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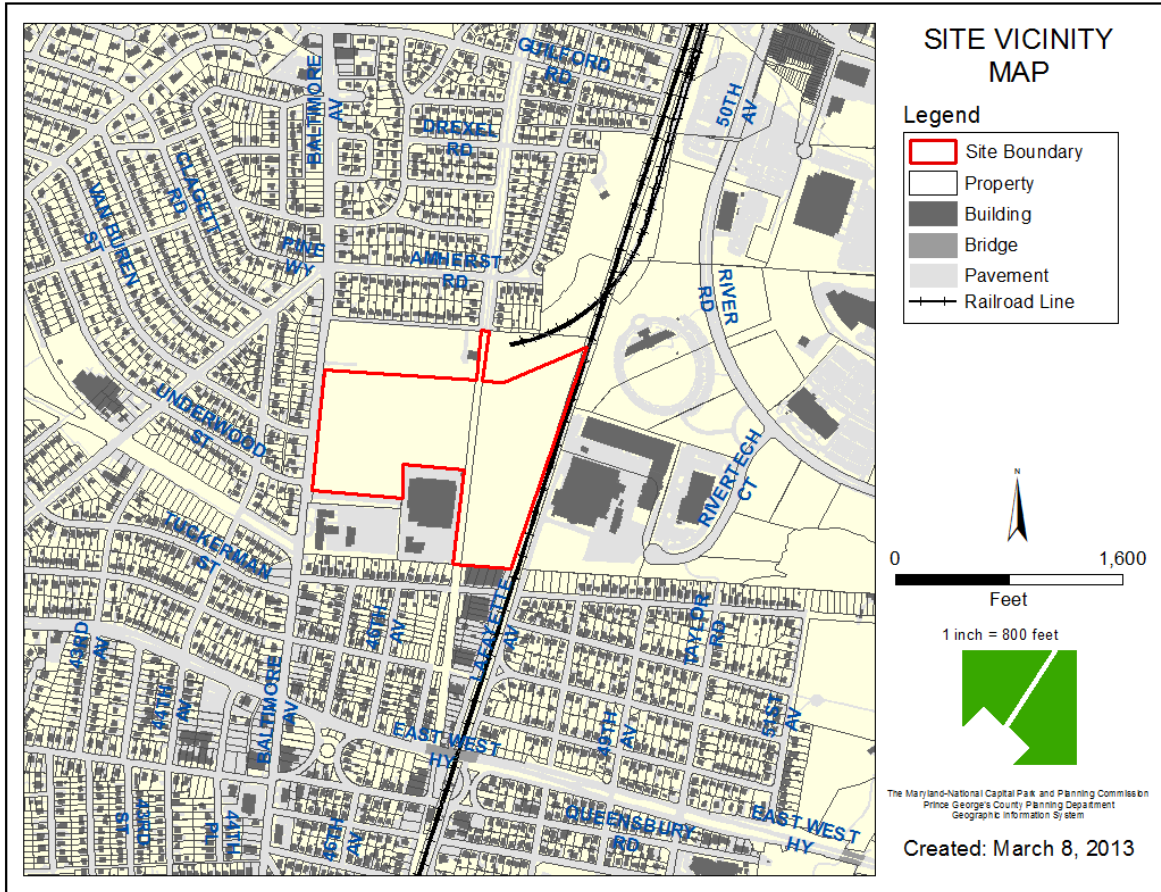
Detailed Site Plan Special Permit

DSP-13009
SP-130002

Application	General Data	
Project Name: Cafritz Property at Riverdale Park Location: Approximately 1,400 feet north of the intersection of Baltimore Avenue (US 1) and East-West Highway (MD 410), on the east side of Baltimore Avenue. Applicant/Address: Calvert Tract, LLC. 1666 Connecticut Avenue N.W. Suite 250 Washington, D.C. 20009	Planning Board Hearing Date:	05/23/13
	Staff Report Date:	05/09/13
	Date Accepted:	04/01/13
	Plan Acreage:	37.73 acres
	Zone:	M-U-TC/R-55
	Gross Floor Area:	187,277 sq. ft.
	Lots:	126
	Parcels:	39
	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	
Detailed site plan and special permit for 126 residential townhomes, 855 multifamily units, and approximately 187,277 square feet of commercial gross floor area	Informational Mailing	02/20/13
	Acceptance Mailing:	04/01/13
	Sign Posting Deadline:	04/23/13

Staff Recommendation		Staff Reviewers: Lareuse/Kosack E-mail: Susan.Lareuse@ppd.mncppc.org E-mail: Jill.Kosack@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-13009
Special Permit SP-130002
Type 2 Tree Conservation Plan TCP2-010-13
Cafritz Property at Riverdale Park

The Urban Design staff has reviewed the subject application and appropriate referral comments. The following evaluation and findings lead to a recommendation of APPROVAL with conditions as described in the Recommendation Section of this report.

EVALUATION

The detailed site plan and special permit applications were reviewed and evaluated for compliance with the following criteria:

- a. The requirements of Zoning Ordinance No. 11-2012, Primary Amendment to the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan*;
- b. The requirements of the *Cafritz Property at Riverdale Park Town Center Development Plan* dated July 12, 2012;
- c. The requirements of the Mixed Use Town Center (M-U-TC) Zone;
- d. The requirements of the One-Family Detached Residential (R-55) Zone;
- e. Preliminary Plan of Subdivision 4-13002;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance; and
- g. Referral comments.

FINDINGS

Based upon the analysis of the subject applications, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) and special permit (SP) applications request approval of a mixed-use development including 855 multifamily units, 126 townhouses, and approximately 187,277 square feet of commercial space distributed on 37.73 acres of land known as the Cafritz Property at Riverdale Park, pursuant to the Town Center Development Plan.

2. **Development Data Summary:** The following information relates to the overall plan encompassing both the DSP and the SP applications:

	PROPOSED
Zone	M-U-TC (35.71 ac) R-55 (2.02 ac)
Use(s)	Retail (164,677 sq. ft.) Office (22,600 sq. ft.) Dwelling units (981 total) Multifamily (855 units) Townhouse (126 units)
Acreage	37.73
Lots	126
Outlots	0
Parcels	39

3. **Location:** The Town of Riverdale Park Mixed-Use Town Center (M-U-TC) Zone is mostly 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 intersection of Baltimore Avenue (US 1) and East-West Highway (MD 410), on the east side of Baltimore Avenue. This 37.73-acre site in the M-U-TC and R-55 (One-Family Detached Residential) zones is located on the east side of Baltimore Avenue (US 1), where it intersects with Van Buren Street. The majority of the subject property is located within the Town of Riverdale Park, but two small portions (2.02 acres), in the north and northeast, lie in the R-55 Zone within the City of College Park.

4. **Surrounding Uses:**

North—	Vacant property owned by the Washington Metropolitan Area Transit Authority (WMATA) in the R-55 Zone.
East—	CSX railroad tracks. Beyond the railroad tracks to the east is the Engineering Research Corporation (ERCO) Historic Site (68-022) located on land owned by the University of Maryland.
South—	A U.S. Postal Service facility in the R-55 Zone and the Riverdale Park town center in the M-U-TC Zone (of which this property is an extension).
West—	Baltimore Avenue (US 1), and beyond to the west are single-family detached dwellings in the R-55 Zone within the Town of University Park.

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

On February 2, 2012, the Prince George's County Planning Board recommended approval of rezoning 35.71 acres of the subject site from the R-55 Zone to the M-U-TC Zone through Primary Amendment A-10018, with 27 conditions, dated July 12, 2012, and of the Cafritz Property at Riverdale Park Town Center Development Plan (Development Plan). On July 12, 2012, the County Council, sitting as the District Council of Prince George's County, approved the rezoning of 35.71 acres of the subject site and amended the 2004 Town of Riverdale Park M-U-TC Zone Development Plan boundary to include the site. The District Council approved Primary Amendment A-10018 (Zoning Ordinance No. 11-2012) subject to the 27 conditions approved by the Planning Board.

6. **Parcel-By-Parcel Description:** The following is a parcel-by-parcel description of the development proposal.

a. **PARCEL A: Building 1**

Request: The detailed site plan/special permit for PARCEL A proposes development of 8,822 square feet of retail space within Building 1 (a one-story tenant building) and associated surface parking compound. Parcel A also includes the most northern portion of the greenway entrance feature along Baltimore Avenue (US 1).

Development Data Summary for PARCEL A, Building 1

Use(s)	Retail
Area	43,516 sq. ft.
Area within 100-year floodplain	0
Gross Floor Area (GFA)	8,822 sq. ft.

	Spaces Provided
Parking-surface	24
Loading	2

PARCEL A: PARCEL A is located in the northwest corner of the site and has frontage on Baltimore Avenue (US 1) and Woodberry Street. The front of the parcel is part of the gateway entrance feature along Baltimore Avenue (US 1). To the north is the WMATA property and to the south is proposed Parcel B, which is a continuation of the commercial portion of the development.

PARCEL A is proposed to contain a multi-tenant building with a surface parking compound located on the west side of the structure. The parking compound will accommodate approximately 24 parking spaces. Loading is proposed to be concealed within the building by garage doors proposed on the east elevation.

Architecture: The architecture proposed is a one-story building, primarily brick painted white with a two-story arcade along the front. The front façade is reminiscent of an old fashioned market place, and is a reasonably attractive structure for such a high-visibility location. The side elevations feature limited window fenestration and a flat roof. The rear is concrete masonry block and will be substantially concealed by a retaining wall nearly the height of the building. This building is the subject of a secondary amendment to reduce the height of the building from two- to three-stories to one story.

b. **PARCEL B: Buildings 2A and 2B, and a Parking Structure**

Request: The DSP/SP for PARCEL B proposes development of 7,402 square feet of retail space within Building 2A and 22,600 square feet of retail/office space within Building 2B. Both buildings (2A and 2B) appear to contain multiple tenants. Associated with this development is a parking garage which is partially buried on the west and northwest, surrounded on the east by proposed Building 2B, and partially screened by proposed Building 2A on the south side. In addition, a plaza is proposed along Van Buren Street, flanked on the east by Building 2A, on the north by the parking garage, and on the west by a retaining wall. The plaza will contain bicycle racks and perhaps a bikeshare station. The plaza provides a connection to Van Buren Street from both levels of the parking garage.

Development Data Summary for PARCEL B

Use(s)	Office	Retail
Area		96,965 sq. ft.
Area within 100-year floodplain		0
Gross Floor Area (GFA)		30,002 sq. ft.
Building 2A		7,402 sq. ft.
Building 2B	12,000	10,600 sq. ft.

	Spaces Provided
Parking-Structure	132
Loading	2

PARCEL B: PARCEL B is located in the central western portion of the site and has frontage on Baltimore Avenue (US 1), proposed Woodberry Street, 45th Street, and Van Buren Street. The front of the parcel is part of the gateway entrance feature along Baltimore Avenue (US 1). To the north is Woodberry Street and beyond is Parcel A with proposed Building 1. The parking compound will accommodate approximately 132 parking spaces.

Architecture: The architecture is designed so that the parking structure sits into the landscape and is partially buried, which results in a one-story building appearance from Baltimore Avenue (US 1) and a full two-story building as viewed from 45th Street. The building provides sufficient attention to architectural detail through window fenestration, door openings, exterior finish, and color, and will contribute to an attractive vibrant landscape.

c. **PARCEL C: Building 3**

Request: The DSP/SP for PARCEL C proposes development of 61,396 square feet of retail/office space within Building C. This multi-tenant building includes a grocery store as the main anchor, a drive-through bank, and additional retail with office located on the second floor area.

Development Data Summary for PARCEL C

Use(s)	Retail	Office
Area	223,029 sq. ft.	
Area within 100-year floodplain	0	
Gross Floor Area (GFA)	51,396 sq. ft.	10,000 sq. ft.

	Spaces Provided
Parking-surface	258
Loading	2

PARCEL C: PARCEL C is located in the southwestern portion of the site and has frontage on Baltimore Avenue (US 1) and proposed Van Buren Street. PARCEL C is nearly square in shape. The front of the parcel is part of the gateway entrance feature along Baltimore Avenue (US 1). To the north is Van Buren Street and beyond is PARCEL B with proposed Buildings 2A and 2B. To the east is the future hotel site and the U.S. Postal distribution center. To the south is the U.S. Armory site. A right-turn only entrance with appropriate traffic control and design features (per SHA) into Parcel C from Baltimore Avenue (US 1) northbound will accommodate access for both large trucks and passenger vehicles.

PARCEL C is proposed to be developed with 61,396 square feet of retail/office space and a substantial surface parking compound located on the west side, as well as limited parking to the south and east of Building 3. The parking compound will accommodate approximately 258 parking spaces. Loading for the major grocery store tenant is located at the southeast corner of the building. At the far south end of the building is a proposed drive-through bank. Along Van Buren Street, multiple tenants are proposed on the first floor and office above.

Architecture: The building elevations provide sufficient attention to detail and provide for an attractive front elevation along both Baltimore Avenue (US 1) and Van Buren Street.

d. **PARCEL D: Building 4**

Request: The DSP/SP for PARCEL D proposes development of 81,156 square feet of retail space within Building 4, which is a two-story, multi-tenant building; one tenant is proposed as a health club. The majority of the space for this tenant is on the second floor of the structure.

Development Data Summary for PARCEL D

Use(s)	Retail
Area	65,013 sq. ft.
Area within 100-year floodplain	0
Gross Floor Area (GFA)	81,156 sq. ft.

	Spaces Provided
*Parking	0
Loading	2

*Parking for this building is proposed within Building 5 located across 46th Street from the subject site, on PARCEL E.

PARCEL D: PARCEL D is located in the western central portion of the site and is surrounded on all sides by proposed roadways, including Van Buren Street, 45th Street, Woodberry Street, and 46th Street. Parcel D is rectangular in form. The building extends to the streetscape on all four sides. The parking for this building will be provided in Building 5, which is located directly across 46th Street.

Architecture: The architectural elevations of the building activate the streetscapes at both the first and second stories of the building along Van Buren and Woodberry Streets. A portion of the streetscape along 46th Street is relatively blank and without window fenestration. The applicant has explained that 45th Street is the main north/south commercial corridor and that the façade along 46th Street is emphasized at the second story rather than the first story because the first story is retail shelving and storage. The second story bank of windows, which is proposed as the health club, will provide for “eyes on the street.”

e. **PARCEL E: Building 5**

Request: The DSP/SP for PARCEL E proposes development of 266,517 square feet of retail/residential uses within Building 5. The proposed building height is approximately 62 feet.

Development Data Summary for PARCEL E

Use(s)	Retail/Residential
Area	150,935 sq. ft.
Area within 100-year floodplain	0
Gross Floor Area (GFA) Total	266,517 sq. ft.
Retail	5,300 sq. ft.
Multifamily – 228 units	261,217 sq. ft.

	Spaces Provided
Parking-structure	870
Loading	2

PARCEL E is located roughly in the center of the site and is surrounded on all sides by proposed roadways, including Van Buren Street, 46th Street, Woodberry Street, and Rhode Island Avenue. PARCEL E is proposed to be developed with 5,300 square feet of retail located on the first floor of the building along Van Buren and 46th Streets. The building proposes 228 units of residential located on floors one through five. A parking structure is located on the west side of the block with frontage on 46th Street and it is surrounded on three sides by units. The parking structure is six stories in height and will accommodate approximately 870 parking spaces. The parking garage is intended to serve the 228 dwelling units within Building 5, the 76 dwelling units within Building 6, and all of the retail in Buildings 4 and 5.

Architecture: The building is primarily brick with attractive façades and varying rooflines that will complement the commercial core and provide a well-designed transition into the residential neighborhood to the east.

f. **PARCEL F: Building 6B**

Request: The DSP/SP for PARCEL F proposes a five-story multifamily building for 76 dwelling units, which includes 76,348 square feet of GFA. The proposed building height is approximately 62 feet.

Use(s)	Residential
Area	74,990 sq. ft.
Area within 100-year floodplain	0
Gross Floor Area (GFA)	76,348 sq. ft.
Multifamily Units	76

	Spaces Provided
Parking	0
Loading	1

PARCEL F is located in the central western portion of the site, just north of the U.S. Postal distribution site, and has frontage on Van Buren Street and Rhode Island Avenue. The parcel is proposed to include the multifamily Building 6B on the eastern half of the block and a future proposed hotel with structured parking on the western half of the block. The hotel footprint is identified on the plan along with the proposed number of rooms; however, a special exception is required for this use prior to the approval of any building permits. The parking for the multifamily building is proposed within Building 5.

Architecture: This building reflects the same design elements as Building 5 and will complement the streetscape.

g. **PARCEL G: Open Space**

Parcel G is an open space parcel that is square in shape and is the visual terminus of Van Buren Street. The square is bordered on all sides by roadways and is designed as a pocket park for the community. The space is proposed to be maintained by the homeowners association, but will actually be used by the community as a whole as the only real programmed open space other than the trolley trail proposed to traverse the community from north to south. Within this space is a sidewalk system, benches for seating, lighting, and a few pieces of play equipment for the youngest members of the population. The outer edge of the square is approximately 150 by 170 feet in size with sidewalk in an oval form in the center. At each of the corners of the square are seating areas between the curb and the interior sidewalk. Other sitting areas are located on the east side of the square; on the west there is a playground area that includes a slide, a trellis with two swings, and a wood gazebo. The play areas are not fully developed in accordance with the *Park and Recreation Facilities Guidelines*, nor are there enough details and specifications for the equipment shown to build the equipment. Wood is generally not recommended for play equipment because it tends to degrade quickly and splinters.

h. **PARCEL K: Building 7**

This parcel is proposed as a multifamily building. It has come to the attention of staff that this parcel may be affected by movement of the CSX crossing from the location shown

on the current plans to another location. In that case, the applicant has offered to accept a condition, to apply for a special-purpose DSP and/or SP at a later date for the site plan, landscape plan, and the architectural elevations for this parcel.

i. **PARCEL L: Buildings 8A and 8B**

This parcel is proposed as a multifamily building. It has come to the attention of staff that this parcel may be affected by movement of the CSX crossing from the location shown on the current plans to another location. In that case, the applicant has offered to accept a condition, to apply for a special-purpose DSP and/or SP at a later date for the site plan, landscape plan, and the architectural elevations for this parcel.

j. **LOTS 1–126: Townhouse Development and associated lands**

The townhouse lots are proposed in a variety of sizes and widths. The basic concept shown is that the lots are 16, 18, and 20 feet wide, and all units are proposed as 40 feet deep. There are a few corner lots that are wider, up to 30 feet in width, so it is assumed that the unit on those lots will be one of the larger units. The depths of the lots vary, and the total sizes of the lots vary. The site plan does not provide typical details of footprints of the townhouse units or the lead walks, so the plans should be revised to provide this information. The landscape plan does not provide for on-lot plantings. Along Woodberry Street, the street is too wide, considering that a portion of the street will be one-way; the bike lanes should be relocated to Van Buren Street. Parking is proposed on both sides of the majority of the streets. In some locations, the width of the pavement is shown as 49 feet. The street tree planting area is too narrow. Staff recommends that Woodberry Street be revised as stated in the secondary amendment relating to the issue of narrowing Woodberry pavement. The area now shown as pavement should be reserved for street tree planting along both the north and south sides of the street.

Another issue with the townhouse design is that a number of the units are proposed as 16-foot-wide units. Staff recommends that the 16-foot-wide units and lot sizes be eliminated. This unit width is too small to provide for a two-car garage. The parking requirement for the townhouses is 2.04 spaces per unit. The parking along the streets should be considered overflow parking as well as guest parking, since all of the units' garages are served by alleys. Even with two-car garages, there may not be enough parking for the townhouse residents, particularly where such small units are proposed. The smaller the unit, the more likely the garage will be used for storage rather than as parking spaces. Likewise, a 22-foot-wide unit should be added to the package of architecture to maintain diversity in the size of units available for sale. Lotting patterns should be adjusted accordingly.

The proposed architecture for the townhouse units is attractive and will provide an urban appearance and character. The exterior finish materials are primarily brick and composite siding or paneling. It is not clear if the composite is siding or if it is a panel system, but staff recommends the siding type. The window and door fenestration and architectural detailing are well developed; however, the roof slope on some of the units seems rather flat, which detracts from the appearance of the community. A minimum 7/12 roof slope would be more appropriate.

7. **Recreation Facilities:** The subject DSP/SP application proposes a total of 126 townhouses and 855 multifamily units, which will result in a projected population of approximately 2,045 new residents. The submitted PPS application included a description of proposed private on-site

recreational facilities within the parcels that include multifamily residential uses. The preliminary plan lists the following recreational facilities proposed for each of the multifamily parcels:

OUTDOOR

Swimming pool with barbeque and fire pit

INDOOR

Fitness center
Club room
Recreation room
Fireplace
Media center
Business center
Wi-Fi lounge

The applicant also stated that they are required by zoning condition to build the trail and that the cost is approximately \$225,000. The Department of Parks and Recreation (DPR) has stated that they do not believe that the applicant should be allowed credit for construction of the trail. If the applicant were afforded the credit for the trail, then this feature of the site would provide for a large portion of the requirement for bonding, which is the threshold applied for consistency among development review cases.

The program of facilities for each of the multifamily buildings listed above should be further analyzed to determine which of the amenities qualify as a recreational benefit to the inhabitants of the building, for year-round active recreational benefit, and for facilities that provide activities for all ages.

The applicant states that the proposed 1.12 acre land dedication to M-NCPPC for the trolley trail meets the mandatory park dedication for the 126 townhomes; however, this assumption provides no other private recreational facilities for the residents of the townhomes, as presumably use of the facilities within the multifamily parcels will be limited to those residents. Townhouse occupants often include young children and they should be provided outdoor recreational facilities as part of the overall private facilities package.

The recreational facilities package should be considered as a whole for the entire property. Therefore, consistent with the PPS calculations, the value of the private on-site recreational facilities, minus a proportional value for the proposed 1.12 acre land dedication to M-NCPPC, should be a minimum of \$585,462 dollars. This should be distributed throughout the site in order to provide convenient and accessible facilities for all residents.

Despite what was described on the PPS, the submitted DSP/SP provides little information in regard to the details, sizes, specifications, floor plans, or even a list of private indoor recreational facilities for the multifamily units, other than a few outdoor facilities. Details and specifications were provided for the outdoor private recreational facilities including the gateway park area, which has some benches, walkways and lawn space, the Village Square, which includes some benches, decorative pavers, and a fountain, and the central Village Green, which includes a gazebo, walkways, a lawn space, and separate wooden slide and swing play structures. While more details were provided for the outdoor facilities than for the indoor facilities, there still was no quantifiable list provided to demonstrate the value of the proposed facilities. In addition, the proposed facilities shown are not detailed sufficiently to provide a thorough review, and those that are shown should be revised to ensure they are low-maintenance and user-friendly. The plans

should also demonstrate conformance to the Parks and Recreational Facilities Guidelines. Again, this information should be revised, submitted, reviewed and approved by the Planning Board or its designee, prior to plan certification. Additionally, the DSP should specify the construction schedule requirements.

COMPLIANCE WITH EVALUATION CRITERIA

8. **Zoning Ordinance 11-2012:** On July 12, 2012, the District Council approved an Ordinance to amend the Zoning Map for the Maryland–Washington Regional District in Prince George’s County, by approving a Primary Amendment to the 2004 Town of Riverdale Park M-U-TC Zone Development Plan, subject to 27 conditions and 5 considerations. Of the conditions and considerations attached to the rezoning, the following are applicable to the review of this DSP/SP:

1. **The Design Review Process set forth at pages 65-66 of the January 2004 approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan applies to the Cafritz Property with the following modifications:**

- a. **Detailed site plan (DSP) approval, in accordance with Part 3, Division 9 of the Zoning Ordinance, shall be required prior to the approval of a special permit, final subdivision plat, the issuance of any permit, and concurrently with or after the approval of a special exception, for all new development and redevelopment on the property. Each application for a special permit, final subdivision plat, or other permit must be consistent with an approved detailed site plan for the site.**

Comment: This application for the DSP is being reviewed in accordance with Part 3, Division 9 of the Zoning Ordinance. This report contains both the special permit review as well as the DSP review, which will ultimately be memorialized in the form of two separate resolutions approved by the Planning Board.

- b. **The detailed site plan and a special exception shall be in accordance with the Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan (2004), as amended by the subject application (as amended) where applicable and the site design guidelines of Part 3, Division 9, of the Zoning Ordinance. Development depicted on each detailed site plan must be in general conformance with Map 1: Concept Plan A or Concept Plan B, dated January 7, 2012, particularly with regard to site design and circulation, with the goal of creating a mixed-use community. Flexibility should be allowed in achieving this mixed-use community goal by allowing for a redistribution of the proposed maximum gross floor area of commercial uses throughout the site in order to encourage each phase of the development to include a mix of commercial and residential uses, including consideration of residential uses west of 46th Street and limited supporting retail uses near the intersection of Van Buren Street and Rhode Island Avenue.**

Comment: The detailed site plan/special permit are in general conformance with Concept Plan B, particularly in regard to the proposed circulation and the featured central recreational area located at the terminus of Van Buren Avenue. During the review of the

Primary Amendment, it was recognized that the level of detail included on the concept plan was illustrative only and that, as the plans continued through the development review process, regulations that were not applicable at the time of the zoning would become enforceable.

Numerous conditions of the zoning approval were anticipated to have an effect on the ultimate design layout and circulation within the property. It was recognized that adequacy of public facilities and the protection of the environmental features of the site would be further analyzed at the time of the preliminary plan. Some elements of the development concepts as previously shown on Concept Plan B have slightly changed in the review of the preliminary plan due to the requirements of Subtitle 24. The plans have evolved to address the requirements of Subtitle 24 and to accommodate the several possible locations proposed for the CSX crossing. In this evolution, the plans have adhered to the concept plan as much as possible. It should be noted that the trolley trail location has moved to its historic alignment which resulted in the relocation of the townhouses and in the creation of 47th Street. In addition, the preservation of the ice house has generated change to the plans that was not anticipated in the early review of Concept Plan B.

Additional information has been submitted that has influenced the location of elements in the design of the project, such as the circulation plan for the various modes of transportation through the site. Among the most important has been the Maryland State Highway Administration's (SHA) review of the project's impact on Baltimore Avenue (US 1). The southernmost access point into the site is recommended to be a right-turn-in only entrance from Baltimore Avenue (US 1) northbound, and the northernmost access is recommended to be right-turn-out only to Baltimore Avenue (US 1) northbound. This requirement eliminates the need for a right-turn lane at the northernmost access points along Baltimore Avenue (US 1). The truck traffic exhibit submitted with the preliminary plan indicates that 18-wheeler trucks will be required to enter at the southernmost entrance and travel north on 46th Street to Woodberry Street to exit the site. This negatively impacts the concept of integrating residential development west of 46th Street. Despite these adjustments, the DSP and the SP are found to be in conformance Concept Plan B.

- c. **All detailed site plans shall be referred to the Town of Riverdale Park for review by the M-U-TC Design Committee for all phases and types of development. The M-U-TC Committee is authorized to review detailed site plans as advisory to the Planning Board and the Planning Director as designee of the Planning Board for staff level revisions.**

Comment: The plans have been sent to the Town of Riverdale Park for review by the M-U-TC Design Committee. As of the writing of this technical staff report, staff has not received formal comment from the committee on the plans.

- d. **In a detailed site plan or special exception application, in order to grant departures from the strict application of the Guidelines, the Planning Board shall make the following findings:**
 - (1) **A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic condition, or other extraordinary situation or condition;**

- (2) **The strict application of the development plan will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and**
- (3) **The departure will not substantially impair the intent, purpose, or integrity of the General Plan, Master Plan, or the town center development plan.**

Comment: The applicant has not submitted any request for departure from the strict application of the Guidelines. However, companion to this case is Secondary Amendment application SA-130001.

- 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.**

Comment: The submitted application does not propose any off-site parking.

- 5. **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 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, including recommendations as to the proposed location and options with respect to the bridge over the CSX railroad.**

Comment: The submitted application was reviewed by the Historic Preservation Commission and their recommendations are discussed in Finding 13(a) below.

- 6. **Prior to approval of any detailed site plan, the following shall be provided:**
 - a. **Plans indicating that the signalized intersection at Van Buren Street and 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.**

Comment: The submitted plans include curb extensions, pedestrian refuges, and crosswalk at many locations. The DSP should be revised to include ADA curb cuts and ramps at all locations where sidewalks intersect with roadways. The high-visibility crosswalk and pedestrian signals at Van Buren Street and Baltimore Avenue (US 1), as well as appropriate traffic controls and design features (per SHA standards) to prohibit through traffic movement between existing Van Buren Street west of Baltimore Avenue (US 1) and proposed Van Buren Street, should be marked and labeled on the DSP/SP, and details should be provided.

- c. **The type, location, and number of bicycle parking and storage spaces shall be provided consistent with the LEED-ND Bicycle Network and Storage Credit (Smart Location and Linkage Credit 4). The number of the enclosed bicycle parking spaces at the multi-family units shall be a minimum of fifteen percent of the total number of bicycle spaces provided for residents at the multi-family units. Pedestrian walkways shall be free and clear of space designated for bicycle parking.**

Comment: Prior to signature approval, the submission of a bicycle parking exhibit showing the location, number, and type of bicycle parking spaces on the subject site consistent with the LEED-ND Bicycle Network and Storage Credit is recommended in accordance with this condition. The design standards for public space in the approved Development Plan also include the following guidance regarding bicycle racks:

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 (Development Plan, page 18).**
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. The surface parking lots located between the buildings and Baltimore Avenue, shall be mitigated with a building along Van Buren Street, a monument, a clock tower and landscaping in order to create a true gateway into the community and to provide an inviting entrance to pedestrians and vehicles alike, including creation of a “pedestrian oasis” in the middle of the block to improve pedestrian safety and mobility consistent with the Riverdale Park Gateway Park concept dated January 7, 2012.**

Comment: The DSP/SP have clearly provided the features of the gateway park as listed above. Parking lots have been minimized and designed to reduce their visibility as much as possible.

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.**

Comment: The DSP application contains a valid approved Natural Resources Inventory (NRI). No additional information is needed for conformance with this condition.

- 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 practicable. At a minimum, preservation shall be focused on the highest priority areas (Forest Stands 1 and 3).**

Comment: This condition was addressed with the Preliminary Plan of Subdivision 4-13002 that is currently under review. The woodland conservation threshold for this site is 5.75 acres based on the M-U-TC and R-55 zoning. The site contains 33.12 acres of

woodland. The Type 2 tree conservation plan (TCP2) proposes a total of 0.62 acre of woodland conservation within forest stand three. In a revised letter dated March 27, 2013, the applicant submitted a description and justification for the limited on-site woodland conservation with the proposed development. The letter states that the site is proposed to be developed with 1.20-1.95 million square feet of mixed-use development, including a total of 981 residential units and an elevated crossing of the CSX right-of-way. In addition to the high-density proposed, a vegetated buffer at least 90 feet wide will be provided along the frontage of Baltimore Avenue (US 1) and an above-ground stormwater management facility is also proposed. The on-site regulated environmental features are minimal, which include a small isolated wetland and a small area of floodplain along the southernmost boundary of the site. The site was previously developed in the 1940s with work-force housing but has since been unoccupied for more than 50 years while the surrounding sites have been fully developed with residential lots and public facilities. Based on the site history, existing conditions, and surrounding development, the property meets the description of an infill site.

The justification letter notes the goals of the 2002 *Prince George's County Approved General Plan* for the Developed Tier which, in addition to preserving and enhancing natural features, also seeks to strengthen existing neighborhoods, promote infill development, promote more intense development and make efficient use of existing and proposed county infrastructure.

The justification letter stated the following:

“preserving existing trees on this site will jeopardize the ability of the applicant to develop the site to its fullest potential as described in the General Plan, Master Plan and M-U-TC plan. It would be contrary to established smart growth principles to miss the opportunity to maximize the benefits of focusing developed to the Cafritz site as has been proposed by previous approved county plans and the 2012 zoning. further attempts to increase tree save areas will put the implementation of these town center design concepts at risk of becoming the type of suburban development more typically of standard R-55 zoning.”

In consideration of the applicant's justification, staff supports the limited woodland conservation on-site. The subject site is zoned M-U-TC, which requires the site to provide a variety of uses including high density residential and commercial. The requirements to provide safe circulation, parking, stormwater management and necessary infrastructure for a site envisioned with a mixture of high-density development in the Developed Tier make it challenging to fully meet the woodland conservation threshold on site, particularly on infill sites with very minimal regulated environmental features.

In addition to the design requirements, the site area will be limited by the required buffer along the frontage of the site, and an elevated crossing to the east side of the CSX right-of-way. This buffer area will be devoid of woodland, but will be designed as a vegetated area that will retain some existing specimen trees and be enhanced with other landscaping. The eastern perimeter of the site will also retain some specimen trees and two small areas of woodland totaling approximately 0.31 acres. Contiguous woodland conservation along the frontage of the site or within the interior areas of the site would conflict with the M-U-TC design goals to create an urbanized town center.

Based on the proposed design, every effort has been made to meet the woodland conservation threshold on-site to the fullest extent practicable for development within the M-U-TC and R-55 zoned property.

- 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.**

Comment: A condition analysis was performed for all specimen trees on-site and submitted and reviewed with the preliminary plan application. The condition ratings for the trees ranged from 53–89 percent. A variance request was received for the removal of twenty-five of the thirty-five existing specimen trees and the retention of ten specimen trees. Eight of the trees are located within Stand 3 and two trees are located within Stand 1. Attempts were made, and previous plans showed the preservation of four additional specimen trees; however, it was determined that those trees could not be shown as saved because they would be located within the required right-of-way dedication. Although those four trees are shown to be removed, the applicant stated that every effort in the field will be made to preserve those four trees during the implementation of the required right-of-way improvements.

Within Stand 1, Tree 255 is noted to be in poor condition and Tree 281 is in fair condition. Within Stand 3 Trees 262 and 270 are in poor condition; Trees 264 and 265 are in good condition; and Trees 266–269 are in fair condition.

Previous submitted plans showed the preservation of more specimen trees, however, those trees had to be shown as removed because of their location within the required right-of-way dedication. Based on the proposed design, it may be unlikely that Specimen Trees 255 and 281 will survive the construction process due to limited preservation of the trees' critical root zones. The variance request for the removal of specimen trees is discussed in the Environmental Review Section.

The Type 2 tree conservation plan (TCP2) shows an area within the proposed buffer along Baltimore Avenue (US 1) where no grading is proposed. The area is labeled "Trees." In a discussion with the applicant, it was determined that other existing trees would be preserved. The landscape plan indicates that several existing trees will remain on-site within the buffer area. Several of those trees appear to be specimen trees proposed to be removed. The TCP and Landscape plan need to be consistent with regard to proposed disposition of the specimen trees and other trees to remain on-site.

The current plan demonstrates that efforts have been made to preserve more specimen trees on-site to the extent possible.

Staff recommends that the approval be subject to the following condition:

- a. Prior to certification of the detailed site plan/special permit, the TCP2 and landscape pan should be revised as follows:
- (1) Revise the landscape plan to identify all specimen trees to be preserved in accordance with the specimen tree variance request

as approved with this DSP. Identify each specimen tree to be preserved by number.

- (2) Revise the label on the TCP2 from “Trees” to “Existing Trees to be Preserved (See Landscape Plan).”

- 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 preservation of existing mature woodland, specimen trees and other large existing trees, and landscaping.**

Comment: Staff recommends a condition stating that, prior to signature approval, the plan should be revised to meet the ten percent tree canopy coverage requirements.

- e. **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 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.**

Comment: A Phase I noise study prepared by Phoenix Noise & Vibration, LLC, dated March 7, 2013, was submitted and reviewed with the preliminary plan. The report determines the limits of the unmitigated upper and lower level 65dBA Ldn noise contours for the CSX right-of-way and Baltimore Avenue (US 1) and provides recommended mitigation. A previous study submitted for the site also addresses vibration. The noise contours are correctly shown on the plans. Noise is discussed further in the Environmental Review Section.

The site has frontage on Baltimore Avenue (US 1) and the CSX railroad right-of-way. Baltimore Avenue (US 1) is classified as a major collector and is not generally regulated for noise. No residential uses are proposed adjacent to Baltimore Avenue (US 1); however, residential uses are proposed adjacent to the CSX right-of-way. A Phase I noise study was submitted for the eastern portion of the site adjacent to the CSX right-of-way. The study included noise impacts associated with the passing of trains and their whistle blowers. The study measured the upper and lower level 65dBA Ldn noise contours at 350 and 390 feet from the CSX centerline, respectively.

The noise study was based on a layout submitted on March 13, 2013, that showed 43 townhouse lots and three multifamily buildings impacted by upper and lower noise levels above 65 dbA Ldn. The three buildings and 11 of the 43 lots were exposed directly to the noise from CSX. The noise impacts to the remaining 32 were mitigated by the three buildings. The study recommended that the proposed buildings and upper levels be constructed with special building materials to ensure proper mitigation of interior noise to 45dBA Ldn or less. For the 11 proposed lots, special building materials were also recommended for interior noise levels; additionally, a noise wall was recommended to mitigate rear and side yard noise impacts to 65dBA Ldn or less.

The plans were revised to relocate a proposed crossing over the CSX right-of-way from the northeast section of the site to the far southeast section of the site. The proposed location is slightly different than the two potential CSX crossing locations identified by

the previously approved concept plans. The plan now shows four lots at the north section of the site that will be directly exposed to high noise levels in the upper levels of the townhouse units, 15 lots at the south section that will be directly exposed in the upper and lower levels, and an additional 15 lots that will be impacted in the upper level. An additional 13 lots are also located within the upper level noise contours; however, the two proposed buildings, located adjacent to the right-of-way, will mitigate interior noise levels for those lots. No noise study based on the revised layout has been submitted; however, the same recommended mitigation measures can be applied to the revised design. A revised Phase I noise study is not required at this time

For the 15 lots (Lots 107-114 and 120-126) at the south section, a noise wall is necessary to mitigate for side and rear yard outdoor noise levels. The plan conceptually shows a continuous noise wall adjacent to the CSX right-of-way in accordance with the recommendations of the noise study; however, details of the wall are not provided on the plan. Details of the noise wall, with regard to height and materials should be provided on the detailed site plan/special permit.

For interior noise impacts to the two multifamily buildings and the upper levels of units of 97-106, 115-119, and 43-45, further analysis of the building materials, which were not available at the time of the study, will be necessary to determine if the interior of the upper levels will be properly mitigated. Prior to issuance of building permits for the affected lots/parcels, certification that noise mitigation methods have been incorporated in the architectural plans to reduce interior noise levels to 45 dBA Ldn or less should be submitted.

The report is only based on interior areas and outdoor activity areas in the rears of residential lots, and not community outdoor activity areas. The submitted plans show no community outdoor activity areas directly exposed to the CSX right-of-way.

A vibration analysis was previously provided during the review of Preliminary Plan of Subdivision 4-12002 and is applicable to the review of the current plan. The analysis notes that the results of measurements of current vibration levels do not exceed the residential limits (200 micrometers/second) or the commercial limits (400 micrometers/second) established by the International Standards Organization (ISO), or the residential limits (143 micrometers/second) established by the Federal Transit Authority (FTA). The study notes that these limits apply to occupant comfort and not structural damage. The report further states that all levels measured are well below limits established for structural damage. The study analyzed both freight and transit trains. The highest vibration level recorded was for a freight train (143.8 micrometers/second). This level passes the ISO residential standard and only slightly exceeds the FTA residential standard by an imperceptible amount for occupant comfort. The recorded vibration level was for only one occurrence of the 11 freight and 25 total trains observed during the 16-hour survey. Because the vibration levels are below the industry-accepted standards for residential uses, staff does not recommend any changes to the design or additional information regarding vibration.

The preliminary plan application contained a variation request from Section 24-121(a)(4) of the Subdivision Regulations for the residential lot depth requirement of 300 feet when adjacent to an existing or planned transit right-of-way. The variation request was reviewed in accordance with Section 24-113(a) as required by the Subdivision

Regulations, which contains five required findings to be made before a variation can be granted. Staff recommends approval of the variation with the following conditions:

- (1) Prior to certification of the detailed site plan/special permit, the DSP and TCP2 shall show a noise wall on an HOA parcel for proposed Lots 104–114 and 120-126. The plans shall show the noise wall with top and bottom elevations and a detail provided on the DSP.
- (2) Prior to the approval of building permits for lots and buildings containing residential units within the unmitigated 65 dBA Ldn, certification by a professional engineer with competency in acoustical analysis shall be submitted to M-NCPPC as part of the building permit package. The certificate shall verify that noise mitigation methods have been incorporated in the architectural plans to reduce interior noise levels to 45 dBA Ldn or less.

- 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.**

Comment: A revised stormwater management concept plan (11589-2010-00) was submitted which shows the use of bioretention, extended detention, infiltration, and 100-year attenuation. The concept letter was approved by the Department of Public Works and Transportation (DPW&T) on May 3, 2010 and expires on May 3, 2013; however, the plan provided has not been certified by DPW&T and appears to have been revised subsequent to the concept letter approval. An approved concept plan and associated letter must be submitted with the detailed site plan/special permit application.

The TCP shows the general location of the proposed stormwater management features, which include a pond, bioretention areas, porous pavement, and green roofs.

A copy of the Stormwater Management Concept Approval Letter and a copy of the associated approved plan should be submitted prior to the certification of this DSP/SP. The approved concept should be correctly shown on the TCP2 and DSP/SP, including the associated storm drain features.

- 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.**

Comment: This condition has not been fully addressed. A photometric plan has been submitted; however the photometric measurements appear to be based on lighting without full cut-off optics according to the lighting detail.

Staff recommends the following:

- (1) Prior to certification of the detailed site plan/special permit, a revised photometric plan showing a detail of full cut-off optics shall be submitted.
- (2) The lighting intensity should be revised as necessary to be consistent with the use of full cut-off optics.

12. Prior to issuance of the third building permit, the Rhode Island Avenue hiker/biker trail portion of the right-of-way shall be completed and open to the public.

Comment: This requirement will be enforced at the time of building permit; therefore, the condition should be carried forward as a condition of this approval to ensure enforcement.

13. Prior to approval of a detailed site plan, a 90-to-120-foot-wide buffer shall be provided along the entire length of the property frontage on Baltimore Avenue that incorporates retention of existing trees to the maximum extent practicable. This depth of buffer may be reduced north of Van Buren Street with approval by the Planning Board, provided the applicant submits evidence demonstrating that it submitted plans to the Town of University Park prior to the acceptance of the detailed site plan and the Town was afforded sufficient time to comment, and if it is determined to be a superior design solution, by providing berms, retaining walls, landscaping, or other screening of the parking lot from the residences to the west consistent with Parking Sections Exhibit dated January 7, 2012. In no event shall the buffer be less than 60 feet in width.

Comment: The plan shows a buffer of 105 feet from the existing right-of-way, and a dedication line for Baltimore Avenue of 45 feet from the existing center line. Therefore, the 90-foot depth has been respected at the buffer's narrowest point. However, the final decision on right-of-way dedication along Baltimore Avenue (US 1) will be made by the Planning Board with review of the preliminary plan. In any case, the final DSP/SP should demonstrate the full minimum width and this will be required prior to signature approval of the plans, if the plans are approved.

The applicant proposes to preserve six specimen trees; however, if those trees are determined to be located within the SHA right-of-way dedication, the trees could be removed in the future.

15. After completion of construction and final inspection of on-site public roads, and upon request of the Town of Riverdale Park, such roads shall be dedicated and turned over to the Town, in such manner and subject to such reasonable terms and conditions as the Town may require, for public use. The determination as to which on-site roads will be public roads subject to dedication and turnover to the Town shall be determined at the time of Preliminary Plan of Subdivision.

Comment: This issue should be resolved with the preliminary plan of subdivision (PPS), when the determination is made as to which roads are public and which are private. The DSP/SP should be revised, if necessary, to reflect the roadway design approved with the applicable PPS or Secondary Amendment, and indicate the roads as either public or private roadways.

16. The applicant shall submit evidence of an application submittal to the U.S. Green Building Council (USGBC) under Leadership in Energy and Environmental Design

for Neighborhood Development (LEED-ND) for a Smart Location and Linkage (SLL) prerequisite review at the time of Preliminary Plan submission and provide the results for review prior to approval of the Preliminary Plan. Upon GBCI/USGBC approval of SLL prerequisites, the applicant shall pursue and employ commercially reasonable efforts to obtain conditional approval of the plan under LEED-ND 2009 Stage 1 (pre-entitlement) approval. If based on pre-entitlement review, full certification through LEED-ND is not practicable, then the applicant shall at detailed site plan provide a LEED score card that demonstrates a minimum of silver certification for all new construction and that will be enforced through DSP review. If the LEED score card requirements cannot be enforced through the DSP review or other third-party certification acceptable to both the applicant and the Town of Riverdale Park and the Town of University Park (and pursued by the applicant at its expense), at minimum the applicant shall pursue silver certification under LEED-NC and LEED Homes, or if available, equivalent standards as determined at time of DSP by the Planning Board.

Comment: The applicant submitted evidence with the PPS of submittal and approval of a Smart Location and Linkage (SLL) Prerequisite review dated August 10, 2012. Per this condition, the applicant should now pursue and employ commercially reasonable efforts to obtain conditional approval of the plan under LEED-ND 2009 Stage 1 (pre-entitlement) approval. Staff recommends that a condition requiring review for conformance with these criteria be included in the approval.

20. **Prior to approval of any DSP for the project, the applicant shall submit a traffic signal warrant study following the accepted methodology of DPW&T or the Maryland State Highway Administration (SHA) for the intersection of Baltimore Avenue and Van Buren Street with channelization as shown on Sheet 4 of the Development Plan. 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 building permits within the subject property and shall agree to install the signals as directed by DPW&T or the State Highway Administration. Further, subject to SHA approval, applicant shall install the traffic control devices as noted on the Development Plan (Pork Chop Islands) or as modified by SHA to direct traffic so that no traffic may directly access or egress the property across Baltimore Avenue along Van Buren Street. Both entrances and exits at Woodberry and Wells Parkway, respectively north and south of the Van Buren “gateway,” must be right turn only in and out. Prior to the issuance of a grading permit, the applicant shall demonstrate that the State Highway Administration has preliminarily approved the installation of the traffic signal and other traffic control devices at Van Buren Street and Baltimore Avenue, subject to approval of the final construction plan and permit by SHA. If for any reason, including lack of warrants or SHA or other required governmental approval, the traffic signal and other traffic control devices described in this paragraph are not installed or cannot be installed at Van Buren and Baltimore Avenue, no permits may be issued.**

Comment: A traffic signal warrant study has been submitted to SHA for review and approval. The traffic study indicates that the signal is warranted and additional geometric improvements are needed.

21. Prior to approval of a detailed site plan the plans shall provide or demonstrate:

a. After completion of construction of the first multi-family building in the project:

- (1) At least 80 percent of the parking for the overall development ultimately will be in structured parking; and**

Comment: The applicant has submitted a Parking and Phasing Analysis dated April 25, 2013, that indicates approximately 87 percent of the parking for the overall development will be in structured parking. (See attached Exhibit A)

- (2) The maximum number of off-street surface parking spaces permitted for each nonresidential 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.**

Comment: The applicant submitted a Parking and Phasing Analysis dated April 25, 2013 that proposed 282 off-street parking spaces for the nonresidential land use types. This number is well under the cap of 80 percent of the minimum number required, which is 657 spaces. (See attached Exhibit A)

b. Design features for sustainability that address environmental health, air and water quality, energy efficiency, and carbon neutrality.

Comment: The applicant has submitted a LEED for Neighborhood Development Credit Scorecard, dated May 1, 2013 (see attached Exhibit B), that provides a delineation of how this project specifically addresses the following:

- Smart Location Linkage (SLL)
- Neighborhood Pattern and Design
- Green Infrastructure and Buildings
- Innovation Design Process
- Regional Priority Credit

c. Termination of Van Buren Street at a building or enhanced park feature.

Comment: The plan demonstrates a park feature at the terminus of Van Buren Street.

d. A soils study identifying the top soils and subsoils and their appropriateness to support the use of porous pavements.

Comment: The applicant has submitted a soil study titled “ECS, Preliminary Report of Subsurface Exploration, Laboratory Testing, and Geotechnical Engineering Analyses” consisting of 198 pages. As of May 6, 2013, staff has not reviewed this information and a determination of the appropriateness of the soil for use of porous pavement has not been conducted.

23. **Prohibit clear-cutting or re-grading any portion of the development until a detailed site plan for that portion of the site has been approved.**

Comment: The subject DSP is for the entire site, so this condition will have been fulfilled.

25. **Prior to the approval of a Preliminary Plan of Subdivision (the “Preliminary Plan”), the applicant shall do the following, subject to the opportunity for review and comment by Prince George’s County, the Town of Riverdale Park, and the Town of University Park:**

- b. **Establish a funding mechanism using a combination of public and private funds, subject to any required governmental approval, which must be obtained prior to the first detailed site plan; establish a system of financial assurances, performance bonds or other security to ensure completion of construction and establish a timetable for construction, of the CSX Crossing in accordance with the Preliminary Plan.**
- d. **Provide cost estimates for the design, permitting and construction of the CSX Crossing, including off-site land or right-of-way acquisition costs, if any. Further, the applicant shall participate in the design, provision and acquisition of rights-of-way, permitting, funding and construction of the CSX Crossing, equal to half the complete costs, but not to exceed Five Million Dollars (\$5,000,000). The applicant, its successors and assigns, shall make all reasonable efforts to obtain public funding (federal, state, county, municipal) as necessary in addition to its CSX contribution to construct the CSX Crossing. Public funding may include all or a portion supported by tax increment financing as may be authorized in accordance with state and local laws. If the manner of public funding is tax increment financing, or any other funding mechanism that requires the approval of the County Council or other government body or entity, the approval of the County Council and all other government bodies or entities must be obtained prior to the approval of any detailed site plan for the subject property.**

Comment: The applicant has submitted a commitment letter regarding the establishment of a funding mechanism, financial assurances, and a timetable for construction of the CSX Crossing. The commitment letter is dependent on the granting of a special taxing district by the District Council, for which a hearing is scheduled on May 14, 2013.

Staff is recommending approval of the DSP/SP predicated on the approval of the special taxing district.

The following considerations were included in the approval of Primary Amendment A-10018:

- Consideration 1 Extending the Rhode Island Avenue Trolley Trail 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.**

Comment: This has been shown on the detailed site plan.

Consideration 2 **Establishing a parking district to promote shared parking within the Town of Riverdale Park town center and with the adjacent Armory with the cooperation of the United States.**

Comment: The staff has not received information from either the applicant or the Town of Riverdale Park regarding a parking district.

Consideration 3 **Provide residential uses above commercial uses in order to create a vertical mix of uses.**

Comment: The detailed site plan has provided residential dwellings above retail uses in Building 5.

Consideration 4 **Consistent with the spirit of the circulator bus, initiate or contribute to a Regional Economic Partnership along the Corridor with existing business groups in neighboring jurisdictions and proximate developments to the east and west to: enhance regional connections and overall economic vitality, support and help recruit small/local businesses, coordinate and co-promote programming of activities, exhibits, thematic events, etc., and help ensure mutual success.**

Comment: The applicant has not submitted information relating to this issue as of the writing of this report.

Consideration 5 **Pursue with Riverdale Park a “Quiet Zone” for the CSX line at appropriate times, so long as it can be demonstrated to be safe.**

Comment: The applicant has not submitted information relating to this issue as of the writing of this report.

9. **The requirements of the 2004 Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan:**

The Town of Riverdale Park Mixed-Use Town Center Zone Development Plan.

The Cafritz Property Town Center Development Plan established development standards and land use recommendations for the site. The M-U-TC Zone permits dwelling units in a building containing commercial uses on the first floor as a by-right use, whereas all other residential uses must request that a special permit be granted. The intent is to encourage a mix of uses in town centers where a concentration of commercial and retail establishments will activate the street level and encourage pedestrian movement in the commercial corridors.

The plans were reviewed by the M-U-TC Design Committee and they have provided an analysis of the conformance of the plans to the Development Plan. In their analysis, they identified certain plan elements for which conformance can only be ensured by additional design detailing on the plans. Staff recommends that these design details be provided prior to signature approval of the plans, or prior to the issuance of the applicable building permit as appropriate. (See the attached M-U-TC Guidelines Compliance Matrix, Exhibit C).

10. **Zoning Ordinance:** The DSP and SP applications have been reviewed for compliance with the requirements of the M-U-TC Zone, the R-55 Zone and Airport Compatibility, Part 10B, of the Zoning Ordinance:
- a. Regulations and allowed uses in the M-U-TC Zone come from the approved Town Center Development Plan. The uses as proposed in the DSP/SP are permitted uses.
 - b. The portion of the subject property that is zoned R-55, approximately 2.02 acres, is only proposed to contain a stormwater management pond and part of the proposed trolley trail, neither of which present any issues regarding conformance to the regulations and allowed uses of the R-55 Zone.
 - c. A portion of the subject property, in the northeast corner, is located within Aviation Policy Area (APA) 6 under the traffic pattern for the small general aviation College Park Airport. The applicable regulations regarding APA-6 are discussed as follows:

Section 27-548.42. Height requirements

- (a) **Except as necessary and incidental to airport operations, no building, structure, or natural feature shall be constructed, altered, maintained, or allowed to grow so as to project or otherwise penetrate the airspace surfaces defined by Federal Aviation Regulation Part 77 or the Code of Maryland, COMAR 11.03.05, Obstruction of Air Navigation.**
- (b) **In APA-4 and APA-6, no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77.**

Comment: Townhouses, with a maximum height of approximately 43 feet, and two multifamily residential buildings, Building 7 and Building 8A, both with a maximum height of approximately 65 feet, fall within the APA-6 area on-site. The proposed building height is inconsistent with the building height restriction of APA-6. However, the DSP was referred to the Maryland Aviation Administration and in a memorandum dated April 11, 2013, that agency stated that, in accordance with COMAR 11.03.05, the proposal is not considered an obstruction or hazard to air navigation at the College Park Airport.

11. **Preliminary Plan of Subdivision 4-13002:** Preliminary Plan of Subdivision 4-13002 is scheduled to be heard by the Planning Board at the public hearing dated May 16, 2013. A Therefore, there are no conditions of approval to review for conformance. Subdivision staff has prepared a referral for the DSP/SP applications based on their recommendation to the Planning Board, which is included in the supporting documentation.
12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO):** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site is greater than 40,000 square feet and contains more than 10,000 square feet of woodlands. A Type 2 Tree Conservation Plan (TCP2-010-13) has been submitted.

The Woodland Conservation Threshold (WCT) for this site is 15.25 percent of the net tract area or 5.75 acres. The total woodland conservation requirement is 17.61 acres. The plan proposes to

meet the woodland conservation requirement with 0.65 acres of woodland preservation and 16.96 acres of fee-in-lieu. The proposed preservation area is located along the west boundary and contains eight specimen trees.

Per Section 25-122(d)(8) of the County Code, the Planning Board may approve the use of fee-in-lieu to meet woodland conservation requirements that total one acre or larger if the project generating the requirement is located in the Developed Tier, or if the approval of the use of fee-in-lieu addresses an identified countywide conservation priority. The subject application is located in the Developed Tier. Staff recommended in the preliminary plan that the Planning Board approve the option for the use of fee-in-lieu. A note is shown on the Type 2 Tree Conservation Plan TCP2-010-13 stating “The option of using fee-in-lieu of off-site woodland conservation has been approved with Preliminary Plan 4-13002 approval.” The proposed TCP2 is found to be in conformance with the proposed TCP1. No additional information is needed with regard to woodland conservation.

In accordance with the State Forest Conservation Act, Section 25-122(b)(1)(G) of the Woodland Conservation Ordinance requires a variance if a specimen, champion, or historic tree is proposed to be removed. Tree conservation plan applications are required to meet all of the requirements of Subtitle 25, Division 2, which includes the preservation of specimen trees. If after careful consideration has been given to preservation of the specimen trees, there remains a need to remove any of the specimen trees, a variance from Section 25-122(b)(1)(G) is required. A variance was submitted with the PPS application for the removal of 25 specimen trees.

Staff recommends approval of the variance request in the preliminary plan subject to the following conditions:

- a. Prior to certification of the detailed site plan/special permit, the following shall be addressed on the TCP2:
 - (1) All specimen trees shall be survey located and accurately reflected on all plans.
 - (2) Specimen trees 255, 281, 262, and 265 shall be evaluated by a certified arborist for construction tolerance based on the final site conditions and include the following information: recommendations for treatment prior to, during, and after construction. Treatments may include options such as the placement of protection devices and signs, root pruning, crown pruning, fertilization, and watering. Details of all required treatments and protective devices shall be provided on the TCP2.
- b. Prior to the issuance of the first grading permit, evidence shall be submitted that all pretreatment and protective devices for specimen trees 255, 281, 262, and 265 have been implemented.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Historic Preservation Section**—At the April 16, 2013 meeting, the Historic Preservation Commission (HPC) reviewed the subject application in regard to its relationship to Archeological Site 18PR259 located on the property; adjacent ERCO Historic Site (68-022); Riverdale Park (68-004), University Park (66-029), and Calvert Hills (66-037) National Register historic districts. After a detailed presentation of the application and

discussion with the applicant, the HPC determined that elements of the detailed site plan/special permit may require revisions that might not be available in time for review by the Planning Board. As a result, their recommended condition language below provides for additional review of these revisions before the certification of the detailed site plan/special permit, if these revisions are not available at the time of the Planning Board hearing. The HPC voted 6-0-1 (the Chairman voted “present”) to forward the following findings, conclusions, and recommendations to the Planning Board for its review of Detailed Site Plan DSP-13009 Cafritz Property:

The HPC provided a summary of the background of the subject property and the affected historic sites and districts.

HPC Findings

- (1) The subject detailed site plan/special permit application provides for the development of residential, commercial, hotel, and office uses within the M-U-TC (Mixed-Use Town Center) Zone and based on a set of site-specific design guidelines. The proposed plans include up to 1,542,000 square feet of residential space (981 multi- and single-family dwelling units); up to 26,400 square feet of office space; up to 201,840 square feet of retail/flex space; and up to 145,080 square feet of hotel space within a network of streets that are extensions of the nearby grid established to the west in University Park and to the south in Riverdale Park.
- (2) The subject detailed site plan/special permit application, and the associated preliminary plan of subdivision, provides for the retention-in-place of the nineteenth century ice house, the property’s most significant remaining historic and archeological feature. The subject application includes the ice house within a landscaped portion of the parking area associated with the proposed grocery store near the southwestern portion of the property. The application provides some conceptual details for the final form of the feature, but does not specifically address the design, materials and construction techniques to be used, or the number and content of interpretive measures to be installed. The applicant’s Phase III mitigation plan should include these details and address preservation of the ice house in place, data recovery for the carriage barn site and the required interpretive measures.
- (3) The illustrative plans for the proposed development indicate a number of the large, multi-story buildings on the property that may have a visual impact on the adjacent National Register Historic Districts.
- (4) At the historic preservation commission meeting dated April 16, 2013, the HPC voiced concern about future access to the ice house for archeological investigation and the preservation of the materials inside the structure. The plans do not provide any details of how the structure will be ventilated. The HPC directed staff to work with the applicant to finalize some of the details of the ice house feature before the review of the detailed site plan/special permit by the Planning Board, if possible. These details include the establishment of a limit of disturbance (LOD) to safeguard the ice house during grading and construction, the establishment of an archeology easement, more detailed specifications for the

design and construction of the ice house enclosure, and more precise character and location of interpretive signage.

HPC Conclusions

- (1) A detailed plan/special permit for interpretive signage and other public outreach measures focused on the history and significance of the MacAlpine property, the Calvert Homes development, the ERCO factory, and the historic trolley right-of-way, should be developed as part of the detailed site plan/special permit process affecting the subject property. Because of the short time frame associated with the submittal of the subject application, the applicant has been unable to provide many of the details associated with the retention and interpretation of the ice house before review of the subject application by the Historic Preservation Commission (HPC). Therefore, the applicant should be required to submit specific details for the design elements to the Historic Preservation Commission for review before certification of the detailed site plan/special permit, so that these details and specifications can be included on the certified plans.
- (2) The ERCO Historic Site (68-022) and its 13.71-acre environmental setting will be impacted by the bridge that will cross from the subject property over the CSX tracks and onto the University of Maryland property to the east. However, because the historic site is the subject of a Memorandum of Agreement between the University of Maryland and the Maryland Historical Trust providing ultimately for demolition, the impact of the railroad crossing should be considered de minimis. Archeological site 18PR258 will be impacted by the bridge that will cross from the subject property over the CSX tracks and onto the University of Maryland property to the east.
- (3) The applicant proposes the use of traditional and historicist design elements, materials, and details throughout much of the development. As such, to the extent that the taller buildings within the developing property may be visible from the adjacent National Register Historic Districts which are low-rise and residential in nature, the new development should have no negative visual impact on the historic districts.

Comment: Four of the five HPC recommended conditions are proposed to be included in the PPS report as recommended conditions and therefore, are not needed here. The single condition relevant to this application is included.

- b. **Community Planning**—The subject applications are consistent with the development pattern policies of the 2002 *Prince George's County Approved General Plan* for corridors in the Developed Tier. The proposed mix of uses will fulfill several goals for the Developed Tier by encouraging more intense, high-quality housing and economic development in corridors, maintaining or renovating existing public infrastructure, and promoting transit-supporting, mixed-use, pedestrian-oriented neighborhoods. 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 2002 General Plan designated the Riverdale MARC station in the southern portion of the M-U-TC zone development plan area as a possible future community center. The vision

for centers is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development.

The subject property is also located along the Baltimore Avenue Corridor as designated by the 2002 General Plan. The vision for Corridors is “mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development.” (See policy 1, 2002 General Plan, p. 50). This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

The subject applications conform to the Approved Cafritz Property at Riverdale Park Town Center Development Plan, dated July 12, 2012, and the purposes of the M-U-TC (Mixed-Use Town Center) Zone.

The Cafritz Property at Riverdale Park Town Center Development Plan amends the design standards of the approved 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* (as amended by Zoning Ordinance No. 11-2012) for the Cafritz property only and not for the remainder of the Riverdale Park M-U-TC Zone properties.

Section 27-239.02(a)(6)(B) of the Zoning Ordinance states that “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 broad terms, staff finds that the requested Special Permit uses for residential development conforms to the approved Town Center Development Plan if the pertinent secondary amendment requests are approved.

The applicant’s proposed detailed site plan/special permit reflects an approach that implements Concept Plan B as specified in the revised Cafritz Property Design Standards and Guidelines (July 12, 2012). Maps 1 and 2 for Concept Plan B identify a number of residential blocks that are further detailed in Table 1 on pages 1 and 2. These blocks (7a, 7b, 7c, 8a, 8b, 8c, 9a, and 9b) are clearly identified for residential uses by the Town Center Development Plan as approved by the District Council with the approval of the Cafritz Zoning Map amendment (A-00018). Since the applicant proposes residential uses with no commercial uses on all of these blocks, excepting 7c (the future hotel block), they are making a good faith effort to implement the recommended land use of the development plan.

With regard to the sub-clause of the required Planning Board finding that the site plan needs to be in conformance with the guidelines and specific criteria for the particular (residential) use, staff finds the proposed residential component of the Cafritz Property development to be in substantial conformance with the approved Town Center Development Plan standards and guidelines.

Staff supports the approval of the requested Special Permit to allow for residential townhouse and multifamily development on the subject property.

Detailed Site Plan Comments from Community Planning

The following comments are based on a selective analysis of the submitted detailed site plan/special permit to determine conformance with the approved the Cafritz Property at Riverdale Park Town Center Development Plan. If a particular standard or guideline of

the Amendment Development Plan is not discussed below, it should be assumed that the submitted application conforms to that standard or guideline in full. All page references are taken from the certified copy of the revised Cafritz Property Design Standards and Guidelines (July 12, 2012).

SITE DESIGN

Build-to Line (Pages 4 and 5)

As identified in the Secondary Amendment application the applicant requests several revisions to the standards pertaining to the build-to line. Other than these requested revisions, the submitted site plans meet all of the build-to line standards and guidelines. No gas stations are proposed on the subject property. Several portions of the two proposed multifamily buildings are right at the edge of 100 feet distance from the CSX railroad track as required by Standard 7 on page 5.

Building Placement and Streetscape (Pages 5 and 6)

As identified in the Secondary Amendment application, the applicant requests several revisions to the standards pertaining to the placement and siting of buildings on the lots. Other than these requested revisions, the submitted site plans meet all of the building placement and streetscape standards. The reference to building façades occupying 100 percent of the frontage width of the lot in Standard 4 on page 5 is a permissive guideline since it is qualified by the statement “Where possible.”

A drive-through area is indicated as part of a bank attached on the southern edge of Building 3; Standard 3 on page 5 strongly discourages drive-through windows, but allows for their consideration if they are accessed by alleys and located on the rear of the property, as is the case with this proposed drive-through.

Fencing, Screening, and Buffering (page 6)

The parking lot associated with Building 3 adjoins Van Buren Street; Standard 7 on page 6 recommends that a wall or fence should not be used to separate parking lots from the adjacent street, but it is a permissive guideline not a required standard. The applicant’s proposed wall and fencing screening method complies with the crime prevention through environmental design best practices while simultaneously improving the visual quality of the proposed development by using a low decorative brick wall to screen cars from public streets and incorporating wrought iron to allow for visual surveillance from public streets into parking areas.

Access and Circulation (Page 7)

The application meets the standards and guidelines for access and circulation.

Services, Utilities, and Stormwater Management (Pages 7 and 8)

The submitted site plans meet the standards and guidelines. All utility lines should remain underground as proposed in the site plans, even if roads are conveyed to public ownership in the approval of the Preliminary Plan of Subdivision for the Cafritz Property (4-13002). Rain gardens and green roofs, bioretention, pervious pavement, and community stormwater ponds are all used throughout the site to improve the stormwater conditions, and micromanagement techniques are scattered throughout the site per Standard 7 on page 8.

Parking and Loading Design (Pages 9 and 10)

The submitted detailed site plan/special permit generally meets the design standards and guidelines specified on pages 9-10. With regard to Standard 1 on page 9, the applicant should provide additional trees on landscape islands in the surface parking lot serving Building 3.

Staff notes that Standards 12 and 13, which deal with structured parking facing primary streets, are guidelines and not required standards. This is pertinent to the garages fronting 46th Street, Woodberry Street, and Maryland Avenue, none of which are considered primary streets at the locations fronting the structured parking facilities. Staff concurs with the applicant's statement that commercial uses fronting Maryland Avenue are not desirable in terms of location or market support.

Signage (Pages 10 and 11)

The submitted detailed site plan drawings indicate the proposed development will comply with the standards and guidelines for signage with the exception of Standard 9 on page 11 and Building 3. The proposed Whole Foods development incorporates signage that consists of individual, internally lit channel letter signage, which is not permitted per Standard 9. While staff notes that internally lit channel letter signage is designed so that light does not exceed the area of the sign or spill onto the building façade, the applicant is seeking approval of a Secondary Amendment request because of the internally-lit nature of these signs.

Architecture (Pages 13 and 14)

Most proposed buildings reflect the tripartite (base, middle, top) composition required by Standard 1 on page 13. Building 1 features a more modern architectural design with an understated, short "base" area. The proposed health club portion of Building 4 does not have a clearly designed "top" layer, as much of the architectural design focuses on the extensive windows. Finally, Building 3 incorporates a more horizontal approach that departs from the traditional vertical tripartite composition, but is attractive, nonetheless.

Standard 1 allows for buildings without a tripartite design "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." Staff finds that Buildings 1 and 3 meet the "architecturally unique" criteria.

No trademark buildings are proposed on the subject property.

The western façade of Building 5 should be articulated with additional architectural elements, high quality materials, and detailing to improve the overall quality of the design of the buildings and reduce the visual impact of the parking structure on Building 5.

The typical proposed townhouse designs suggest a number of residential units will have ground floors at grade, whereas Standard 7 on page 14 requires a vertical separation of at least three feet above grade. Some of the ground-floor multifamily units may also be at or below grade at the ground level. A Secondary Amendment to allow for ground-level, un-elevated townhouses and multifamily dwelling units has been applied for. Since all of the townhouses feature rear-loaded garages at the ground level, the applicant may argue that the "ground level" will be the first floor above grade, but the detailed site plan drawings indicate some living space on these lower levels.

Building Openings (Pages 15 and 16)

The submitted detailed site plan drawings appear to comply with the standards and guidelines for building openings. However, the applicant needs to revise the architectural elevations of the proposed buildings to incorporate notations regarding the percentage of each façade and story that is occupied by transparent windows to fully demonstrate compliance with the standards and guidelines.

PUBLIC SPACE**Sidewalks (Page 17)**

The submitted detailed site plan drawings reflect large and inviting pedestrian zones and sidewalks throughout the subject property. However, it does not appear the submitted plans comply with Standard 3 on page 17 to continue the pattern and material of sidewalks across driveways and alleys “to signal that pedestrians and bicyclists may be present in the crosswalk and shall have priority.” The applicant should ensure the materials and design of the sidewalks is continued across the driveways and alleys that provide access to the interior of the proposed blocks within the subject property.

Landscaping and Pedestrian Amenity Zone (Pages 17 and 18)

The submitted detailed site plan drawings do not reflect the minimum eight-foot-wide landscaping/pedestrian amenity strip along Baltimore Avenue (US 1) between the sidewalk edge and the proposed face-of-curb as required by Standard 1 on page 17. This issue is being considered with the PPS.

While several bicycle racks are indicated throughout the property, additional racks should be located near the entrances to both the commercial establishments and the multifamily residential buildings to encourage additional bicycle use.

Parks and Plazas (Page 19)

As discussed in the Secondary Amendment Request application, the applicant requested revisions to Standard 2 on page 19 regarding the tree planting requirement of one shade or ornamental tree per 500 square feet of area. The submitted detailed site plan drawings indicate conformance with the other standards and guidelines of this section of the approved development plan. There is an opportunity for additional open space in the northwest corner of the subject property with the potential removal of the northwesternmost stick of seven townhouses, perhaps as an active recreational area, such as a playground.

Seating (Page 20)

There appear to be numerous opportunities for seating and gathering places within the proposed development. Staff has no concerns or additional comments regarding conformance with this section of the approved development plan.

Other Comments

The applicant includes information on the proposed mix of uses on the detailed site plan/special permit cover sheet in General Note 16. However, the applicant needs to provide more specific numbers (rather than a range) of the development program prior to the approval of the detailed site plan. Additionally, these figures indicate an office component is proposed on the subject property but the applicant does not clearly identify the location of the office component. Furthermore, the future hotel cannot be included on

this detailed site plan submittal as anything other than a general indication of a future hotel on a lot or parcel since a hotel use in the M-U-TC Zone Development Plan requires the approval of a special exception, before it can be approved on a detailed site plan.

As indicated in the discussion of the applicant's proposed Secondary Amendment application, staff believes that Rhode Island Avenue should be a two-way street at least between Van Buren Street and Maryland Avenue. Facilitating bus, truck, and auto movements through the site in an orderly and unobtrusive manner will require some revisions to the proposed circulation patterns. Many of these revisions will likely result in increased bus and truck traffic along Woodberry Street, west of 46th Street. Staff is concerned that this traffic increase will have a detrimental impact on future residents in the northwestern-most stick of seven townhouses on the north side of Woodberry Street. The applicant should delete this stick of townhouses from the development program. In place of these townhouses, the application should consider relocation of the parking lot west of Building 1, and/or provide additional open space and park land on the current site of this parking lot.

Every effort should be provided to ensure safe and convenient pedestrian and bicycle access to the historic core of Riverdale Park along the Rhode Island Avenue Trolley Trail and Maryland Avenue. The proposed sound wall should remain on the eastern side of Maryland Avenue and bicycle lanes and sidewalks should be provided to ultimately link with similar future improvements south of the Cafritz Property.

Van Buren Street should be designed to incorporate bicycle lanes in both directions as the major east-west street through the subject site. Additionally, the median of Van Buren Street, east of 46th Street, should be planted with street trees and should not remain a grassy lawn. The addition of street trees in this location will contribute to the site's tree canopy coverage and provide an avenue/park-like character for much of Van Buren Street, contributing to the monumental and celebratory gateway approach feel of this important street.

- c. **Transportation Planning Section**—In a memorandum dated April 17, 2013, the Transportation Planning Section offered comments that have subsequently been updated in this report. Additional conditions are included in this report relating to transportation issues.
- d. **Subdivision Review Section**—The Subdivision Review Section has provided written comment on the subject application in regard to conformance to Preliminary Plan of Subdivision 4-13002. However, it should be noted that the preliminary plan is scheduled to be reviewed by the Planning Board on May 16, 2013, so final determination of the impact of that review on the DSP/SP should be assessed after the scheduled hearing.
- e. **Trails**—In a referral dated October 17, 2011, the Trails Coordinator offered the following summarized comments:

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) 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.

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 submitted plans have relocated the trolley trail back to its historic right-of-way. Previous plans had reflected it along a proposed road approximately one block away. The Transportation Planning Section strongly supports this modification and believes that it will help to ensure that the Trolley Trail is the premiere regional facility and amenity intended in the master plan. This trail will connect to the historic Riverdale Park core, as well as Hyattsville to the south and College Park to the north.

The applicant has submitted a March 8, 2013 memorandum that adequately documents that the right-of-way for the Trolley Trail has been abandoned and acquired by the applicant consistent with Condition 2(e) and 3(c) of (PGCPB Resolution No. 12-19).

Internal Sidewalk Connections

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 Woodberry Entry configuration. This appears to be adequate to accommodate pedestrian movement through the site and to both Baltimore Avenue (US 1) and the Rhode Island Avenue Trolley Trail. Condition 3(e) of Primary Amendment A-10018 requires that an east-west trail/bicycle connection be provided through the site between Baltimore Avenue (US 1) and the trolley trail. This connection is currently shown along Woodberry Street with the provision of standard or wide sidewalks and designated bike lanes along both sides. This location was originally preferable due to the previously proposed location of the bridge over CSX. However, as the bridge has been relocated further to the south and the bikeshare station is proposed along Van Buren Street, and the majority of the commercial destinations are along Van Buren Street, the relocation of the designated bike lanes from Woodberry to Van Buren Street is recommended.

The transportation demand management plan has been amended to include a discussion of bicycle parking and a potential bikeshare station. The submitted plans have also been modified to include a location for the future station. Staff supports this location, however, more detail needs to be provided regarding the location, number, and type of bicycle parking provided, particularly with regards to how it meets current LEED-ND standards. Bike rack locations should be determined at the time of the Detailed Site Plan, and should be consistent with Condition 6(c) and the approved Design Standards for Public Space in the Development Plan.

Two additional improvements are recommended at the location where the Trolley Trail crosses Van Buren Street. The stop bar for traffic along eastbound Van Buren Street shall be placed before (or two feet west of) the Trolley Trail in order to prevent vehicles from stacking up in the crossing. And, a raised crosswalk is recommended at this location in order to slow the speed of turning traffic and raise the visibility of the crossing.

Major or outstanding issues

- (1) The exact number, type, and location of the bicycle parking should be reflected on the DSP, consistent with LEED-ND standards.
- (2) Redesign the alley on the northern edge of the subject site per the staff exhibit. This will eliminate an additional crossing for the Trolley Trail and help to minimize trail user conflicts with motor vehicles.
- (3) Currently, all road cross sections proposed are labeled as private roads. However, it is recommended that the major roads on the subject site be maintained in public ownership. This is particularly important for Van Buren Street, Maryland Avenue, Rhode Island Avenue, the road within Parcel "P", and the bridge over the CSX tracks. The major bicycle and pedestrian routes should be within the public realm.
- (4) Due to the relocation of the CSX crossing to the south and the placement of the bikeshare station, the east-west bicycle and pedestrian connection is recommended along Van Buren Street.

Comment: The issues above have been incorporated in the Recommendation Section of this report.

- f. **Department of Parks and Recreation (DPR)**—In a memorandum dated April 24, 2013, DPR provided a description of the background of the case and the following summarized comments:

The applicant submitted a Preliminary Plan of Subdivision which proposes subdivision of the property in order to provide for mixed-use development that will include Office, Retail/Flex, Hotel and Residential. The conditions of approval for the Preliminary Plan state that the applicant shall dedicate 1.12 acres of land (to M-NCPPC) along with a 30-foot-wide Public Use Easement to allow for a continuous section of the Rhode Island Avenue Trolley Trail to be constructed and implemented. The conditions also require that the applicant construct and maintain Private Recreation Facilities to satisfy the remaining portion of the requirements for Mandatory Parkland Dedication for the Preliminary Plan.

The applicant has shown Private Recreation Facilities which are being reviewed by the Urban Design Section of the Planning Department.

DPR Recommendations

The Park Planning and Development Division of the Department of Parks and Recreation recommends to the Planning Board that approval of this DSP/SP application be subject to the following condition:

- (1) The applicants, their successors, and/or assigns, shall design and construct the Master Planned Trolley Trail within the dedicated areas and the Public Use Easement.
 - (a) Along with the submission of the first record plat, the applicant shall submit detailed construction drawings for the Master Planned Trolley Trail and review and approval by DPR.
 - (b) The approval of the Trail Construction Plans shall be obtained prior to the signature of the first record plat.
 - (c) Prior to the signature of the first record plat for the subdivision, the applicant shall submit three original, executed Public Recreational Facilities Agreements (RFA). Upon approval by DPR, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland and noted for reference on the record plats.
 - (d) Prior to the start of any trail construction, the applicant shall have the location of the trail staked in the field and approved by DPR.
 - (e) Prior to the release of any building permits, the applicant shall submit to the DPR a performance bond, letter of credit or other suitable financial guarantee for the Master Planned Trail Construction, in an amount to be agreed upon with DPR.
 - (f) As per Re-Zoning Amendment, A-10018, the ten-foot-wide master planned trail shall be completed and ready for use prior to the issuance of the Third building permit.

Comment: Staff believes that DPR's recommended conditions are proposed to be included in the PPS approval. If they are not, they will need to be added to this approval.

- g. **Permit Review Section**—The Permit Review Section declined to offer comments on the subject applications.
- h. **Environmental Planning**—The site is subject to the environmental regulations in Subtitles 24 and 25 that became effective on September 1, 2010 and February 1, 2012.

Site Description

This 37.73-acre site is split zoned, with 35.83 acres in the M-U-TC zone and 1.90 acres in the R-55 zone. The property is located on the east side of Baltimore Avenue (US 1) where it intersects with Van Buren Street. The site is 88 percent wooded. A review of the available information indicates that streams and steep slopes 15 percent or greater are not

found to occur within the limits of this application; however, a small isolated wetland and a small area of 100-year floodplain exist on-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 according to the United States Department of Agriculture (USDA) 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. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site contains Evaluation Areas and Network Gaps. The property is further located in the Developed Tier as reflected in the 2002 *Prince George's County Approved General Plan*.

An approved Natural Resource Inventory, NRI/121/06-01, was submitted with the application. This plan was updated to reflect the current code requirements and was approved as the '-01' revision to the plan on March 19, 2012. Subsequent to the last approval, land was added to the overall preliminary plan application increasing the land area. The total area of land within the current application is 37.73 acres and the total amount of woodland has increased from 32.73 acres to 33.12 acres. A revised NRI is not required at this time.

A small isolated wetland and a small area of 100-year floodplain exist on-site.

From the information approved with the NRI, the forest stand delineation (FSD) indicates the presence of six forest stands totaling 32.73 acres and 35 specimen trees. Stand 1 is a late successional oak forest dominated by willow oak and Southern red oak, is located along the eastern portion of the site, is designated as high priority for retention, and totals 4.91 acres. Stand 2 is a mid-successional mixed hardwood forest dominated by Black Cherry and Sweetgum, is located centrally on the site, is designated as low priority for retention, and totals 9.61 acres. Stand 3 is a mid to late-successional mixed hardwood forest dominated by white oak, sweetgum, and hickory, is predominately located along the northeastern portion of the site, is designated as moderate priority for retention, and totals 5.51 acres. Stand 4 is a mid-successional Virginia pine forest located on the central portion of the site, is designated as low priority for retention, and totals 1.54 acres. Stand 5 is an early to mid-successional mixed hardwood forest dominated by black locust, is located on the southeastern portion of the site, is designated as low priority for retention, and totals 7.77 acres. Stand 6 is an early to mid-successional Kentucky Coffee tree dominated forest located on the eastern portion of the site, is designated as moderate priority for retention, and totals 3.39 acres.

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The on-site regulated environmental features include a small isolated wetland and a small area of 100-year floodplain.

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and

efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

Impacts to regulated environmental features must first be avoided and then minimized. If impacts to the regulated environmental features are proposed, a statement of justification must be submitted in accordance with Section 24-130 of the Subdivision Regulations. The justification must address how each impact has been avoided and/ or minimized and should include 8½ by 11 exhibits of the proposed disturbance.

A letter of justification for the proposed impacts was stamped as received by the Environmental Planning Section (EPS) on December 10, 2012 and associated exhibits stamped as received December 18, 2012. The justification was reviewed with the preliminary plan application. The plan proposes impacts to the isolated wetland and wetland buffer for the installation of streets and residences and impacts to the floodplain for residential development and roadway extension.

Impact area 1 proposes 937 square feet of impact to the isolated wetland and wetland buffer for the installation of a street and residences. The central location of the isolated wetland would make preservation difficult because of grading constraints as well as negatively affecting the overall vehicular and pedestrian patterns.

Impact 2 proposes 2,488 square feet of impact to the floodplain for residential development and a required connection to Maryland Avenue. Because the floodplain is located along the length of the southern property boundary where the existing Maryland Avenue right-of-way is located, a road connection necessitates impacting the floodplain. 100-year floodplain attenuation has been addressed in the approval of Stormwater Concept Plan (11589-2010-00).

Staff supports the request for the proposed impacts to the isolated wetland, wetland buffer, and floodplain for the reasons stated above.

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan submitted for review. The impacts approved are for the installation of streets and residences over an isolated wetland and wetland buffer and impacts to the floodplain for residential development and roadway circulation.

- i. **Zoning Section**—The Zoning Section commented that the subject applications are generally consistent with the Amended Cafritz Development Plan (DP) for Riverdale Park.

- j. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department has not offered comment on the subject applications.
- k. **The Department of Public Works and Transportation (DPW&T)**—In a memorandum dated April 29, 2013, DPW&T offered the following summarized comments:
- “(1) Baltimore Avenue (US 1) is a State-maintained roadway; therefore, coordination with SHA is required. The site lies within the Town of Riverdale Park.
 - “(2) The Town of Riverdale Park has requested DPW&T conduct the review and permitting of the internal streets. An agreement has been reached stating that DPW&T will do so. After construction, the maintenance of the streets will be determined by the Town of Riverdale Park. Streets will not be maintained by the County.
 - “(3) The internal streets carrying bus traffic are to have the adequate width and curb return radii to ensure that bus traffic can navigate the site safely. Travel lanes are to be a minimum of 11 feet in width and all curb lanes are to be a minimum of 12 feet in width.
 - “(4) The CSX crossing bridge and roadway connections shall be owned and maintained by the Town of Riverdale Park. The bridge will need to be reviewed and approved by the Maryland Transit Authority.
 - “(5) The applicant shall obtain all the necessary environmental permits that will be impacted by this proposed CSX crossing and associated roadway connection, but not limited to wetlands and Waters of the US.
 - “(6) The submitted DSP is not consistent with the current approved Stormwater Management Concept Plan (SWM) 11589-2010. DPW&T is awaiting the submission of the revised SWM concept plan. Condition 14.b. of Zoning Ordinance 11-2012 states that the SWM concept plan is to be submitted to the Town of Riverdale Park, the Town of University Park, the City of Hyattsville and the City of College Park, 30 days prior to filing with DPW&T.
 - “(7) The applicant shall solely obtain all the necessary permits, including the CSX permit, to construct the proposed CSX crossing and the associated roadway connections. The proposed roadways which will connect the CSX crossing to Rivertech Court are to be owned and maintained by the Town of Riverdale Park.
 - “(8) The construction cost estimates of the proposed CSX crossing and the associated roadway connections shall be reviewed by DPW&T.

- “(9) Some of the standards regarding the bridge design will include the following: bridge is to be 36 feet road pavement and six-foot sidewalks and two-foot barriers.
- “(10) A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation for the proposed buildings, may be required.
- “(11) The proposed bridge crossing the CSX Railroad tracks is shown at the southeast corner of the site. This location is not consistent with recent bridge locations submitted to DPW&T for evaluation which shows the bridge at the center of the site.”

Comment: All of the above comments should be noted by the applicant. In regard to the comments about roadway dimensions, ownership and maintenance, these issues should be determined at the time of preliminary plan of subdivision (PPS), which reviews for adequate circulation, and the detailed site plan/special permit (DSP/SP) should be revised to match. In regard to the approved stormwater management (SWM) concept not being consistent with the DSP, on May 7, 2013 the applicant submitted a revised SWM concept letter and plan. Although the plan shows a bridge location different than the DSP/SP, the plan is otherwise consistent.

- l. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department has not offered comments on the subject applications.
- m. **Prince George’s County Health Department**—In a memorandum dated April 12, 2013, the Environmental Engineering Program of the Prince George’s County Health Department provided the following comments on the subject application:

- “(1) The site is adjacent to the CSX Washington Subdivision rail line, a major north-south train corridor for CSX intermodal freight and MARC Camden Line commuter passenger trains utilizing diesel locomotives. Published scientific reports have found links between diesel air pollution exposure and increased rates of asthma, stroke, heart attack and cancer. Study and modeling of the particulate air pollution from diesel locomotive sources should be completed to determine the associated potential health impacts on the susceptible residential population, and any recommended modifications, adaptations or mitigation should be implemented.”

Comment: The Planning Board is not authorized to impose conditions in DSP/SP applications that are intended to deal with exposure to air pollution.

- “(2) Numerous residential units are proposed within the 65 dBA noise zone adjacent to the CSX Washington Subdivision rail line. Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms, and fetal development. Sleep disturbances have been associated with a variety of health problems, such as functional impairment, medical disability, and increased use of medical services

even among those with no previous health problems. Accordingly, the Department supports the Environmental Planning Section's recommendations relative to noise modifications/adaptations/mitigation intended to reduce adverse health impacts on the susceptible residential population."

Comment: The Environmental Planning Section reviewed and commented on the noise impacts on the subject property as discussed in Finding 13(h) above.

"(3) Western portions of the property are located in the recharge area for the Patuxent aquifer, a groundwater supply that serves the city of Bowie. Conversion of woodlands/green space in this recharge area to impervious surface could have long term impacts on the sustainability of this important groundwater resource."

Comment: The subject property, as part of the rezoning under A-10018, was included in the Riverdale Park Town Center and planned for the mixed-use development proposed with the subject applications. The subject DSP does show the retention of some existing trees and open green space in the western portion of the site, adjacent to Baltimore Avenue (US 1).

"(4) There are five carry-out/convenience store food facilities, but zero markets/grocery stores within a half mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores, compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. The applicant's proposal to include a Whole Foods Market in the project will provide alternative nutritional food choices for area residents/office workers and could therefore be expected to foster positive health outcomes."

Comment: This comment has been noted.

"(5) There is an increasing body of scientific research suggesting that community gardens enhance nutrition and physical activity, and promote the role of public health in improving quality of life. The applicant/developer should consider setting aside space for a community garden."

Comment: The applicant should take note of this suggestion and is encouraged to preserve the possibility of the future homeowners developing a shared community garden.

"(6) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

Comment: This requirement will be enforced at the time of permit; however, a note should be provided on the DSP/SP indicating conformance with these requirements.

“(7) During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”

Comment: This requirement will be enforced at the time of permit; however, a note should be provided on the DSP/SP indicating conformance with these requirements.

n. **Prince George’s County Department of Environmental Resources (DER)**—In a memorandum dated April 18, 2013, DER stated that it appears that the request for a referral should be forwarded to DPW&T which is now responsible for stormwater management review and they had no further comment.

o. **Maryland State Highway Administration (SHA)**—In a memorandum dated April 12, 2013, SHA offered the following summarized comments:

Baltimore Avenue (US 1) is a State secondary roadway with posted speed limit of 35 MPH in the vicinity. The Average Annual Daily Trip (AADT) volume at this location is 24, 221 vehicles per day. The subject property abuts SHA right-of-way along the east side of Baltimore Avenue (US 1) for a distance of approximately 860 feet. Improvements associated with this project along Baltimore Avenue (US 1) within the right-of-way may include, but not limited to grading, paving, installation of curb and gutter, sidewalk, ramps, drainage structures, new traffic signal, pavement markings and signing. The proposed work within the SHA right-of-way will require an access permit. Note that access permits are subject to review and approval per SHA standards and policies. Based on our preliminary review, the SHA comment letter concludes that more detailed information is required and must be consistent with State Highway requirements.

Comment: Issues regarding the Baltimore Avenue (US 1) dedication and improvements will be resolved with the PPS approval and then reflected on the subject DSP/SP plan. Conditions relating to Baltimore Avenue (US 1) dedication and improvements are included in the approval, as appropriate.

p. **Washington Metropolitan Area Transit Authority (WMATA)**—At the time of the writing of this technical staff report, WMATA has not offered comments on the subject applications.

q. **Maryland Aviation Administration (MAA)**—In a letter dated April 11, 2013, the Maryland Aviation Administration offered the following summarized comments:

The Maryland Aviation Administration has received the referral request for the Cafritz Property, near College Park Airport, a Maryland licensed public-use facility located in College Park, Maryland. Based on the information received, MAA determines the proposed permanent structures will reside beneath both the Horizontal and Conical Surfaces at College Park Airport with no penetrations of those surfaces. In accordance with COMAR 11.03.05, Obstructions to Air Navigation, the proposal is not considered an

obstruction or hazard to air navigation. Not included in this determination are any temporary cranes that may be utilized during the construction phase of this project and will require separate analysis and determination.

- r. **Washington Suburban Sanitary Commission (WSSC)**— In a memorandum received April 2, 2013, WSSC offered comments regarding needed coordination with other buried utilities, suggested modifications to the plans to better reflect WSSC facilities, including mains and outside meter vaults, needed rights-of-way, avoidance of the existing 30-inch water main that runs through the property, and procedures for the applicant to follow to establish water and sewer service.
- s. **Verizon**—At the time of the writing of this technical staff report, Verizon has not offered comments on the subject application.
- t. **Potomac Electric Power Company (PEPCO)**— In an e-mail dated April 15, 2013, from Tiffani Langdon, PEPCO offered the following comments:

PEPCO prefers for the public utility easements (PUEs) to be ten feet wide in order to accommodate all utilities and provide the appropriate separation between each. PEPCO did not find that the PUEs are adequate to facilitate feeder extension throughout the entire property. Additional PEPCO easements will have to be granted to allow for our feeder extension. PUEs established under sidewalks or paved surfaces do not allow PEPCO to direct bury its facilities. The financial responsibility of the cost difference to modify our design and installation specifications (material and labor) will be borne by the customer/owner/developer.

Comment: These comments will have to be addressed by the applicant either through the Preliminary Plan of Subdivision, when PUEs are established, or at the time of permitting when the details of utility locations are finalized.

- u. **University of Maryland**—At the time of the writing of this technical staff report, the University of Maryland has not offered official comments on the subject applications. However, in an e-mail dated April 26, 2013, from Ed Maginnis, University Counsel, he stated that the University supports the Option J.3.300 alignment for the crossing of the CSX railroad tracks and would be submitting a letter to the Planning Board stating such.

Comment: The mentioned Option J.3.300 alignment is the crossing of the tracks at the eastern end of Van Buren Street, approximately in the middle of the site. The DSP that is the subject of this staff report does not show this crossing location. The DSP submitted to staff on April 30, 2013 is supposedly revised to reflect this option; however, staff did not have sufficient time to review this revision prior to the issuance of this technical staff report.

- v. **City of Hyattsville**—At the time of the writing of this technical staff report, the City of Hyattsville has not offered comments on the subject applications.
- w. **City of College Park**—At the time of the writing of this technical staff report, the City of College Park has not offered comments on the subject applications. However, they have actively participated in the review of the subject applications and comments are expected to be received from them either prior to, or at the hearing.

- x. **Town of Edmonston**—At the time of the writing of this technical staff report, the Town of Edmonston has not offered comments on the subject applications.
- y. **Town of Riverdale Park**—At the time of the writing of this technical staff report, the Town of Riverdale Park has not offered comments on the subject applications. However, they have actively participated in the review of the subject applications and comments are expected to be received from them either prior to, or at the hearing.
- z. **Town of University Park**—At the time of the writing of this technical staff report, the Town of University Park has not offered comments on the subject applications. However, they have actively participated in the review of the subject applications and comments are expected to be received from them either prior to, or at the hearing.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-13009, Special Permit SP-130002, and Tree Conservation Plan TCP2-010-13, for Cafritz Property at Riverdale Park, subject to the conditions below.

This recommendation is premised on approval of a Special Taxing District by the County Council, as required by Condition 25 of Primary Amendment A-10018, prior to Planning Board approval of the DSP/SP. A hearing on this subject before the County Council is scheduled for May 14, 2013. If the Special Taxing District has not been approved at the time of the Planning Board hearing, the staff will be unable to recommend approval of these applications.

1. Prior to certification of the DSP/SP, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. Revise the detailed site plan and special permit plans as follows:
 - (1) The section of Woodberry Street from the Baltimore Avenue (US 1) right-of-way to the parking compound entrance on the north side of the street, shall be narrowed from 32 feet of paving for drive lanes to 16 feet in width to accommodate one-way traffic. The intersection of Woodberry Street with Baltimore Avenue (US 1) shall be reconfigured to reduce the length of the pedestrian crossing and expand the greenway entrance feature.
 - (2) The section of Woodberry Street from the first parking compound entrance on the north side of Woodberry to the intersection with 46th Street shall be narrowed from 32 feet of paving for drive lanes to 26 feet in width to accommodate two-way traffic including truck traffic.
 - (3) The section of Woodberry Street from the east side of 46th Street to the terminus of Woodberry shall be narrowed from 32 feet of paving for drive lanes to 22 feet in width for drive lanes.
 - (4) The bike lanes shown in Woodberry Street shall be eliminated and share-the-road markings in the pavement shall be shown on the detailed site plan/special permit.

- (5) Space resulting from the narrowing of Woodberry Street in accordance with the above Conditions (1), (2) and (3), shall be green area added to the front yards of the townhouse units and added space for street tree plantings located approximately 30 feet on center within a continuous planting bed. Expansion of building footprints into these areas is not permitted.
- (6) The parallel parking spaces shown on the plans along the east side of 47th Street shall be eliminated in front of multifamily Buildings 7, 8, and 8A, and a seven-foot-wide continuous planting bed shall be provided with street trees planted approximately 30 feet on center.
- (7) Provide two five-foot-wide bike lanes along Van Buren Street.
- (8) Provide additional landscaping along the streetscape on the east side of Building 2A in the form of either foundation plantings or street trees in a continuous planting bed.
- (9) Eliminate the parallel parking spaces shown on the plans along the east side of 47th Street in front of multifamily Buildings 7, 8, and 8A, and provide a seven-foot-wide continuous planting bed with street trees planted approximately 30 feet on center.
- (10) Increase the height of Building 1 to a minimum of 20 feet. The west elevation shall be enhanced with windows, door(s), and the standing seam metal roof on the south elevation shall wrap the west elevation. The roof of the towering element on the south elevation shall be upgraded to a slate or a standing seam roof.
- (11) Provide a three- to four-foot-high wall along the parking lot edge along the Baltimore Avenue (US 1) frontage on Lots 1, 2, and 3 where the parking lot is adjacent to the greenway entrance feature. Location, details and specifications shall be provided for review and approval by the Urban Design Section.
- (12) Delete or relocate Lots 1–7 along Woodberry Street and create a common play area within this space with appropriate buffering and screening from Building 1.
- (13) Add 12-14 shade trees within the confines of the surface parking lot located on Lot 3 or provide the maximum number of trees for which there is space, without loss of parking spaces and without conflict with light poles or bio-retention areas.
- (14) Provide separation for the townhouse units from the street line through landscaping, fencing, and/or walls.
- (15) Delete the green screen along the 46th Street parking garage and upgrade the structure to address the exterior finish of the building in such a way that it is in keeping with the design principles for exterior finish compatible with the overall development.
- (16) Revise the plans to be in conformance with the Preliminary Plan of Subdivision PPS 4-13002, as approved.

- (17) Provide details and specifications, subject to review and approval by the Historic Preservation Commission and the M-NCPPC staff archeologist for:
- (a) The design and construction of the ice house feature to be retained to specifically address the techniques to be used to safeguard the archeological feature during construction; the design and materials of the exterior of the ice house and its roof, in order to ensure the long-term preservation of the feature and to ensure proper drainage and ventilation;
 - (b) The design, number, and location of interpretive signs to be erected and public outreach measures to be based on the findings of the archeological investigations; the interpretive measures shall also address the significance of the nearby ERCO factory, the Calvert Homes development, and the trolley right-of-way through the subject property.
- (18) Provide a plan note that indicates conformance to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- (19) Provide a plan note that indicates the applicant's intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- (20) Revise the plans so that the intersection of proposed Van Buren Street with Baltimore Avenue (US 1) is reconfigured employing the appropriate traffic controls and design features per SHA standards that prohibit through movement between existing Van Buren Street west of Baltimore Avenue (US 1) and the proposed Van Buren Street.
- (21) Revise the plans to indicate high visibility crosswalks and pedestrian signals at Van Buren Street and Baltimore Avenue (US 1). Details for the crosswalks and pedestrian signals shall be provided for the review of the Urban Design Section, unless modified by SHA.
- (22) Revise the plans so that the intersection of proposed Underwood Street with Baltimore Avenue (US 1) is reconfigured employing appropriate traffic controls and design features per SHA standards that limit vehicular access at this location to right-in-only from Baltimore Avenue (US 1).
- (23) A revised photometric plan showing a detail of full cut-off optics shall be submitted. The lighting intensity shall be revised as necessary to be consistent with the use of full cut-off optics.
- (24) Submit evidence of conditional approval of the plan under LEED-ND 2009 Stage 1 (pre-entitlement) approval.
- (25) Show a noise wall on an HOA parcel for proposed Lots 104-114 and 120-126. All plans shall show the noise wall with top and bottom elevations and appropriate construction details.

- (26) Provide a cross section of the proposed Trolley Trail for approval by the M-NCPPC Department of Parks and Recreation (DPR) and place on the plans.
- (27) Revise the locations of the stop bar along Van Buren Street at Rhode Island Avenue west of the Trolley Trail crossing, unless modified by DPW&T.
- (28) Provide a raised crosswalk where the Trolley Trail crosses Van Buren Street, unless modified by the Department of Public Works and Transportation (DPW&T).
- (29) Provide for bicycle parking showing the location, number, and type of bicycle parking spaces consistent with the LEED-ND Bicycle Network and Storage Credit to be approved by the Transportation Planning Section.
- (30) Revise the plan to include Americans with Disabilities Act (ADA) curb cuts, ramps and special paving for crosswalks at all locations where sidewalks or trails intersect with roadways. Details and specifications shall be added to the plans.
- (31) Revise the landscape plan to identify all specimen trees to be preserved in accordance with the specimen tree variance request as approved with the PPS. Identify each specimen tree to be preserved by number.
- (32) Revise the site and landscape plans to provide accurate detailing of the footprints of the townhouses, lead walks, and on-lot plantings, fencing, etc., as appropriate.
- (33) Provide the location of the noise wall, with ten-foot clearance on all sides, and details and specifications.
- (34) Demonstrate the full 90-foot depth requirement of the gateway entrance feature on Parcels A, B and C.
- (35) Provide details and specifications for all free-standing walls and retaining walls for review and approval by the Urban Design Section.
- (36) The general notes shall be revised to indicate the exact square footage of uses for each building, rather than a range of square footages. Remove any notation relating to a hotel use on the plans and/or general notes.
- (37) The median within Van Buren Street shall be planted with street trees and/or shrubs, with species and size to be reviewed and approved by the Urban Design Section.
- (38) Detailed design plans of the Trolley Trail including landscaping and signage elements, shall be reviewed and approved by the Urban Design Section and the Department of Parks and Recreation (DPR).
- (39) The Stormwater Management Concept Plan and Detailed Site Plan/Special Permit shall be consistent in detail and design.
- (40) Prior to certification of the plans, the applicant shall submit the following information regarding private recreational facilities:

- (a) Provide complete details, sizes, specifications, floorplans, and/or lists of all private indoor and outdoor recreational facilities on-site. These facilities shall be distributed among the residential areas on-site in order to provide convenient and safe recreational opportunities to all residents. They shall include a comprehensive approach to the design of the facilities considering recreational benefit to the targeted residents, year-round active recreational benefit, activities for all age groups, and shall include a minimum of two additional outdoor multi-age playground facilities. All of these facilities shall be of a high-quality design with the use of high-quality, low-maintenance materials, not including wood.
- (b) Provide a schedule for the timing of the construction of all facilities. The outdoor facilities shall be completed, at a minimum, in phase with the surrounding development, whether it be roads or buildings, and the indoor facilities shall be completed no later than prior to the issuance of a use and occupancy permit for the related building.
- (c) Provide information regarding all private on-site recreational facilities to be reviewed and approved by the Planning Board or its designee, and reflected on the final plan set.
- (d) The plans shall be revised to conform to the *Parks and Recreation Facilities Guidelines*.

b. Revise the architecture as follows:

- (1) The architectural plans and/or an exhibit shall be provided for Building 4 to demonstrate that the ground floor façade is at least sixty percent transparent material (glass) along Van Buren Street and 45th Street.
- (2) The architectural plans and/or an exhibit shall be provided for Building 4 to demonstrate that the second floor along 46th Street is at least 60 percent transparent.
- (3) The architectural plans and/or an exhibit shall be provided for Building 5 to demonstrate that windows will occupy at least forty percent of the wall area for façades other than a parking garage, and other than the corners of 46th and Van Buren, and 46th and Woodberry Streets.
- (4) The 16-foot-wide townhouse model shall be deleted and a 22-foot-wide townhouse model shall be included in the architectural package. Lots shall be adjusted in size accordingly.
- (5) Two-car garages shall be provided as a standard feature for all models of townhouses.
- (6) Composite exterior finish material for the townhouses shall be predominately in the form of clapboard siding.
- (7) The main gable roof pitches for townhouses shall be no less than 7/12.

- c. Revise the Type 2 tree conservation plan (TCP2) as follows:
 - (1) All specimen trees shall be survey located and accurately reflected on all plans.
 - (2) Specimen trees 255, 281, 262, and 265 shall be evaluated by a certified arborist for construction tolerance based on the final site conditions and include the following information: recommendations for treatment prior to, during, and after construction. Treatments may include options such as the placement of protection devices and signs, root pruning, crown pruning, fertilization, and watering. Details of all required treatments and protective devices shall be provided on the TCP2.
- d. Revise the TCP2 and landscape plan as follows:
 - (1) Revise the label on the TCP2 from “Trees” to “Existing Trees to be Preserved (See Landscape Plan)”
 - (2) Demonstrate conformance to the requirement of ten percent tree canopy coverage, per the Development Plan.
- 2. Prior to issuance of the third building permit, the Rhode Island Avenue hiker/biker trail shall be completed per the approved design plans and open to the public.
- 3. Prior to the issuance of the first grading permit, evidence shall be submitted that all pretreatment and protective devices for specimen trees 255, 281, 262 and 265 have been implemented.
- 4. Prior to the issuance of building permits for Parcels K and L, a Detailed Site Plan and Special Permit application shall be reviewed and approved by the Planning Board in accordance with Part 3, Division 9 of the Zoning Ordinance.
- 5. The applicant shall present a certification by a professional engineer with competency in acoustical analysis, which shall be placed on the building permits, stating that building shells of structures within prescribed noise corridors have been designed to reduce interior noise levels to 45dBA (Ldn) or less.
- 6. Prior to the issuance of use and occupancy building permits for residential units protected from noise by the proposed noise wall, the wall shall be fully constructed on-site.
- 7. The plans shall be revised to conform to the Cafritz Property at Riverdale Park Town Center Development Plan. The M-U-TC Guidelines Compliance Matrix, dated May 5, 2013, shall serve as the instrument to guide the revisions to the plan at either time of certification or prior to building permit.