with a new build-to line established for the frontage of the development, not to exceed the setback proposed for the buildings shown on Map1: Concept Plan, north of Van Buren Street (approximately 250 feet).
  - g. Revise Maps 1, 2, and 3 so that the townhouses front on a street, have an ample front yard for tree plantings, and that the units be oriented so that the alley is parallel to the roadway serving the front of the units.

- h. Revise the sign standards to reflect the level of detail provided in the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* and consolidated into one area of the development plan.
- i. Revise the Development Plan to add the following:
  - (1) Development that increases existing gross floor area (GFA) by 15 percent or 7,500 square feet, whichever is smaller, shall subject the site to full review for compliance with the design standards. Lesser changes to the site, and additions to single-family residential dwellings, shall not subject the entire site to review for compliance, only the portion impacted by the improvement.
  - (2) Gas stations may add a maximum of 30 feet to the build-to line in order to place a pump between the station and the sidewalk. The additional setback may not be used for customer parking, loading, or outdoor storage.
  - (3) All new gas stations shall have a maximum of two 18-foot-wide driveways.
  - (4) Gas stations should minimize the area of impermeable surface.
  - (5) Car repair businesses may have a maximum of two curb cuts that are a maximum width of ten feet each.
  - (6) Buildings shall occupy a minimum of 50 percent of the net lot area.
  - (7) The building façade shall occupy a minimum of 66 percent of the build-to line.
  - (8) Drive-through windows are inconsistent with the pedestrian orientation of the town center and are strongly discouraged. Drive-through windows may only be considered if accessed by alleys and located on the rear of the property.
  - (9) Pedestrian accessed ATMs may be located on the front or side of the building along a street line. Vehicular access should be located such that they are the least visible from the right-of-way of Baltimore Avenue (US 1).
  - (10) The maximum number of off-street parking spaces permitted for each land use type shall be equal to 80 percent of the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. If structured parking is provided, this maximum number may be increased.
  - (11) Car repair businesses may not store vehicles in front of or alongside the building, but may store cars inside or in the rear, with appropriate screening if adjacent to a residential use.
  - (12) Healthy trees shall be preserved within proposed green areas, landscape strips, streetscapes, and parking lots, where feasible. Where they cannot be preserved on-site, a professional arborist may transplant them to a new location on-site or within the Town of Riverdale Park.

3. Prior to acceptance of an application for a preliminary plan of subdivision, the following information shall be provided:
  - a. The preliminary plan shall reflect the unmitigated 65 dBA Ldn from noise generators.
  - b. The plan shall delineate the 300-foot lot depth from the right-of-way (CSX railroad tracks) for residential development in accordance with Section 24-121(a)(4) of the Subdivision Regulations. The preliminary plan may establish additional restriction on the layout if it is determined that noise and vibration issues are associated with the railroad tracks.
  - c. The applicant shall provide information and verify that the right-of-way extending north and south through Parcel 81 has, in fact, been abandoned and/or provide information of the disposition of that area of land, as appropriate.
  - d. Consideration should be given to requiring the combining of the trolley trail and vehicular roadway along the entire length of the subject site's portion of the former Rhode Island Avenue Trolley right-of-way and extending across the Washington Metropolitan Area Transit Authority (WMATA) property, connecting to the terminus of the existing trail at Albion Street and south to Tuckerman Avenue.
  - e. Consideration should be given to the trail being dedicated to public use within a maintenance easement or other suitable agreement.
  - f. 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, to the planned bicycle facilities along Baltimore Avenue (US 1), and across the CXS crossing (if a bridge is required).
  - g. The applicant shall provide a draft report detailing the Phase II archeology investigations.
  - h. The proposed roadbeds, streetscape dimensions, and the use of medians should be fully incorporated into the application of the preliminary plan so that the width and configuration of the streets can be reduced, yet adequate in design to address the traffic patterns within the development and emergency access. The use of public streets in accordance with the standards of the Department of Public Works and Transportation (DPW&T) shall also be considered to serve certain uses and to determine future maintenance of the transportation facilities, including a possible bridge over the CSX railroad.
  - i. Consideration should be given to establishing a parking district to promote shared parking within the Town of Riverdale Park town center.
  - j. Consideration should be given to residential uses above commercial uses in order to create a vertical mix of uses.
4. When off-site parking is necessary to meet parking requirements, the applicant shall provide satisfactory documentation such as affidavits, leases, or other agreements to show that off-site parking is available permanently.

5. The Historic Preservation Commission (HPC) 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 Engineering Research Corporation (ERCO) Historic Site (#68-022), and the impact of proposed buildings visible from the ERCO historic site and the adjacent National Register historic districts.
6. Prior to approval of a building permit, the following shall be provided:
  - a. The plans shall indicate that signalized intersection(s) at Baltimore Avenue (US 1) shall include highly-visible and attractive pedestrian crosswalks, pedestrian signals, and other pedestrian or warning signage as appropriate, subject to State Highway Administration (SHA) approval.
  - b. The plans shall indicate that crosswalks providing appropriate pedestrian safety features are provided throughout the site.
  - c. The plans shall indicate that the number and location of bicycle parking is provided throughout the site in accordance with Design Standard 4 of the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* (p. 60).
7. Prior to approval of a detailed site plan, the plans shall minimize the amount and location of surface parking lots and parking structures and their impacts on the pedestrian zone and streetscape environment.
8. Prior to any ground disturbance or the approval of any grading permits, if 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.
9. 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 (HPC) and the Maryland-National Capital Park and Planning Commission (M-NCPPC) staff archeologist.
10. The Environmental Planning Section recommends the following conditions:
  - a. All future applications shall include a valid approved natural resources inventory under the current environmental regulations that addresses the required information as outlined in the current Environmental Technical Manual.
  - b. At the time of preliminary plan, the Type 1 tree conservation plan shall demonstrate that the woodland conservation threshold has been met on-site to the fullest extent possible. At a minimum, preservation shall be focused on the highest priority areas (Forest Stands 1 and 3).
  - c. At the time of preliminary plan, a condition analysis shall be submitted for all specimen trees within Stands 1 and 3 that are outside any proposed woodland conservation area. Every effort shall be made to preserve the healthiest trees on-site.

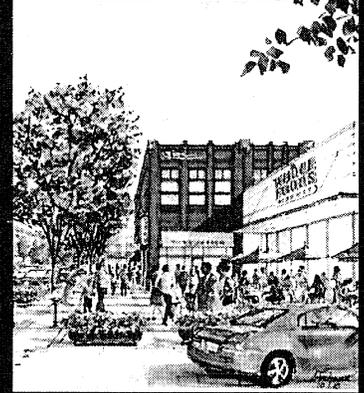
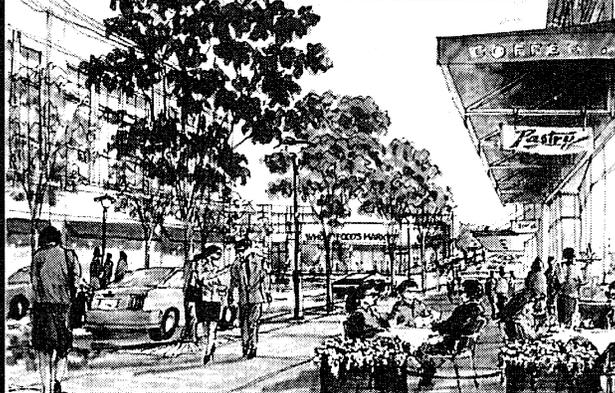
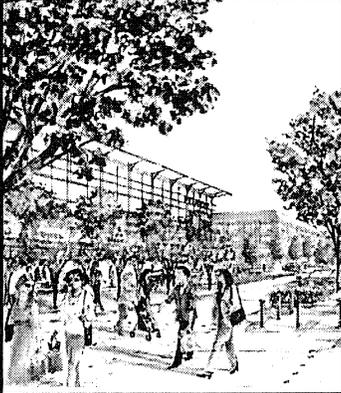
- d. Prior to approval of a special permit, special exception, detailed site plan, or grading permit, whichever is first, every effort shall be made to meet the ten percent tree canopy coverage requirement through the provision of existing mature woodland, specimen trees and other large existing trees, and landscaping.
- e. At the time of preliminary plan, a Phase 1 noise and vibration study shall be submitted. The study shall determine the location of the unmitigated 65 dBA Ldn noise contour for the adjacent CSX right-of-way, which includes at a minimum, the associated railroad noise and the whistle blower. The 65 dBA Ldn noise contour shall be shown on all future plans.
- f. At the time of preliminary plan, a revised stormwater management concept plan shall be submitted. The proposed plan shall show the use of environmental site design techniques such as bioretention, infiltration, and green roofs. The concept shall be correctly reflected on the Type 1 tree conservation plan.
- g. At the time of site plan or permit review, whichever is required first, the lighting plan for the subject property shall demonstrate the use of full cut-off optics to ensure that light intrusion into residential and woodland conservation areas is minimized. Details of all lighting fixtures, along with details and specifications that the proposed fixtures are full cut-off optics, and a photometric plan showing proposed light levels at an intensity that minimizes light pollution shall be submitted for review.

*Cafritz Property Design Standard Guidelines*

*Fall 2011*

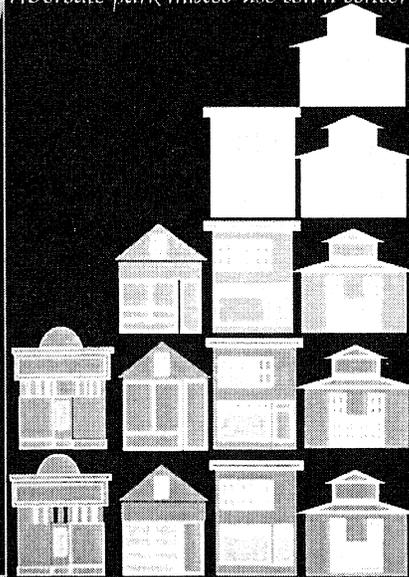
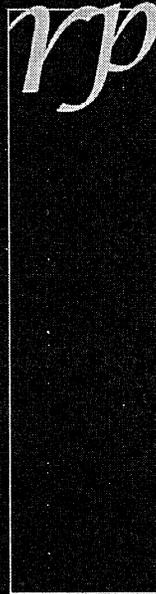


# CAFRTZ PROPERTY at Riverdale Park



*Based On*

*riverdale park mixed-use town center*



*Approved*

*Town of Riverdale Park Mixed-Use Town Center Zone  
Development Plan*

*January 2004*

*The Maryland-National Capitol Park & Planning Commission*





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## Introduction

The Riverdale Park mixed-use town center concept is a broadranging and comprehensive guide for design and development to be implemented over time through public, private, and nonprofit initiatives. The concept contains:

- An arrangement and mix of uses drawing upon existing town assets including transportation, residential neighborhoods, historic resources, and businesses.
- Indications of how building designs on particular sites will function visually in relation to the town center.
- Proposed high-quality residential development sufficient to help support desirable neighborhood businesses. Recommendations for alleys, crosswalks, and street reconfigurations to promote better pedestrian and vehicular circulation.
- Proposals for new public spaces and for improvements to existing public spaces.

The concept proposes uses and physical improvements as shown on Map 1 & 2: Concept Plan and explained in more detail in Table 1: Building Recommendations and Table 2: Public Space Recommendations. Table 1 includes the location of the recommended redevelopment site, the design function of proposed building(s), recommended uses, recommended heights, and site attributes. The proposed arrangement of uses and buildings create a vibrant mixed-use community that will be an asset to Riverdale Park.

The design principles, shown at the end of this section, are the foundation of the Riverdale Park M-U-TC Zone design standards. These principles are inherent in the development of pedestrian-oriented town centers and describe what the more prescriptive design standards strive toward. The standards were created with the help of community representatives to ensure that future development will comply with the identity, character and vision of the town center. The design principles are to be used in conjunction with the standards to allow for flexibility in evaluating whether a development proposal

achieves the goal of the plan.

The town center concept lays the foundation for an economic development strategy for the Town of Riverdale Park to use as it continues to work with property owners and developers. Cafritz Property development plan is a rezoning initiative that will result in immediate positive physical changes. Phase one should begin immediately with future phases to follow. Strong local oversight and initiative is essential to champion economic development activities. Overall, the success of the town center depends upon strong marketing, the willingness to form partnerships, local volunteerism, and the community's ability to sustain a positive vision of the future.

### Development Concept

#### *Land Use*

The concept and building and public space recommendations build on the community's existing transportation network, including historic US 1, the B&O and MARC rail lines, and MD 410 (East West Highway), that links the town center to Washington, D.C., Baltimore, communities in neighboring counties, and The University of Maryland. This transportation network generates high traffic volume that could support nationally recognized commercial businesses. Modern retail and service uses depend upon a larger market area than was necessary in Riverdale Park's earlier years. This sector also looks for the opportunity to provide unique or higher quality goods and services to a sufficiently large middle- and higher income market. It also prefers to locate in pedestrian-oriented environments.

The concept plan proposes locations for commercial and service uses along Van Buren Street Extended that draw on a larger car and public transportation market and concentrates unique and higher quality retail uses. Clustering retail opportunities with convenient parking will encourage cross shopping allowing access to several stores.

The residential locations suggested within the concept are to increase available housing choices to attract the mix of income necessary to support a vibrant town center.

A key component of the development plan is flexible parking. The number of parking spaces required for residential and business uses are specified for the success of the project as driven by the marketplace. Businesses will be encouraged to offer employee incentives for commuting, as outlined in the design standards under the Parking and Loading Provision Section. The Town of Riverdale Park currently manages public parking and will maintain a list of all parking spaces, public and private, unless another entity takes responsibility.

#### *Public Spaces*

The concept proposes a pedestrian-oriented town center with an infrastructure of wide, continuous sidewalks, alley shortcuts, safe street crossings, and rear access parking. A landscaping/pedestrian amenity strip would buffer pedestrians on the sidewalk from traffic. This plan recognizes that people travel by many modes of transportation.

The plan recommends more crosswalks across US 1 and at all intersecting roads. Appropriate infrastructure improvements will enable an enjoyable town center experience for diverse users. Alleys reduce curb cuts into sidewalks and allow unsightly service elements to be accessed from the rear, retaining valuable street frontage for storefronts.

The plan recommends improving the Rhode Island Avenue Trolley right-of-way into a hiker/biker trail as a new community-serving asset. This trail would connect the historic town center with the City of College Park.

### Design Concept

#### *Building Design*

The design types of the proposed buildings are listed in Table 1: Building Recommendations. All of the proposed buildings are categorized as new development. Creative, unique and coherent designs are appropriate to distinguish the town from other places and communicate messages of quality, economic vitality, and stability. Quality design is important, but not all buildings need to distinguish itself from its neighbors. Compatibility requires that the building should incorporate positive elements of nearby buildings to avoid a jarring contrast in the streetscape. This is especially important when transitioning from the abutting residential neighborhoods to the town center.

#### *Overall Design Principles*

The design principles are the backbone of a human-scale town center. Essential to the success of the town center, they support the goal of the development plan:

*To create a human-scale town center through attractive development that creates a sense of place and supports commercial and residential vitality.*

These design principles function together and must not be taken as separate elements with varying degrees of importance. They are based on tenets of human-scale design, crime prevention through environmental design, and traditional main street design guidelines.

- Create a comfortable pedestrian environment and an attractive streetscape.
- Provide continuous interest along the sidewalk through animated storefronts and buildings that engage the passerby with visual information, variety, color, and changes in building mass, shading, and lighting.
- Enhance pedestrian and area safety by encouraging a strong visual connection between the interiors of buildings and the sidewalk, private oversight of public space, and the provision of uniform pedestrian-oriented lighting.
- Provide a sense of enclosure through development that abuts the sidewalk creating a street wall.
- Enhance users' interest and enjoyment of the street surroundings by retaining historic details; emphasizing the first story through architectural

detailing; designing new structures to signal a hierarchy of massing (base, middle and top), highlighting building openings, defining uses, and clearly delineating public from private uses.

- Create an attractive town center by placing on-site parking behind, beside, or beneath buildings.
- Enliven the street through banners, pedestrian-oriented signage, and other decorative commercial “branding” advertisement.
- Soften the streetscape and increase attractiveness through flowers, shade trees, and street furniture.
- Increase a sense of place by encouraging public art, fountains, gardens, and other amenities on private development and at gateway and park locations.



## Goal

To create a human-scale town center through attractive development that creates a sense of place and supports commercial and residential vitality.

## Applicability

The design standards apply to all new development and improvements on properties located within the Mixed-Use-Town Center Zone, unless otherwise noted, including:

- Buildings
- Additions
- Exterior renovations
- New entrance and window treatments
- Signs
- Fencing

The design standards replace requirements that are set forth in the Zoning Ordinance and the Landscape Manual. These standards set requirements for site, building, and public space design, including build-to lines, fencing, buffers, landscaping, parking, streetscape, building height, massing and openings, signage, lighting, stormwater management, parks, and plazas. Subdivisions shall be reviewed for compliance with relevant standards such as those affecting circulation.

Streetscape improvements on private land and the provision of easements shall be the responsibility of the applicant and must be coordinated with the Town of Riverdale Park and other appropriate agencies.

The following are exempt from the full or partial review for conformance with the design standards:

### *Additions of less than 250 square feet in gross floor area.*

Additions of less than 250 square feet GFA and additions to single-family residential dwellings shall be exempt from the requirements of the Building Placement and Streetscape Section.

### *Routine maintenance.*

Routine repainting or repair of legally existing development or improvements shall not be subject to the design standards.

## How to Use

The M-U-TC Zone is intended to be flexible and allow the applicant alternatives to strict application of all of the design standards when developing in accordance with the goal, design principles, and intent statements of the development plan. These shall be used to evaluate the conformance of each proposal with specific standards in the M-U-TC development plan. The term “applicant” in the design standards shall include the developer and the applicant’s heirs, successors, and/ or assignees.

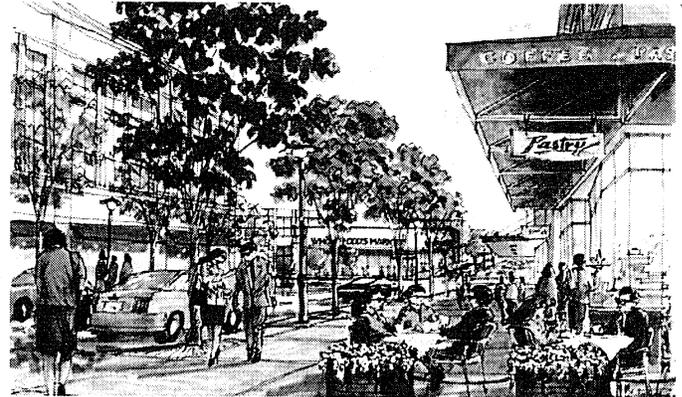
As set forth in Section 27-108.01 of the Zoning Ordinance, “the words ‘shall,’ ‘must,’ ‘may only,’ or ‘may not’ are always mandatory standards and not discretionary. The word ‘may’ is permissive. The words ‘including’ and ‘such as’ do not limit a term to the specified examples, but are intended to extend its meaning to all other instances or circumstances of like kind or character.”



## Introduction

## CAFTRITZ PROPERTY at Riverdale Park

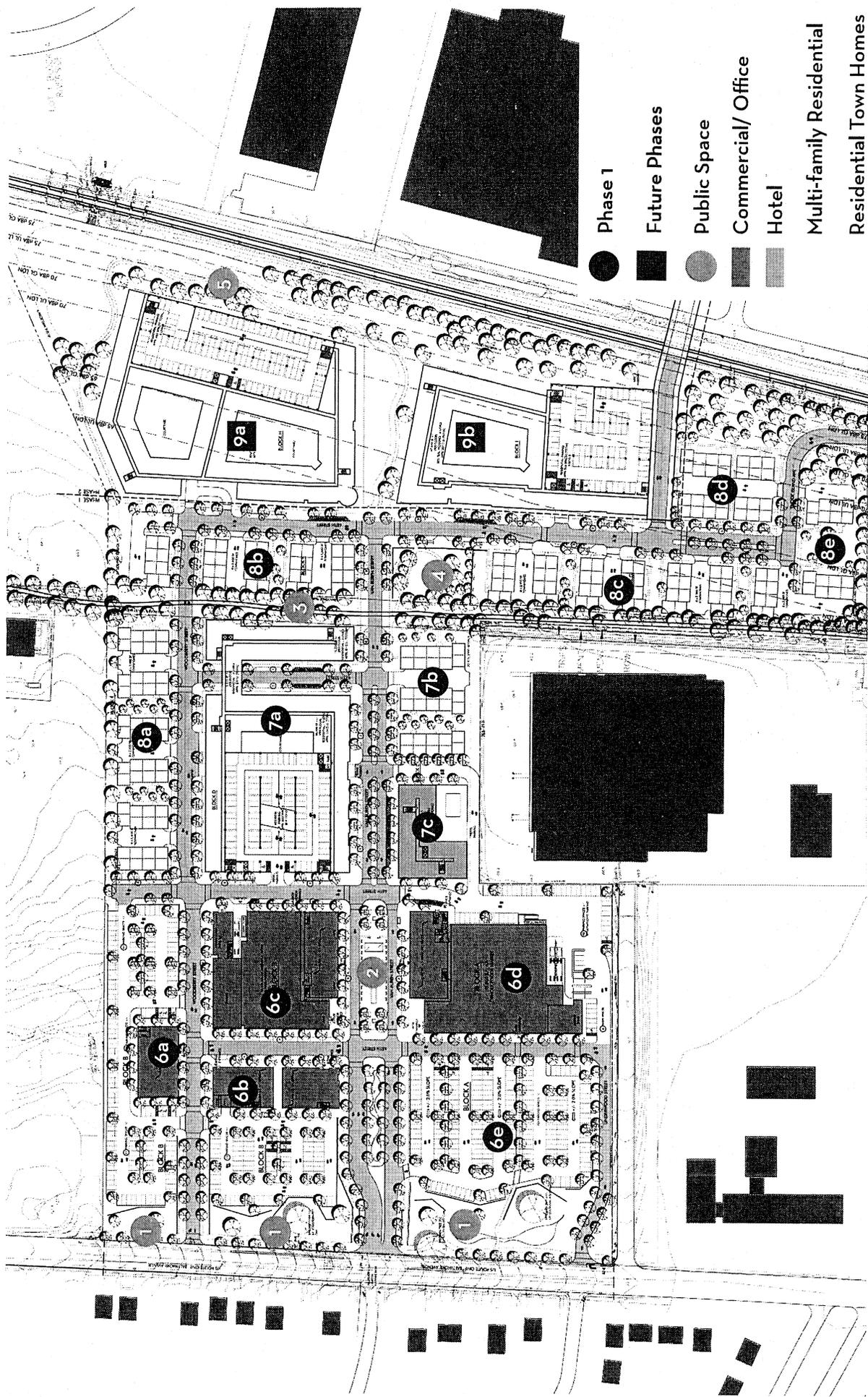
The development plan for the Cafritz Property embraces the spirit of the design guidelines prepared for the Town of Riverdale Park Mixed-Use Town Center Zone Development Plan. While the Cafritz Property Development Plan will meet or exceed the guidelines in most conditions, it is necessary supplement those guidelines to assure the successful development of the Cafritz Property into a vibrant asset to the Town of Riverdale Park. The following text, images and graphics establish the design guidelines for the Cafritz Property Development Plan.



In a deliberate effort to update the Riverdale Park Mixed-Use Town Center Development Plan to coordinate with the proposed new development on the Cafritz Property, the attached reflects the actual Riverdale Park M-U-TC Development Plan with Cafritz Property specific amendments.

We fully acknowledge Maryland-National Capitol Park & Planning Commission as the author of the Riverdale Park M-U-TC Development Plan which serves as the primary basis for this document.





- Phase 1
- Future Phases
- Public Space
- Commercial/ Office
- Hotel
- Multi-family Residential
- Residential Town Homes

Map 1: Concept Plan



Map 2: MUTC Concept Plan



Table 1: Building Recommendations

Location	Design Function	Uses	Height (in stories)	Attributes
6a North end of 45 <sup>th</sup> Street @ Woodberry Street	New development	Retail, restaurant or office	2-3	<ul style="list-style-type: none"> <li>• Signature Building</li> <li>• Terminates 45<sup>th</sup> St.</li> <li>• Surface parking</li> </ul>
6b Block bounded by Route 1, Van Buren Street, 45 <sup>th</sup> Street, and Woodberry Street	New development	Retail, restaurant or office	2-3	<ul style="list-style-type: none"> <li>• Defines west edge of 45<sup>th</sup></li> <li>• Small scale shops</li> <li>• Parking in rear</li> <li>• Green Buffer @ Route 1</li> </ul>
6c Block bounded by Van Buren Street, 45 <sup>th</sup> Street, Woodberry Street, and 46 <sup>th</sup> Street	New development	Restaurant and retail	2-3	<ul style="list-style-type: none"> <li>• Defines Van Buren St. &amp; 45<sup>th</sup> St.</li> <li>• Fitness Above retail anchor.</li> <li>• Small shops on Van Buren St.</li> <li>• Prominent south and west facades</li> </ul>
6d Southeastern edge of 45 <sup>th</sup> Street and southern edge of Van Buren	New development	Retail and office	1-3	<ul style="list-style-type: none"> <li>• Defines Van Buren &amp; 45<sup>th</sup> St.</li> <li>• Parking to side and rear</li> <li>• Small Shops on Van Buren</li> <li>• Prominent north &amp; west facades</li> </ul>
6e Block bounded by Route 1, Van Buren Street, and 45 <sup>th</sup> Street	New development	Parking	n/a	<ul style="list-style-type: none"> <li>• Physical Separation @ Van Buren St.</li> <li>• Green buffer @ Route 1</li> </ul>
7a Block bounded by Van Buren, 46 <sup>th</sup> Street, Woodberry Street and the hiker/biker trail	New development	Residential	3-6	<ul style="list-style-type: none"> <li>• Defines Van Buren, 47<sup>th</sup> and Woodbury Sts.</li> <li>• Wrapped structured parking visible from 46<sup>th</sup> Street</li> </ul>
7b Southern edge of Van Buren at the hiker/biker trail	New development	Hotel	3-6	<ul style="list-style-type: none"> <li>• Defines Van Buren St. &amp; Village Green</li> <li>• Structured Parking Below</li> </ul>
7c Southern block bounded by Van Buren Street and 46 <sup>th</sup> Street	New development	Residential	2-4	<ul style="list-style-type: none"> <li>• Defines Van Buren St. &amp; Village Green</li> </ul>
8a North of Woodberry Street	New development	Residential	2-4	<ul style="list-style-type: none"> <li>• Defines Woodbury St.</li> <li>• Garage Parking Behind Units</li> <li>• Townhomes</li> <li>• Entry from communal green space</li> </ul>

8b	Northwest of 48 <sup>th</sup> Street	New development	Residential	2-4	<ul style="list-style-type: none"> <li>• Defines 48<sup>th</sup> St. and Hiker Biker Trail</li> </ul>
8c	Southwest of 48 <sup>th</sup> Street	New development	Residential	2-4	<ul style="list-style-type: none"> <li>• Defines 48<sup>th</sup> St. and Hiker Biker Trail</li> </ul>
8d	Southeast of 48 <sup>th</sup> Street	New development	Residential	2-4	<ul style="list-style-type: none"> <li>• Terminates 48<sup>th</sup> St.</li> <li>• Large entry green space</li> </ul>
8e	South of Rhode Island Ave. at the south end of 48 <sup>th</sup> Street	New development	Residential	2-4	<ul style="list-style-type: none"> <li>• Defines 48<sup>th</sup> St.</li> <li>• Wooded area to rear</li> </ul>
9a	Northeast of 48 <sup>th</sup> Street with Van Buren Street to South	New development	Residential	3-6	<ul style="list-style-type: none"> <li>• Defines 48<sup>th</sup> St.</li> <li>• Wrapped structured parking serves residents and screens CSX tracks</li> <li>• Riverene park behind</li> <li>• Defines corner of Van Buren &amp; 48<sup>th</sup> Streets</li> </ul>
9b	East of 48 <sup>th</sup> St with Van Buren Street to North	New development	Residential	3-6	<ul style="list-style-type: none"> <li>• Defines 48<sup>th</sup> St.</li> <li>• Wrapped structured parking serves residents and screens CSX tracks</li> <li>• Adjacent to Village Green</li> <li>• Riverene park behind</li> <li>• Defines corner of Van Buren &amp; 48<sup>th</sup> Streets</li> </ul>

Table 2: Public Space Recommendations

Location	Description	Program	Benefits
1 West edge of Route 1	Arts Park	<ul style="list-style-type: none"> <li>• Sculpture Park, open green space, bio-retention</li> </ul>	<ul style="list-style-type: none"> <li>• Creates interesting and welcoming gateway for Riverdale Park and the Project</li> <li>• Screens parking</li> <li>• Brings internationally recognized artwork to Riverdale Park</li> <li>• Provides Bio-retention</li> <li>• Improves pedestrian and vehicular experience along Route 1</li> <li>• Provides a buffer for single family residences</li> </ul>
2 West end of Van Buren Street	Village Square	<ul style="list-style-type: none"> <li>• Seating, and dining, fountains, snack and beverage kiosk</li> <li>• Active</li> </ul>	<ul style="list-style-type: none"> <li>• Creates walkable central gathering space for surrounding communities</li> <li>• Opportunity for community events</li> <li>• Central meeting space for project</li> <li>• Place to relax, sit, dine etc.</li> </ul>
3 Parallel to west side of 48 <sup>th</sup> Street	Hiker Biker Trail	<ul style="list-style-type: none"> <li>• Walking and Biking Trail</li> <li>• Passive recreation</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian connection into and out of project.</li> <li>• Direct Connection to Downtown Riverdale Park and College Park</li> <li>• Connects to Village Green</li> <li>• Accommodates walking and biking</li> </ul>
4 Southwest intersection of Van Buren Street and 48 <sup>th</sup> Street	Village Green	<ul style="list-style-type: none"> <li>• Green space, seating, playground.</li> </ul>	<ul style="list-style-type: none"> <li>• Central communal green space for residential uses in project</li> <li>• Connects users to Hiker Biker Trail</li> <li>• Allows users of hiker Biker trail access to project</li> <li>• Safe space defined on all sides, and viewed by surrounding uses.</li> </ul>
5 West edge of CSX Tracks	Riverine Park	<ul style="list-style-type: none"> <li>• Bio-retention area, walking paths</li> </ul>	<ul style="list-style-type: none"> <li>• Bio retention for site.</li> <li>• Buffers project from CSX tracks.</li> <li>• Natural area connects users with local biodiversity</li> </ul>

## Build-to Line

*Intent:*

To retain and create a consistent street wall (abutting buildings aligned along a build to line) that promotes a sense of enclosure (a street room), defines the sidewalk, and frames the street. Allow the development of porches, stoops and front gardens to distinguish residential property as a private use. Allow institutional and public uses and large buildings to provide a -green- or “plaza.”

**Table 3: Proposed Roadbed and Streetscape Dimensions**

<b>Location</b>	<b>Width of Roadbed</b>	<b>Drive Lane Dimensions</b>	<b>Distance from Centerline to Building</b>	<b>Streetscape Dimension (curb to build-to line)</b>
1 Van Buren Street @ Village Square	65'-75'+ 8' Parking Lanes	14'-16'	50'-60'	12'-15'
2 Van Buren Street @ Residential and Hotel	40'-45'+ 8' Parking Lanes	14'-16'	40'-45'	12'-15'
3 45 <sup>th</sup> Street	20' - 24' + (2) 8' Parking Lanes	10' - 12'	30' - 35'	12'-15'
4 Woodberry Street @ Commercial Uses	20' - 24' + 8' Parking Lane	10' - 12'	30' - 35'	12'-15'
5 Woodbury Street @ Residential Uses	20' - 24' + 8' Parking Lane	10' - 12'	30' - 40'	15'-18'
6 46 <sup>th</sup> Street	20' - 24' + (2) 8' Parking Lanes	10' - 12'	30' - 35'	12'-15'
7 47 <sup>th</sup> Street	20' - 24' + (2) 8' Parking Lanes	10' - 12'	30' - 35'	10'-12'
8 48 <sup>th</sup> Street	20' - 24' + (2) 8' Parking Lanes	10' - 12'	30' - 35'	15'-18'

*Standards*

1. All new buildings shall be built within a specified distance (the build-to line) of the face-of-curb depending upon location, (See Table 3.)
2. All new buildings with commercial uses on the first story shall be located adjacent to the sidewalk.
3. All new developments with residential uses in the first story may add a maximum of 14 feet to the build-to line for the installation of a combination of landscaping, terraces, basement access wells, porches, and entrance stairs/ramps, and stoops.
4. Buildings with a residential use on the ground floor may be set back similar to adjacent residentially zoned properties.
5. Institutional uses or buildings with over 120 feet of frontage on one public street may place a forecourt between the building and sidewalk that follows the parks and Plazas Section of the design standards.
6. New buildings accept for parking structures may not be built within 100 feet of a railroad track.

**Building Placement and Streetscape**

*Intent:*

Enhance the town center's sense of place by developing a coherent identity through buildings that relate to the street. Create a street wall that encloses the street and encourages close proximity of retail, offices, residential units, and services.

*Standards*

1. Buildings shall occupy the net lot areas in ratios consistent with the development plan
2. Building facades shall occupy the built to lines in ratios consistent with the development plan.
3. Where possible, the building facade shall occupy 100 percent of the frontage width of the lot, unless the lot contains one of the two allowed mid-block alley or a walk-through connection. In this case, the building shall abut the alley or walk-through.
4. Buildings shall be built flush to adjacent buildings, if possible, on adjacent lots when parking is accessed from the rear or off-site unless there is a public walk-through that connects the sidewalk to rear parking or public outdoor use.
5. The streetscape shall be located between the face-of-curb and the build-to line, residential fence line, or institutional use/large building park or plaza forecourt. All applicants shall be responsible for streetscape improvements located on their property in coordination with the Town of Riverdale Park and where applicable, the State Highway Administration.
6. Streetscape improvements shall be designed in conformance with the Streetscape standards in the Public Space Section.

## Fencing, Screening, and Buffering

### *Intent:*

Use fencing to delineate private property without creating security risks by allowing natural surveillance of public and private areas. Screen unsightly elements and buffer Transitional properties.

### *Standards*

1. Appropriate screening materials shall be wood, brick, stone, masonry stucco, or any combination thereof that complements the main structure.
2. Chain-link fence, razor wire, and barbed wire shall not be used for fencing, screening or security, except where chain link is used to surround athletic courts.
3. Dumpsters, HVAC units, and utility mechanical equipment shall be completely screened so as not to be visible from sidewalks, open spaces and the MARC tracks.
4. When parking lots are adjacent to single family residential uses, parking and parking access shall be screened. Appropriate screening may include attractive fencing (see standard 2), or a landscaped grade change. All other fencing shall be visually permeable above three and a half feet. Blank walls facing onto an alley or customer parking should be avoided by the use of architectural detail or screened with climbing vegetation such as vines.
5. Decorative fencing and gates (a minimum of three feet and a maximum of four feet in height) may enclose residential terraces, courtyards and gardens adjacent to a mid-block walk-through or side/rear parking lot sidewalk.
6. Decorative fencing and gates (a minimum of three feet and a maximum of four feet in height) shall enclose residential terraces, courtyards and gardens adjacent to a public street sidewalk. If the residential yard is less than seven feet in depth or contains a porch, no fence is required.

7. Parking lots adjacent to other parking lots, streets or alleys should not be separated by a wall or fence. If this is unavoidable, an operable gate or fence opening shall be provided to connect the lot to the street, adjacent alley or parking lot for pedestrian and bicycle access. The fence shall have a maximum height of three feet.

8. Outdoor storage is not permitted except in the rear of the property, with appropriate screening that does not obscure visual access to the site above three and a half feet. Outdoor storage adjacent to a single-family residential use shall be completely screened.



## Access and Circulation

### *Intent:*

Reduce curb cuts and improve access and circulation throughout. Provide access to parking and loading spaces from the side or rear of properties along arterial and primary streets.

### *Standards*

1. Alleys should be part of new developments.
2. Drive through windows should be accessed by alleys and located on the rear of the property.
3. Window services with pedestrian access only are permissible and encouraged.
4. ATMs may be located on the front or side of the building. Vehicular access should be accessed by alleys and located on the rear of the property.
5. A minimum four-foot-wide sidewalk shall provide access from parking lots to the rear entrances and other public on-site access areas, such as outside seating.

## Services, Utilities, and Stormwater Management

### *Intent:*

Locate unsightly elements to the rear of properties with appropriate screening and avoid detracting from the overall visual appearance of the streetscape. Place utilities and HVAC units where they are not visible from the street.

### *Standards*

1. All new development on sites greater than two acres in size shall place utility lines underground or relocate them to the rear of the property. Development on smaller sites should relocate utility lines to the rear of the property. Utilities shall include, but are not limited to, electric, natural gas, fiber optic, cable television, telephone, water and sewer service.
2. Dumpsters shall be located on the side of or behind a building; these shall not be located in front of a building or adjacent to a rear public entrance. Dumpsters on adjacent properties should be consolidated, whenever possible.
3. HVAC units shall be located beside, behind or on top of a building (to the rear behind a parapet wall or other facade or roof treatment); these features shall not be located in front of a building or adjacent to a rear public entrance.
4. Window HVAC units shall not be allowed on facades facing streets.
5. Green, Low Impact Design stormwater systems should be incorporated into the overall stormwater design for the site and should use public spaces, streets, and parks to receive and absorb runoff. These systems should address all scales of the community from site to watershed.
6. Deal with stormwater on three levels:
  1. Lot-level Best Management Practices (BMP's)



that may include green roofs, dispersion trenches, rain gardens, cisterns, rain barrels, and pervious pavements;

2. Block-level BMP's which could include swales, pervious paving and large cisterns; and
3. Community-level stormwater ponds and parks. All levels should support good urbanism.

7. Micromanagement stormwater treatment systems should be used for all new buildings. Micromanagement stormwater treatment includes the use of rain barrels, street trees, landscaping, and roof gardens designed for this purpose. A landscape strip may be installed for this purpose within the streetscape in the public right-of-way in coordination with the Town of Riverdale Park, the county Department of Environmental Resources, and other applicable agencies.

## Parking and Loading Provision

### *Intent:*

To provide flexible approaches to parking provisions that support multimodal transportation, shared parking lots, and maximum use of land for development, parks and plazas.

### *Standards*

#### *Nonresidential Development*

1. Maximum retail parking shall be 1 space for every 200 square feet of GLA
2. The minimum number of off-street surface parking spaces permitted for each land use type shall be reduced 50 percent from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. If off-site shared parking is utilized in accordance with the off-site shared parking requirements, then the minimum required for off-street surface parking may be waived.
3. Off-site shared parking can be used to the greatest extent possible to meet parking requirements.
4. Where shared parking is utilized, the applicant shall provide details of the development's proposed uses and required parking. The applicant shall then demonstrate that the available shared parking is adequate to meet all or part of the parking needs of the proposed uses in addition to any other development being served by the shared parking lot. The applicant shall also provide information on the times when the uses operate so as to demonstrate the lack of potential conflict between multiple uses. The shared parking facility must be within a walkable distance (approximately a quarter mile) to the primary entrances of all uses being served. Copies of this documentation must be presented to the Town of Riverdale Park, which will maintain copies of all shared parking documentation.
5. Wherever possible, incentives should be provided to encourage the use of alternative modes of transportation

other than single-occupancy vehicles. These incentives can be used to reduce the minimum off-street parking requirements between 5 and 20 percent. The alternatives include contributing to the county and/or city ride-sharing program, providing private incentives for car- and van-pooling, encouraging bicycle use, participating in usage of public transportation programs such as WMATA's Metrochek and MTA's TransitPlus 2000, or provision of private shuttle bus service. Verifiable data must be produced that supports the desired reductions in the minimum off-street parking.

6. Loading facilities and spaces shall be provided that meet the needs of the proposed development without unreasonably interrupting the flow of traffic.

#### *Residential Development*

1. The maximum number of off-street surface parking spaces permitted for residential development shall be 1.5 spaces per dwelling unit and the minimum shall be 1.25 parking spaces per dwelling. Additional parking may be considered if structured.
2. Multifamily housing for the elderly or physically handicapped shall provide a minimum of .66 off-street parking spaces for each dwelling unit.
3. Loading facilities and spaces shall be provided that meet the needs of the proposed development without unreasonably interrupting the flow of traffic.
4. Each 20 linear feet of legal on-street parallel parking along the frontage of new residential development (as deemed by the Town of Riverdale Park) may be considered as one off-street space to be counted toward the required off-street parking.

## Parking and Loading Design

### *Intent:*

To create a pedestrian-friendly environment that supports multimodal transportation while providing adequate parking, use of shared parking lots, and minimal curb cuts onto main streets. To avoid negative environmental impacts of large expanses of asphalt through the use of shade trees and planted islands and to ensure visibility between parking lots and the uses they serve.

### *Standards*

1. Lots with more than two rows of parking spaces shall include curbed islands for trees. Parking shall be provided behind, beside, or under the building or in a nearby common lot.
2. Parking shall be accessed from an alley, street, side street, or if appropriate, adjacent shared parking.
3. Parking for multifamily housing shall be located under units on the rear of the lot, in structured parking, or at the rear of the lot (behind the building) and, where possible, accessed from a rear or mid-block alley.
4. The tree-to-parking-space ratio shall be one shade tree per ten spaces. The trees shall be a minimum of 2- to 2½-inch caliper.
5. Tree boxes shall be located in the corners of and/or along the edge of the lot, and if needed, in islands and of dimensions similar to streetscape tree boxes.
6. Parking shall be adequately signed from the street in coordination with the Town of Riverdale Park.
7. All parking lots are strongly encouraged to be connected to and shared by adjacent commercial properties.
8. Consideration for multiple uses on surface parking

through a plaza-like design is encouraged.

9. Curb radii and driveway widths should be minimized for ease of pedestrian crossing and safety.

10. Structured parking facing a public street shall be considered a building (conforming to applicable standards) and be designed to visually screen cars. Greenery and architectural embellishment are encouraged. All structured parking shall be safe and well lit.

11. Structured parking shall not obstruct the view of, or negatively impact any views of, single-family buildings, landmarks or historically significant buildings or the MARC station from Queensbury Road or Rhode Island Avenue.

12. The ground level of structured parking facing a primary public street should be wrapped by retail, office, or residential use.

13. All structured parking facing primary streets should have a liner of office or residential uses at all floor levels.

14. Loading areas shall be attractive and well maintained.

15. New development shall provide adequate loading spaces to the rear of the building with access from alleys, side streets or shared curb cuts.

17. Parking stalls shall be 8'-6" x 18'-6" dimension.

## Signage

### *Intent:*

Encourage a positive and attractive identity for businesses and the town center and make the street more interesting for pedestrians. Allow creative commercial expression and visual variety without creating clutter or overwhelming the streetscape.

### *Standards*

1. Commercial signs may only identify businesses and products located on site, except in cases where preexisting commercial signs hold historic or aesthetic value that enhances the streetscape.

2. Commercial signs shall be building mounted only. Freestanding signs shall not be allowed, unless they provide directional information marking the way to parking, historic sites, maps of the area, and other amenities. In these cases, such signage may only be provided in coordination with the Town of Riverdale Park and any other applicable agency and may not include commercial or product information.

3. One temporary A-frame/sandwich board per business, approximately 2.5 by 3.5 feet and located on the sidewalk adjacent to a commercial entrance or outdoor café seating, may be provided.

4. Movable stands (with the business logo and name) containing menus as part of an outdoor café are allowed and shall be approximately 2 by 2.5 feet.

## Lighting

### *Intent:*

Create an inviting nighttime environment, to evenly illuminate the area with low-level lighting that avoids creating intense shadows or blinding glare, and to encourage appropriate lighting by both the public and private sectors.

### *Standards*

1. Primary entrances for all uses, except single-family dwellings, on public streets shall be well illuminated by a shielded light with a high color rendering index.
2. Pedestrian lighting at sidewalks along streets, and at pathways should use light poles not greater than 14 feet above ground level.
3. Alleys, parking, dumpsters, and service entrances shall be illuminated with shielded pedestrian-oriented lighting located no greater than 30' feet above ground level.
4. Fixtures shall be located so that light does not spill from a parking lot or service area onto an adjacent residential property.
5. All lighting shall be shielded and of an intensity that minimizes light pollution.
6. Avoid illumination that creates glare on building walls, signs, sidewalks, and other items.
7. Storefronts are strongly encouraged to illuminate windows at night from the interior so that the sidewalk is lit up indirectly, giving the town center a "glow" effect.
8. Additional lights under awnings or canopies may be used to further illuminate sidewalks.
9. Consider using low-level, up-lighting in tree boxes to illuminate trees and decorative shrubs.
10. All light fixtures at streets, parking lots, parks, sidewalks and paths should be historical in character or designed to "fit" in the overall design of the community. Cobra type fixtures should be avoided.

## Landscaping

See Appendix B of "Town of Riverdale Park Mixed Use Town Center Zone Development Plan" for the recommended species and cultivars list.

### *Intent:*

Create a positive, healthy environment through the provision of landscape material and well-maintained gardens that invites pedestrians to the area and increases the property value in the town center through a green identity, and provides natural habitat.

### *Standards*

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 within proposed green areas. Where they cannot be preserved on site, a professional arborist may transplant them to a new location within Riverdale Park.
3. The property owner shall install hose bibs on the outside of new buildings in locations appropriate for watering street trees and landscaping.
4. A licensed landscape supply company, landscape architect, or arborist shall be contracted for installation and to certify the health of trees, landscape materials, and guarantee survival.
5. Trees chosen should be compatible with the character of the street or building and the use.
6. Appropriate landscaping includes a variety of mulched perennials, annuals, biennials, and shrubs a maximum of three feet in height (see Appendix B).

## Building Height

### Intent:

Create comfortable pedestrian-scaled spaces, enhance the sense of enclosure and avoid overwhelming the streetscape.

### Standards

1. Building height shall conform to Table 1.
2. An additional two stories may be considered if each story is stepped back ten feet from the previous and the following conditions are satisfied:
  - a. The step back will successfully prevent the building from visually overwhelming any adjacent landmark properties or residential neighborhoods.
  - b. The project meets the design principles and substantially enhances the project.
3. The height of buildings should be a minimum of one-third the width of the street and streetscape to create a ratio of 1:3 between the width of the street and the height of the building.

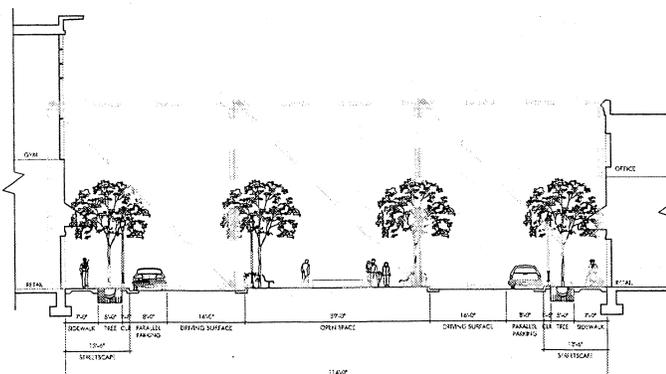
## Architecture

### Intent:

Unify the town center through repetition, rhythm, and variety of architectural materials and details. Promote commercial and multifamily residential buildings with designs that are sensitive to nearby single-family detached homes and are an attractive addition to the streetscape. Increase the natural surveillance of public areas and improve public safety.

### Standards

1. Buildings shall have a tripartite (three-part) composition, where the base (pedestrian-level detail), middle (articulated with windows and/or balconies), and top (cornice, roof or pediment) are distinct parts of the whole building on all public faces. It is appropriate to add height to the middle tier to create taller buildings. Buildings without a tripartite design may be permitted if they (a) are architecturally unique and (b) enhance the overall appearance of the town center through conformance to the Cafritz Property development plan's overall design principles.
2. Buildings shall maintain horizontal divisions between the street level and upper floors through the use of design features such as aligned windows, awnings, brick banding, and cornices.
3. Trademark buildings shall conform in full to the building design standards; departures are not allowed.

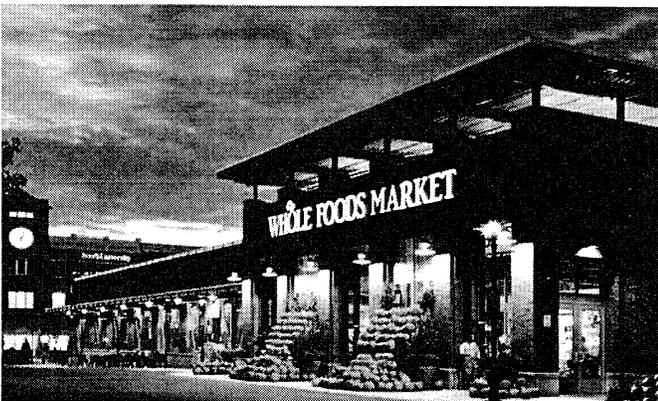


4. Buildings that exceed 60 feet in street frontage and are primarily horizontal in composition (that exceed a 1:1 ratio of width to height) shall be articulated so as to read as multiple buildings through a combination of techniques such as:

- a. Massing Changes—Change both the facade build-to line and height to a minimum of an additional two feet.
- b. Material Changes—Divide the building into vertical bays that use alternating materials or colors.
- c. Vocabulary Changes—Alternate the details or shapes of windows and doors, the cornice, roofline or pediment, the relationship of solids to voids, the relationship of projections to recesses, and the vertical and horizontal bands, so that the building and its bays are understood as several different buildings.

5. Synthetic modern sidings shall not be used. Materials facing buildings in this area, such as masonry, brick, wood, and clear glass, should be historically appropriate and generally reflect an early twentieth-century character. Alternative materials may be approved if (a) material samples and examples of existing buildings that use such materials in the proposed way are submitted and (b) it is found that they satisfy the condition of appearing to be constructed of pre-modern materials.

6. Where appropriate, all new multifamily housing



developments shall incorporate characteristics of larger surrounding single-family homes (but may develop an individual style) as per the following:

- a. There shall be high visibility between the street/sidewalk and residential units via windows, bays, porches, balconies, terraces, and entrance stoops.
- b. Within a single building all roof pitches should match, except porch, bay, cupola, and portico roofs.
- c. Massing changes in the front facade and roofline should reflect the proportions of existing Riverdale Park residential buildings.
- d. Windows should be vertical in shape and similar to buildings in the surrounding residential community.
- e. Roof pitch should mimic that of nearby residences.

7. Ground level residential units shall be a minimum of three feet above grade.

8. Ground level residential units adjacent to the primary street sidewalk should each have a separate entrance onto the sidewalk.

9. Townhomes are strongly encouraged to have porches (eight feet by six feet minimum) and units adjacent to a sidewalk shall at a minimum have stoops (six feet by six feet minimum), raised off the ground a minimum of one foot, except where the building style would dictate otherwise.

10. Vertical and horizontal integration of uses within a building should be signaled through architectural details and window and door shapes.

11. All multifamily residential development shall use high-quality building materials and double-glazed windows.

12. All multifamily residential development shall include a quality common area such as a recreation room, swimming pool, rooftop terrace with landscaping, or park area that conforms to the Parks and Plazas Section of the design standards. Substantial improvements to a public park or plaza within 800 feet of the development may be substituted for an on-site, quality common area.

13. Residences are strongly encouraged to have porches (eight feet by six feet minimum) and units adjacent to a sidewalk shall at a minimum have stoops (six feet by six feet minimum), raised off the ground a minimum of one foot, except where the building style would dictate otherwise.

## Noise Mitigation

### *Intent:*

To encourage high-quality apartments, townhouses, condominiums, and lofts adjacent to both US 1 and the railroad. To incorporate the railroad as an important element of the town center identity. To expand residential opportunities that support the town center's economic vitality.

### *Standards*

1. HVAC units shall be surrounded on all sides by a wall to buffer adjacent uses from the noise created. The use of "quiet-rated" HVAC systems is encouraged.

2. The sound from the exterior to within the interior of all residences shall not exceed 45 dBA (Ldn) and should not exceed 35 dBA (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.



## Building Openings

### *Intent:*

Design user-friendly buildings through attention to the shape, position, and detailing of entrances and windows. These elements should clearly indicate the character (use) and entrance of the building. Improve the safety of pedestrians and parked vehicles through a strong visual connection from inside to the outside of the buildings through ample windows that overlook streets, alleys and parking lots.

### *Standards*

1. Commercial facades at ground level facing a street shall be visually permeable (clear glass windows, doors, etc.) in such a way that pedestrians may view the interior and those inside the building may view the street. This is to be achieved through a minimum of 60 percent of the ground floor facade being constructed of transparent material (glass).
2. Transparent material shall be primarily located across the length of the facade in the area between 2½ to 9 feet in height.
3. Windows shall have a vertical orientation, except at the ground floor where square/horizontal windows are appropriate for storefronts.
4. Mirrored, or reflective windows may not be used.
5. Tinted and colored windows may be used upon approval of MUTC Design Review Committee
6. Storefront security devices shall not be allowed that are either (a) opaque or (b) permanently visible on the interior or exterior of the storefront windows. This includes, but is not limited to, bars and roll-down, accordion, or sliding grates, grilles, bars, shutters, and doors. Attractive and visually permeable roll-down and accordion security devices may only be placed on the exterior of the facade if hidden by appropriate architectural detailing, awnings or signage.
7. A working door that serves as the main entrance shall be located on a public street, not on an alley, side street, or parking lot on units adjacent to the public street.
8. The main entrance shall be articulated through a combination of material changes and architectural, decorative, and informative elements to mark its importance such as transom windows, recessed entries, lighting features, architectural detailing, signs, awnings, and canopies.
9. Public rear entrances shall be articulated with a combination of awnings, signs, lighting, and plantings.
10. Buildings located at street intersections should be built, if practical, to address the corner through a primary public entrance oriented toward the corner featuring distinctive architectural elements.
11. Walls facing public streets shall have windows that occupy at least 40 percent of the wall area.
12. Walls facing a mid-block alley, side parking lot, parking lot access, or side yard (excepting walls facing a public street), shall have several windows on each story above ground level (25 percent of wall square footage at minimum). At the ground level, windows shall occupy a minimum of 10 percent of the wall.
13. Windows on new residential units shall be at a minimum 30 percent operable (able to be opened to the exterior).
14. Windows on the first floor shall be articulated with sills, frames, and other architectural details as appropriate to the style of the building.
15. Windows on new residential units shall be primarily vertical so as to be compatible with Riverdale Park single-family residential neighborhoods, except where the location and architectural style would suggest otherwise.
16. All residential units facing a street or public open space must provide windows from primary interior spaces to face the public realm of the street or park. Where single family homes or townhouses face a street

or public space, entrances to the unit should enter onto the street or space. Entrances to ground floor units in multi-family buildings are encouraged to enter off of the street or open space.

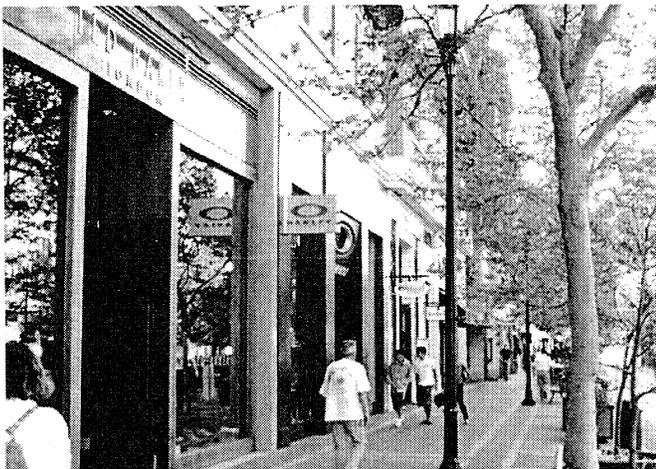
## Signage

### *Intent:*

Design user-friendly buildings through attention to the shape, position, and detailing of entrances, windows, and storefronts. These elements should clearly indicate the character (use) and entrance of the building. Improve the safety of pedestrians and parked vehicles through a strong visual connection from inside to the outside of the buildings through ample windows that overlook streets, alleys and parking lots.

### *Standards*

1. Commercial signs may only relate to businesses and products located on site, except in cases where preexisting commercial signs hold historic or aesthetic value that enhance the streetscape.
2. Unique neon signs, internally lit signs, and signs with moving parts or blinking lights may only be approved for creative value that enhances the town center in areas outside of the historic core.
3. All commercial enterprises shall have a minimum of one permanent sign oriented toward pedestrians. Blade and bracket signs are strongly encouraged.
6. Facade and rear public entry signage shall include flat board, relief sculpture, blade and bracket, or pin letters that fit into the architectural design of the building, be located above the storefront or adjacent to the door,



solidly attached to the building facade, and not obscure or interfere with architectural detailing of the facade.

7. Blade and bracket signs should not exceed three feet by three feet.

8. Commercial Signs shall generally conform to part 12: Signs in the zoning ordinance and will be approved by the design review committee at the time of building design review.

## Streetscape

### *Intent:*

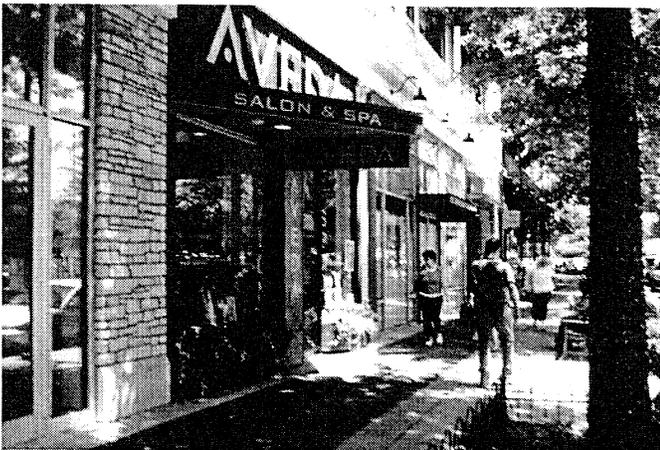
Provide an attractive streetscape consisting of a wider sidewalk and a strip containing street trees, landscaping and paved areas with pedestrian amenities. Increase the town center's visual appeal through colorful landscaping, paving patterns, and creatively displayed goods, window boxes, and benches. Create continuous sidewalks wide enough for two to four adults to walk abreast and provide space for outdoor cafés and sidewalk sales, where appropriate. The landscaping/pedestrian amenity strip buffers pedestrians from traffic and extends the green and shaded identity of Riverdale Park's historic neighborhoods to the town center.

### *Standards*

1. All applicants shall be responsible for streetscape improvements located on their property in coordination with the Town of Riverdale Park and where applicable, the State Highway Administration.
2. The required width of the streetscape for specific properties shall be found on Map 3: Street Configurations and Table 3: Proposed Roadbed and Streetscape Dimensions. The streetscape shall be located between the face-of-curb and the build-to line, residential fence line, or institutional use/large building park and plaza forecourt.

## Sidewalks

1. The sidewalk shall be constructed between the landscaping/pedestrian amenity strip and the build-to line. A seven-foot pedestrian zone on primary streets shall be preserved unobstructed in commercial configurations and a five-foot pedestrian zone shall be preserved unobstructed in residential configurations and on secondary commercial streets. (See Map 3: Street Configurations for configuration locations.) The remainder of the sidewalk may contain street furniture.
2. The minimum seven-foot-wide walkway in commercial configurations shall be located a maximum of three feet



from the build-to line. The three-foot area adjacent to storefronts may be used for street furniture and retail product displays. Street furniture includes café seating, flowerpots, water elements, benches, sidewalk sales, and product displays for merchandise such as flowers, clothing, fruit and vegetables. (See Map 3: Street Configurations for configuration locations.)

3. The pattern, material and slope of the sidewalk shall continue across driveways and alleys to signal that pedestrians and bicyclists may be present in the crosswalk and shall have priority.

### Landscaping and Pedestrian Amenity Zone

1. A minimum eight-foot wide landscaping/ pedestrian amenity strip shall be installed along US 1 between the sidewalk edge and the proposed face-of-curb. This strip should be enlarged to include the area between the existing curb and the proposed curb. Other Streets in commercial configurations shall have a minimum six-foot wide landscaping/pedestrian amenity strip installed between the sidewalk edge and the street curb. In coordination with the Town of Riverdale Park and any other applicable agencies, street furniture and landscaping may be placed in this zone, including bike racks, gardens, street trees, lighting, kiosks, trash receptacles, bollards, water elements, bus stop structures, benches, and café seating. (See Map 3: Street Configurations for configuration locations.)

2. Street furniture shall be easy to maintain, durable in construction, of high quality, and manufactured to withstand an outdoor setting.

3. All items, in the commercial configuration including landscaping and tree boxes, shall be offset from the curb a minimum of 1.5 feet to avoid car door obstruction and may be located in the sidewalk, outside of the seven-foot-wide walkway. Furniture intended for seating shall be set back from the curb a minimum of five feet.

4. Businesses are encouraged to provide a minimum of one bicycle rack. Bicycle racks shall be located so that bikes do not extend from the landscaping/pedestrian

amenity strip into the pedestrian right-of-way or into the street. Multiple bike racks may be provided for groups of businesses.

5. It should be considered that all landscaping and tree boxes have a low-impact stormwater system that stores and redirects sidewalk or building stormwater for reuse as irrigation.

6. Street trees to be planted in the US 1, landscaping/ pedestrian amenity strip shall be located every 30 to 40 feet (relative to full growth size), and shall be a minimum of 2½- to 3- inch caliper.

7. Tree boxes shall be a minimum of 5 feet wide and 10 feet long, a maximum of 8 feet wide by 12 feet in length, and a minimum of 4 feet in depth unless a greater depth is recommended for the tree's survival. A raised pedestrian and bicycle barrier of 3–12 inches should be considered around the perimeter of the tree box and a permeable, attractive material such as stones or two inches of mulch shall be used to protect tree roots. Under the sidewalk paving between tree boxes and any access driveways, a continuous root zone area shall be provided with a minimum of two feet in depth and a minimum of five feet in width.

8. On all new construction, tree boxes and the continuous root zone under the sidewalk between tree boxes shall be filled with structured soil to a minimum depth of two feet below the paving material and a minimum width of eight feet and drained with a minimum of two drainage lines. Structured soil should be provided at a rate of three



cubic feet per square foot of canopy provided by the projected ten-year tree cover area. Structured soil is a commercially available soil that resists compaction and is strong enough to support sidewalks and driveways. This extends the life of the street trees and reduces the damage roots otherwise cause to paving.

9. Landscape strips do not require structured soil and shall be a minimum of seven feet wide along US 1 and a minimum of five feet wide in all other places, with a minimum depth of four feet.

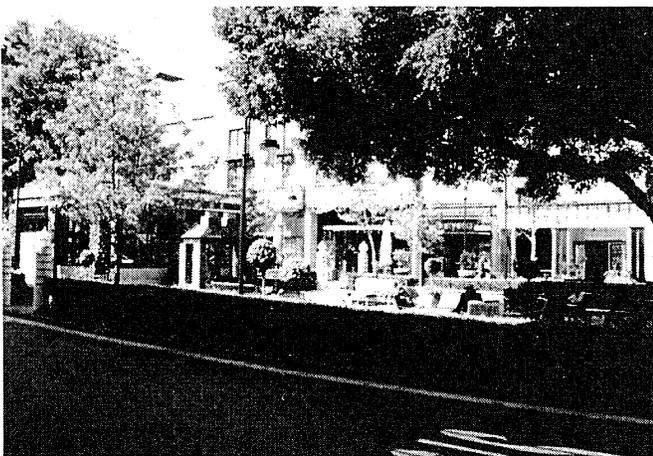
10. Appropriate landscaping includes mulched perennials, annuals, biennials, and shrubs that do not exceed three feet in height. Turf grass is not acceptable.

11. Landscaping at full growth shall cover a minimum of 70 percent of each landscape box or strip, and the remainder shall be adequately mulched.

12. Indigenous landscaping with low water requirements is encouraged.

13. A seat wall may be used to surround tree boxes to provide pedestrian seating. The seat wall shall be constructed a maximum of 18 inches above sidewalks and set back from the curb a minimum of 2 feet. It must be a minimum of 18 inches wide.

14. A low-intensity, high-quality, pedestrian oriented light fixture a maximum of 14 feet in height should be placed at intersections and every 50 feet in the landscaping/pedestrian amenity strip between intersections.



## Parks and Plazas

### *Intent:*

Provide enjoyment to the general public through the provision of parks and plazas that are publicly or privately created and maintained, as shown on Maps 1 & 2: Concept Plan, To create a positive, attractive identity for Riverdale Park through enhanced views and beautified gateways to the town center. Increase safety and the sense of discovery experienced by residents and visitors. Create habitat for indigenous wildlife.

### *Standards*

1. Plazas and parks should visually echo adjacent residential neighborhoods by incorporating an image of greenery through the use of shade trees.

2. At a minimum, one 2½- to 3-inch caliper shade tree, or one 2- to 2½-inch caliper ornamental tree, shall be planted per 500 square feet of area.

3. Parks and plazas shall be lit along walkways in the evening.

4. A minimum of five linear feet of seating, such as a bench or cluster of chairs, shall be provided for every 400 square feet of park or plaza area on public or private land.

5. For the safety of more vulnerable users, parks or plazas intended for active use by children and seniors



should be located adjacent to, or on the path to, areas of higher foot traffic such as cafés, stores, and higher density residential units and contain an element that attracts widespread use, such as a fountain.

6. At least half the park or plaza area should be at the adjacent sidewalk level.

7. Small parks and plazas generally should be visually permeable from three to nine feet in height.

8. Parks and plazas should have defined edges and a sense of enclosure provided through adjacent building walls, landscaping, and/or other vertical elements including columns and trellises.

9. Water elements are strongly encouraged.

10. Unique design and visual features are strongly encouraged.

11. Extra amenities to be considered may include but are not limited to: a dog run, a drinking fountain (one per 5,000 square feet), trellis or pergola, gazebo, public art, playground, tot lot, and public performance space.

12. Where possible, add continuous lines of habitat through the use and linkages of street trees, landscaping, parks, and yards.

## Seating

### *Intent:*

Create a comfortable town center that provides for rest and contemplation. Organize seating so that multiple users enjoy it. Give users a sense of security, ownership, and a wide view of other people and activities.

### *Standards*

1. Seating may be placed in clusters at 90- to 120-degree angles, but not face-to-face except across a table.

2. The majority of seating in any public space shall be located so that the user has a wide view of approaching pedestrians and bicyclists.

3. Seating shall be located so that it may be observed from the street and should be clustered with other amenities (a retail establishment, fountain, kiosk, a bus stop, newsstand, trash receptacle, etc.).

4. Seating should back up to a wall, thick hedge, or other impenetrable object and not to empty space.

5. Seating shall be set back 24 inches from the pedestrian flow of traffic to provide a foot rest area.

6. The bulk of seating on any site should be located in the shade and sheltered from wind.

7. Movable public seating is highly encouraged.

## Design Review Process

See page 65-66 of “Town of Riverdale Park Mixed Use Town Center Zone Development Plan” for Design Review Process

## Inventory and Table of Uses

See page 67-77 of “Town of Riverdale Park Mixed Use Town Center Zone Development Plan” for an inventory of uses and Table of Uses for M-U-TC Zone.



CAFRTZ PROPERTY  
at Riverdale Park



AMENDED

A-10018



AMENDMENT TO THE APPROVED  
TOWN OF RIVERDALE PARK  
MIXED-USE TOWN CENTER ZONE  
FOR THE  
CAFRTZ PROPERTY AT RIVERDALE PARK

ZONING MAP AMENDMENT  
APPLICATION NO. A-10018

STATEMENT OF JUSTIFICATION

**APPLICANT:**

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## I. INTRODUCTION

Calvert Tract, LLC (hereinafter the "Applicant") respectfully requests approval of this rezoning application for the 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 rezoning application seeks to amend the boundaries of the Mixed-Use Town Center (hereinafter the "Approved M-U-TC") Zone of the approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan (hereinafter the "Approved Plan") to include the Property, which will rezone the Property from the R-55 Zone to the M-U-TC Zone, and amend the Development Plan as set forth in 27-198.05(d)(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. According to the 2002 General Plan, the Property is located in the Developed Tier on a designated Corridor and on the edge of a Center, which envisions a network of sustainable transit-supported, mixed-use, medium- to high- density neighborhoods. The proposed development will create a walkable, transit-supported, mixed-use town center 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.

## 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:          | Town of Riverdale Park.   |
| G. Zoning:                | R-55.   |
| H. Acreage:               | 37.34 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. LEGAL AUTHORITY

The Applicant respectfully requests approval from the District Council of this rezoning application which seeks to expand the boundaries of the Approved M-U-TC Zone and to amend the Development Plan for the Property. Expanding the boundary of an approved M-U-TC Zone is a “Primary” amendment as defined by the Zoning Ordinance. Section 27-546.14(a)(1) and (2) of the Zoning Ordinance states as follows:

*(a) Primary amendments.*

*(1) All primary amendments of approved Development Plans shall be made in accordance with the provisions for initial approval of the Plan.*

*(2) Primary amendments are any changes to the boundary of the approved Development Plan.*

Emphasis added.

The Zoning Ordinance grants the authority to the District Council to change the boundaries of the M-U-TC Zone and amend the Development Plan. The Applicant requests that the Property be rezoned from the R-55 Zone to the M-U-TC Zone. Section 27-198.05(d)(1)(A) and (B) of the Zoning Ordinance states as follows:

*(d) Amendment of approved Mixed-Use Town Center Zone.*

(1) *In general.*

*(A) A request to change the boundaries of an approved M-U-TC Zone, or to amend an approved Town Center Development Plan, may be made by a property owner or any municipality within which any portion of the zone is located. The request shall be in the form of an application.*

*(B) Amendments to change the boundaries of an M-U-TC Zone shall be approved by the District Council in accordance with the provisions of this Subdivision for initial approval.*

Emphasis added.

Furthermore, the Zoning Ordinance permits the Applicant to amend the Development Plan during the “Primary” amendment process. Section 27-198.02(b)(2) of the Zoning Ordinance states:

*(2) A Town Center Development Plan prepared in accordance with Part 10, Division 2, Subdivision 3.<sup>1</sup>*

Thus, the Applicant respectfully requests District Council approval of this “Primary” amendment which will amend the boundaries of the Approved M-U-TC Zone and the Development Plan consistent with the above referenced Zoning Ordinance sections.

#### IV. CRITERIA OF APPROVAL OF M-U-TC ZONE

The Applicant asserts that this rezoning application meets the criteria of approval for the M-U-TC Zone as outlined in §27-198.05(a)(1) of the Zoning Ordinance. The Applicant’s justifications for these requests are as follows:

*(1) Prior to approving the M-U-TC Zone, the Council shall make the following findings:*

*(A) The entire Map Amendment, including the Development Plan, is in conformance with the purposes and other requirements of the M-U-TC Zone;*

**Comment:** The Applicant asserts that the Map Amendment, including the Development Plan, is in conformance with the purposes and other requirements of

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<sup>1</sup> Please note that Part 10, Division 2, Subdivision 3 of the Zoning Ordinance is the section with outlines the requirements of the Development Plan.

the M-U-TC Zone. Please see below entitled "Conformance with Purposes of the M-U-TC Zone" for analysis of purposes and requirements of the M-U-TC Zone.

*(B) Adequate attention has been paid to the recommendations of Area Master Plans and the General Plan which are found to be applicable to property within the proposed M-U-TC Zone;*

**Comment:** The Property is within the geographical boundaries of the 2002 General Plan which updates the outdated 1994 Planning Area 68 Master Plan. Please see below entitled "General Plan Reconsideration" for analysis of the General Plan.

*(C) An approved Master Plan recommends a mixed use town center zone or the area is demonstrated to be an older, substantially developed mixed-use community;*

**Comment:** The proposed development is not inconsistent with the intent of this criterion of approval. The proposed development is within the geographical boundaries of the Town of Riverdale Park and is adjacent to the Town of University Park and the City of College Park. The Property is also within the geographical boundaries of the 2002 General Plan which updates the outdated 1994 Planning Area 68 Master Plan. However, the location of the proposed development is in an area which is in an established neighborhood. West of the proposed development are single family homes which are within the municipal limits of the Town of University Park. North of the Property is WMATA land and single family homes which are within the municipal limits of the City of College Park. East of the proposed development are CSX tracks and the M Square development. South of the development is a postal distribution center and the currently existing boundary of the Approved Plan. The proposed development is envisioned to be a natural extension of the currently existing Riverdale Park mixed-use town center. Thus, the proposed development is in an established community and would act as a natural extension of the currently existing substantially developed mixed-use town center community.

*(D) The Town Center Development Plan will provide a flexible regulatory environment that will support redevelopment and development interests in the area and protect the character of the older mixed use center; and*

**Comment:** The Applicant intends to supplement the existing Town Center Development Plan. The currently approved Development Plan regulates the geographic boundary of the Approved Plan, which did not include the Property. This application seeks to expand the geographic boundary of the currently

existing M-U-TC Zone to include the Property. Thus, some of the regulations need to be analyzed and amended to incorporate site conditions not analyzed at the time when the currently existing Development Plan was adopted. The Applicant proposes to supplement the existing Development Plan to ensure that the intent of the approved Development Plan continues while balancing the numerous issues not originally analyzed.

*(E) The M-U-TC Zone boundaries are contiguous with no land in a different zone remaining solely within the approved M-U-TC Zone boundaries.*

**Comment:** Section 27-107.01(a)(55) defines “contiguous” as “Touching and sharing a common point or line.”<sup>2</sup> The geographical boundaries of the current M-U-TC Zone end at the property directly to the south of the Property. There is no property which is between the current M-U-TC Zone and the subject Property, and both share a common property line. Thus, the M-U-TC Zone is contiguous with the current boundaries of the M-U-TC Zone. The proposed new boundary of the M-U-TC Zone will be well defined on all sides. The west side is well defined by Route 1; the north side is well defined by WMATA property; the east boundary runs along the CSX tracks; and the south side is well defined by various property lines. The inclusion of the Property within the geographic boundaries of the M-U-TC Zone will not create a situation in which a property is completely surrounded by properties in the M-U-TC Zone.

#### V. CONFORMANCE WITH PURPOSES OF THE M-U-TC ZONE

The rezoning application to expand the boundaries of the Approved M-U-TC Zone, which will rezone the Property from the R-55 Zone to the M-U-TC Zone, and amend the approved Development Plan, is in conformance with the purposes of the Approved Plan. Section 27-546.09(a) of the Zoning Ordinance sets forth the specific purposes of the M-U-TC Zone. The Applicant’s justification for conformance with the purposes is stated below:

*(1) To create with the community a development framework that can capitalize on the existing fabric of the County's older commercial/mixed-use centers and corridors.*

**Comment:** The proposed development creates a development framework which capitalizes on both the existing fabric of the County’s older commercial/mixed use center and corridor and seeks to establish a development framework which continues a street grid pattern established in the development area. A vast majority of the proposed development is within the geographic boundaries of the Baltimore Avenue Corridor and Riverdale MARC Center as defined by the

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<sup>2</sup> The Zoning Ordinance defines “Abutting,” “Adjoining,” and “Contiguous” the same. Thus, the definition of contiguous directs the reader to the definition of abutting.

Approved 2002 General Plan. Please see below "General Plan" analysis for more details related to the General Plan Centers and Corridors. The proposed development is envisioned to connect to the currently established Riverdale Park mixed-use town center. The proposed development is envisioned to conform to the M-U-TC Development Plan, as amended with the supplement. This conformance with the Development Plan will ensure consistent and/or compatible development which will retain the fabric of this established town center while creating new opportunities for the residents in these established communities.

*(2) To promote reinvestment in, and the appropriate redevelopment of, older commercial areas, to create attractive and distinctive community centers for shopping, socializing, entertaining, living, and to promote economic vitality.*

**Comment:** The Applicant proposes a transit-supported, mixed-use, pedestrian friendly development which is adjacent to, and will provide multiple connections with, the existing Riverdale Park Town Center. The proposed development will feature a Whole Foods Market, a fitness center, small shops and retail, office space, and residential units. The proposed development will also feature 5 distinct locations which will promote both active and passive recreation, congregation, socializing, and create a venue which will promote economic vitality. Foot traffic is the life blood of small shops and retail in a town center environment. The proposed development will increase the foot traffic through the existing Riverdale Park Town Center which may serve as the catalyst for the reinvestment, revitalization, and redevelopment of the town center. Furthermore, the proposed development is a natural extension of the Town Center development. Thus, as the proposed development becomes successful, it will gain the attention of additional retailers which will potentially want to locate in the town center.

*(3) To promote the preservation and adaptive reuse of selected buildings in older commercial areas.*

**Comment:** The proposed development is not inconsistent with this purpose. The proposed development is located on currently undeveloped land. It is not possible for the proposed development to preserve or adaptively reuse buildings that do not exist. However, this development will likely act as a catalyst for the revitalization of the Riverdale Park Town Center. The proposed development is a natural extension of the Town Center and a new potential front door to the Town of Riverdale Park. Thus, as the proposed development becomes successful, it will gain the attention of additional local, regional, and national retailers which will potentially want to locate to the Town Center.

*(4) To ensure a mix of compatible uses which compliments concentrations of retail and service uses,*

*including institutional uses, encourages pedestrian activity, and promotes shared parking.*

**Comment:** The Applicant proposes to supplement the Development Plan to ensure that the intent of the approved Development Plan can be implemented in a location which was not previously analyzed when that Development Plan was adopted. Since the supplement to the Development Plan will continue a vast majority of the guidelines outlined in the approved Development Plan, including the table of uses and the development plan pattern which seeks to congregate similar uses in distinct locations, the Applicant asserts that the proposed development will conform to this purpose. Furthermore, the Applicant will create numerous connections within the development and to the surrounding communities to maximize pedestrian activity. Finally, much of the parking for the residential units is located within parking garages located throughout the site.

*(5) To provide a mix of commercial and residential uses which establish a safe and vibrant twenty-four hour environment.*

**Comment:** The Applicant envisions that the proposed development will create a true mixed-use community. This safe, vibrant, mixed-use development will include commercial, office, and residential components. The street grid and numerous pedestrian connections proposed in the development should maximize pedestrian circulation throughout the existing development, and by extension the area. The Applicant envisions providing space for a police substation to further enhance the safety of the proposed development.

*(6) To establish a flexible regulatory framework, based upon community input, to encourage compatible development and redevelopment, including shared parking facilities that will enhance the Town Center.*

**Comment:** The Applicant proposes to supplement the Development Plan to ensure that the intent of the approved Development Plan can be implemented in a location which was not previously analyzed when that Development Plan was adopted. Since the supplement to the Development Plan will continue a vast majority of the guidelines outlined in the approved Development Plan, including the street grid and creating distinct areas for complementary uses to locate, the Applicant asserts that the supplement to the Development Plan will continue the flexible regulatory framework which the original Development Plan established. The Applicant is currently and intends to continue to gather and analyze input from the community to enhance the plans and refine the supplement to the Development Plan. Specifically, the Applicant has solicited input from residents and stakeholders over the course of many years. The Applicant has been engaged in over twelve (12) meetings which include public hearings, municipal council

worksessions, municipal council public hearings, municipal committee hearings, and Applicant sponsored community worksessions.

*(7) To preserve and promote those distinctive physical characteristics that are identified by the community as essential to the community's identity, including building character, special landmarks, small parks and other gathering places, and wide sidewalks.*

**Comment:** The Applicant intends to preserve, promote, and enhance several physical characteristics which the community has identified as essential to the community's identity. For example, the Applicant will preserve and enhance the "Trolley Trail" which runs north to south in the middle of the Property. The community, as well as the Applicant, recognize this trail as a true gem of the community and believe that it can serve as a real amenity for all. Also, the Applicant intends to preserve the wide sidewalks envisioned in Riverdale Park Town Center within the development. Finally, the Applicant will seek to preserve, to the extent feasible, several specimen trees located in the "Gateway Park" section of the proposed development.

## VI. GENERAL PLAN RECOMMENDATIONS

The 2002 General Plan provides 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. Implementation of the General Plan strategies is 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 the Developed Tier on Corridor "A" (U.S. Route 1). 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. The applicant's justification for conformance with the General Plans recommendation is below.

#### **A. 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 within the geographical boundaries of a General Plan Corridor (U.S. Route 1) and a Center (Riverdale Park MARC).

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.

#### **B. Developed Tier Goals**

This application conforms to the General Plan Developed Tier goals (p.31) 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 design, 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 tracks are along the eastern edge of the site. The Property is 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-TC 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. The development of this property will adhere to 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 an established community. 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 tracks are along the eastern edge of the site. The Property is 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-TC 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-TC 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 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. The Property represents a true mixed-use community with residential, offices, and commercial community.

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:** The extension of Van Buren street 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.

**C. Developed Tier Policies**

The General Plan also identifies four (4) policies for future development. These policies and the proposal’s compliance are 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 37± 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-TC 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 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.*

**Comment:** 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.

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.

#### **D. 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.

#### **VII. CONCLUSION**

The Applicant respectfully requests District Council approval of this rezoning application which seeks to amend the boundaries of the Approved Plan, which will rezone the Property from the R-55 Zone to the M-U-TC Zone, and amend the Development Plan. The Prince George's County Planning Board and the Prince George's County District Council, by adoption of the 2002 General Plan, have designated that the site is appropriate for a walkable, transit-oriented, mixed-use infill development, by its frontage on the U.S. Route 1 Corridor and its location on the edge of the Riverdale Park MARC Center, is appropriate. Furthermore, the development of this site is entirely consistent with smart growth principles due 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 rezoning application.

Respectfully submitted,



Christopher L. Hatcher, Esquire  
Rifkin, Livingston, Levitan, & Silver, LLC



URBAN DESIGN/SUBDIVISION APPLICATION RECEIPT № 5890

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-3796

October 21, 2011

Mr. Tim Davis  
Loiederman Soltesz Associates, Inc.  
4300 Forbes Boulevard, # 230  
Lanham, Maryland 20706

**Re: Cafritz Property - A-10018**

Dear Mr. Davis:

The above application was accepted for processing by the Zoning Section on 10/14/2011. The filing fee in the amount of \$12,558.00 was paid by Mushinsky Voelzke & Associates Chtd., check #65-270-550, dated 10/13/2011.

If you have any additional questions regarding the processing of this application, please contact this office at 301-952-3530.

Sincerely,

Edward Holley  
Zoning Section  
Development Review Division



**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 Lareuse, 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-TC 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 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, 8<sup>th</sup> 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	
<b>Existing Zoning</b>						
R-55 (residential)	173 detached residences	<b>26</b>	<b>104</b>	<b>102</b>	<b>54</b>	<b>1,557</b>
<b>Proposed Zoning</b>						
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
<b>TOTAL</b>		<b>470</b>	<b>482</b>	<b>1,124</b>	<b>1,053</b>	<b>19,401</b>
<b>Difference (between bold numbers)</b>		<b>+444</b>	<b>+378</b>	<b>+1022</b>	<b>+999</b>	<b>+17,844</b>

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)



# UNIVERSITY OF MARYLAND

OFFICE OF THE VICE PRESIDENT  
FOR ADMINISTRATIVE AFFAIRS

1132 Main Administration Building  
College Park, Maryland 20742-5035  
301.405.1105 TEL 301.314.9659 FAX  
www.adminaffairs.umd.edu

November 3, 2011

Ms. Elizabeth Hewlett, Chairman  
Prince George's County Planning Board  
Maryland-National Capital Park  
& Planning Commission  
14741 Governor Oden Bowie Drive  
County Administration Building  
Upper Marlboro, MD 20772

**PRINCE GEORGE'S COUNTY PLANNING BOARD**  
**OFFICE OF THE CHAIRMAN**  
RECEIVED NOV 08 2011 LOG NO. 11-110801  
DISTRIBUTION EM H-FUT  
To: Planning - AA  
CC: JJ

Re: Cafritz Property, A-10018

Dear Chairman Hewlett:

As an adjacent property owner, the University of Maryland has had the opportunity to review the proposed Zoning Map Amendment (ZMA) for the Cafritz Property and finds no reason to oppose a rezoning.

Located near multiple transit stations, the project as proposed within the ZMA application, creates the kind of walkable, mixed-use neighborhood important to the revitalization of the Route 1 corridor – a development that would also enhance the economy and provide the retail, housing and other uses the community desires.

I would like to be clear that our review of the subject application found the request to be related only to the property in its existing condition, with no underlying requirement that might contemplate taking University property to expand the subject parcel. To the degree that the ZMA is dependent on an access road over the rail lines through/to University land to the east, as shown in supplemental materials accompanying the ZMA application, we would necessarily take exception as no such agreement or understanding is in place. We understand the benefits such connectivity might bring – providing a second means of ingress/egress to the Cafritz parcel, allowing significantly increased densities to traffic that area and creating access between the two communities. Nonetheless, the University has not yet had the opportunity to participate in discussions for alternatives, advantages/disadvantages of a bridged access or other threshold questions.

We appreciate the opportunity to review and comment on this application and look forward to hearing more about the project. If you have questions, please do not hesitate to contact me at 301-405-6400.

Sincerely,



Robert M. Specter  
Vice President for Administrative Affairs and  
Chief Financial Officer

cc: Mayor Vernon Archer  
Calvin Cafritz  
Christopher Hatcher  
Irene Redmiles

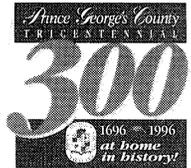


Rushern L. Baker, III  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation  
Office of Engineering



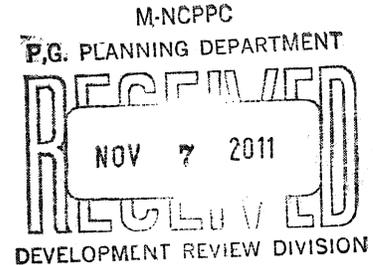
## MEMORANDUM

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  
Page 2

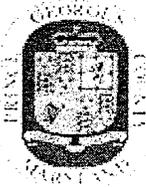
- If the vehicular railroad crossing and a road connection is made to Rivertech Court, the submitted Traffic Impact Study will need to be revised to include analysis of the following intersections, Rivertech Court/River Road, River Road/Kenilworth Avenue (MD 201) and River Road/Paint Branch Parkway. 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 PRINCE GEORGE'S COUNTY GOVERNMENT



DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION  
OFFICE OF ENGINEERING  
9400 PEPPERCORN PLACE, SUITE 420  
LARGO, MARYLAND 20774  
(301) 883-5730



## STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: CAFRITZ - RIVERDALE  
APPLICANT'S NAME: Calvert Tract Llc Et Al  
ENGINEER : Lsa - Loiederman Soltesz

CASE #: 11589-2010-00

### REQUIREMENTS:

Technical Review is required for PUBLIC/PRIVATE Storm Drain/SWM Construction.

Type of Storm Drainage/SWM Construction is both PUBLIC and PRIVATE.

These additional approvals are required: None.

These fees apply: REVIEW, FEE-IN-LIEU.

These bonds apply: None.

Required water quality controls: BIORETENTION, EXTENDED DETENTION, FILTRATION.

Required water quantity controls: 1, 100 YEAR ATTENUATION(S).

A maintenance agreement is required.

No special conditions apply.

Required easements: None.

Storm Water Management fee payment of none in lieu of providing on-site attenuation/quality control measures.  
(Fee-In-Lieu subject to change during technical review. )

### CONDITIONS OF APPROVAL:

1. AT THE TIME OF BUILDING PERMIT REVIEW, PLEASE PROVIDE THE REVIEWER WITH A GEOTECHNICAL REPORT TO DETERMINE UNDERGROUND WATER TABLE AS PER CB-94-2004
2. ALL STORM DRAIN OUTFALLS TO HAVE STEPPED RIP-RAP PLUNGE POOLS
3. SHA APPROVAL REQUIRED FOR R-O-W & SD WORK ON ROUTE 1
4. NO STRUCTURES TO BE BUILT WITHIN 25 FEET OF THE 100-YEAR FLOODPLAIN
5. COORDINAGE WITH RIVERDALE PARK FOR ROW IMPROVEMENTS REQUIRED FOR LOCAL ROADWAYS.
6. SHOW ADEQUACY OF THE DOWNSTREAM RECEIVING SYSTEM(S) AT TIME OF TECHNICAL REVIEW. REVIEWED BY EM.

APPROVED BY:

Rey De Guzman

APPROVAL DATE: May 3, 2010  
EXPIRATION DATE: May 3, 2013

### FOR OFFICE USE ONLY

ADC MAP: 5409-K5      200' SHEET: 208NE04  
STREET NAME: WASHINGTON BALTIMORE BLVD  
WATERSHED: 14-Northeast Branch (Anacostia)  
NUMBER OF DÚ'S: 0      COST PER DWELLING: 0

CC: APPLICANT, SCD, PERMITS  
P.G.C. FORM #3693 (REV 04/93)



Countywide Planning Division  
Environmental Planning Section  
301-952-3650

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

November 29, 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 revised Statement of Justification, a development plan, a Natural Resource Inventory plan and a Type 1 Tree Conservation Plan, stamped as received by the Environmental Planning Section on November 14, 2011. Verbal and written comments were provided at a Subdivision Development Review Committee meeting on November 4, 2011 based on a review of plans that were received on October 17, 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 which was signed on September 28, 2006, and is no longer valid. The current application is a request for a Primary amendment to an approved Mixed-Use Town Center (M-U-T-C) development to incorporate the subject 37.35-acre site, and rezoning the site from R-55 to the M-U-T-C.

With regard to the environmental regulations that became effective on September 1, 2010, the subject application is not grandfathered under Subtitle 25 and Subtitle 27 with respect to the delineation of regulated environmental features, woodland conservation, and applicable submittal requirements because the proposed project does not have any previously approved development applications.

### 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 United States Department of Agriculture (USDS) National Resource Conservation Service (NRCS) Web Soil Survey (WSS), 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.

### **General Plan Conformance**

The *Approved General Plan (October 2002)* contains Tier-specific and Countywide-specific goals, objectives and policies with regard to the protection of natural features, noise pollution, stormwater management, light pollution and woodland conservation. Many of these policies have been implemented through updates to the woodland conservation ordinance, zoning requirements, and applicable master plans that will be discussed in later sections of this memorandum.

The applicable Tier-specific policy is as follows:

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

**Comment:** The site does not contain any regulated environmental features such as streams or wetlands. The site is 91 percent wooded and contains a Network Gap Area and Evaluation Area within the designated network of the Countywide Green Infrastructure Plan. The current plans do not propose to preserve the onsite woodland nor any areas within the designated network. Woodland conservation is discussed further under conformance with the Master Plan, Development Plan, Green Infrastructure Plan, and also within the Environmental Review Section.

The applicable Countywide-specific policies are as follows

**Policy 1: Preserve, protect, and enhance the designated green infrastructure elements.**

**Comment:** See Conformance with the Countywide Green Infrastructure Plan below.

**Policy 2: Preserve, protect and enhance surface and ground water features and restore lost ecological functions.**

**Comment:** Based on the current Natural Resource Inventory for the subject site, the site does not contain any surface water features. The preservation and protection of groundwater features will be addressed during the review of the stormwater management concept plan by the Department of Public Works and Transportation (DPW&T) in future phases of development.

**Policy 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern.**

**Comment:** The current plan does not propose to preserve nor replant woodland. Because the site is undeveloped and fully wooded, it is very possible to preserve woodlands on portions of the property while still implementing the desired development pattern. Opportunities to replant woodland will be evaluated in further detail during the final design phase. Woodland

conservation is discussed in the following sections of this memorandum as well as the Environmental Review section.

**Policy 5: Reduce overall sky glow, minimize the spill-over of light from one Property to the next, and reduce glare from light fixtures.**

**Comment:** Light pollution is discussed in the Development Plan section below.

**Policy 7: Minimize impacts of noise on residential uses during the land development process.**

**Comment:** The site is adjacent to a CSX right-of-way which is generally regulated for noise and vibration impacts associated with railroad transportation. Noise impacts are discussed below in the section for Development Plan Conformance.

### **Master Plan Conformance**

The site is within the *Approved Master Plan and Sectional Map Amendment for Planning Area 68 (May 1994)* which predates the *Approved General Plan*. While the environmental objectives of the Master Plan are superseded by current regulations for woodland conservation and stormwater management, the master plan states that the goal is to “Maintain, restore and enhance the natural character and aesthetic qualities of the Anacostia River stream valley and preserve and expand the Planning Area’s forest cover.”

**Comment:** The goal of preserving and expanding forest cover within the Planning Area was reiterated in Policy 3 of the *Approved General Plan* to “preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern.” A review of the 2009 Aerial photos indicates that the subject site is one of the few remaining tracts of undeveloped land within Planning Area 68. The site is not within nor adjacent to a stream valley; however it is approximately 91 percent wooded contains specimen trees, and on-site preservation is the preferred woodland conservation methodology. The onsite mature woodland and trees should be preserved to meet the sites woodland conservation threshold requirements and expand the community’s existing urban tree cover to the fullest extent possible.

### **Development Plan Conformance**

The *Approved Master Plan and Sectional Map Amendment for Planning Area 68 (May 1994)* was amended by the *Riverdale Park Mixed-Use Town Center Zone Development Plan* approved by the Prince George’s County Council on January 20, 2004. The Zoning Code allows for the expansion of the boundary of an approved M-U-T-C as a “Primary” amendment provided that:

“(1) All primary amendments of approved Development Plans shall be made in accordance with the provisions for the initial approval of the Plan.

(2) Primary amendments are any changes to the boundary of the approved Plan.

The approved Development Plan contains environmental standards for noise and tree preservation which are applicable to current Primary amendment request as follows:

## Lighting

**3. Fixtures shall be located so that light does not spill from a parking lot of service area onto an adjacent residential property.**

**4. All lighting shall be shielded and of an intensity that minimizes light pollution**

**Comment:** The site is not directly adjacent to any residential lots or residential uses; however, the residential lots located on the west side of Baltimore Avenue and the residential lots that are proposed on the subject site may be subject to light pollution from the proposed development. The proposed lighting should use full cut-off optics to ensure that off-site light intrusion into residential and woodland conservation areas is minimized, and so that sky glow does not increase as a result of this development.

**Recommended Condition:** At the time of site plan review or permit review, whichever is required first, the landscape plan for the subject property shall demonstrate the use of full cut-off optics to ensure that light intrusion into residential and woodland conservation areas is minimized. Details of all lighting fixtures shall be submitted for review along with certification that the proposed fixtures are full cut-off optics and a photometric plan showing proposed light levels at an intensity that minimizes light pollution. The following note shall be placed on the Landscape Plan: "All lighting shall use full cut-off optics and be directed downward to reduce glare and light spill-over."

## 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.**

**Comment:** The required tree canopy coverage as stated above supersedes the tree canopy requirement of Subtitle 25, Division 3, which is 15 percent for sites zoned R-55 and 10 percent for sites zoned M-U-T-C zones. The gross site of the area is 37.35 acres, resulting in a tree canopy requirement of 3.75 acres. It is unclear at this level of review how the requirement is proposed to be met.

The site is 91 percent wooded and is in the vicinity of residential areas that exhibit a mature tree canopy cover based on a review of the 2009 aerial photos. In order to achieve the mature canopy consistent with the character of the surrounding communities, the requirement should be met through the preservation of mature woodlands, specimen trees and other larger trees on the site. The requirement for tree canopy coverage will be evaluated further at the time of permit or site plan review, whichever is required first.

**Recommended Condition:** Prior to the approval of a Special Permit, Special Exception site plan, or the issuance of the first permit, every effort shall be made to meet the 10 percent tree canopy coverage requirement through the provision of existing mature woodland, specimen trees, and other large existing trees, in addition to landscaping.

**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 site contains several large trees, including specimen trees, which should be considered for preservation. A review of the most recent Natural Resources Inventory (NRI) plan shows that the site contains 29 specimen trees, of which a majority are located within Forest Stand 1 (trees 251-257), along the western portion of the site, and Forest Stand 3 (261-271), along the northeastern portion of the site. These stands have also been determined to have the highest priority for preservation on the site. The site contains other trees that do not qualify as specimen trees, but are mature and significant in size, and should be considered for on-site preservation; smaller trees located on-site are of an appropriate size (6 inches to 12 inches DBH) to be considered for on-site or off-site transplanting, should designated receiving areas be identified.

A condition analysis of all specimen trees and other healthy trees considered for preservation outside of the proposed woodland conservation areas should be provided at the time of preliminary plan. For any specimen trees to be cleared, a variance will be required.

**Recommended Condition:** At the time of preliminary plan, a condition analysis shall be submitted for all specimen trees and other healthy trees within Stands 1 and 3 that are outside any proposed woodland conservation area. Every effort shall be made to preserve the healthiest trees on-site.

### 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:** The subject site is located between US Route 1 (Baltimore Avenue) and the CSX right of way. US Route 1 is a major collector and is not generally regulated for noise. The unmitigated 65dBA Ldn noise contour is not shown on the plans. The submitted development proposes residential units (multifamily and attached single family) adjacent to the right of way. Because the noise impacts of the CSX railroad tracks cannot be determined with the submitted information, a Phase 1 noise and vibration study should be submitted with the preliminary plan application for this site. If it is determined that there are potential noise impacts on residential or

residential-type uses, and vibration impacts on any of the proposed structures, a Phase II noise 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.

**Recommended Condition:** At the time of preliminary plan, a Phase I noise and vibration study shall be submitted. The study shall determine the location of the unmitigated 65dBA Ldn noise contour for the adjacent CSX right-of-way, which includes at a minimum, the associated railroad noise and the whistle blower. The 65dBA noise contour shall be shown on all future plans.

### **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 existing 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. The potential to establish a contiguous habitat corridor connection is somewhat limited due to the existing conditions of the adjacent properties; however, the site contains areas of high priority woodland that would significantly contribute to the urban tree canopy character of the area and provide benefits that include urban wildlife habitat, water quality improvement, and the reduction of heat island effects.

**Recommended Condition:** At the time of preliminary plan, the TCP1 shall demonstrate that the woodland conservation threshold has been met on-site to the fullest extent possible

### **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 a submission requirement with a zoning amendment application, a 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. The forest stand should be updated at the time the NRI is revised and submitted with the application for the next phase of development for this site. Because the project is not grandfathered from the submittal requirements of Subtitle 27, the NRI must be in conformance with the current environmental regulations for an NRI.

The current NRI shows that the site contains 32.73 acres of woodland divided into 6 stands. Stand 1 is dominated by Willow Oak and Southern Red Oak, is located along the eastern portion of the site and is 4.91 acres. Stand 2 dominated by Black Cherry and Sweetgum, is 9.61 acres in area, and is located in the central portion of the site. Stand 3 is predominately located along the northeastern portion of the site, is 5.51 acres in area, and is dominated by white oak, sweetgum, and hickory. Stand 4 is dominated by Virginia Pine, is 1.54 acres size, and is located in the central portion of the site. Stand 5 is dominated by black locust tree, is 7.77 acres in size, and is located in the southeastern portion of the site. Stand 6 is dominated by Kentucky coffee tree, is 3.39 acres in size, and is located in the eastern portion of the site. It is possible that additional

woodland may have developed on the site, warranting the need for an update to the current FSD.

The site contains 29 specimen trees and no regulated environmental feature.

**Recommended Condition:** All future applications shall include a valid, approved NRI under the current environmental regulations that addresses the required information as outlined in the current 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 for approval 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 development plan and TCP indicates that the entire site is proposed to be cleared and the requirement to be met with off-site woodland conservation. As previously discussed the site is predominately wooded and contains areas of high quality woodland that should be preserved to the extent possible. Although the NRI will need to be updated, it appears that the woodland in Stands 1 and 3 are of the highest quality and should be given the highest consideration for preservation.

**Comment:** A tree conservation plan will be reviewed in more detail with future development applications. Recommended conditions regarding woodland conservation and the preservation of specimen trees in accordance with Subtitle 25, Division 2, have been provided in previous sections of this memorandum.

3. A stormwater management concept plan (11589-2010) was included with the subject application; however, in a letter from the Prince George's County Department of Public Works and Transportation, dated October 31, 2011, the following statement was provided:

“The proposed plan is not consistent with the approved Concept No. 11589-2010, dated May 3, 2010. A revised concept is to be submitted.”

A concept plan should be submitted with the preliminary plan application. The plan should be designed to incorporate environmental site design techniques such as bioretention, green roofs, and infiltration.

**Recommended Condition:** At the time of preliminary plan, a revised stormwater management concept plan shall be submitted. The proposed shall show the use of environmental site design techniques such as bioretention, infiltration, and green roofs. The concept shall be correctly reflected on the TCP1.

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](mailto:katina.shoulars@ppd.mncppc.org).

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The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Community Planning North Division

M-NCPPC  
P.G. PLANNING DEPARTMENT  
**RECEIVED**  
NOV 22 2011  
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DEVELOPMENT REVIEW DIVISION

301-952-4225  
www.mncppc.org

November 21, 2011

**MEMORANDUM**

TO: Susan Lareuse, RLA, Master Planner, Urban Design Section

VIA: Robert J. Duffy, AICP, Planning Supervisor, Community Planning North Division 

FROM: Sara Chadwick, Senior Planner, Community Planning North Division 

SUBJECT: A-10018 Cafritz Property

**DETERMINATIONS**

General Plan: This application is generally **consistent** with the 2002 General Plan Development Pattern policies for the Developed Tier. The 2002 General Plan designated the Riverdale MARC station, currently located in the existing Mixed-Use Town Center, as a possible future community center. The property is also located along the Baltimore Avenue Corridor as designated by the 2002 General Plan.

Master Plan: This application **does not conform** to the infill development recommendation to consider rezoning to a residential Comprehensive Design Zone as stated in the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*.

Development Plan: This application is **not consistent** with the overall design principles and design standards of the 2004 *Riverdale Park Mixed-Use Town Center Zone Development Plan*.

**DATA**

Location: 1400 feet north of intersection of Baltimore Avenue and East-West Highway on the east side of Baltimore Ave. The majority of the subject property is located within the Town of Riverdale Park, but a small portion in the northeast lies within the City of College Park.

Size: 37.35 Acres

Zoning: R-55

Existing Uses: Vacant

Proposal: Request to rezone from R-55 to M-U-TC Zone, amend the 2004 *Riverdale Park M-U-TC Development Plan*, and approval of a concept plan as part of the rezoning.

## GENERAL PLAN, MASTER PLAN AND SMA SUMMARY

<b>2002 General Plan:</b>	This subject application is located in the Developed Tier. The vision for the Developed Tier is a network of sustainable transit supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. The 2002 General Plan designated the Riverdale MARC station, currently located in the existing Mixed-Use Town Center, as a possible future community center. The subject property is also located along the Baltimore Avenue Corridor as designated by the 2002 General Plan.
<b>Master Plan:</b>	1994 <i>Approved Master Plan and Sectional Map Amendment for Planning Area 68</i>
Planning Area/ Community:	Planning Area 68/Riverdale Park
Land Use:	High density, single-family detached dwellings. Recommendation for consideration of the Residential Comprehensive Design Zone (page 16)
Environmental:	Refer to the Environmental Planning Section referral for conformance with the Environmental chapter of the 1994 <i>Approved Master Plan and Sectional Map Amendment for Planning Area 68</i> and the Countywide Green Infrastructure Plan.
Historic Resources:	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. Refer to Historic Preservation Section referral.
Transportation:	The property fronts Baltimore Avenue which is a collector road. Refer to Transportation Section referral.
Public Facilities:	Refer to Special Projects, Countywide Planning referral.
Parks & Trails:	The trolley trail extends through the site north to south. Refer to Transportation Planning Section referral.
<b>SMA/Zoning:</b>	The 1994 <i>Approved Master Plan and Sectional Map Amendment for Planning Area 68</i> SMA retained the R-55 zoning but recommended future consideration be given to rezoning the Cafritz property to a Residential Comprehensive Design Zone.

## BACKGROUND

The subject application is requesting to rezone the Cafritz property from R-55 to the Mixed-Use Town Center (M-U-TC) Zone. Secondly, to amend the 2004 *Riverdale Park Mixed-Use Town Center Zone Development Plan*, standards and guidelines in order to accommodate the proposed new development. Lastly, the application also contains a site plan and requests approval for the first phase of development which should be consistent with Map 1: Concept Plan (received November 14, 2011) which accompanies the applicants proposed development plan.

## 2002 GENERAL PLAN

### *Developed Tier*

The application is consistent with the 2002 General Plan Development Pattern policies for the Developed Tier. The vision for the Developed Tier is a network of sustainable transit supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods.

The goals of the Developed Tier are to:

- a. **Strengthen existing neighborhoods.**
- b. **Encourage appropriate infill.**
- c. **Encourage more intense, high-quality housing and economic development in Centers and Corridors.**
- d. **Preserve, restore and enhance sensitive features and provide open space.**
- e. **Expand tree cover through increased planting of trees and landscaping.**
- f. **Capitalize on investments in transportation and other infrastructure.**
- g. **Maintain/renovate existing public infrastructure.**
- h. **Promote transit-supporting, mixed use, pedestrian-oriented neighborhoods.**
- i. **Renew/redevelop commercial strips.**
- j. **Enhance industrial employment areas.**
- k. **Design and site public facilities in accordance with appropriate development patterns.**

The applicant provided justifications for each of these goals (see amended Statement of Justification received November 10, 2011). However, the justifications to preserve, restore, and enhance sensitive features; and to expand tree cover, are insufficient. The site today is 100% wooded. The applicant proposes **zero** acres of tree preservation and only a tentative agreement at this phase to preserve three out of the twenty plus specimen trees identified on the site. The remaining cluster of specimen trees located near the CSX tracks at the north eastern portion of the property is shown as an area for stormwater management ponds.

### *Baltimore Avenue (US 1) Corridor*

The application is located along the Baltimore Avenue Corridor. The General Plan states the following:

**The [General] Plan promotes development and redevelopment of higher intensity residential and nonresidential mixed uses at appropriate locations along key transportation routes. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or major transit stops along the Corridor, in concert with existing and planned investments in public infrastructure. Developed Tier Corridors: Generally contain a higher intensity of residential and nonresidential land uses, and a greater mix of uses that are regional in scope, than the Developing Tier Corridors.**

It should also be noted that the General Plan states:

**When a corridor passes through an approved county historic district, development within that Corridor should be compatible with the desired character of the historic district.**

The subject property is adjacent to 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.

### *Future Community Center*

The 2002 General Plan designates the Riverdale MARC community center as a possible future community center as stated below:

**Community Centers are concentrations of activities, services and land uses that serve the immediate community near these Centers. These typically include a variety of public facilities and services – integrated commercial, office and some residential development – and can include mixed-use and higher-intensity redevelopment in some communities. Community Centers should also be served by mass transit.**

### **1994 MASTER PLAN**

The applicant stated in the Statement of Justification (received November 10, 2011) that the 2002 General Plan “updates the outdated 1994 Planning Area 68 Master Plan” (page 6). The 2002 General Plan is not intended to be the guiding document for property specific land use patterns; rather it establishes broader, countywide policy guidance such as the creation of Tiers, Centers, and Corridors. Aside from placing the subject property in the Developed Tier, and along the designated Baltimore Avenue Corridor, the 2002 General Plan does not amend the approved land use elements of the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68 (See Comprehensive Plan [Land-Use] Map)*.

The 1994 Master Plan provides the following specific recommendations for this property (Page 16):

**The following comments relate specifically to the Cafritz property: While zoned R-55, the property should be considered for a residential Comprehensive Design Zone, provided that the proposed development is compatible with surrounding residential communities and continues existing design and development patterns. Specifically, design of the development should incorporate a street pattern similar to that of the surrounding community, which as right-angle blocks and alleys. Brick should also be used on all units as the primary construction material. Special attention should be given to the development’s frontage along US 1 to preserve the existing wooded image. A tree-save area should be provided and the units directly behind the tree-save area should front US 1.**

The applicant is proposing to rezone the subject property from R-55 to M-U-TC. Comprehensive Design zones are unique in that they address public benefit features and density/intensity increment factors. The purpose of the Comprehensive Design Zone found in Zoning Ordinance § 27-476 is as follows:

#### **Sec. 27-476. Reasons for Comprehensive Design Zones.**

- (a) **The following are the reasons for having Comprehensive Design Zones:**
  - (1) **It is within the ultimate objectives of the District Council's authority (under Article 28 of the Annotated Code of Maryland) to use recent planning and zoning innovations;**
  - (2) **The demands for housing, commercial and industrial activities, and related public facilities and services are undergoing substantial and rapid changes, requiring improved methods of land use control; and**
  - (3) **There is a need to encourage the optional and imaginative utilization of land contemplated by Comprehensive Design Zones in order to:**
    - (A) **Improve the total environment;**
    - (B) **Lessen the public costs associated with land development and use;**
    - (C) **Fulfill the purposes of each individual Comprehensive Design Zone;****and**

- (D) **Fulfill the recommendations and purposes of the General Plan, Master Plans, or Sector Plans in selected areas.**  
(CB-84-1990; CB-47-1996; CB-77-2006)

The proposed concept plan demonstrates a grid network and includes right-angle blocks with *some* alleys as recommended by the Master Plan. However, the application does not comply with the specific recommendation to preserve the existing wooded image or create a tree-save area. The application does not propose to preserve the vast majority of the wooded property, with the exception of, potentially, three specimen trees along US 1.

## **2004 RIVERDALE PARK M-U-TC DEVELOPMENT PLAN**

The 2004 Riverdale Park Mixed-Use Town Center Development Plan (page 1-2) states:

**The Mixed-Use Town Center (M-U-TC) Zone was created in 1994 to promote reinvestment and redevelopment in the county's older, more established mixed use areas. The M-U-TC Zone utilizes a local development plan to create design standards and a concept plan to manage future development in designated town center areas. The zone was developed in conjunction with the Planning Area 68 master plan, which recommended use of the M-U-TC Zone in the Town of Riverdale Park.**

**The Town of Riverdale Park [M-U-TC Zone] has designated two town centers: one along the US 1 corridor and the other along the B&O Railroad line. Different design standards have been created for parts of these centers because of their common characteristics and different opportunities for development. Along US 1 and in the older industrial area north of the town's historic core, larger scale redevelopment projects are recommended. Design standards for new development for these parts of the town center will promote pedestrian-scale development by requiring, in part, an enhanced streetscape and improved architectural design.**

### ***Goal and Overall Design Principles***

The 2004 *Riverdale Park Mixed-Use Town Center Zone Development Plan* recommends overall design principles which are intended to guide the development of a human-scale town center. Essential to the success of the town center, they support the goal of the 2004 development plan (Page 26):

#### **Goal:**

**To create a human-scale town center through attractive development that creates a sense of place and supports commercial and residential vitality.**

#### **Overall Design Principles:**

- a. **Create a comfortable pedestrian environment and an attractive streetscape.**
- b. **Provide continuous interest along the sidewalk through animated storefronts and buildings that engage the passerby with visual information, variety, color, changes in building mass, shading, and lighting.**
- c. **Enhance pedestrian and area safety by encouraging a strong visual connection between the interiors of buildings and the sidewalk, private oversight of public space, and the provision of uniform pedestrian-oriented lighting.**
- d. **Provide a sense of enclosure through development that abuts the sidewalk creating a street wall.**
- e. **Enhance users' interest and enjoyment of the street surroundings by retaining historic details; emphasizing the first story through architectural detailing;**

- designing new structures to signal a hierarchy of massing (base, middle and top) highlighting building openings, defining uses, and clearly delineating public from private uses.
- f. Create an attractive town center by placing on-site parking behind, beside, or beneath buildings.
- g. Enliven the street through banners, pedestrian-oriented signage, and other decorative commercial “branding” advertisement.
- h. Soften the streetscape and increase attractiveness through flower, shade trees, and street furniture.
- i. Increase a sense of place by encouraging public art, fountains, gardens, and other amenities on private development and at gateway park locations.

**PROPOSED CAFRITZ DEVELOPMENT PLAN DESIGN STANDARDS DISCUSSION**

The applicant proposes to amend the approved 2004 Riverdale Park M-U-TC Zone boundary to include the 37.35 acre Cafritz property. The applicant also proposes to amend the 2004 Development Plan, including Map 3: Riverdale Park Town Center Concept, and the design standards. The subject application retains many of the design standards from the 2004 M-U-TC Development Plan. However, the applicant proposes a number of new or amended standards in order to accommodate the proposed new development. It should also be noted that the applicant’s proposed development plan will only apply to the 37 acre Cafritz development and not the remainder of the Riverdale Park M-U-TC Zone.

The following design standards that appear in **bold** type are from the 2004 Riverdale Park M-U-TC development plan. The standards in quotations are proposed by the applicant to be added or amended in the applicant’s proposed development plan. Staff comments are based on a review of the new and amended standards and are provided below. The 2004 *Riverdale Park Mixed-Use Town Center Zone Development Plan* will be referenced as the 2004 Development Plan.

**a. DEVELOPMENT CONCEPT – Page ii**

The 2004 Development Plan (page 18) states:

**The number of parking spaces required for residential and business uses are reduced, and commercial uses are encouraged to share parking.**

The applicant’s Development Plan (page ii) amended the language to:

“The number of parking spaces required for residential and business uses are specified for the success of the project as driven by the marketplace.”

Staff Comment

The applicant has amended the language to deemphasize the reduced parking standards and shared parking provisions which are important to achieving the goal and principles of the M-U-TC. The applicant should either adhere to the existing parking standards or provide specific alternative parking standards that demonstrate conformance with the M-U-TC goal and overall design principles.

**b. MAP 1: CONCEPT PLAN, MAP 2: M-U-TC CONCEPT PLAN, AND MAP 3: STREET CONFIGURATIONS**

The applicant proposes to amend the 2004 development plan, including the concept plan.

Staff Comment

Map 1: Concept Plan, Map 2: M-U-TC Concept Plan, and Map 3: Street Configurations are proposed as amendments to the 2004 Development Plan in order to fulfill the requirements of §27-546.13, which stipulates that certain contents be included within the development plan.

The US 1 Street and Streetscape standards in the 2004 Development Plan (page 25) are omitted from the proposed Cafritz development plan. The US 1 streetscape sections should either be retained or modified consistent with the recommendations of the Planning Department's Transportation Section and the State Highway Administration.

c. **APPLICABILITY – Page iv**

The proposed Cafritz development plan has omitted the following applicability requirement from the 2004 Development Plan (page 28):

**Development that increases existing gross floor area (GFA) by 15 percent or 7,500 square feet, whichever is smaller, shall subject the site to full review for compliance with the design standards. Lesser changes to the site, and additions to single-family residential dwellings, shall not subject the entire site to review for compliance, only the portion impacted by the improvement.**

Staff Comment

The language on the previous page should be reinserted into the proposed Cafritz Development Plan.

d. **TABLE 1: BUILDING RECOMMENDATIONS, TABLE 2: PUBLIC SPACE RECOMMENDATIONS, AND TABLE 3: PROPOSED ROADBED AND STREETScape DIMENSION – Pages 1 – 4**

The applicant proposes to amend the building recommendations, public space recommendations, and proposed roadbed and streetscape dimension tables of the 2004 development plan.

Staff Comment

The building recommendations, public space recommendations, and proposed roadbed and streetscape dimension tables should be included in the document in order to fulfill the requirements of §27-546.13, which stipulates that certain contents be included within the development plan. Additionally, the tables are consistent with the format of the 2004 Development Plan.

*Table 1: Building Recommendations*

Modifications to Table 1: Building Recommendations (page 1) should be considered. Location 6e (see the applicant's Map 1: Concept Plan) defines "Parking" as the recommended use. This recommendation does not comply with the overall design principles and the applicant's proposed Development Plan (page 9) standard #1 that states:

"...Parking shall be provided behind, beside, or under the building or in a nearby common lot."

*Table 3: Proposed Roadbed and Streetscape Dimension*

Additionally, consideration should be given to reducing the drive lane dimension widths. Drive lane dimension widths for all streets should be reduced to a range of 10' – 12' feet subject to further review by the Planning Department's Transportation Section.

e. **BUILD-TO LINE – Page 5**

The proposed development standard #3 does not reference Table 3 in conjunction with the build-to line. The 2004 development plan standard #7 (page 34) states:

**Gas stations may add a maximum of 30 feet to the build-to line in order to place a pump between the station and the sidewalk. The additional setback may not be used for customer parking, loading or outdoor storage.**

This standard was omitted from the proposed Development Plan.

*Staff Comment*

The applicant's development plan standard #3 should reference "Table 3: Proposed Roadbed and Streetscape Dimension" after "build-to line..."

Gas stations have not been requested to be deleted from the use table by the applicant at this time. Therefore, standard #7 should be reinserted since it pertains to a permitted use by special exception per the 2004 Development Plan use table.

f. **BUILDING PLACEMENT AND STREETScape – Page 5**

The 2004 Development Plan standard #1:

**Buildings shall occupy a minimum of 50 percent of the net lot area.**

The applicant's development plan proposes that this standard be amended as follows:

"Buildings shall occupy the net lot area ratios consistent with the development plan."

*Staff Comment*

The amended language should provide a specific lot area ratio or range and change the reference from "development plan" to "concept plan".

The 2004 Development Plan (page 34) includes the following standard #2:

**The building façade shall occupy a minimum of 66 percent of the build-to line, except in the historic core.**

The applicant's development plan proposes to amend the standard as follows:

"Buildings shall occupy the net lot area ratios consistent with the development plan."

*Staff Comment*

The amended language should retain the original language or provide a specific lot area ratio range and change the reference from "development plan" to "concept plan."

g. **ACCESS AND CIRCULATION – Page 7**

The 2004 Development Plan standard #1 (page 37) states:

**Alleys should be part of new developments and shall be created in accordance with the Riverdale Park town center concept (See Map 3).**

The applicant's development plan proposes to amend standard #1 as follows:

"Alleys should be part of new developments."

Staff Comment

The 2004 Development Plan standard demonstrates the importance of the proposed concept plan that includes proposed streets and alleys. The applicant's proposed Maps 1, 2 and 3, particularly Map 3: Street Configurations, should be revised to reflect either where alley's or comparable service related streets will be incorporated.

The 2004 Development Plan standard #3 (page 37) states:

**All new gas stations shall have a maximum of two 18-foot-wide driveways.**

Standard #4 states:

**Gas stations should minimize the area of impermeable surface.**

Standard #5 states:

**Car repair businesses may have a maximum of two curb cuts that are a maximum width of ten feet each.**

The applicant proposes to delete standards #3, #4, and #5.

Staff Comment

These standards should be reinserted or appropriately modified since gas stations will continue to be permitted uses as part of the Riverdale Park M-U-TC Zone.

The 2004 Development Plan standard #6 (page 37) states:

**Drive-through window are inconsistent with the pedestrian orientation of the town center and are strongly discouraged. Drive-through windows may only be considered if accessed by alleys and located on the rear of the property.**

The applicant proposes to amend the standard to:

"Drive through windows should be accessed by alleys and located on the rear of the property."

Staff Comment

The 2004 Development Plan standard #6 should be retained. Additionally, consideration may be given to placing a restriction to the number of drive-thrus permitted within the subject area.

The 2004 Development Plan standard #7 (page 37) states:

**ATM'S may be located on the front or side of the building, but may not have vehicular access.**

The applicant's proposed development plan standard #4 amends the standard to:

"ATM's may be located on the front or side of the building. Vehicular access should be accessed by alleys and located on the rear of the property."

Staff Comment

The 2004 Development Plan standard should be retained and consideration should be given to requiring that ATM's may only allow vehicular access if accessed by the rear of the property. Additionally, consideration should be given to limiting the number of ATM's with vehicular access by requiring one pedestrian ATM for every two drive through ATM lanes.

**h. PARKING AND LOADING PROVISION – Page 8**

The 2004 Development Plan standard #1 (page 39) states:

**The maximum number of off-street parking spaces permitted for each land use type shall be equal to 80 percent of the minimum number of required off-street parking spaces in accordance with Section 27-568 (a) of the Zoning Ordinance. If structured parking is provided, this maximum number may be increased.**

The applicant proposes to amend standard #1 as follows:

“Maximum retail parking shall be 1 space for every 200 square feet of GLA.”

Staff Comment

The amended standard should include a parking requirement for all non-residential uses as opposed to retail only. Also, a proposed increase in the maximum number of parking spaces will diminish the goal and principles of the M-U-TC which intend to create a walk-able and transit oriented town center.

The applicant proposes to omit footnote #3 from standard 4 of the 2004 Development Plan (page 39) which states:

**The Town of Riverdale Park shall maintain an up-to-date inventory of shared parking facilities with accurate data on shared parking agreements and remaining capacity of shared parking facilities, until another entity is designated through the establishment of a parking district.**

Staff Comment

A determination should be made if the Town of Riverdale Park currently maintains, and would like to continue to maintain, an inventory for shared parking facilities. Upon agreement with the Town of Riverdale Park, consideration should be made to reinsert or modify this footnote as part of standard #4.

The applicant proposes to delete standard #5 (page 39) which states:

**To encourage the construction of offstreet structured parking facilities in the town center and to promote economic development, the establishment of a parking district in accordance with the requirements of Division 27, Section 399-413 of the Prince George's County Code is recommended.**

The applicant also proposes to delete standard #7 which states:

**When off-site parking is necessary to meet the parking requirements, the applicant will need to provide satisfactory documentation such as affidavits, leases, or other agreements to show that parking is provided off site.**

Staff Comment

It is recommended that these standards be retained should structured parking, parking districts, or shared parking be utilized for future development. Furthermore, the statement of intent in both the 2004 Development Plan and the applicant's proposed development plan (page 8) states:

"To provide flexible approaches to parking provisions that support multimodal transportation, shared parking lots, and maximum use of land for development, parks and plazas."

**i. PARKING AND LOADING DESIGN – Page 9**

The 2004 Development Plan standard #2 (page 40) states:

**Parking shall be accessed from an alley, side street, or if appropriate, adjacent shared parking.**

The applicant proposes to amend standard #2 as follows:

"Parking shall be accessed from an alley, street, side street, or if appropriate, adjacent shared parking."

Staff Comment

Consideration should be given to retaining the existing language of standard #2 of the 2004 Development Plan or to providing an alternative standard that will minimize the number, location and the associated impacts that surface parking lots and parking structures may have on the streetscape and the pedestrian environment along major/primary streets.

Standard # 8 from the 2004 Development Plan (page 40) states:

**Car repair businesses may not store vehicles in front of or alongside the building, but may store cars inside or in the rear, with appropriate screening if adjacent to a residential use.**

Staff Comment

While it may not be the applicant's intent to incorporate car repair businesses as part of the proposed concept plan, this standard should be reinserted since car repair businesses are permitted uses, generally through special exception, within the 2004 Development Plan use table.

**j. SIGNAGE – Page 10**

The applicant proposes to retain all standards associated with signage, except that "approximately" has been added in proposed Cafritz standard #3 and standard #4.

Staff Comment

These signage standards should be consolidated with the signage standards found on page 16 of the applicant's proposed development plan. Specific signage standards should be appropriately quantified.

**k. Landscaping – Page 11**

The 2004 Development Plan standard #2 (page 44) states:

**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.**

The applicant proposes to amend this standard as follows:

“Healthy trees shall be preserved within proposed green areas. Where they cannot be preserved on site, a professional arborist may transplant them to a new location within Riverdale Park.

Staff Comment

Consideration should be given to the following suggested revised standard:

“Healthy trees shall be preserved within proposed green areas, landscape strips, streetscapes, and parking lots. Where they cannot be preserved on site, a professional arborist may transplant them to a new location within Riverdale Park.”

**l. ARCHITECTURE – page 13**

The applicant proposes the following standard #5:

“Synthetic modern sidings shall not be used. Materials facing buildings in this area, such as masonry, brick, wood, and clear glass, should be historically appropriate and generally reflect an early twentieth-century character. Alternative materials may be approved if (a) material samples and examples of existing buildings that use such materials in the proposed way are submitted and (b) it is found that they satisfy the condition of appearing to be constructed of pre-modern materials.”

Staff Comment

This standard has remained unchanged from the original 2004 Development Plan. A recommendation for a revision to this standard was provided during the November 16, 2011 Mixed-Use Town Center Committee meeting. Consideration should be given to revising this standard as follows:

“Synthetic modern sidings shall not be used, with the exception of cementitious products.”

**m. BUILDING OPENINGS – Page 15**

Standard #10 of the 2004 Development Plan (page 55) states:

**Walls facing public streets or to the rear shall have windows that occupy at least 40 percent of the wall area.**

The applicant proposes to amend the standard as follows:

“Walls facing public streets shall have windows that occupy at least 40 percent of the wall area.”

Staff Comment

The applicant has deleted **or to the rear** in the proposed amended standard. An alternative standard should be considered that ensures that all new construction will be designed to address the potential impacts that unarticulated rear facades may have on the quality of the town center environment.

**n. SIGNAGE – Page 16**

The applicant proposes to delete the majority of signage standards and also refers to Part 12: Signs of the Zoning Ordinance.

Staff Comment

All signage standards should be consolidated into one location in the proposed development plan. Per §27-546.13 signage standards should be included in the proposed development plan. The Planning Board and M-U-TC Design Review Committee will require standards in which to evaluate all sign permit applications. The sign standards should be equivalent to the level of detail provided in the 2004 Development Plan, which surpasses the level of detail for sign standards provided in the Zoning Ordinance.

c: Vanessa Akins Mosley, Division Chief, Community Planning North Division  
Long-range Agenda Notebook

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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.



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**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  
Jennifer Stabler, Archeology Planner Coordinator  
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.



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

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

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.

<b>First Due Fire/EMS Company #</b>	<b>Fire/EMS Station</b>	<b>Address</b>
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.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
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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.

# RIFKIN, LIVINGSTON, LEVITAN & SILVER, LLC

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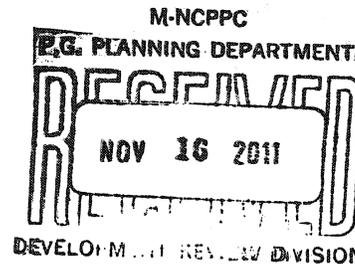
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November 15, 2011



Ms. Susan Lareuse  
Development Review Division  
Maryland-National Capital Park  
and Planning Division  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

**Re: Cafritz Property A-10018**

Dear Susan:

As you are aware, we continue to work with all of the communities involving the Cafritz Property, including Riverdale Park, University Park, College Park, and Hyattsville. The municipalities are in the process of formulating their positions with regard to our application and several focus areas have emerged to which we thought we should respond.

## I. COMMUNITY VISION

The vision for the Cafritz Property at Riverdale Park is to create a unique mixed-use development that is built upon a pedestrian-oriented system of public, tree-lined streets with wide sidewalks and public parks anchored by neighborhood-oriented retail, new residential uses, and a strong integral public realm. The Plan takes advantage of the site's close proximity to several public transportation options, high visibility along well-traveled US Route 1 and respect for the existing residential neighborhoods to the west, to the north, and to the south. The conceptual plan encourages pedestrian and bicyclists to ambulate through this new

village core via the many, varied enchanting parks, plazas, and open space areas that punctuate the pedestrian ways. The parks present interesting opportunities to program the village core with events, celebrations, and performances throughout the year. Special features within the overall Plan include the following:

- Creation of a small scale development that is respectful of its neighbors and the context of the site.
- Provision of a mixture of types of uses.
- A pedestrian scale for the many public spaces that are varied and interesting.
- Creation of a beautiful and vibrant mixed-use “Main Street”.
- A beautiful linear gateway park along US Route 1 providing a transition from the residential neighborhoods to the west.
- Bookend the new Main Street with the Gateway Park on the west and a new Riverdale Park on the east.
- A hierarchy of public spaces throughout the new community to be discovered and enjoyed by the existing surrounding communities, as well as the new residents.

A. **THE FABRIC OF THE COMMUNITY:** The simple diagram consists of a tree-lined “Main Street” of commercial and residential uses that links the three major community parks; the Gateway Park to the west, the Town Green at the heart of the project and the Riverine Park and nature study area on the east. The plan also establishes a network of north-south streets designed to be expanded to adjacent parcels establishing a gridded, interconnected street system through the retail core for the future. The west side of the Plan anticipates commercial uses transitioning to mid-density residential uses to the east, all well integrated by interconnecting streets, pedestrian systems and shared public spaces.

## B. THE PUBLIC REALM

1. **GATEWAY LINEAR PARK:** This is a unique project that will be bookended by its two very unique park systems. One is the Gateway Sculpture Park integrating a linear public space with large-scale sculpture and object d’art in a park-like setting. This park will feature a wide pedestrian pathway system meandering through some large specimen canopy trees that will be attempted to be preserved, along with new plantings. Sculpture pieces and object d’art from throughout the region will create a vibrant and exquisite gateway park.

The gateway park will include a beautiful pedestrian/bicycle system paralleling US Route 1 with pedestrian connections to the residential neighborhood to the west. The linear park provides a transition into Riverdale Park from existing communities with a lovely green park. It also provides a beautiful landscape “frame” for the development along

- Route 1. The main entrance point to the project is flanked by two structures that are lit at night forming delightful entrance monumentation that also may function as Gateway Park pedestrian shelters or other public elements for the Park. These will provide a light and airy arrival gateway to the project and its beautiful main street.
2. RIVERINE PARK: The second large park consists of a Riverine Park which lines the east boundary with a more natural park incorporating a riverine theme. This park will feature plantings associated with riverine and ecological systems; that is plant materials, trees and habitats found along streams and rivers in the region. The Riverine Park affords the opportunity to include the latest ESD stormwater technology for retention and quality control at point of source: landscaped designed water features include; ponds, fountains, rain gardens, infiltration swales and bio-retention into a nature preserve replete with nature study interpretive signage. Wild songbird and butterfly habitats will add animation to the Park. The pedestrian ways, benches, furnishings and educational elements will incorporate a riverine theme with some boardwalks and stepping stones over waterway crossings in a more natural environment offering a place to learn, jog, stroll, sit and contemplate nature. The landscape will included large swaths of grasses in the more open areas artistically replicating wetland meadows with masses of shrubs underneath the bordering canopy trees to screen railway embankments and uses on the east. Connections to the regional trail system will allow visitors to access Riverdale Park's retail core and internal park systems. This park will also allow for sculptural elements that reinforce the ecological aspects of the park.
  3. TOWN CENTER AND CIVIC PARK: This public space is the heart of the active public realm, where the residential and retail uses come together. It provides a vibrant street-retail core and its civic part is the central space that has been designed with flexibility in mind so it can accommodate special events, such as farmer's markets, flea markets, auto shows, holiday events, art sales, etc. The focal feature of the central plaza is a community kiosk.
  4. THE GARDEN DISTRICT: This area provides a transition from the vibrant central civic park into a more residential portion of the project. The streetscape weaves a greener element into the streetscape with more extensively planted tree wells, planters, and green ledges against the buildings. The hotel acts as a major transition into this district providing activity and greater evening use along Main Street.

5. **TOWN GREEN:** The Town Green is a major gathering place in the heart of the residential district and is flanked by a variety of residential uses. This space provides a broad lawn to allow for unstructured play, picnics, sunning and community events. Surrounding its edge are canopy tree fringe areas for possible shelters game board areas, loose café chairs, lounge chairs, benches and play structures. This area is where the community comes to meet and relax. The trail traverses the site at the edge of the town green and provides for a great stopping opportunity to interact with all that this new village green can offer.
6. **PUBLIC POCKET PARKS:** These small scale parks are located throughout the project and provide recreational and special use opportunities for residents and visitors alike. These pocket parks might feature play equipment, a “bark park” for pets, or sand/water play for tots.
7. **PRIVATE COURTYARDS:** These elements are strategically located throughout the residential areas offering a variety of opportunities for recreation and social interaction. They are located as entrance courtyards or mews for townhouses or a recreation and amenity courtyard for the multi-family residents. These courtyards serve residents of these units and provide areas for seating, grilling, outdoor eating, pools, or other imaginative uses.
8. **PEDESTRIANS, BICYCLISTS AND SPECIAL PLACES:** Finally, a new emphasis on providing human scale enhancements to attract, pedestrian, bicyclists, children of all ages to experience Riverdale Park on foot or bicycles. The regional trail transverses the site and is well-integrated into the project fabric providing activity nodes and rest stops as it links to all parts of the public realm. This meandering trail through the community links north south regional old railroad trail and will be used by neighbors and residents of the communities along the trail to visit Riverdale Park and meander its streets, public spaces, and parks. The sidewalk system is broad, generous, well lit, tree-shaded and interconnected throughout.
9. **FOCAL POINTS, FOUND OBJECTS AND OBJECTS D’ART:** A key ingredient missing in many recent projects of this sort is the art of place-making. The Cafritz Property at Riverdale Park will seek out creative, innovative, artistic ways to create special one-of-a-kind places that people will enjoy and come to love. These are focal point elements strategically located to terminate vistas or create a centerpiece for a public space, or a whimsical surprise along a pedestrian way. These can be everyday or historic pieces placed in odd or ironic places; pieces of found objects

uncovered in the region and relocated/painted and situated in just the right spot. Amateur craftsmen, artists or sculptors can be the source of some of these pieces treated in artistic and unusual contexts or unique pieces of art developed by well recognized artists. The Cafritz vision is to embark on an effort in the pursuit of place-making imbuing the community with a public realm of art, design and whimsy, and by doing this create a lovely, delightful, and memorable community which serves as a point of pride. The realization of this vision relies upon the successful implementation of several consistent themes.

## II. SUSTAINABLE DESIGN

A. VISION STATEMENT: The Developer intends to create a community which promotes environmental, social and economic sustainability by incorporating environmentally responsible measures that result in healthy, high-quality places for residents, retail patrons, office workers and visitors. The Cafritz Property at Riverdale Park will offer a vibrant and diverse development near multiple transportation options. The development will safeguard water and watersheds, conserve energy and natural resources and promote best-practices such as indoor-air-quality management and recycling.

B. STRATEGIC ACTION PLAN: A near, mid and long-term Strategic Action Plan for Sustainable Development that outlines goals and strategies to achieve the project's Vision and targeted measures is proposed. Principals and primary goals and strategies are as follows:

### 1. Integrate Health issues into project planning.

- Address sources of outdoor air pollution by providing multi-modal forms of transportation such as hiker-biker trails, public transportation access and pedestrian-friendly development.
- Implement planning to protect people from noise, e.g. for buildings near sources of noise, utilize wall construction and glazing suitable to minimize noise intrusion.
- Enhance connections to the community while battling heart-disease and obesity through developing diverse housing types and a mixture of retail uses and amenities, provision of cultural and recreational opportunities such as walkable networks, hike-bike trails and park space and creating conditions to provide accessible and safe pedestrian and bicycle paths.
- Include open spaces that support plant biodiversity and habitat.
- Incorporate design and building standards to avoid or reduce the presence of air contaminants such as mold, lead and radon.
- Provide operational guidelines for green housekeeping, least-toxic pest management and low-mercury lamping programs.

- Identify area(s) to accommodate a Farmer's Market and/or Community Agriculture Collective delivery.
- Maximize use of Universal Design in residential planning.
- Develop a virtual and/or physical structure as a "Resource Center" to provide information on topics described herein as well as informational resources related to health issues.
- Establish guidelines for lighting and signage to enhance safety and security of pedestrians and cyclists, and to minimize or avoid light pollution.

## 2. Protect and enhance Water Quality in a sustainable manner.

- Develop and implement a comprehensive stormwater management plan, including best-management practices and low-impact development strategies to reduce runoff and improve quality.
- Explore water conservation strategies, including flow and flush rate requirements and design standards, and provide information to designers, builders, tenants and residents.

## 3. Work towards Carbon Neutrality by incorporating site development and building strategies that reduce energy consumption.

- Establish and promote green design, building and operations standards.
- Incorporate energy efficient infrastructure such as (LED or solar powered) public street lights.
- Identify appropriate trees for transplanting when they cannot be left in place.
- Explore carbon banking.
- Design for productive use of roof space (i.e. photovoltaic collectors, urban agriculture, vegetated systems) and for energy saving "cool" roofs (i.e. Energy Star).
- Require implementation of Construction, Demolition, and Landclearing (CDL) Waste Management Plans.
- Provide information to educate businesses and residents on the impact of polluting equipment such as gas-powered lawn and garden equipment.
- Set aside areas for car-share and bike-share programs.
- Provide operational guidelines for energy-audits and energy use monitoring, and for procurement of recycled-content products.
- Develop and implement a Transportation Demand Management Plan to optimize transportation and support alternatives to single-occupant automobile use.
- Extend the hiker-biker trail and include bike lanes and pedestrian paths in project planning.

## 4. Analyze project access for safety. Insure that emergency vehicles are providing services to the community as required by all local laws.

- Provide education and access to promote the highest standards for safety.

5. Strive for economic sustainability by increasing opportunities for Employment and Economic Growth.

- Include a variety of retail and commercial uses and diverse housing types in planning.
- Explore cost savings while developing an economic strategy to explore financial incentives and fund improvements.
- Plan for increased connection to sites or neighborhoods adjacent to this site to increase opportunities for access to other goods, activities and services.
- Explore community partnerships for training and installation of 'green' features and improvements (i.e adolescent 'job-corps' for weatherizing buildings or installing vegetated roofs and/or solar panels).

### III. ZONING

The subject property is almost entirely contained within Riverdale Park; a portion of the property in the northeast corner, as well as a sliver of the hiker-biker trail is also located in College Park. While the current M-U-TC zoning boundary includes the core areas of the historic Riverdale Park Town Center, it also includes areas outside the historic core. Like other M-U-TC Zones in the area, the inclusion of the property constitutes a logical extension of the M-U-TC boundary and provides for a northern gateway connection to the existing Town Center which will catalyze the vibrancy and vitality of the downtown area.

In order to address concerns about the openness of the public participation process and provide the ability of all municipalities to be involved in the review and approval of the development proposal on the property, the Applicant agrees to proffer a condition requiring Detailed Site Plan approval for all phases of development on the property, as follows:

*Detailed Site Plan approval shall be required prior to the issuance of any building permits within the subject property.*

### IV. ACCESS AND TRAFFIC MANAGEMENT

A. CSX VEHICULAR CROSSING: While not technically required to achieve a finding of adequacy of transportation facilities, a vehicular crossing of the CSX Transportation railroad tracks to the east is viewed as an important long-standing community benefit which could provide a significant contribution to traffic mitigation along Baltimore Avenue (US Route 1), as well as an important link for pedestrian, bicycle, and vehicular access to the M Square research and office park, including providing access to long awaited amenities to workers at NOAA, FDA, USDA and the American Center for Physics.

In order to provide assurances that such a crossing may be constructed in a timely fashion, the Applicant expressed a willingness to proffer triggers within the rezoning and permit process which will require progress be made on the CSX permit process concurrent with the development process of the Cafritz Property. This proffer would include a firm trigger beyond which the development of the property may not proceed without an actual permit for the construction of the crossing. Such a requirement could be set forth as follows:

*The applicant shall participate in the design, provision of rights-of-way, permitting, funding and construction of an overhead bridge crossing of the CSX Transportation railroad tracks to the east of the subject property (the "CSX Crossing"). A Staging Plan providing for the applicant's participation in the improvement in phase with the development of the subject property shall be approved as part of the Preliminary Plan of Subdivision. The Staging Plan shall include the following:*

- (1) Upon the issuance of the Use and Occupancy permit achieving project stabilization for the commercial/retail portion of the development, the preliminary project documents for the design of the CSX Crossing shall be submitted by the applicant to AECOM;*
- (2) Prior to recordation of the record plat for the property including the building containing the CSX Crossing, a public use easement or similar document shall be recorded assuring the public access to the area providing the crossing;*
- (3) Prior to the issuance of the 501<sup>st</sup> residential building permit, the CSX crossing shall be permitted, bonded (or letter of credit given to the appropriate agency for construction), under construction, 100 percent funded in a CIP/CTP, or otherwise provided by the applicant, its heirs, successors or assigns.*

*The CSX Crossing shall be constructed in accordance with the applicable standards of the CSX Transportation Criteria for Overhead Bridges and Department of Public Works requirements for a vehicular crossing, including pedestrian and bicycle travel. The exact location of the crossing shall be determined at the time of Detailed Site Plan (DSP) approval for the multifamily building to which it may be attached. Detailed construction drawings of the proposed crossing, including crosssections, shall be submitted to DRD for review concurrently with the submission of the DSP for such building. In the event the community desires a solution other than the CSX crossing, the applicant will consider that proposal and participate in achieving it.*

B. TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN: The potential for vehicle trip reductions are significant for the Cafritz Property due to: (1) the proximity of the College Park Metro Station, the Riverdale MARC Station, numerous bus transit and shuttle services along US 1 and MD 410, the extension of Rhode Island Avenue bike trail and the proposed Purple Line station on River Road all of which provide alternate modes of travel; (2) the synergy of uses planned on the site and in the immediate vicinity including, office, residential, and retail that will internalize site trips and provide access to services for the residents internal to the project as well as the opportunity for a live work dynamic; and (3) trip reduction measures provided by the project.

A comprehensive Transportation Demand Management (TDM) program is proposed with this project. The program would establish a series of measures to influence travel behavior by mode, frequency, time, route, or trip length in order to achieve a maximally efficient use of the adjacent transportation facilities. The following presents a suggested TDM program for the Cafritz Property at Riverdale Park project and includes descriptions for each of the elements that could comprise the TDM program. As the project is developed and occupied, modifications and additions to this TDM program should be considered.

The TDM plan would consist of the following elements:

1. Transportation Coordinator: A transportation coordinator will be the primary point of contact for coordinating, monitoring and completing the TDM program. The duties may include the following:
  - The Transportation Coordinator would participate in any future County Transportation Management Organization (TMO).
  - The Transportation Coordinator would maintain displays of printed rideshare marketing materials or an electronic display with direct links to City, County and WMATA web pages.
  - The Transportation Coordinator would make available to new tenants and residents materials that include site-specific transit-related information and promote the transit opportunities in all promotional materials and advertisements for the property.
  - The Transportation Coordinator would also implement a transit-advertising program that would be distributed several times a year to existing commercial tenants. This booklet will provide information about transit/ridesharing opportunities so that new employees will be informed of the transit options available.
  - The Transportation Coordinator will provide a "transportation information" section within the Cafritz Property website. The website could include a transportation section that provides details of the current TDM program with links to; [www.WMATA.com](http://www.WMATA.com); [www.mt Maryland.com](http://www.mt Maryland.com); [www.commuterconnections.com](http://www.commuterconnections.com) and other commuter assistance websites.
  - All office tenants will be provided information about the housing and retail shopping

opportunities within the project.

2. **On-site construction:** To encourage alternate modes of transportation and internal site trips, facilities such as the following should be provided:

- Transit Resource Kiosks in the residential lobbies.
- Bicycle storage facilities on-site for the office and residential tenants and bike racks for retail customers.
- On-site taxi loading/waiting zone.
- The multi-family buildings should maintain an on-site business center which may be made available for any residents of the apartments who choose to work from home.
- A service may be provided through the multi-family management office to provide a taxi hotline or phone available to call cabs, site-specific transit schedules and information, and the sale of transit passes to residents, employees, and visitors.
- If permitted/desired by the public transit services (including MTA, The Bus, UM Shuttle) a bus shelter will be provided on the property frontage of US 1 and/or within the site as directed by the transit services.
- Participate in a shuttle service for resident tenants, workers and patrons connecting to the existing Metro, MARC, and/or future Purple Line stations.

3. **Commuter Assistance Program:** Residential management, employers and residents will be encouraged to undertake traffic mitigation strategies such as the following:

- Transit passes/tokens offered at the work site.
- Pretax payroll deduction for transit costs for employees.
- Carpool matching for employees.
- Alternate work schedules, including flex time, compressed workweek, telecommuting and job sharing.

TDM programs, like the one presented above, influence the mode choice and travel behavior of residents, employees, patrons and visitors. These programs reduce peak hour employee and resident vehicle-trips, reduce parking demand, and promote ridesharing and transit use. The combination of the elements listed above, coupled with the close proximity to Metro and the mix of uses on the site will help reduce single occupant vehicle trips.

C. **EMERGENCY ACCESS:** The Applicant agrees with Riverdale Park and University Park that a connection to Maryland Avenue to lead to the Riverdale Park Town Center for emergency and public transit vehicles should be thoroughly studied as a possible route for accessing the site from the south. Implementation of such a possible connection will be incorporated into the overall Development Plan

as well as the Detailed Site Plan for Phase 1 to include the residential townhouses to be constructed along such roadway.

D. CIRCULATOR BUS: The Applicant agrees that the Route 1 corridor communities should design, fund, and implement a system or network of circulator buses connecting communities and transit hubs with commercial centers in Hyattsville, Riverdale Park, and College Park. The developer agrees to contribute to a capital fund necessary to establish and maintain this system provided University Park and other developers make a financial contribution to the design and establishment of such a system.

E. PEDESTRIAN/BIKE PATHWAYS: The pedestrian and bicycle amenities are vital to the success of this project. All pedestrian and bicycle facilities will be designed and constructed in full compliance with County and State standards. The design of the sidewalk and path system throughout the project is designed to promote easy access throughout the property as well as providing alternate access to the adjoining neighborhoods. With the proposed signalized entrance on US 1 across from Van Buren Street pedestrian, access from University Park is also provided. This signalized intersection will be designed and constructed to include countdown pedestrian signal heads crosswalks, and will be fully ADA compliant.

F. ROUTE 1 AND VAN BUREN STREET: The Van Buren Street intersection will be a signal controlled intersection with full pedestrian access provided. The intersection will be designed to prevent direct vehicular access between Van Buren Street on the east and west sides of US Route 1. A condition of approval could be considered as follows:

*Prior to the issuance of any use and occupancy permits on the property, the applicant, its heirs, successors or assigns, shall submit a traffic signal warrant study following the accepted methodology of DPW&T or the Maryland State Highway Administration, for the intersection of Baltimore Avenue (US Route 1) and Van Buren Street. This analysis will examine both existing and total projected traffic volumes. If signals are deemed warranted by the appropriate agency, the applicant shall initiate a bond to secure the entire cost prior to the release of any occupancy permits within the subject property, and shall agree to install the signals when directed by DPW&T, or the State Highway Administration.*

#### V. STORMWATER MANAGEMENT

A. CAFRITZ PROPERTY STORMWATER MANAGEMENT: Stormwater management on the Cafritz Property will include a variety of water quality and quantity devices. These devices will be placed along the main and secondary streets as well as in green spaces, the plaza and park areas. The

devices will provide water quality for the first one inch of runoff. The devices may include any of the following: landscape infiltration, rain gardens, bioretention, microbioretention, enhanced filters, porous paving, rain barrels, cisterns and dry wells. The use of green roofs will be explored as building proposals are developed. In general these devices will encourage infiltration of stormwater runoff back into the soil.

The site has three (3) primary drainage divides. The smallest drainage area is along US Route 1. This area will be managed using bioretention, microbioretention or similar green measures. The two (2) large drainage areas drain to the east. These drainage areas will be managed using the quality devices described above. In addition, a riverine stormwater management area along the CSX tracks will be built to provide both water quality and quantity control for the two (2) primary drainage areas. This riverine stormwater management feature will provide the balance of the 2.6" of stormwater management control on site. In addition to providing storage for a large storm, which is necessary on this site because of the undersized storm drain on the American Center for Physics site, the riverine stormwater management feature will provide water quality using devices such as created wetlands, bioswales and landscape infiltration. The opportunities to provide wetlands, bio swales and bioretention makes it possible for the riverine stormwater management area to become a site amenity with paths and walkways in addition to providing some wildlife habitat.

**B. AGREEMENT WITH RIVERDALE PARK'S SWM POSITION:** It is the intent of the developer to install the riverine Stormwater management feature with Phase I. This will be in addition to the water quality devices required to serve Phase 1 as described above. The stormwater proposal will not impact flows in the Northeast Branch.

**C. SITE CONSIDERED NEW DEVELOPMENT:** The site stormwater management concept approval is based on new development and not redevelopment. The one year storm, (2.6" inches) will be treated. Water quality will be provided for the first one inch (1.0") of rainfall using infiltration or bioretention type devices described above. The use of infiltration assumes that soil infiltration rates will be acceptable. If infiltration rates are not acceptable, other devices such as filters or underground structures will be explored

**D. GRADING:** In order to develop the site as a multi-use neighborhood it will be necessary to grade the majority of the site in order to make it possible to ensure the site is walkable and accessible. Floor elevation will need to be placed. A green area will be created along the US Route-1 frontage employing retaining walls buffer to preserve some of the larger specimen trees in the area. This area will provide a buffer and amenity along US Route 1. Extensive grading is necessary to enhance

the buffer and connect it to other public spaces, commercial and residential buildings on site.

**E. REDUCE IMPERMEABLE AREA AND PROVIDE STRUCTURED PARKING:** The Cafritz Property was the site of residential housing in the 1940s and 1950s, first to serve the workers in the ERCO plant and then to serve returning veterans attending the University of Maryland. The current plan includes 2510 parking spaces; these spaces are provided in a variety of forms throughout the site including parking garages, surface parking lots, on street parking and townhome garages. Of the 2510 parking spaces on the current site plan, only 479 (19.1%) are in surface parking lots. The Site Plan for the Cafritz property has made a significant effort to meet this goal. Reducing the impervious area further may be possible through the use of green roofs, as the sustainability plan for the site is developed the use of green roofs will be considered for the site, and may be incorporated depending on the requirements of the various buildings.

## VI. MARKET CONDITIONS

There can be little doubt about the probability of success of this mixed-use community. Its location among a myriad of transit options, near a great University and expanding employment opportunities, and among the highest household demographics in Prince George's County, make it one of the most desirable locations in the region. This relatively modest retail program anchored by one of the most desirable specialty grocery uses in the nation, and the first of its kind in Prince George's County, will serve as a catalyst for upscale retail in the area. Extensive studies from a nationally recognized market analyst confirm that demand exists in the trade area to support this neighborhood serving retail project. In fact, our data indicates a significant under supply of all types of convenience goods retail, including grocery, restaurant, and health and personal care space. Fitness clubs and sporting goods stores are also under-represented in the trade area. Additionally, it is projected that the area's convenience goods retail supply and demand will remain undersupplied through 2015. These findings and projections are confirmed in today's market based on current data.

## VII. PUBLIC SERVICE IMPACTS

The Applicant has provided a Fiscal Impact Analysis projecting positive fiscal and economic benefits. It is anticipated that direct construction employment will result in 1,883 full-time equivalent on-site jobs over a six-year period and that the development will result in 439 full-time equivalent permanent jobs. The total project will generate over \$11 Million in net new annual tax revenue at build out of which it is anticipated there will be over \$4.5 Million in direct municipal/County benefit. Additionally, total public safety and school fees are estimated to exceed \$11 Million, and the Applicant has expressed a willingness to locate certain public

Safety uses, such as a police substation, on site.

VIII. DENSITY AND DESIGN

It is anticipated that a condition of rezoning will include a limit on the total amount of traffic to be generated from the site. This condition may take the form of a "trip cap" as follows:

*No building permit shall be issued which would cause the total projected site trip generation to exceed 548 AM net new peak-hour and 902 PM net new peak-hour trips.*

This review provided at this stage in the process is intended to respond to and solidify certain themes discussed among the communities and particular provisions with which the applicant concurs. If you should have any questions, or if I can be of any further assistance, please do not hesitate to contact me.

Sincerely,



Richard K. Reed

RKR:led

cc: The Honorable John R. Tabori (*electronically*)  
Ms. Sara Imhulse (*electronically*)  
Ms. Terry Schum (*electronically*)

## Lareuse, Susan

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**From:** Sue Yarvin [sue.yarvin@gmail.com]  
**Sent:** Saturday, November 19, 2011 12:35 PM  
**To:** Lareuse, Susan  
**Cc:** ehewlett@co.pg.md.us; Info; DMGlaros@co.pg.md.us; Len Carey; mayor@upmd.org  
**Subject:** Cafritz rezoning issue  
**Attachments:** Cafritz letter.odt

Dear Ms. Lareuse:

As a resident of University Park, I would like to express to you my views on the application for rezoning of the Cafritz property located directly across Route 1 from our town. This is an area that is roughly the size of University Park. Like the adjoining Calvert Hills and Riverdale, the property is currently zoned R-55 for single family homes.

It seems to me that the current zoning is appropriate. Nearby commercial areas are adequate for the needs of the surrounding community. We have empty storefronts nearby as well.

Nevertheless, I understand the need for planning denser housing inside the Beltway near public transit (though the location is not an easy walk to Metro).

Rezoning as MUTC would allow for dense housing yet increase traffic along Route 1. Only a vehicular crossing over the CSX tracks on the east side would avoid setting up a dangerous access to the property and allow good emergency access. A crossing bridge must be a requirement for approval of rezoning.

Transportation planning, including traffic routes, bus systems, and hiker-biker trails must all be part of developing a workable plan that involves not only Riverdale but also College Park, University Park, and nearby commercial and Metro areas. We already have a failed intersection at Route 1 and East/West Highway.

Please understand that the University Park, Hyattsville and College Park should be part of the process in making our area a more liveable community.

Sincerely,

Susan Yarvin

4314 Van Buren Street

University Park, MD 20782

## Lareuse, Susan

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**From:** Lareuse, Susan  
**Sent:** Monday, November 21, 2011 5:44 PM  
**To:** Lareuse, Susan  
**Subject:** FW: Calvert Hills Development Committee Position On Proposed Cafritz Property Development  
**Attachments:** CHDC\_CafritzLetter\_11182011.pdf

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**From:** Justin Clarke [mailto:justinsclarke@gmail.com]  
**Sent:** Friday, November 18, 2011 4:33 PM  
**To:** Stephanie Stulich; afellows@collegeparkmd.gov; cnagle@collegeparkmd.gov; rcatlin@collegeparkmd.gov; jperry@collegeparkmd.gov; pwojahn@collegeparkmd.gov; markcook@collegeparkmd.gov; mafzali@collegeparkmd.gov; dmitchell@collegeparkmd.gov  
**Cc:** Olson, Eric; tschum@collegeparkmd.gov; ch-ot-devel@googlegroups.com; Jennifer Cibor; morrismarcella@gmail.com; Jones, Jimi; Lareuse, Susan; RReed@rlls.com  
**Subject:** Calvert Hills Development Committee Position On Proposed Cafritz Property Development

Mayor Fellows and Honorable Councilmembers:

On behalf of the Calvert Hills Development Committee, please find attached a letter stating the Committee's position on the proposed Cafritz project and associated Zoning Map Amendment (A-10018) as submitted to the Prince George's Planning Board on October 14, 2011.

Sincerely,

Justin Clarke  
Member, Calvert Hills Development Committee and Vice President, Calvert Hills Citizens Association

Hard copy to follow.

Mayor and Councilmembers of the City of College Park  
4500 Knox Road  
College Park, MD 20740

Dear Mayor Fellows and Honorable Councilmembers,

As the community of College Park closest to the site, Calvert Hills holds a direct stake in the proposed Cafritz redevelopment. To address this concern the Calvert Hills Citizens Association created a Development Committee, open to all interested citizens of Calvert Hills. The Development Committee reviewed material submitted to the Planning Board, presented in public meetings, statements by Calvert Hills residents and neighboring communities.

The Committee strongly believes that Calvert Hills, College Park and the broader community benefits from mixed use, transit oriented development. Blending housing, work, commerce, and entertainment creates vibrant public spaces while reducing reliance on the automobile as the sole means of transportation. Although the existing R-55 zoning of the Cafritz property actively thwarts these goals, we believe that these goals could be more fully achieved with some modifications to the proposed site plan. Additional community input, detailed planning, and study will be required.

**We support the M-U-TC rezoning if formal provisions are made for future input from all stakeholders, including the City of College Park and the Calvert Hills Citizens Association.**

Cafritz Property has offered the detailed site plan process as the sole mechanism for this input. We believe additional channels of communication, such as City of College Park membership on the M-U-TC Design Committee overseeing the Cafritz Site, would be appropriate.

Numerous concerns regarding density, design, traffic, transportation and environmental impact have been expressed to the Committee. **We expect the Cafritz detailed site plan to address the following issues and the Committee's support of the detailed site plan will be contingent on them being addressed.**

1. **Improved connection to the community.** The Cafritz site sits at the junction of three communities and will work best when integrated into them. Current plans focus the site on itself. We believe the site must address its neighbors and in particular provide inviting pedestrian and bicycle access to the site. This is of particular concern given the potential future redevelopments of the Post Office distribution center, Army Reserve Center, and the WMATA property.
2. **Use of surface parking.** The presence of too much surface parking encourages additional automobile use, creates storm water runoff and degrades the pedestrian experience. We recommend that the amount of surface parking in the proposed development plan be carefully considered and encourage the use of parking structures more widely than called for in current plans. At a minimum, a safe and inviting pedestrian environment must be preserved when adjacent to surface parking.
3. **Connectivity.** We applaud the proposed connections to Maryland Avenue and across the CSX tracks which will notably improve the circulation and connectivity of the development site. This first step should be built upon as the current proposed connections are not well-integrated into the current conceptual site plan. Alignment of these proposed street connections must be further designed so as to provide logical flow

to and from the surrounding communities.

4. **Transit stops.** A transit-oriented project must actively seek to provide convenient access to transit hubs. The Cafritz site must include provisions for enhanced bus stops within the site and for the operation of full-size transit buses along key routes. We strongly encourage collaboration with WMATA, Prince George's County, and the University of Maryland to bring transit onto the Cafritz site and not merely to its edges.
5. **The Trolley Trail.** Existing Cafritz site plans include the completion of the College Park Trolley Trail through the site. The trail must be completed, provide connection to points of interest at the Cafritz site and include safety features such as lighting and other amenities such as benches and water fountains. We strongly encourage the construction of the trail be included in Phase I of the Cafritz Site development.
6. **A bridge across the CSX tracks.** A connection eastward across the CSX tracks would greatly enhance connectivity for the Cafritz site to nearby rail stations and the surrounding community. Lack of an eastward connection will isolate the Cafritz site and limit its ability to achieve transit oriented goals. While we understand that Cafritz cannot guarantee approval by CSX of any bridge plans, we expect Cafritz to make significant and sincere efforts to construct the bridge. We encourage the City of College Park, our neighboring jurisdictions and Prince George's County to work with the Cafritz development team to find creative funding mechanisms if necessary to make the bridge a reality.
7. **A real town square.** Current plans envision a narrow, elongated town square space between commercial structures. We do not believe this space is large enough or appropriately shaped to achieve its stated goals. The town square must provide space for a range of community uses and configurations. We strongly support Riverdale Park's request to make this space a permanent home for the Riverdale Park Farmer's Market.
8. **Landscape and storm water management.** The proposed open space framework is fragmented and lacks clear connectivity to the site. We would like to see a strong open space program that details how the Route 1 frontage, Town Square, Trolley Trail, Neighborhood Green, and water retention area relate to the site and each other. Further, we caution against inclusion of the water retention area as open space acreage unless it can include access from the site, internal paths and amenities, signage, and design beyond its engineering needs.
9. **Traffic.** We believe that, in addressing many of the design and access points given above, the traffic impact of the development can be alleviated. Since the community possesses long-standing concerns over traffic, we encourage continued inclusion of the community in designing traffic mitigation measures.
10. **Schools.** The proximity of our neighborhood to University Park has established a long standing precedent for inclusion in the University Park Elementary School (UPES) district. Historically, UPES has been central to solidifying the strong community bond that exists between Calvert Hills and the adjacent neighborhoods of University Park and College Heights Estates. The potential for an increased school aged population on the Cafritz project to alter school boundaries concerns many current and potential UPES

parents within Calvert Hills. We encourage work among the City, developers and Prince George's County Public Schools to determine the impact of the proposed residences on school boundaries.

It is our expectation that if the above points are addressed the Committee will be able to recommend the plan to the Calvert Hills Citizens Association for its support. We look forward to a fruitful and constructive collaborative process to make the Cafritz property a showpiece for the region.

Sincerely,

Justin Clarke, 4506 Beechwood Road  
Cynthia Finley, 7006 Wake Forest Drive  
Christopher Gill, 4804 Calvert Road #3  
John Payne, 4802 Guilford Road  
Mark Wimer, 4507 Beechwood Road

c:c

Terry Schum, Planning Director  
The City of College Park

Susan Lareuse, Planner  
Maryland-National Park and Planning Commission

Jimi Jones, Supervisor, Zoning Section  
Maryland-National Park and Planning Commission

Eric Olson, Council Member, District 3  
Prince George's County Council

Richard Reed  
Rifkin, Livingston, Levitan & Silver, LLC

## Lareuse, Susan

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**From:** Lareuse, Susan  
**Sent:** Monday, November 21, 2011 5:48 PM  
**To:** Lareuse, Susan  
**Subject:** FW: Cafritz rezoning proposal

-----Original Message-----

**From:** Lynn Desautels [mailto:doctord@kokikai.org]  
**Sent:** Sunday, November 20, 2011 9:37 PM  
**To:** Lareuse, Susan  
**Cc:** mayor@upmd.org; Len Carey  
**Subject:** Cafritz rezoning proposal

Dear Ms. LaReuse,

I am a long-time resident of University Park. I am writing to let you know that I oppose Cafritz's rezoning request as currently proposed.

I have not seen any information in the Cafritz rezoning request to convince me that we need to create another mixed use town center along route 1 so close to the dense development that is already being encouraged north of the site in College Park and south of the site near EYA. We have no reliable information as of this writing about how Cafritz's dense, mixed use development will affect the new businesses that have opened their doors along the route 1 corridor in Hyattsville, but it seems quite possible that the Cafritz development would drain the life from them. The Cafritz site and proposed site plan have inadequate transportation infrastructure to support the level of density Cafritz is proposing, and without guaranteed access from behind the site and across the railroad tracks the traffic impacts could move our area into gridlock. The fact that Whole Foods is willing to come to the site is not a reason to approve a rezoning request. This isn't Prince George's county's only chance to get a high end Whole Foods.

We need a clear vision for what we want development to look like along this stretch of route 1 between College Park and Mt. Rainier. That vision should define clear areas where we want to support higher density, mixed use development. Those areas of higher density should support each other, not parasitize each other. They should be well designed, well connected to existing roads, provide multiple transportation options and easy access to mass transit, and they should be compact.

Cafritz's proposal places a very dense development in the wrong location. In addition, the MUTC zoning would give my community no further voice in a matter that will affect our lives on a daily basis. Any rezoning action that removes the ability of neighboring jurisdictions to participate in design decisions is unfair and unacceptable.

I believe that the existing zoning on the Cafritz property is the most appropriate for that site at this time, and the most compatible with surrounding land uses. I believe that Cafritz's rezoning request should be denied.

Lynn Desautels  
4212 Van Buren Street  
University Park, MD

## Lareuse, Susan

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**From:** Lareuse, Susan  
**Sent:** Monday, November 21, 2011 5:59 PM  
**To:** Lareuse, Susan  
**Subject:** FW: Cafritz Property in Riverdale Park

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**From:** Stephen Cook [mailto:cstevecook@gmail.com]  
**Sent:** Monday, November 21, 2011 4:53 PM  
**To:** Lareuse, Susan  
**Subject:** Cafritz Property in Riverdale Park

Good Afternoon Susan,

I am writing about the proposed rezoning of the Cafritz tract in Riverdale Park on the east side of Route 1. I am against the rezoning of the site based on the following concerns:

- We have not been provided with enough detail about how the parcel will be developed
- Proposed uses such as drive thru retailers
- The burden on schools
- That our market can absorb the added land use and Space
- Whole Foods is the only interested party in occupying the development and that all 37.5 acres will be cleared for this one project
- The illustrative plans shown thus far show surface parking toward the front of the site
- If developed, will the project will be sensitive to pedestrian and bicycle access?
- That the project will not comply to current SWM regulations

I am in favor of smart, sustainable growth and development, but what we have seen thus far is not representative of that.

Thank You,  
Stephen K. Cook  
4423 Underwood Street  
University Park, MD 20782

## Lareuse, Susan

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**From:** RabbiBobS@aol.com  
**Sent:** Tuesday, November 22, 2011 3:51 PM  
**To:** mayor@upmd.org; ward5@upmd.org; Lareuse, Susan; eolson@co.pg.md.us  
**Cc:** linda\_verrill@yahoo.com; LVitaleSaks@gmail.com; RabbiBobS@aol.com  
**Subject:** Comment on Cafritz property

I have been a quiet bystander in the discussion of the Cafritz property, but since the opponents to the development of the property seem to be quite vocal I would like my support of the project to be heard.

- I think that life in the community will be enhanced by the addition of a Whole Foods and the additional retail planned.
- I believe it will additionally enhance property values in University Park.
- I do not believe traffic on that strip of Route One is excessive and I doubt if the addition of one market and some smaller stores will create the traffic congestion that some fear. By the time the homes are built, some years after the retail, I suspect a solution to any traffic issue will be found.
- The opponents, focused only on our town and our traffic issues, downplay the significant tax revenue the county will gain. We have a responsibility for the welfare of the county and not only that of our own town.
- The opponents should consider our obligations as neighbors to Riverdale Park. The development might be across the street from a stretch of University Park but it is physically and legally within their town and they should have the strongest voice on issues of zoning and other concerns. Some day we might want their support - do we really want to be such strong opponents of their vision for their community?
- The Cafritz family has every right to profit from its investment and to develop the property, just as property owners on every other inch of Route One from the Beltway into the city are developing their land. We should be welcoming their openness to input from the neighbors, a courtesy not often extended.
- Finally, our Fortress University Park mentality is troubling. It smacks of snobbery and a bit of racism I'm afraid as well. Yes, the town is special and has a right to maintain the qualities we love (I've lived here for 36 years) but we need to take care that our pride doesn't slip into narcissism and that our concern isn't only for ourselves.

Robert Saks  
4307 Clagett Road  
University Park, MD 20782

## Lareuse, Susan

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**From:** Cathy Buffington [catherine.d.buffington@gmail.com]  
**Sent:** Tuesday, November 22, 2011 7:38 PM  
**To:** jcg20782@yahoo.com; John Tabori  
**Cc:** ehewlett@co.pg.md.us; Info; Lareuse, Susan; DMGlaros@co.pg.md.us  
**Subject:** Please oppose the rezoning of the Calvert Tract

I am a Ward 2 resident of University Park, MD.

I believe that this rezoning will by-pass all of the safeguards in place normally to prevent worsening traffic and strains on publically provided resources (emergency services, schools), while allowing private parties to benefit greatly without paying for the true costs of their development.

I am opposed to the rezoning of the Calvert Tract to MUTC for Riverdale Park. As my representatives, I hope you will consider opposing this rezoning proposal.

Sincerely,

Catherine D. Buffington  
4109 Tennyson Rd  
University Park MD 20782  
301-864-8292

## Lareuse, Susan

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**From:** Janet Chernela [chernela@gmail.com]  
**Sent:** Wednesday, November 23, 2011 3:29 PM  
**To:** Lareuse, Susan  
**Subject:** Cafritz Development: vote No

*Reviewer* Susan Lareuse

Dear Ms. Lareuse (Susan),

I write this letter to register my opposition to the change in zoning required to develop the Cafritz property by building a massive multifamily housing project. I am a home owner in University Park. When we moved here 15 years ago it was because we valued the quality of life in University Park. Those qualities included a neighborhood of ample greenery, as well as a quiet, safe, family setting. The purpose of zoning regulations is to ensure that quality of life. To remove the obstacles to irresponsible growth is unjust and harmful to the families who have invested in this neighborhood, at least in part because the zoning policies were among the reasons for neighborhood choice.

If the Cafritz development scheme goes through, over 37 acres of forest will be removed. This would seriously impact on the health of our neighborhood, leaving University Park an isolate of single-family dwellings and old growth trees in a large wasteland of urban over-development. To mitigate the problem, Cafritz would invest in a few "green spaces." If the need for natural landscapes is recognized, as apparently it is, why remove that which is already in place? Moreover, a few areas with young trees does not adequately compensate for the shade cover, bird habitat, cooling effects, and other benefits of woodlands.

A different concern is that the transient populations that occupy rental properties cannot be expected to make the same investment in neighborhoods that home-owners do. If rental properties (now under consideration) to the east of University Park are considered in the context of multifamily rental properties to the southwest of University Park, it should be clear that the Cafritz proposal would render University Park a point in a cross-roads of commercial and transient activities. Removing the zoning protections would result in a decline in natural beauty and the social and economic health of our neighborhood.

Please -- **do not** permit the alteration in the existing, protective, zoning policy. Thank you.

Most Sincerely,  
Janet Chernela

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Janet Chernela  
4408 Van Buren Street  
University Park, Maryland USA 20782  
P: 301.779.8582  
Email: [chernela@umd.edu](mailto:chernela@umd.edu), [chernela@gmail.com](mailto:chernela@gmail.com)  
URL: [chernela.net](http://chernela.net)

## Lareuse, Susan

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**From:** Randy Davis [randy@laastudio.com]  
**Sent:** Sunday, November 27, 2011 10:27 PM  
**To:** Lareuse, Susan  
**Cc:** ehewlett@co.pg.md.us  
**Subject:** Concerns Regarding Proposed Cafritz Development

### Re: Application Numbers A-10018 and CSP-11005

Dear Ms. Lareuse,

My name is Randy Davis, I live at 4423 Underwood Street in University Park; I am an Architect licensed in Maryland, Virginia, and the District of Columbia, and a LEED Accredited Professional (AP) with Specialty in Building Design and Construction (BD+C). My husband is Stephen Cook, he is a Landscape Architect licensed in Maryland and Virginia, and a LEED AP with Specialty in Existing Buildings, Operation and Maintenance (EB+OM). We have been following the proposed Cafritz development with great interest, reviewing documents produced by the development team, the communities of Riverdale Park, College Park, and University Park, and have attended a number of meetings in the different communities.

We are concerned on many fronts, but the bottom line is there is not enough information to make an informed decision at this time. For this reason we believe that the only responsible action to take on the rezoning application is to deny. **The proposal is not an example of the best in sustainable (both environmental and economic) design.**

The following is a list of items of questions and concerns:

- Preponderance of surface parking - The proposed site plan resembles a retro suburban shopping strip center, rather than an example of state-of-the-art sustainable site design. We are neighbors with the University of Maryland, winners of the 2011 Solar Decathlon, and a new development in this area should reflect our concern for the environment. Expansive amounts of surface parking at the entry to the development is not pedestrian friendly and not representative of the best mixed-use developments. Whole Foods has done a number of projects where much of the parking is below ground and residential or office use is above. In the proposed design by Cafritz, Whole Foods is a free-standing big box store, not a model we should want to embrace.
- Clearing more land than would be initially developed - The plan to fully clear the site at the outset is unnecessary and could leave a bare site for many years.
- Traffic impact to the surrounding neighborhoods - There needs to be a comprehensive traffic study by a third party that will evaluate the potential impact of the increase in traffic, currently estimated in the range of 22,000 trips per day. The potential for car vs. car and car vs. pedestrian conflicts, access for emergency vehicles, and plans for inclement weather conditions need to be understood.
- There has been much recent discussion regarding a proposed bridge over the CSX tracks to alleviate traffic concern. Having now walked the area where the bridge could be located, we now have a better vision of what such a structure would mean to the area. We believe that this bridge, while well intentioned, will only highlight the inappropriateness of this development for this site. This site is a residential site and for the most part is surrounded by residential. The boundary of the railroad tracks should stay a boundary, until such a time that there is a comprehensive look at redevelopment of this section of the county. We are essentially talking about one parcel influencing the livability of all of its neighbors. The proposed bridge could be an eyesore, a nightmare and an embarrassment for the community of Riverdale Park if not completely thought through. It would be interesting to have a concept design done by an engineer, so everyone could see how traffic might be routed and the height,

width, and length dimensions of such a structure. **First and foremost, there has not been a traffic study to determine the feasibility of a bridge.**

- The current plan suggests that drive-thru uses may be introduced. Drive-thru uses could bring a negative visual impact and traffic burden to the site, as well as a potential increase in impervious area. Again, this negatively impacts a pedestrian friendly environment. Drive-thru uses are contrary to the potential benefits of a mixed-use development.
- Will the proposed retail space be fully leased, given the current retail vacancy rate in the area? Or, will the addition of this retail space further challenge the economic viability of existing space in the larger community?
- Has there been an evaluation of the potential benefits to stay with the current zoning and provide the single family homes to the community?

As is now becoming more evident to more people, the development team is trying to push the community to try to work this out, without all the information in hand and questions asked. Smart growth needs a smart process. We appreciate your consideration of these very important concerns.

Sincerely,

Randy

Randy Davis, AIA, LEED AP BD+C  
Principal Owner  
t: 240-441-2702  
e: randy@laastudio.com  
w: laastudio.com

Twitter - Facebook - Blog

**LA+Astudio**llc  
DESIGNS FOR THE HOME AND GARDEN



Please consider the environment before printing this email.

## Lareuse, Susan

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**From:** Arlene Christiansen [arlenechristiansen@gmail.com]  
**Sent:** Sunday, November 27, 2011 10:39 PM  
**To:** Lareuse, Susan  
**Subject:** Corrected letterFwd: re Application A-10018 - Conceptual Site Plan CSP-11005

Sorry that my first letter was accidentally sent before completion. Please disregard first email. Here is my corrected and complete letter.

----- Forwarded message -----

**From:** Arlene Christiansen <arlenechristiansen@gmail.com>  
**Date:** Sun, Nov 27, 2011 at 9:54 PM  
**Subject:** re Application A-10018 - Conceptual Site Plan CSP-11005  
**To:** [Susan.Lareuse@ppd.mncppc.org](mailto:Susan.Lareuse@ppd.mncppc.org)

Dear Ms. Lareuse,

The Cafritz property (Application A-10018 and Conceptual Site Plan CSP-11005) should not be rezoned MUTC. For the time being it should remain as currently zoned residential. There is real danger for Prince Georges County rushing to rezone this property and there is reason to question the process that is being created for this unprecedented type of zoning.

This proposed rezoning compresses an 18 month planning process into less than 3 months, but the plan itself has changed regularly with the most recent change in the past two weeks! How can our elected officials and planners analyze and make good decisions under these circumstances? How can we individual citizens not feel disenfranchised under these circumstances? Despite attending and participating in numerous meetings with the Cafritz development team and the officials of Riverdale Park, College Park, and University Park and carefully reading all available written materials, I am more confused than ever about the plan.

What I do understand is that the plan in its conceptual form remains seriously flawed and incomplete.

1) There is no proof that there is a market for the retail stores being planned for the site. No one is talking about what happens to this plan if the retail fails and there is more reason to believe that it will fail than it will succeed. The marketing studies that were done are out of date. It did not, for example, include the "new" Giant grocery that opened across from the Mall at Prince Georges five years ago, the "Yes" Organic Market which opened last month, or any of the other new retail areas and restaurants within a mile of the proposed site. That oversight exposes either a remarkable lack of diligence or an appalling misunderstanding of the area's economic infrastructure.

2) Building a mixed use town center on this property with only 3 entrances/exits is absurd. There will be increased traffic of monumental proportions if it is a successful project and it will be a dead zone with potential for crime hidden from major streets if it is a minimal success or failure. The land should not begin to be developed until a road over the CSX railroad tracks is created to link the development with the other side of Riverdale Park. There are 900 plus homes currently in the adjacent town of University Park and there are to be more residences on the Cafritz property. Imagine the residents of University Park trying to come and go from our town with only three ways in or out and one gets a small sense of how absurd it would be to rezone the Cafritz property MUTC without another entrance/exit. Building a small road connecting the property with the Riverdale Park town center would not be sufficient, but a road over the CSX tracks may be enough.

3) University Park will bear the cost of additional police, hiring a traffic consultant, possibly lower housing prices for homes adjacent to the property, etc. and yet it will not profit at all from the development. There was no clear explanation of how tax revenues would offset the cost to the state and to the neighboring communities. I worry that the State, County and Town of Riverdale Park will not receive sufficient revenues from the project to fund needed public services (road improvements, sidewalks, fire, police, sanitation, roads, code enforcement). Lack of adequate services in our neighboring town will surely impact University Park.

4) The schools in the area are past capacity and there are not plans to build enough schools in this area in time for the residents that will be living on the Cafritz site. The Cafritz developer did not seem to comprehend the school situation which is one of many indicators of a lack of planning on the developers part.

5) As a person who attended all the preliminary meetings with Jane Cafritz and her team where they were seeking community input, I am weary of broken promises and inadequate planning. Many of the detailed plans that were discussed and included in the initial plans were changed or eliminated even though the developer claimed that the community input was included. For example, originally the developer touted the use of green materials and practice and a LEEDS approved design yet in recent months the developer's representatives have seemed uninterested at best at making the site LEED compliant, using wind or solar energy, etc. On the issue of transit, the developer suggested that people could "just use the little University Park shuttle" or the University of Maryland bus system, but it seems that the developer had not bothered to discuss this essential part of the proposed transit orientation either with University Park, College Park, Riverdale Park, or University officials. To use either system now a rider must live in University Park (or College Park) and/or must hold a University of Maryland student or staff ID. Moreover, in their current configurations, neither system is likely to be able to accommodate the additional ridership without substantial investments in equipment and personnel.

6) The proposed "Phase II" high-rise apartment buildings and hotel are much too tall, too large, too dense, and completely out of character with the surrounding neighborhood of single-family two-story housing. Townhouses and senior housing might work in this space, as with EYA, but not high-rises. Please deny this aspect of the plan.

7) The proposed parking lot at the front of the project is too large and does not fit in with the character of the neighborhood or with the proposed Mixed Use Transit Oriented Development concept. Parking should be relegated to the back of the development, behind the stores, as with the new EYA development in Hyattsville, and the existing "streetfront" should be kept intact, behind the proposed buffer zone of existing trees. We do not want a Rockville Pike style "big box" parking lot facing our homes.

I object to granting a zoning change for more high-density development when there are so many unanswered, but important, questions. I oppose the zoning change until we can have accurate answers—answers that assure the continued success of our communities and existing retail developments, as well as binding contingencies for better traffic management, access from the southeast side along the railroad tracks connecting to existing roads, pedestrian/bicycle/shuttle bus access to existing and future transit stations, road improvements, environmental improvements, improved stormwater management, and sufficient financial contributions to ensure that this new development does no damage to our local communities and improves the lives of Prince Georges County citizens overall.

There are better locations for a Whole Foods store in the area such as the East Campus development site.

The rezoning application for the Cafritz site as currently proposed is grossly inadequate and should be denied.

Sincerely,

Arlene Christiansen  
6711 44th Avenue  
University Park, Maryland 20782  
301-927-2394

6804 Wells Pkwy  
University Park, MD 20782  
27 November 2011

County Administration Building  
14741 Gov. Oden Bowie Drive  
Upper Marlboro, MD 20772

Dear Chairwoman Hewlett,

We strongly encourage you to reject the rezoning application for the Calvert Tract (Rezoning application #A-10018) at this time. Our concerns with the application suggest that M-U-TC zoning is not the most appropriate designation for the Calvert Tract. We encourage you to investigate this issue in more detail.

### Transit and Traffic

First and foremost, the parcel is actually not as accessible by mass transit as the developer's application implies, although transit is supposed to be a central aspect of M-U-TC zoning. The insistence on surface "teaser" parking visible from Rt. 1 is a tacit acknowledgement that transit will not play a role in development of this parcel.

Prince George's politicians have promised to make development at existing Metro stations their top priority. During his campaign, and currently on his campaign website, Prince George's County Exec Rushern Baker states, "*We will focus new economic development around the County's existing and underdeveloped Metro stations.*" We do not believe this application is in keeping with this vision or the requirements for the developed tier goals in the County's 2002 General Plan.

On page 11 of the application, it says "the entire property is located within [0].5 miles of all three mass transit stations," in reference to the College Park Metro, Riverdale Park MARC and a proposed Purple Line station. This statement makes the erroneous assumption that the College Park WMATA Metrorail station and the Riverdale Park MARC station are equivalent with respect to their value in contributing to the mixed-use nature of the development. However, the relatively infrequent and limited service on commuter rail means that the MARC station cannot be directly compared to the continuous service provided by Metro.

Also, the applicant only has plans to develop one phase of the project at this time. In order to determine if this project is in keeping with the goals of the General Plan, the applicant should indicate how much of the first phase of construction would be 0.5 miles from the College Park Metrorail station. Additionally, construction for the Purple Line is not even scheduled to start until 2015. If this application proceeds, the Purple Line will not be in service when development is completed and it should not be considered in the transit analysis.

Since the parcel is actually not as accessible by mass transit as the developer's application implies, traffic becomes a significant concern. M-U-TC zoning does not have specific traffic guidelines because it is typically used for redevelopment or revitalization, not for undeveloped land. We do not believe this zoning change is appropriate for this vacant undeveloped parcel of land that currently has a minimal impact on local traffic. A M-NCPPC memorandum dated November 7<sup>th</sup> states that the proposed zoning

change would add up to 17,844 daily trips on US 1, which could potentially put the road over its actual capacity. Any rezoning of this property should be in a category such as M-U-I where traffic issues are more fully vetted and considered.

While Riverdale Park's M-U-TC zoning was adopted "to revitalize *its town center areas along US 1 and in the older core along Queensbury Road around the MARC station,*" this parcel is not along Riverdale Park's "town center", nor in its "older core along Queensbury." To grant it M-U-TC status is both inappropriate and unprecedented in the county and is not in keeping with the County's master plan. The parcel is not commercial, not developed, and while it might legally meet the definition of contiguous, the land proposed for rezoning would be surrounded on most sides by single family homes. Maintaining its R-55 single family home zoning would be more consistent with its actual surrounding neighborhoods. We encourage you to come and tour the sight to decide for yourself if the location is as described in the applicant's proposal.

### **Ability to deliver on vision**

On page 7 of the application it states that "the proposed development will feature a Whole Foods Market." Since the developer has chosen to make the promise of a Whole Foods a central aspect of the zoning application, the level of commitment from Whole Foods ought to be explained in more detail and not simply accepted at face value. Please consider that the now-foreclosed University Town Center, located only a mile from the proposed Cafritz development, was supposed to feature a Safeway that was never built.

The level of commitment from Whole Foods is also critical in vetting several aspects of the conceptual plan that are supposedly imposed by Whole Foods, including the insistence on surface parking fronting Route 1. Yet, no representative from Whole Foods has ever attended a meeting in any town affected by this application to confirm or defend these requests.

We are also concerned about increased crime in the area if the zoning change is approved but development does not proceed as planned. Other attempts at mixed-use developments barely a mile away, such as UTC and the Shops at Metro, have become anything but vibrant. Full of vacant storefronts and unsold condos, these developments have become magnets for crime and loitering.

Thank you for considering our input. We hope you do not approve this rezoning request at this time, as there are several concrete issues with the application that have not yet been fully taken into account.

Sincerely,

Abby and William Schneider

## Lareuse, Susan

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**From:** jcfassler@yahoo.com  
**Sent:** Monday, November 28, 2011 1:22 PM  
**To:** Lareuse, Susan  
**Subject:** Opposition to Cafritz re-zoning

Susan,

I write in opposition to the proposed rezoning of the Cafritz parcel in Prince George's County between East West Highway and College Park on Route 1.

The developers plans are insultingly vague and ignore the increased traffic and oversubscribed classrooms they will create. Approval of this plan will continue a failed path of favoring out of state developers over local taxpayers.

My wife and I moved to Prince George's from DC to raise our family purposefully. I fear a development the size of what Cafritz proposes will endanger the quality school we moved to send our kids too and will certainly add countless hours in lost time from increased traffic.

Thank you in advance for your consideration of my viewpoint.

Jess Fassler  
4313 Van Buren Street  
University Park, MD 20782

## Lareuse, Susan

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**From:** Deborah Sell [danzidora@yahoo.com]  
**Sent:** Tuesday, November 29, 2011 2:10 PM  
**To:** Lareuse, Susan  
**Cc:** susan.dorn@gmail.com  
**Subject:** Application A-10018; Cafritz Property  
**Attachments:** Open statement Cafritz Application.doc

Ms. LaReuse, I am submitting these notes to be included in your submission to the Planning Board. I was informed by Ms. Chadwick of your office that your submission to the Board is due on the first of December. You will find my notes as an attachment to this email. Sincerely, Deborah A. Sell, President, Prince Georgians for an Informed Citizenry, 13126 Silver Maple Court, Bowie, MD 20715; 301-928-9267 cell

Open Statement concerning the Cafritz Application for their request of zoning change of their property in Riverdale Park – Application A-10018

Ms. LaReuse

I'm fairly confident that the phrase that "Someone always lives Downstream" should apply to all planned development within Prince George's County.

I also know that that it is my firm desire that I will again find some reason to believe that my elected representatives and other appointed bodies within the County will live up to the trust that our citizens have placed in them.

I don't believe that can happen until appointed bodies such as the Planning Board realize that they are supposed to serve the citizens of our County rather than the developers seeking to do business here. We have communities that are worth protecting – communities like University Park and Riverdale Park that abut this particular party. However, we have other communities throughout the County that should take heed and pay attention to what goes on here in this situation and see what attention, if any, is paid to what actual citizens actually want for their neighborhoods.

I know that meetings have taken place in several venues where the developer has attempted to persuade those who would listen that they alone have the perfect vision for this property. And they should have some say in how they would develop this particular parcel, because as land owners they do have certain rights to develop this parcel according to its current zoning.

That being said, I firmly believe that in making any case for a zoning change, that the burden of proof for any zoning change – clearly rests with them. I also firmly believe that this body has a duty to the existing citizens of our County to represent the public good and not to accept the bait of a beautifully drawn illustrative plan – that the developer's representative,

Mr. Richard Reed stated was presented in detail but wasn't meant to be in such detail [before the City Council of College Park during a recent Work Session].

I do know that when presented with the harsh realities that at times where we chose to live haven't presented appropriate environments to raise our families those with the means to are able to move within or out of the County. I do know that our family made that move from Fort Washington to Bowie so that our learning disabled daughter wouldn't have to experience a four-hour [ two hours and fifteen minutes plus average each way from Fort Washington to the Harbour School Annapolis campus on Green Holly Drive ] daily bus ride to the special school that the County was ordered to pay for [\$30,000+ annual tuition each year from July of 2000 through June of 2010].

If more and more people continue to see their way of life deteriorating, those who can afford to will move away to other communities that they feel offer the promise of a better life for their families. If fewer and fewer families choose Prince George's as a viable community to raise and start their families, I don't believe that any single development will remain sustainable.

Benjamin Franklin postulated that democracies are two lions and a sheep discussing the lunch menu. I believe that justice and wisdom dictate that the sheep – meaning our existing communities and our citizens shouldn't be on the menu. The justice and wisdom part of this equation is up to you acting in your official capacity as representatives of our County.

Submitted by Deborah A. Sell, Co-founder and current President of Prince Georgians for an Informed Citizenry, 13126 Silver Maple Court, Bowie, Maryland 20715. 301-928-9267 cell.

## Lareuse, Susan

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**From:** Bradley-Chacon, Jacqueline [jacqueline@jbcimmigrationlaw.com]  
**Sent:** Friday, December 02, 2011 10:21 PM  
**To:** Kitty Donnelly  
**Cc:** Lareuse, Susan; mayor@upmd.org; Olson, Eric; ward1@upmd.org; ward2@upmd.org; ward3@upmd.org; ward4@upmd.org; ward5@upmd.org; ward6@upmd.org; ward7@upmd.org; Carol Weese RN; amariott@umd.edu; BAYLY, Brian; BAYLY, Susan; BLACK, Margaret; Daum, Richard; deborah4113@verizon.net; ENFIELD, Terry; Ferguson@cbknlaw.com; FLETCHER, Jo Anne; Jackson, Emily; ROSBOROUGH, Warren; SHAKER, Molly; STEWART, Rob; TOWNSEND, Jan; ZENG, Ning; ZUKOWSKI, Andrea  
**Subject:** Re: comments on proposed development plans for Cafritz property

I really like how succinctly and simply Kitty lays out the problems--1, 2, 3...easy to understand. Second, I like how she takes a pragmatic approach to proposing solutions in a logical sequence. Although last night's U.P. Council meeting seemed productive on one level as we had very issue specific discussion of the draft position letter, the morning after I am skeptical about the time frame as proposed by Cafritz for putting significant money and plans down. It seems to leave the bridge to the very end, almost as if it were the icing on the cake...rather than a prerequisite, precondition for building out the rest of their ambitious mixed use plan in a land-locked area. Kitty makes this traffic nightmare easy to envision.

After the Whole Foods building goes in, I would prefer to see the money and the design, comments, etc. for the bridge long before the residential phase begins. Lawyers take large retainers up front, why shouldn't we the community do the same as we bear the traffic impact and environmental impact long before this ambitious project comes to an end. Probably early on..I'd suspect. I'd prefer the retainer for the bridge and the accessibility of Maryland Ave. etc. as Kitty suggests earlier on say 1/3 into the project, not 3/4 or 80% through. Additional commercial building permits, after our showcase Whole Foods, should be linked to immediately effective traffic mitigation with ongoing studies to monitor progress on mitigation. Importantly, a large financial deposit with regular payments should continue to flow into that escrow account for the bridge. Perhaps businesses and potential homebuyers might be more encouraged to buy if they know a bridge is a high probability, not a theoretical possibility.

I am not sure exactly how the requirements should be sequenced. I trust the many, knowledgeable people out there in our various communities and government, including our public servant Ms. Lareuse to help guide us to a positive, socially, economically and environmentally responsible project. If we could get anywhere near that, we'd have to say it would be an excellent project.

Regarding MUI vs. MUTC (months ago I had no idea what this meant), I totally agree that this property appears to be a mismatch with the statutorily defined MUTC site, but if we've got to live with that, it must have the input and controls suggested in Ms. Donnelly's letter as well as in U.P.'s forthcoming letters.

Politics is the art of possibilities. I don't want to feel our community will be short-changed or robbed of their peaceful life quality or be hoodwinked; nor do I want to presume any lack of good faith by any of the parties involved. I hope the participation of everyone concerned will help make the outcome of the Cafritz projects a "good for the greatest number in our communities" including and perhaps especially for the kids who will be attending our local schools and perhaps even getting some of their first jobs, I hope, in these new commercial establishments...that is if they can bear the traffic. Also, while I think it essential to include senior citizen housing, I feel it is socially irresponsible not to include or even mention a segment of affordable housing for low-income members of our community--old and young.

Thanks everyone.

cc: Ward 7 email list

On Sat, Nov 26, 2011 at 4:26 PM, Kitty Donnelly <[kittydmd@gmail.com](mailto:kittydmd@gmail.com)> wrote:

Attached is a letter that raises a number of issues to be addressed in considering rezoning for the Cafritz property along Route 1.

Thank you for reading and considering these comments from a concerned resident of University Park in your deliberations.

Catherine Donnelly  
4222 Sheridan Street  
University Park, MD 20782  
[301-779-4583](tel:301-779-4583)

--

Jacqueline Bradley Chacón, Attorney at Law\* and Council Member, Ward 7 for the Town of University Park, MD

Email: [jacqueline@jbcimmigrationlaw.com](mailto:jacqueline@jbcimmigrationlaw.com); [jbc.atty@gmail.com](mailto:jbc.atty@gmail.com) or [Ward7@upmd.org](mailto:Ward7@upmd.org) Website:  
[JBCImmigrationLaw.com](http://JBCImmigrationLaw.com)  
Office Telephone/FAX: **(301) 277-0661**

Please send all written correspondence to my mailing address:  
4423 Lehigh Road, #206  
College Park, MD 20740

For initial consultations and appointments, my office address:  
7309 Baltimore Ave., Suite 119  
College Park, MD 20740

\*Practice Limited to Immigration and Nationality Law

**Please note that the information contained in this message may be privileged and confidential. If you have received this message in error, please delete the message and notify the sender.**

**Lareuse, Susan**

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**From:** Route 1 Coalition [route1coalition@gmail.com]  
**Sent:** Sunday, December 04, 2011 9:15 AM  
**Subject:** Fwd: Cafritz property plans

----- Forwarded message -----

**From:** Jennie Reinhardt <jcrein@mindspring.com>  
**Date:** Mon, Jul 18, 2011 at 8:36 AM  
**Subject:** Cafritz property plans  
**To:** [route1coalition@gmail.com](mailto:route1coalition@gmail.com)

The Cafritz property in Riverdale Park should remain zoned for single family housing, low-density, **maximum retention of existing trees**, with hike/bike trails.

The grocery store should go in nearby University Town Center, Hyattsville, where zoning and infrastructure already exist.

Jennie Reinhardt

4105 Gallatin St., Hyattsville, MD 20781

TO: Ms. Susan Larcuse  
Development Review Division  
MNCCPD  
[Susan.larcuse@ppd.mncppc.org](mailto:Susan.larcuse@ppd.mncppc.org)

County Executive, Rushern Baker  
[countyexecutive@pg.md.us](mailto:countyexecutive@pg.md.us)

FROM: Adele Ellis  
4608 Beechwood Road  
College Park, MD 20740  
[adelrichellis@yahoo.com](mailto:adelrichellis@yahoo.com)

RE: Cafritz Property Proposal (A-10018)

I am a 30 year resident of the Calvert Hills neighborhood of College Park, which directly abuts the wooded tract being proposed for rezoning.

From the beginning, I have attended almost every meeting concerning the proposed Cafritz development. I have become very disaffected, disappointed and dismayed by what is happening. With much fanfare, neighboring residents were told we would have input and our concerns and suggestions would be included in any final project. Now, Cafritz wants to use an MUTC rezoning process, which would mean they do not have to go before the M-NCPPC process that allows for input from all surrounding communities. This is of serious concern to all involved.

-First, it involves a great deal of uncertainty and inability to plan. This process has inconsistencies between the County Planning Board review for subsequent DSPs and those under the MUTC review. How would any differences be resolved? There are no precedents.

-More importantly, this is clearly a serious misuse of this zoning process. The MUTC is meant for developments that would revitalize older commercial centers. The developers are not adding to the existing very small commercial area in Riverdale Town Center; they are building an entirely new, very large development that is only connected by a proposed small (probably to be one-way) road. There is nothing but trees on the current property: there is nothing to be redeveloped or revitalized.

The only conclusion to draw is that this rezoning process is being requested in order to bypass legitimate community and county gatekeeper steps. It is undemocratic and underhanded and does not speak well to the developers concerns or commitment to the area or the county.

There is good reason for this. The entire idea of a commercial development at this site does not promise to be one that would benefit the community or county. I understand the need for tax dollars and a few jobs, but at what cost? The first cost would be county

credibility. After what has transpired between the county and developers in the past, there should be every effort to be completely aboveboard and to show more concern about the area than about deals to be made with developers.

Secondly, there is no reason to think that the proposed development would succeed. There are already apartments, condos, and townhouses springing up all around our area and many are not doing well. The close University Town Center is in bankruptcy (from what I last read in the papers). It has closed commercial businesses, unsold condos, and it has increased crime in the area. In fact, if economic times do not improve, why would the Cafritz group even start their development? Once acquiring rezoning, they are free to resell at a huge profit from what the property is worth at its current zoning. Then, who knows what we or the County could see on this site?

Compare those scenarios to the existing one: the neighborhoods of University Park and College Park are a diverse mix of well maintained homes big and small, owned by tax paying citizens with a very successful elementary school. Such a dense development could well be its ruin. No concessions by the developers can make up for the destruction of the contiguous residential area surrounding the site

Citizens who live in the R-55 zoned area cannot build a store on their property. No one would think of allowing this. But a developer can? This is a recipe for disaster: the ruin of a thriving residential area, the continuation of a legacy of mistrust in our County government, and the prospect for yet another failed project in Prince George's County. This will not lure residents to the County. It will just be a win for big business at the same time citizens are protesting such preferential treatment for corporations in the streets.

When all is said and done, there is no justification to rezone at all via any process. The R-55 zoning is compatible with the surrounding area. Maintaining it would maintain the existing property values and citizen investments in their homes and county. The property was rightly zoned R-55 when it was purchased by the current owner. There is no compelling reason why it should be changed for their profit...and they have not shown that it would be to anyone else's.

Thank you for your consideration.

CC: Mayor Andrew Fellows  
Mayor Vernon Archer  
Mayor John Tabori  
Mayor Marc Tartaro  
Stephanie Stullich, CP Council  
Eric Olson, PGCC  
Joseline Pena-Melnyk, Delegate  
Ben Barnes, Delegate  
Barbara Frush, Delegate

SARAH J. STARRETT  
4115 Tennyson Road  
University Park, MD 20782  
[sjstarrett@comcast.net](mailto:sjstarrett@comcast.net)  
day: (202) 693-5566 cell: (202) 841-1644

December 5, 2011

Susan Lareuse, Planning Department Reviewer  
Elizabeth M. Hewlett, Chair  
John Shoaff, Commissioner  
Maryland-National Capital Planning Board  
County Administration Building  
14741 Gov. Oden Bowie Drive  
Upper Marlboro, MD 20772  
[Susan.Lareuse@ppd.mncppc.org](mailto:Susan.Lareuse@ppd.mncppc.org)  
[ehewlett@co.pg.md.us](mailto:ehewlett@co.pg.md.us)  
[info@ppd.mncppc.org](mailto:info@ppd.mncppc.org)

*Re: Cafritz rezoning request*

Dear Ms. Lareuse et al:

As a resident of University Park, I support smart economic growth, but I oppose the rezoning of the entire Cafritz property in the neighboring Town of Riverdale Park from single-family residential to high-density/multi-use. The plan now calls for more than 180,000 square feet of commercial and retail development and close to 1000 residential units in an area that is about one-tenth the size of my town, University Park, Maryland.

Although I do believe that our County can benefit from responsible economic growth and an expanded business tax base, I have misgivings about several of the developer's claims. Like many of my neighbors in University Park, I do not believe the proposal meets the "smart growth" standard. Smart development is sustainable and transit-oriented, but the Cafritz plan is neither: As the crow flies, the nearest Metro station is better than a half-mile from the closest corner of the property; from the farthest point (which is where they propose to put the Whole Foods store) it is more than a mile to the station. This means that most customers are likely to drive, which will overburden the already failing existing roads, especially at rush hours and on weekends, when they are already packed.

In addition, I question whether it makes sense to shoehorn even more new development into this existing residential neighborhood. If successful, the development is likely to draw customers away from the struggling University Town Center and the brand new Route 1 Corridor development, and to put hundreds more cars onto our small town roads. If it fails, I worry that we will add another struggling retail venue to an area

that has overinvested in housing and retail space in the past few years. Empty storefronts are the antithesis of smart economic development. There also is no particular proposal to make the development sustainable, LEED-certified or “green.”

The developer’s ever-changing proposals, as well as its presentations at several public forums in University Park and Riverdale Park have raised a number of troubling points:

- MU-TC zoning is inappropriate for this location, which is not part of any “town center,” but instead sits near the border of four different towns: University Park, and College Park, Hyattsville, and Riverdale Park. In addition, the parcel shares much longer borders and traffic routes with University Park and College Park, and sits near two major traffic corridors, and has no existing connections to the rest of Riverdale Park. MU-TC was intended to revitalize existing commercial town centers, not to permit wholesale creation of a brand new strip mall on an vacant, landlocked parcel. For all practical purposes, this is brand new development, since the land is entirely reforested, has no existing infrastructure and has sat vacant for more than 50 years. As proposed, it resembles suburban sprawl more than it does a town center. For this reason, the MU-TC rezoning should be DENIED. Rezoning to MU-I, with conditions as noted below, would make more sense, since it would permit the neighboring jurisdictions and the county as a whole to have greater input into this large and complex project.
- There are many concerns with the proposed increases in traffic on Route 1 and neighborhood streets and the lack of existing road capacity to handle it all. The developer has stated that the Cafritz group may consider negotiating with CSX to build a transportation route over the railroad tracks to facilitate access to the site and alleviate traffic on Route 1, and/or access via the existing right of way along the railroad tracks southbound to Riverdale Park MARC/Town Center. Negotiations, funding, permitting and construction of any such bridge is likely to take several years. For this reason, we urge you to REQUIRE such access as a mandatory condition of any rezoning change, well in ADVANCE of any site plan approvals or permits to commence construction.
- On the issue of transit access, the project is not located at a Metro stop, nor do the existing plans show any way for pedestrians to access the site from either of the two existing Metro stations, or from the proposed Purple Line station, each of which is more than one half-mile away from the proposed grocery store location. The developer has suggested that people could “just use the little University Park shuttle” or the University of Maryland bus system, has made no binding commitments either to create or to fund this essential part of the proposed transit orientation. To use either system now a rider must live in University Park (or College Park) and/or must hold a University of Maryland student or staff ID. Moreover, in their current configurations, neither system is likely to be able to accommodate the additional ridership without substantial investments in equipment and personnel. Cafritz should

be REQUIRED to fund such a system, for a minimum of ten or twenty years, as a condition of rezoning.

- The proposed parking lot at the front of the project is much too large and does not fit in with the character of the neighborhood or with the proposed Mixed Use Transit Oriented Development concept. We do not want a Rockville Pike style strip mall or “big box” parking lot facing our homes. Instead, parking should be relegated to the back of the development, behind the stores, as with the new EYA development in Hyattsville, which would allow both a buffer zone of mature existing trees along Route 1, large pedestrian-friendly sidewalks, and “storefronts” facing the streets.
- The developers seem reluctant to make the development LEED compliant, to preserve some of the existing green space, to utilize green roofs, pervious paving and other stormwater retention methods, or to consider solar or wind energy. This was quite surprising, given that past proposals for this same property touted the developer’s commitment to the LEED standards and use of green materials and practices. We urge you to require such certification and zero-impact stormwater management as a condition of any rezoning.
- The developers seem to have no plan for where the children in this new development would be educated. Our local elementary schools are already over capacity, and we do not have room for more students in this area unless the developer builds (and funds) a new school to go with it. The same is true for police, fire, ambulance, water, sewer, stormwater, and all the other services required for a brand new high-density complex of 900 dwelling units, several stores, a hotel, a fitness center, restaurants, and the rest proposed to be wedged into a 37 acre site.
- The proposed “Phase II” high-rise apartment buildings, condominiums, and hotel are much too tall, too large, too dense, and completely out of character with the surrounding neighborhood of single-family two-story housing. Townhouses and senior housing might work in this space, as with EYA, but not high-rises. Please deny this aspect of the plan outright; Prince Georges County needs more commercial space, but does not need any more unsold condominiums, student housing or high-rise apartment complexes.
- There was no clear explanation of how tax revenues would offset the cost to the state and to the neighboring communities. I worry that the State, County and Town of Riverdale Park will not receive sufficient revenues from the project to fund needed public services (road improvements, sidewalks, fire, police, sanitation, roads, code enforcement). Lack of adequate services in our neighboring town will also surely place a burden on University Park to provide police services, and on Hyattsville to provide fire and emergency medical response. Who will pay for these?
- The market analysis presented also seemed remarkably outdated. It did not, for example, include the “new” Giant grocery that opened across from the Mall at Prince

Letter re: Cafritz rezoning request

December 5, 2011

Page 4 of 4

Georges five years ago, the “Yes” Organic Market which opened last summer, the bankrupt condominium/mixed use project at University Town Center (which is Metro accessible) or any of the other new retail areas and restaurants within a mile of the proposed site. That oversight exposes either a remarkable lack of diligence or an appalling misunderstanding of the area’s economic infrastructure.

Instead, I would suggest that we consider looking for options that will situate some of the proposed retail, such as the proposed Whole Foods grocery, within an existing development such as University Town Center or the anticipated East Campus Development, and retain the residential zoning at the Cafritz site. I think there are ways to successfully obtain desired retail in the area without effectively undermining our current efforts in this prolonged period of depressed economic growth.

I object to granting a zoning change for more high-density development when there are so many unanswered, but important, questions. I oppose the zoning change until we can have accurate answers—answers that assure the continued success of our communities and existing retail developments, as well as binding contingencies for better traffic management, access from the southeast side along the railroad tracks connecting to existing roads, pedestrian/bicycle/shuttle bus access to existing and future transit stations, road improvements, environmental improvements, improved stormwater management, and sufficient financial contributions to ensure that this new development does no damage to our local communities and improves the lives of Prince Georges County citizens overall.

The MU-TC rezoning application for the Cafritz site as currently proposed is grossly inadequate and should be denied, unless and until it is revised to meet the criteria laid out above. Rezoning to MU-I seems to present a much better alternative for this property.

I look forward to receiving your response to these important issues.

Sincerely yours,

Sarah J. Starrett

Cc: Mayor John Tabori  
Town Council Member James Gekas  
PG County Council Member Eric Olson  
Delegate Tawanna P. Gaines  
Delegate Anne Healey

**Lareuse, Susan**

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**From:** Michele Leonardi [mpleonardi@gmail.com]  
**Sent:** Monday, December 05, 2011 11:24 AM  
**To:** Tracey Toscano; mayor@upmd.org; davidcbrosch@comcast.net; ward3@upmd.org; Ward4@upmd.org; ward5@upmd.org; Ward7@upmd.org; Ward2@upmd.org; Ward6@upmd.org  
**Cc:** countyexecutive@co.pg.md.us; paul.pinsk@senate.state.md.us; tawanna.gaines@house.state.md.us; anne.healey@house.state.md.us; Lareuse, Susan; ehewlett@co.pg.md.us; Glaros, Dannielle M.  
**Subject:** Firmly against Cafritz rezoning

Dear Council member, I writing to state that I am firmly against the rezoning on the Cafritz property. I think managing the impending traffic will be impossible with or without the imaginary bridge across the railroad tracks. I drive my boys both ways to DeMatha everyday, and every day I am gridlocked at Queensberry Road. I believe our quality of life will suffer greatly as we struggle to enter an exit our own neighborhood. With no legally binding plan in place, how can we accept anything Cafritz "claims" to offer? Their ever changing plan is concerning- what now an auto repair? That typifies the worst kind of strip mall. I don't even understand the logic for a hotel- the location is hardly convenient to I-95. And what about our public schools? In other counties in Virginia, the developer must build the school if there is no room to accomodate children from a proposed development. What exactly is Cafritz offering us? More noise, traffic, pollution, and another potentially blighted strip mall? Who is to say they won't sell the property if they get the zoning change? EYI is no longer EYI after all. Why do we think a commercial-retail-dense housing development will succeed in the middle of a residential area when other developments have failed (UTC) in existing commercial-retail-dense housing areas? What happens if Whole Fields as a company fails or just plain backs out? I would hate to think that officials in Prince Georges County are so desperate to bring one particular grocery store to our county that we end up getting the wool pulled over our eyes and look like complete fools for doing business based on the good intentions of Cafritz. Hell is paved with good intentions.

Michele P. Leonardi  
6714 Queens Chapel Road  
University Park, MD 20782

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This message is intended only for the recipient to whom it is addressed. Please do not forward this e-mail to any other person, group, entity, listserv, website, or group of people without my express consent.  
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This message is intended only for the recipient to whom it is addressed. Please do not forward this e-mail to any other person, group, entity, listserv, website, or group of people without my express consent.

**Lareuse, Susan**

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**From:** Jim Duff [jimduff@live.com]  
**Sent:** Monday, December 05, 2011 10:05 AM  
**To:** ehewlett@co.pg.md.us; Info  
**Cc:** countyexecutive@co.pg.md.us; eolson@co.pg.md.us; mayor@upmd.org; ward3@upmd.org; Lareuse, Susan  
**Subject:** Please say no to Cafritz shopping center in residential neighborhood

Elizabeth M. Hewlett, Chair  
Prince Georges County Planning Department  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro MD 20772

Dear Ms Hewlett and other members of the Planning Department,

**The Cafritz Property on Route 1 is correctly zoned for single family homes, and needs to stay that way.**

A quick drive south down Route 1 easily confirms this, as you leave the commercial zone in College Park at Guilford St, and enter the lovely residential area, which continues for about a mile, until you re-enter the commercial area where Route 1 meets East-West Highway.

**Plopping a shopping center down in the center of this residential area would make a mockery of our zoning laws.**

Just like all the rest of us, the owners of that property are very welcome to make a profit on their land by developing it as the zoning planners intended, in this case, by building single-family homes to fit with the neighborhood.

If I asked for rezoning to tear down my house in University Park to build a Burger King, I'd be laughed out of the room - it just doesn't fit. Just because the Cafritz developers have a lot of money to push their case doesn't mean their fancy commercial plans fit either. Please respect the lives of the people who live in the quiet adjacent neighborhoods, and say no to the Cafritz zoning change request.

Respectfully yours,

James W. Duff  
[jimduff@live.com](mailto:jimduff@live.com)  
301-789-4268  
4409 Van Buren St.  
University Park, MD 20782

cc: County Executive Rushern Baker  
Prince Georges County Councilman Eric Olsen  
Hon. John Tabori, Mayor of University Park  
Susan McPherson, Ward 3 Councilwoman, University Park  
Susan Lareuse, Planning Department Reviewer

**Lareuse, Susan**

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**From:** Route 1 Coalition [route1coalition@gmail.com]  
**Sent:** Sunday, December 04, 2011 9:05 AM  
**Subject:** Resident comments on proposed development plans for Cafritz property  
**Attachments:** CafritzLetterto SLaReuseUPmayor&council26 Nov 2011.doc

From: **Kitty Donnelly** <kittydmd@gmail.com>  
Date: Sat, Nov 26, 2011 at 4:26 PM

Attached is a letter that raises a number of issues to be addressed in considering rezoning for the Cafritz property along Route 1.  
Thank you for reading and considering these comments from a concerned resident of University Park in your deliberations.

Catherine Donnelly  
4222 Sheridan Street  
University Park, MD 20782  
301-779-4583

**Lareuse, Susan**

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**From:** Route 1 Coalition [route1coalition@gmail.com]  
**Sent:** Sunday, December 04, 2011 9:07 AM  
**Subject:** Expanded letter re Cafritz rezoning request  
**Attachments:** CafritzLetterto SLaReuseUPmayor&council26 Nov 2011.doc

From: **Kitty Donnelly** <kittydmd@gmail.com>  
Date: Mon, Nov 28, 2011 at 8:57 AM  
Subject: letter re Cafritz rezoning request  
To: [paul.pinsky@senate.state.md.us](mailto:paul.pinsky@senate.state.md.us)

Dear Senator Pinsky,

I want to share with you the attached letter outlining some major concerns about the Cafritz rezoning request and development plans. In many ways this proposal appears to be rushed and premature, a plan that does not sufficiently address the particular challenges of developing this isolated plot of land.

I want to also highlight a concern that the letter does not bring up which is aesthetic and also impacts retaining the desired upscale attractive impression of this stretch of Route 1: the developers assert that Whole Foods requires substantial paved parking along the front stretch of the property. This is an unattractive and now discredited way to develop commercial property. Most new developments aim for the new town look of the Hyattsville Arts Center with parking behind and/or parking structures, or remodeling to achieve it. Other Whole Foods properties in this area in Silver Spring, in Tenley Town and in the DuPont Circle area are all built to the edge of wide sidewalks with parking structures. It is not clear that Whole Foods is requiring this surface parking out front and the company has never attended any hearings in the area., or if the developers believe it will increase their future ability to attract other commercial entities to the development other than the promised Whole Foods.

Thank you for your efforts to allow considered discussion of the plans, to slow down a proposal that seems immature at present, so that discussion can take place, and for helping ensure that any development has a net positive impact on our area. To do so will require addressing the zoning, traffic, and environmental impacts outline in the attached letter.

Sincerely,  
Catherine Donnelly  
4222 Sheridan Street, UP  
[301-779-4583](tel:301-779-4583)

November 26, 2011

Ms Susan LaReuse, Planning Board

Mayor John Tabori, University Park, Maryland

Council members, University Park, Maryland

Re: Development Proposal and rezoning request for the Cafritz Property

Comments below focus on the current plans for the property. Proposed added access depends on other entities giving permission, funding, and other approval before those changes could be implemented.

The Cafritz Property rezoning request asks to change the zoning to MUTC with design review under the control of Riverdale Park. Problems with this novel MUTC zoning request and the development plan are listed below. This development plan is fundamentally flawed because of a totally inadequate plan to support traffic generated by the development commercial and residential units, with just one entrance/exit onto Route 1. This letter concludes with several recommendations for rezoning with requirements to address traffic problems and recommends the zoning be approved in two phases, with several amenities and traffic improvements to be made in phase 1 and approval of phase 2 contingent on firm contractual agreements for a vehicular bridge over CSX tracks.

MUTC zoning does not match property characteristics. Mixed Use Town Center zoning (MUTC) is designed for redeveloping an existing town center, but this plot of land is undeveloped, is not in the town center of Riverdale Park, is on the far northern edge of that town and has no direct traffic access to Riverdale Park town center at present. Because MUTC is supposed to be based on existing town center development with existing adequate traffic, MUTC review does not include traffic issues. Riverdale Park will not bear the brunt of many of the traffic problems associated with the proposed development, but with MUTC zoning Riverdale Park would be the sole or chief reviewer of the property. Traffic impacts are one of the most significant problems with this proposed development. If the property is rezoned, the traffic impacts must be addressed in a way that matches and supports the phased property development and that involves neighboring jurisdictions input and concurrence.

External traffic impact on surrounding highways and towns will be unacceptable: Almost all the impact of development in terms of increased traffic congestion and backups on Route 1 will be experienced by the adjacent towns of College Park and University Park. A marked increase in traffic is expected on Route 1 and on East West Highway, one of few highways that crosses over the CSX train tracks and gives access to Cafritz property from points east and west of Route 1. University Park is the one adjacent town that has multiple roads that give east-west through access to and from Route 1, and can expect to experience a great increase in cut through traffic, from motorists trying to avoid traffic backups.

The intersection of Route 1 and East West Highway is already heavily used and backs up several blocks in morning and evening rush hour, as well as having significant traffic during the day with traffic exiting

from the University of Maryland. On Saturdays Route 1 north of the University of Maryland backs up for long stretches and local residents must also consider if football game traffic will impede their drive on Route 1 on weekends. Adding more traffic during the day and on weekends will result in unacceptable traffic congestion. Route 1 and the intersection of Route 1 with East West Highway are not able to absorb the increase in traffic expected with the full build out of the proposed Cafritz property.

A traffic study estimated that the full proposed development would add 20,000 to 23,000 vehicles daily to a current traffic load of 25,000 to 26,000 vehicles daily, e.g. an 80 to 90% increase. At present Route 1 at East West Highway and at Queensbury Road are intersections rated Level of Service(LOS) E in the morning and LOS F in the afternoon rush hour. It appears likely that the proposed traffic light controlled intersection and development entrance/exit at Van Buren Street would be LOS F in peak hours.

Internal and immediate traffic impact at the intersection of Route 1 and Van Buren Street: As proposed, the property would have only one entrance and exit onto Route 1. The single entrance plan is so inadequate and flawed as to raise questions of whether the developers have seriously thought through this proposal or if they truly plan to build phase 2. The proposed development phase 1 involves building a grocery store and restaurants that require regular truck deliveries, including multiple semi-trailers to deliver groceries. In addition, offices and other businesses will generate significant traffic daily. The full build out of the Cafritz property if the rezoning is approved would add high density housing units greater in number than houses in University Park, plus a hotel and senior housing. To visualize the total inadequacy of the single entrance to the property, or even two entrances, imagine all the residents of University Park forced to exit and enter the town from the single traffic light at the intersection of Route 1 and Queens Chapel Road. There would be long backups in the morning to exit and in the evening to enter the town of University Park that has no grocery store and no commercial property or offices. There are safety issues as well with a single or very few entrances. Fire trucks and ambulances cannot reach emergency situations rapidly if the sole entrance is blocked with traffic, or worse, if the entrance is itself blocked by an accident and Route 1 is backed up for blocks.

Environmental impacts of development are significant. This property has been a wooded site for more than half a century and is located uphill from a nearby tributary of the Northeast Branch of the Anacostia River. The proposed commercial development calls for a large area of paved surface parking, with much rain water runoff going into this tributary. Storm water management is a significant challenge and must be addressed in both phases of the development at a level that exceeds the current requirements for development in Prince George's County. Local communities have plans for riverside trails along the tributary and storm water management is crucial to their success. The developers plan to clear cut the entire tract initially, and leave the back portion bare until the second phase of multifamily housing is carried out in several years. This clear cut tract will be unattractive, will increase runoff, and will result in increased atmospheric carbon dioxide from the accelerated loss of trees.

For the above reasons, this letter recommends that

1. The property zoning be considered under Mixed Use Infill MUI, so that significant traffic issues can and will be addressed by all impacted towns. These issues include the inadequacy of a

single entrance and exit for the full development plan of grocery store and commercial development with almost 1000 residential units. If MUTC zoning is to be approved, the developers must submit a detailed plan to be reviewed and approved by both Riverdale Park and the neighboring jurisdictions. These towns should require a traffic demand management plan to mitigate the anticipated surge in traffic and alleviate failure of major intersections.

2. The zoning should be carried out in two phases, with the first phase commercial development contingent on adding additional entrance and exit via the Maryland Avenue access from Riverdale Park. In addition, additional ramps should be considered at the southern (entrance only) and the northern (exit only) ends of the property onto Route 1.
3. Clearing of property should be carried out in two phases, with only the phase 1 development property contiguous to Route 1 cleared for the initial commercial development. Full clearing would leave a denuded property, which could stand bare for years if development is delayed for any reason in phase 2. If clear cutting is permitted, the developer must be required to implement storm water management and retention ponds in phase 1 to address runoff issues.
4. The planned hiker biker trail must be paved as part of phase 1, to mitigate traffic and establish alternatives to vehicular access to the commercial properties from Riverdale Park, College Park and communities beyond. Phase 1 completion will ensure rapid benefits of hiker biker access to the property, reduce vehicular traffic, and ensure that this amenity is built immediately.
5. The second phase of multifamily housing is contingent on adding a vehicular bridge over the CSX railroad tracks. CSX approval of bridge design, and funds for the bridge design and construction must be assured contractually before the permits for phase 1 construction are issued.

Thank you for considering these comments and recommendations to ensure that Cafritz development will support the quality of life in the neighboring towns and become a successful development that will improve the amenities available to Prince George's County residents. The County wants and deserves quality development. That goal will be achieved by thoughtful review by all adjacent towns of development plans and traffic impacts under MUI or MUTC rezoning, by designing and building a development with good traffic access externally and internally, by ensuring that the traffic demand management and water management measures, and the hiker biker trail are completed in the project's first phase. With these measures this project has the potential to succeed and to reflect well on the County.

Sincerely,

Catherine Donnelly

4222 Sheridan Street,

University Park, MD 20782

Telephone 301-779-4583

## Lareuse, Susan

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**From:** Richard Scorza [richard.scorza@verizon.net]  
**Sent:** Tuesday, November 29, 2011 2:27 PM  
**To:** Lareuse, Susan  
**Cc:** route1coalition@gmail.com  
**Subject:** I Oppose Caffritz Re-zoning Application

Dear Ms. Lareuse:

I oppose the Caffritz re-zoning application for a number of reasons, not the least of which is that "zoning" means something, and when it can be altered through schemes such as the Caffritz proposal, it renders the concept meaningless, destroying any notion of trust that a citizen can have in local government and administrative organs.

The re-zoning application should be denied because there is no need for such a dense and economically burdensome property "development." The sum total of additions to my tax burden to fund added street, police and school capacity places a cost on me while benefiting only the applicant.

The re-zoning application should be denied because there is no justification to change the existing zoning. Adding 1000 apartments and shoe-horning a grocery store, hotel, and fast food joints into 35 acres creates more risks than certainties. The condo and rental surplus at University Town Center--about a mile away-- has already resulted in a bank take-over. This project, when it fails to produce the pie-in-the-sky "development" it promises, will sink our local area further into a financial abyss.

The re-zoning application should be denied because greed should not trump need. The Jack Johnson days are over. "Smart growth" means just that. This rapacious overreach is simply targeted at further enriching a wealthy individual. No amount of promised tax revenues will match the outlays our local budgets and my personal property tax increases will suffer.

The re-zoning application should be denied because the low pay-scale jobs it might produce in the grocery store, hotel, and property maintenance areas are not the kind that our area requires for truly lifting the local economy.

The re-zoning application should be denied because the environmental impact on water and air are devastating. In removing a forest and building a heat-island, the project will undermine efforts such as the University Park Community Solar LLC has undertaken to displace carbon-based electrical generation with clean solar power. The re-zoning application ignores the extremely harmful impact that delivery trucks, apartment heat/air conditioning, asphalt, hotel and grocery store waste--even noise pollution--cause.

Too many risks, no public benefit. Is that smart? Please take the opportunity presented by the re-zoning application to clearly delineate the line between a momentary satisfaction for personal and political gain and protection of the public trust. Zoning is a contract between the citizens and its government. If you break the contract, you violate the most basic tenant of governance.

Sincerely,

Richard Scorza, Member of the Board  
University Park Solar LLC  
4207 Underwood St.  
University Park, MD 20782  
301 277-5388

4219 Woodberry Street  
University Park, MD 20782  
November 30, 2011

Ms. Susan Lareuse  
Development Review Division  
MNCCPD  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772  
BY EMAIL: susan.lareuse@ppd.mncppc.org

RE: Cafritz Property A-10018 (and any related modified pending proposal)

Dear Ms. Lareuse:

This is in response to the above application filed to change the Cafritz property from R-55 to M-U-TC zoning. I am a thirty five year resident of Woodberry Street in University Park, Maryland. I am not a city planner or large scale developer. Therefore, others can speak better than I to the deficient aspects of the Cafritz large scale commercial development plan regarding issues such as storm water drainage and traffic, and the inappropriateness of the expedited rezoning process that has been invoked. While I agree with those sentiments, it is also impossible to ignore two striking reasons to deny this rezoning request in its entirety, neither of which I have to date seen or heard adequately presented.

1. The MUTC zoning request is a sham. Mixed Use Town Center zoning in Prince George's County both by law and as recognized, adopted and approved by Riverdale Park in their 2004 development plan, is designed to "promote the revitalization and redevelopment of the country's older commercial centers" as Riverdale Park has sought to do along Queensbury Road around the MARC station. By intentional design, MUTC is a backward looking zoning category. The Cafritz property, however, was never a commercial site or town center in the past, and, being a cleared site now, has absolutely no older commercial buildings – indeed no buildings at all – to revitalize or redevelop. It was and is an R-55 tract designed to harmonize and complement the R-55 property and property owners that are contiguous to its north and west. Since it was never a commercial site, contains not a single building on it to restore or redevelop, and the material submitted by Cafritz involves only new commercial construction and nowhere even claims to be restoring or redeveloping anything, no less old commercial historic town center buildings, the rezoning request does not meet the MUTC requirements and must be denied. Nothing going forward in the Cafritz plans, however modified, can make this R-55 property have a different past. From the above, it is clear that the request is not only wholly without merit, but also disingenuous. Not a single person anywhere could swear that any part of this R-55 property was previously used or developed by them as a part of the historic Riverdale Town Center. Consequently, this rezoning request and the concurrent request to change the Riverdale Town Center boundaries to encompass this R-55 single family housing property, and then to allow the building of entirely new commercial construction on it from the ground up, exposes this request simply as a convenient subterfuge designed primarily to accomplish an upzoning of the property

and the enormous increase in value that it would bring to the property owner and to the Town of Riverdale Park tax collectors, regardless of the harm it would inflict upon the neighboring and contiguous R-55 property owners. Zoning changes may not be based upon an owner's desire for increased value where the request is completely unsupported by the relevant and uncontested facts. Where there is no factual support for a rezoning request, I respectfully submit that allowing it would be arbitrary, capricious, and an abuse of discretion.

2. Irreparable damage will be done to the contiguous R-55 property owners and Prince George's County. The Cafritz request to "bust" the long standing R-55 zoning of its property will damage the neighboring R-55 property and property owners in a manner that no amount of money or special development concessions can correct. No one in this R-55 single family zoning area now has to contend with daily commercial 18 wheel truck deliveries to their streets at all hours of the day and night (especially in pre-dawn hours for delivery to food markets); with the added exhaust emission particulates and noise from these trucks' air brakes, engines, gears, and the required horn "beeps" they make backing up to unload; with the food smell, especially in summer, and vermin (and as a result typically feral cats) resulting from the commercial garbage dumpsters of the food markets and restaurants; with the noisy and malodorous diesel exhaust fumes from the tractor trucks that regularly service these food markets, restaurants and their dumpsters; with the loss of privacy, light, and air that come from buildings of commercial height and lighting; with newly required restrictive traffic patterns and additional traffic that will make the entrances into the R-55 contiguous streets from Route 1, the exits out of those streets, and travel inside these R-55 communities more time consuming, difficult, and dangerous for their families and the young children who attend the nearby primary schools; and with the increased commotion, noise, and risk of disorderly conduct (or worse) from the patrons of these contiguous commercial establishments. The contiguous property owners invested what in many cases is most of their life savings in a tranquil suburban lifestyle community relying upon the assurance of the country planning board officials that their R-55 community would not be sacrificed arbitrarily for one more strip of shops. Those property owners will now vote with their feet and take flight. Nor will any potential replacement families have good reason to trust country planning officials to honor their rights to the peaceful enjoyment of R-55 property if other moneyed commercial interests seek to convert and appropriate those homeowners' peaceful enjoyment and residential value for commercial purposes and gain. The result will be irreparable damage to the current R-55 property owners and to the county's good reputation to attract and deal fairly with new homeowners, even if the Cafritz development takes measure to address storm water problems, increased traffic, etc. Not only is this an undesirable outcome for the homeowners and the county, but on this factual record, I submit it would amount to a taking of property by diminishing the peaceful property enjoyment and assessed value of the adjoining R-55 property owners, without just cause or compensation.

I respectfully request that you address these considerations in your evaluation and recommendations, and I urge you to oppose the Cafritz MUTC rezoning request.

Respectfully submitted,  
Victor Stone, Esq.  
University Park homeowner

cc by email:  
John Tabori  
Elizabeth Hewitt

## Lareuse, Susan

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**From:** jayson amster [j.amsterlaw@gmail.com]  
**Sent:** Thursday, December 01, 2011 2:14 PM  
**To:** Lareuse, Susan; countyexecutive@pg.md.us; EOlsen@co.pg.md.us;  
paul.pinsky@senate.state.md.us; mayor@upmd.org; ward1@upmd.org; ward2@upmd.org;  
ward3@upmd.org; ward4@upmd.org; ward5@upmd.org; ward6@upmd.org; ward7  
@upmd.org  
**Subject:** Opposition to cafritz application #A-10018  
**Attachments:** lareuse\_letter\_final[1].doc

The attached letter to Susan Lareuse opposing the cafritz application to insert a town in the midst of residential communities is supported by a majority of my neighbors in University Park. Elected officials should have no difficulty identifying facts and separating private gain from the public good. jamster

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JAYSON L AMSTER  
ATTORNEY AT LAW  
14416 OLD MILL ROAD, SUITE 101  
UPPER MARLBORO, MD 20772

TELEPHONE  
(301) 627-5400

FACSIMILE  
(301) 780-5884

November 30, 2011

Susan Lareuse  
Development Review Division  
Maryland-National Capital  
Park and Planning Division  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

RE: Cafritz Property  
Application Number: A-10018

Dear Ms. Lareuse:

I am writing to express my strong opposition to the referenced application and to respond in part to the 15 November 2011 letter from attorney Richard Reed to you. I have lived in University Park for twenty years.

1. The Parks: Mr. Reed's letter devotes its first four pages to the description of parks, greenspace and courtyards without ever describing the size of these idyllic oases. Estimates of their area suggest that greenery in the current R-55 zone would exceed their proposed greenery and fit more consistently with the surrounding communities.

2. Community Vision: Nothing about the proposed zoning change provides a substantive benefit to the adjacent municipalities. In addition, if the ongoing hard costs such as increased policing, traffic lights, environment degradation, school overcrowding as well as the many "soft" costs such as noise, traffic, and so forth are considered, it is not likely to benefit the county either.

The current R-55 envisioned consistent communities of single-family homes served by commercial establishments on the periphery -- Hyattsville, College Park, Route 410 malls. The proposed change inserts a commercial blight in the middle of the adjacent communities exactly the opposite of the Master Plan.

3. Whole Foods Grocery Store: The applicant has promised that Whole Foods will be a tenant. (At the University Park Council meeting on 28 November 2011, Mr. Reed was unable to confirm the term of the alleged lease and said he had never seen it.) The significance of this promise cannot be overstated. Every proponent of the increased density envisioned by this application cites the prestige and convenience of this high-end grocery as the reason for their

support. Hardly a basis for tripling the density on a fraction of the space of what has always been residential single-family homes.

4. Environmental and Storm Water Management: During the past several years it has become apparent that the existing storm water management is stretched to its limit. Assuming that future storm water will not increase ignores all responsible environmental science. The applicant's presumption for its management are inadequate, unsupported and will result in overflow to the adjacent communities.

The increased density will have multiple negative environmental results. Studies presented at the 28 November University Park Council meeting suggest that our communities can expect increases in asthma and cancer from the dramatic increase in auto traffic. None of the applicant's "Strategic Action Plan" is enforceable. Most is undefined; for instance what is "green design"?

5. Zoning: The zoning for this site is R-55. It has been so for more than 50 years. It is not and has never been a town center. "Approval of all phases of development" (page 7 of Reed's letter, Zoning) under present rules would exclude College Park, University Park, Hyattsville from all participation in on-going decisions. The applicant has endorsed this exclusion.

6. Traffic: It is estimated that traffic (i.e. daily trips) will increase by 45%. Primary ingress and egress will be Route 1 which now is over-used. The proposals for additional access are not enforceable and the applicant is unwilling to include the CSX bridge in the application. There is no funding, design or placement for such a bridge and CSX has not endorsed a bridge over its tracks.

Traffic, in short, will be a nightmare. The spillover will go through University Park to avoid Route 1 and the intersection of Routes 1 and 410.

The proposed access is insufficient for emergency vehicles which could lead to impeded response time. (Suitland Manor suffered a similar problem.)

7. Market Conditions: The development of University Town Center declared bankruptcy several months ago. Its multifamily building is only approximately 80% occupied after 4 years. The Hyattsville Art District is about 1 mile south which contains Yes natural food grocery, a dozen or more restaurants including Franklin's microbrewery and Busboys and Poets. In the College Park commercial area California Tortilla just went out of business as have a long list of businesses. It seems one goes out of business about every 6 or so months. There are no market studies to suggest that the proposed increased density and commercial construction is needed at all. (The Gazette reported that a 150 room hotel was planned for the Koon's Ford property ½ mile north of the applicant's parcel.)

8. Public Facilities Impact: All of the schools in the communities are over-crowded. While the R-55 will increase student population the proposal is estimated to triple that. University Park and Riverdale Park anticipate the need for increased police. The applicant's rosy prediction of permanent jobs (439) and tax revenue (\$11 million) are unsupported and do not factor costs into consideration.

The burden of proof necessary to make the dramatic change sought is very high. It cannot be met based on an honest consideration of verified facts and the application should be denied. I would appreciate an opportunity to speak at the December 15<sup>th</sup> hearing.

Very sincerely,

Jayson Amster

JA/lam

cc: County Executive Rushern Baker, countyexecutive@co.pg.md.us  
County Councilman Eric Olson, EOlson@co.pg.md.us  
Maryland Senator Paul Pinsky, paul.pinsky@senate.state.md.us  
Mayor John Tabori, mayor@upmd.org  
UP Council Member David Brosch, ward1@upmd.org  
UP Council Member James Gekas, ward2@upmd.org  
UP Council Member Susan E. McPherson, ward3@upmd.org  
UP Council Member Lenford C. Carey, ward4@upmd.org  
UP Council Member Tracey J. Toscano, ward5@upmd.org  
UP Council Member Michael Cron, ward6@upmd.org  
UP Council Member Jacqueline B. Chacon, ward7@upmd.org

## Kosla, Reyna

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**From:** Janet Moreland [hummingbird11@mac.com]  
**Sent:** Friday, December 02, 2011 1:21 PM  
**To:** mtartaro@hyattsville.org; varcher@gmail.com; mayor@upmd.org; afellows@collegeparkmd.gov; EOlsen@co.pg.md.us; countyexecutive@co.pg.md.us; DMGlaros@co.pg.md.us; Lareuse, Susan; Kosla, Reyna; ehewlett@co.pg.md.us; Info; libba.letton@wholefoods.com; liz.burkhart@wholefoods.com; lindsay.lehfeld@wholefoods.com; robin.rehfield@wholefoods.com; beth.krauss@wholefoods.com; ashley.hawkins@wholefoods.com route1coalition@gmail.com  
**Cc:**  
**Subject:** Cafritz property development off Route 1 in Prince George's County

I am not in favor of having the Cafritz property be used for a mixed use town center. I live in University Park and work two blocks away in the high rise office buildings next to Prince George's Plaza and the PG Plaza Metro. I am at a total loss about how Whole Foods that is supposedly so environmentally conscious could even think about being part of an effort to tear down more trees, to make community schools more crowded, and to create more traffic instead of building closer to a metro stop. After listening to many development stories for my work property which never came to fruition, I cannot understand why someone just can't make some positive development happen there. It is right next to the PG Plaza Metro. It is already full of empty parking lots and graded land. If the worry is about safety, which I understand because I witnessed the start of the stabbing death fight out in front of the movie theatre, then why aren't county officials and police making sure that we are safer rather than creating more development plans that will supposedly have us fleeing the real problem? The development of the Cafritz property makes absolutely no sense. A few blocks east or west for development doesn't solve the real problem at hand, which is safety! All people deserve a safe community where stores like Whole Foods could prosper. The University of Maryland has tried to expand further west but parents are fearful to put their children in dorms next to Prince George's Plaza since the murder and rape of a young student years ago was swept under the rug, just like the early morning robbery at gunpoint at the Starbucks near the PG Plaza metro where workers were forced into the freezer was not publicized. Quit running from the problem and deal with it! We don't need more mixed use property, traffic, and even more school problems for these children who are already exposed to gangs and drugs. We have enough of that! Developing the Cafritz property is only more of the same white flight solution. Aren't we finally at a point where all people deserve to eat and live well? If a PG Plaza restaurant was a good enough place for Michelle Obama and her office to visit, isn't that area good enough for the rest of us? When will we finally learn that creating little havens like the Cafritz property development does not solve the problem?

Janet Moreland  
6517 41st Avenue  
University Park, MD 20782

## Contee, Wendy

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**From:** Kosla, Reyna  
**Sent:** Monday, December 05, 2011 7:48 AM  
**To:** Contee, Wendy  
**Subject:** FW: Cafritz--CSX and UMD  
**Attachments:** Cafritz ltr UMD to Hewlett Nov 3, 2011.pdf

Wendy,

Please print and place on Susan's chair.

Thanks,  
R.

---

**From:** Route 1 Coalition [mailto:route1coalition@gmail.com]  
**Sent:** Sunday, December 04, 2011 9:03 AM  
**Subject:** Cafritz--CSX and UMD

Many people have been writing to this address to express their opposition to the proposed Cafritz property's rezoning and development. In some cases it is unclear as to whether all parties have received copies, so we will forward as new items arrive. We apologize for any duplication.



# UNIVERSITY OF MARYLAND

OFFICE OF THE VICE PRESIDENT  
FOR ADMINISTRATIVE AFFAIRS

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College Park, Maryland 20742-5035  
301.405.1105 TEL 301.314.9659 FAX  
[www.adminaffairs.umd.edu](http://www.adminaffairs.umd.edu)

November 3, 2011

Ms. Elizabeth Hewlett, Chairman  
Prince George's County Planning Board  
Maryland-National Capital Park  
& Planning Commission  
14741 Governor Oden Bowie Drive  
County Administration Building  
Upper Marlboro, MD 20772

Re: Cafritz Property, A-10018

Dear Chairman Hewlett:

As an adjacent property owner, the University of Maryland has had the opportunity to review the proposed Zoning Map Amendment (ZMA) for the Cafritz Property and finds no reason to oppose a rezoning.

Located near multiple transit stations, the project as proposed within the ZMA application, creates the kind of walkable, mixed-use neighborhood important to the revitalization of the Route 1 corridor – a development that would also enhance the economy and provide the retail, housing and other uses the community desires.

I would like to be clear that our review of the subject application found the request to be related only to the property in its existing condition, with no underlying requirement that might contemplate taking University property to expand the subject parcel. To the degree that the ZMA is dependent on an access road over the rail lines through/to University land to the east, as shown in supplemental materials accompanying the ZMA application, we would necessarily take exception as no such agreement or understanding is in place. We understand the benefits such connectivity might bring – providing a second means of ingress/egress to the Cafritz parcel, allowing significantly increased densities to traffic that area and creating access between the two communities. Nonetheless, the University has not yet had the opportunity to participate in discussions for alternatives, advantages/disadvantages of a bridged access or other threshold questions.

We appreciate the opportunity to review and comment on this application and look forward to hearing more about the project. If you have questions, please do not hesitate to contact me at 301-405-6400.

Sincerely,



Robert M. Specter  
Vice President for Administrative Affairs and  
Chief Financial Officer

cc: Mayor Vernon Archer  
Calvin Cafritz  
Christopher Hatcher  
Irene Redmiles

## Lareuse, Susan

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**From:** Route 1 Coalition [route1coalition@gmail.com]  
**Sent:** Sunday, December 04, 2011 9:10 AM  
**Subject:** Silence is not consent

----- Forwarded message -----

**From:** **Kate Kelly** <kelly.kate@verizon.net>

**Date:** Fri, Dec 2, 2011 at 8:31 AM

**Subject:** Silence is not consent

**To:** Vernon Archer <varcher@riverdaleparkmd.gov>, Jonathan Ebbeler <jebbeler@riverdaleparkmd.gov>, Alan Thompson <akthompson@riverdaleparkmd.gov>, David Lingua <djlingua@riverdaleparkmd.gov>, R Rivas <rrivas@riverdaleparkmd.gov>, Christopher Henry <Chenry3240@verizon.net>

**Cc:** johnd@patch.com, Joe Kelly <mrjoekelly@operamail.com>, towntalk@riverdale-park.org, John Tabori <mayor@upmd.org>, Marc Tartaro <mtartaro@hyattsville.org>, countyexecutive@co.pg.md.us, Danielle Glaros <dmglaros@co.pg.md.us>, EOlson@co.pg.md, afellows@collegeparkmd.gov

Good morning.

Before the brickbats, let me say thanks to the Riverdale Park mayor and council for staying up late so many nights. I know it's a difficult job that none of you was hoping to do.

As you go forward with the Cafritz negotiations, please remember that most people in Riverdale Park--certainly those who are closest to the site--are not ambivalent in any way or hoping to settle for the best of a bad situation. We oppose the development. You know that. You've heard us say it, and you've heard our neighbors say it.

And you have heard it from most people in the neighboring towns. Stuart Eisenberg from Hyattsville said it last night and others have said it from the beginning: This is building with regional consequences. The developers' and planners' renderings all stop at the boundaries, but the impact does not.

Let me recapitulate: There is no dishonor in demanding that the Cafritz group prove the value in its plan in exchange for your assent to the zoning change. To name a single point, it's still going to be a shopping center on Route 1, even with a wall and a buffer. The truck traffic that will begin with construction and continue for a decade as the project is completed will go on forever with deliveries. It will be a regional fact of life, just like the drive-through bank at East-West Highway. That's something even proponents are against.

How is it wrong, then, to demand that the developer prove it will work BEFORE saying yes?

- It's too much for the site.
- It's derivative, not innovative.
- It's bad for the environment.
- It's bad for local roads, schools, and services.
- Its benefit will not offset its cost.

So far, we've not heard a straight answer, so we are asking again: What is in this for us? Our neighborhoods, our neighbors, our towns, our children, our planet?

Thanks, as usual, for your time.  
Kate and Joe Kelly

## Lareuse, Susan

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**From:** Route 1 Coalition [route1coalition@gmail.com]  
**Sent:** Sunday, December 04, 2011 9:16 AM  
**Subject:** Fwd: Calvert Tract Development

----- Forwarded message -----

**From:** **Kate Kelly** <kelly.kate@verizon.net>  
**Date:** Tue, Aug 16, 2011 at 6:39 PM  
**Subject:** Calvert Tract Development  
**To:** Rushern Baker <countyexecutive@co.pg.md.us>  
**Cc:** Vernon Archer <varcher@gmail.com>, WACampos@co.pg.md.us, Jonathan Ebbeler <jebbeler@riverdaleparkmd.gov>, Andrew Fellows <afellows@collegeparkmd.gov>, Tawanna Gaines <tawanna.gaines@house.state.md.us>, Anne Healey <anne.healey@house.state.md.us>, Malinda Miles <mayormiles@gmail.com>, Eric Olson <EOlson@co.pg.md.us>, Paul Pinsky <paul.pinsky@senate.state.md.us>, Justin Ross <justin.ross@house.state.md.us>, John Tabori <mayor@upmd.org>, Marc Tartaro <mtartaro@prodigy.net>, Sonia Dasgupta <sonia@patch.com>, Route 1 Coalition <route1coalition@gmail.com>, Calvin Cafritz <ccafritz@cafritzinterests.com>, Jane Cafritz <cafritzpop@yahoo.com>

Dear Mr. Baker:

I support smart economic growth, but I oppose the rezoning of the Cafritz property in the Town of Riverdale Park from single-family residential to high-density/multi-use. The plan now calls for more than 180,000 square feet of commercial and retail development and almost 1000 residential units on 38 acres of currently undeveloped land. If we posit a density of just two people per household (the rest of the town averages 3.06 per household), that would mean the town's population would increase by 30 percent in an area that is just 3.75 percent of the town's land mass. According to data from the 2000 census, the development's density would place it fourth in the United States, ahead of New York City and only trailing three New Jersey suburbs of Manhattan. Of course, that's only if the development proves successful and all the spaces are filled.

Although I do believe that our County can benefit from responsible economic growth and an expanded business tax base, I have misgivings about several of the developer's claims.

The only public forum on the proposed zoning change thus far, the July 18, 2011, meeting in University Park provided an interesting perspective on the proposal:

- The developer's representatives said they had no idea how public services would be funded, acceding that they could not say whether the development would generate enough tax revenue for Riverdale Park to fund police, fire and rescue, garbage collection, or code enforcement for the new development. It seems unfair to require the rest of the town's residents to face the prospect of higher property taxes, slashed services, or both, as they underwrite development that is so completely incompatible with the rest of the jurisdiction.

- The market analysis quoted seemed remarkably outdated. It did not, for example, include the "new" Giant grocery that opened across from the Mall at Prince Georges five years ago, the failing venture at University Town Center, or any of the other new retail areas within a mile of the proposed site. It certainly does not anticipate the East Campus development. That oversight exposes either a remarkable lack of diligence or an

appalling misunderstanding of the area's economic infrastructure.

- The developer's proposals for stormwater management were vague and tenuous, seeming to rely in some substantial measure on the failing flood control project that underlies the adjoining neighborhoods to remove water from the site with no consequence to property owners or the health of the Northeast Branch of the Anacostia River.
- As for "green" development, the Cafritz representative stated that meeting LEED standards was more trouble than it is worth. That is a shocking admission considering that the 2006 proposals touted the developer's LEED credentials and aspirations.
- The developer's representative stated firmly that he had no solid idea where the children in this new development would be educated. He said that there would be no impact, however, on middle or secondary schools because the families would move away before their children were old enough to enroll. Further, he indicated a belief that the charge of \$8 million in mandatory school-related fees would be sufficient to cover the cost of educating new students. I'm sure you realize how ludicrous those assertions are.

I understand that you, as County Executive, are interested in economic development. I ask you to withhold your support for the proposed zoning change until real information is made available to all about these and other important issues—revenues, public safety and public works, economic draw from existing retail, and the impact on public education. I hope that you will work with all of the neighboring communities to obtain accurate information and to ensure that when the property is developed the project is the highest and best use of the land and our local resources.

I hope to hear from you.

Sincerely,

Kate Kelly

4522 Tuckerman Street

Riverdale Park, MD 20737