



TUESDAY, MAY 7, 2013
WORKSESSION
(COUNCIL CHAMBERS)

7:30 P.M.

COLLEGE PARK MISSION STATEMENT

The City of College Park encourages broad community involvement and collaboration, and is committed to enhancing the quality of life for everyone who lives, raises a family, visits, works, and learns in the City; and operating a government that delivers excellent services, is open and responsive to the needs of the community, and balances the interests of all residents and visitors.

CITY MANAGER'S REPORT

PROPOSED ITEMS TO GO DIRECTLY TO AGENDA

PROPOSED CONSENT AGENDA ITEMS

WORKSESSION DISCUSSION ITEMS

1. Hollywood Gateway Park Presentation – Floura Teeter/WBCM
2. MOU regarding Randolph Macon development project – Terry Schum, Director of Planning
3. Discussion of Free Summer Saturdays in the Downtown Parking Garage – Bob Ryan, Director of Public Services
4. Final Review of FY 2014 Action Plan prior to adoption – Chantal Cotton, Assistant to the City Manager
5. Appointments to Boards and Committees
6. Preliminary Plan of Subdivision and Detailed Site Plan for the Cafritz Project – Terry Schum, Director of Planning

COUNCIL COMMENTS

This agenda is subject to change. For current information, please contact the City Clerk. In accordance with the Americans With Disabilities Act, if you need special assistance, you may contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.

1.

Hollywood Gateway Park

MEMORANDUM

TO: Mayor and Council

FROM: Terry Schum, Planning Director
Joseph L. Nagro, City Manager

DATE: May 3, 2013

SUBJECT: Hollywood Gateway Park
Preferred Design Concept

ISSUE

The joint venture firm of Flora Teeter and Whitney Bailey Cox and Magnani, LLC was awarded a contract for landscape architecture and engineering design services in the fall of 2012 for an eco-gateway park at the intersection of Route 1 and Edgewood Road. Conceptual design alternatives were prepared and a preferred design was selected by the Project Advisory Committee and presented to the North College Park Citizens Association. Flora Teeter/WBCM is seeking comments on the design plan from the City Council prior to entering into the final design phase of the project.

SUMMARY

The subject site is very small (6,800 square feet) and is impacted by steep slopes, traffic, and noise and water runoff from Route 1. It also lacks a strong connection to the Hollywood neighborhood. Site assets include a high visibility location, access to public transportation and the potential to connect the site to 47th Place through acquisition of a vacant lot next door (see Attachment 1, Site Context Map and Attachment 2, Site Analysis Diagram). The recommended design concept includes this site and pursues the theme of "Wind and Weather" (see Attachment 3).

In order to explore ideas for incorporating interactive, educational wind and weather features into the park, a brainstorming session was arranged with scientists and the Public Affairs office of the NOAA Center for Weather and Climate Prediction. Many ideas were discussed including having a weather station, windmill, cloud machine, cisterns to make it rain, cloud identification, weather vane, sundial and art projects involving wind socks, wind chimes and whirligigs. The opportunities are quite promising and could possibly involve ongoing participation from NOAA and an active relationship with the Hollywood Elementary School.

The property owners to the west of the site, Allen Rackers and the State Highway Administration (SHA), have reviewed the design concept and been supportive. Our intention is to make improvements on their property with their permission. We will seek funding from SHA for work (sidewalk and landscaping) within their right-of-way.

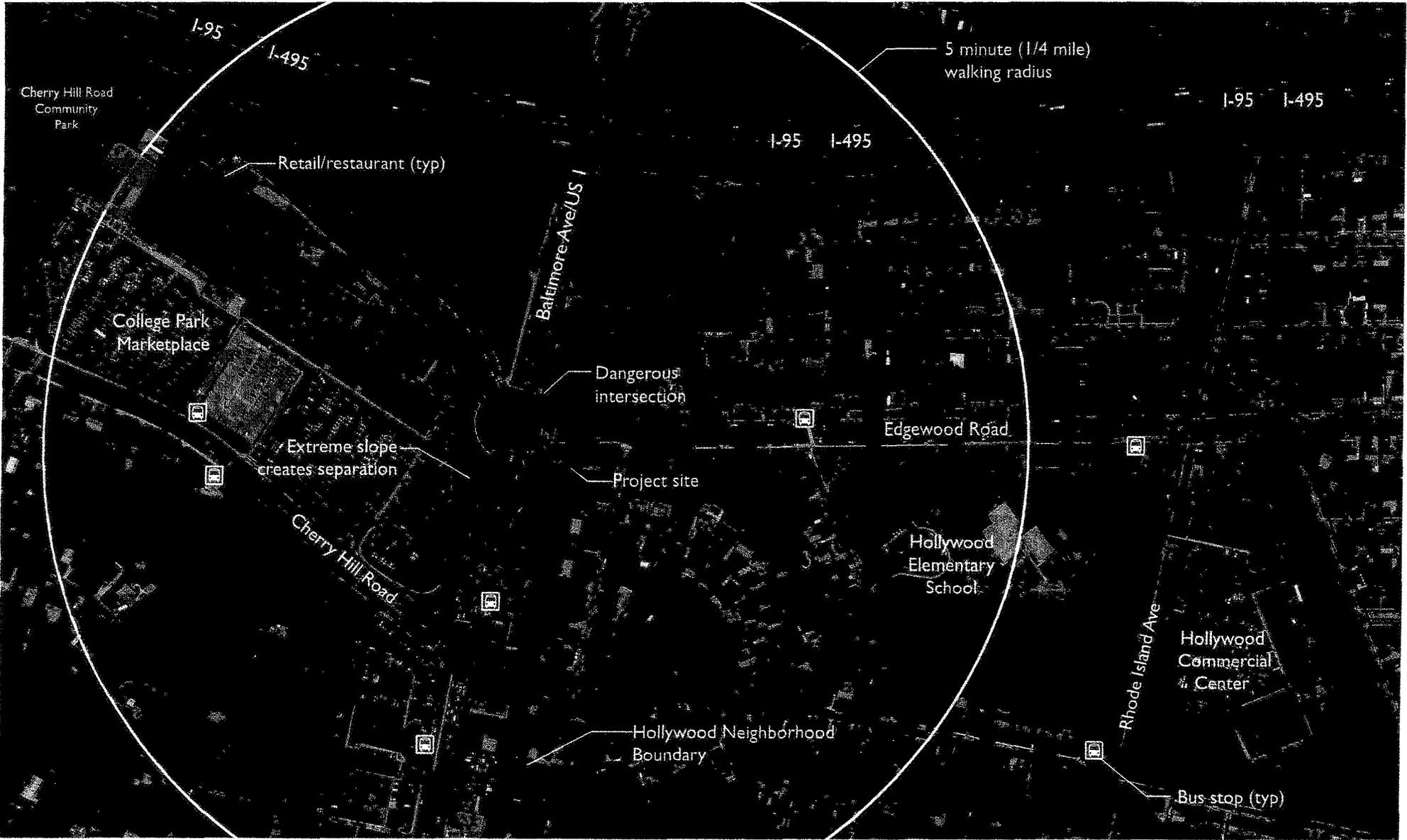
A preliminary conceptual cost estimate has been prepared (see Attachment 4) but this estimate will need to be updated as the design is finalized. There are also opportunities to seek funding from other sources such as the Chesapeake Bay Trust, Fish and Wildlife Foundation, Anacostia Trails Heritage Authority and National Endowment for the Arts. Program Open Space funding for acquisition of the vacant lot is currently available.

RECOMMENDATION

Staff is seeking input from the City Council on the design elements of the project and permission to proceed to the final design phase of the project. Another presentation will be made to the City Council upon completion of the final design plans, specifications, construction cost estimate and maintenance estimate prior to the bidding phase of the project.

ATTACHMENTS

1. Site Context Map
2. Site Analysis Diagram
3. Conceptual Design
4. Conceptual Cost Estimate
5. Project Advisory Committee



No cross walk along Edgewood Road

No sidewalk along upper side of Edgewood Road

Noise, pollution, safety issues from US-1 traffic

Existing Pedestrian Circulation

Existing oak

Existing Impervious Area

Existing elm

Potential connection to community

Existing sweet gum

Site low point

Morning Sun

Winter Sun

EDGEWOOD ROAD
40' R/W

BALTIMORE AVENUE (US-1)
VARIABLE R/W
S.R.C. #32205, 28487 & 27545

Existing Brick Bldg

ALLEN J. RACKERS
LIBER 3547; FOLIO 629

LAI C. SHU & TA C YANG
LIBER 21534; FOLIO 3939

GOVERNORS CONDOMINIUM, LLC.
LIBER 20404; FOLIO 539
PLAT 200/43

Afternoon Sun

Summer Sun

Water runoff from US-1

End of Curb

RuB soil type ← → SnD soil type

Gateway Eco Park Site Analysis Diagram

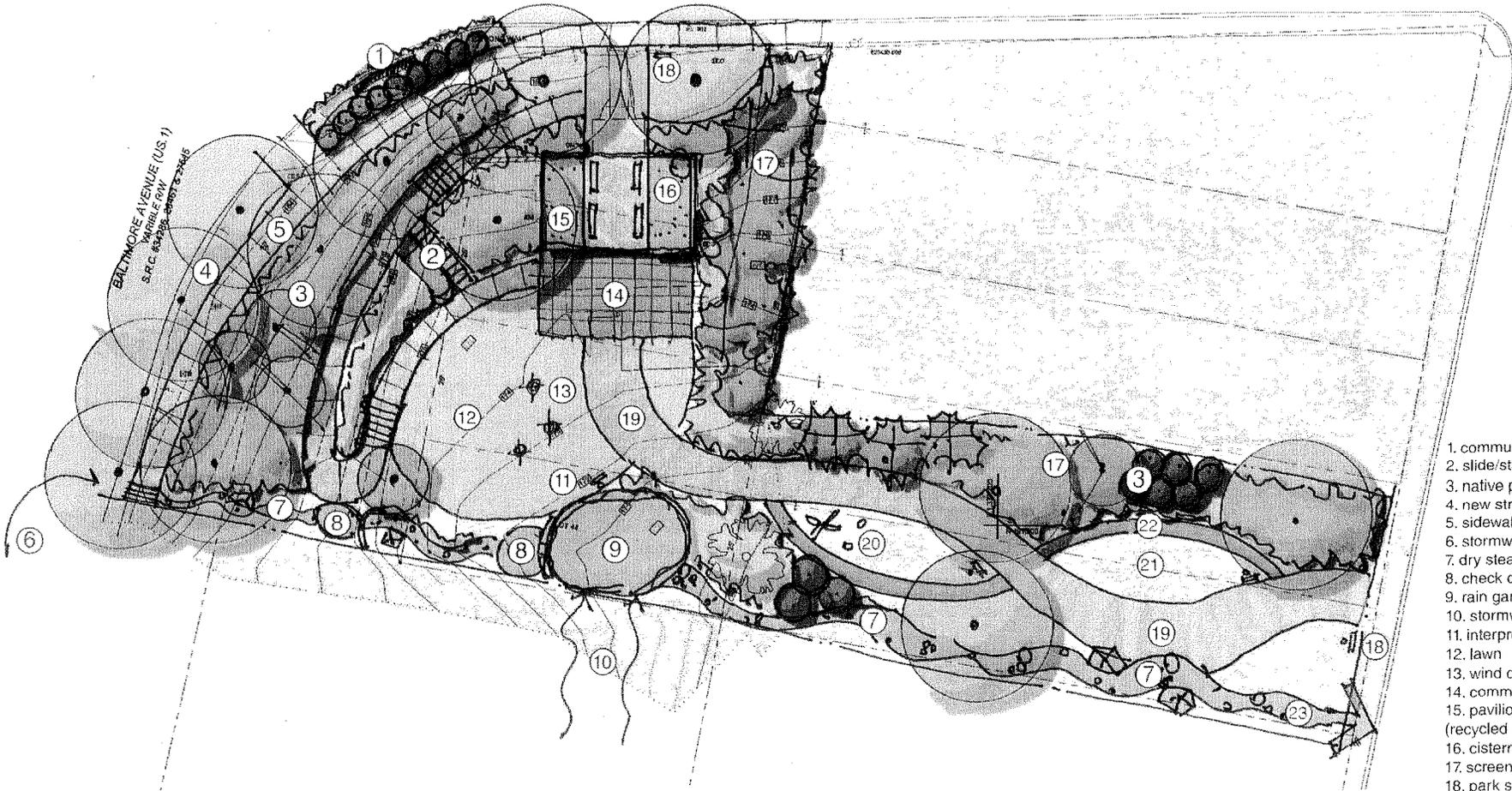


11.13.12

#2

EDGEWOOD ROAD
40' R/W

BALTIMORE AVENUE (US-1)
VARIABLE ROW
S.P.C. 83A-28B-2801-2846



1. community sign
2. slide/stairs
3. native plants
4. new street trees
5. sidewalk separated from street
6. stormwater from Route 1
7. dry steam bed
8. check dams with pools
9. rain garden
10. stormwater from adjacent prop.
11. interpretive sign
12. lawn
13. wind driven sculptures
14. community terrace
15. pavilion with green roof (recycled house foundation)
16. cistern/rain barrel inside pavilion
17. screen plantings
18. park sign
19. entry walk- pervious pavement
20. weather station
21. natural play
22. mulch path
23. dry stream bed for overflow

SCALE: 1"=20'

Hollywood Gateway Park	
Floura Teeter Landscape Architects, Inc.	WBCM
Conceptual Cost Estimate	
City of College Park: RFP# CP-12-07	

3/14/2013



Category	Item No.	Item	Quantity	Unit	Unit Price	Item Price	Remarks
General		General Conditions	3	Mo.	\$ 2,500.00	\$7,500.00	
		Construction Stakeout Permitting	4	Day	\$ 1,050.00	\$4,200.00	
Grading		Rough & Fine Grading	450	CY	\$ 10.00	\$4,500.00	
		Fill		CY		\$0.00	
Sediment and Erosion Control		Various measures	1	LS	\$ 5,000.00	\$5,000.00	
Water Hydrant		Connected to Existing Water Line	2	LS	\$ 2,500.00	\$5,000.00	
House Demolition		NIC				\$0.00	
Property Acquisition		NIC				\$0.00	
Paving		Pedestal Concrete Pavers For Public Plaza	275	SF	\$ 22.00	\$6,050.00	
		Concrete Terrace	550	SF	\$ 7.00	\$3,850.00	
		Concrete Walk	1,250	SF	\$ 7.00	\$8,750.00	
		Stairs/Railings	3	EA	\$ 5,000.00	\$15,000.00	
		Pervious Asphalt Pathway w/ Edging	100	SF	\$ 18.00	\$1,800.00	
Mulched Path		small play areas	120	LF	\$ 33.00	\$3,960.00	
Rain Garden/Bioretentation		Facility	500	SF	\$ 15.00	\$7,500.00	
Boulders/Stream Channel		Allowance	1	EA	\$ 15,000.00	\$15,000.00	
Site Furnishings		Benches	4	EA	\$ 1,400.00	\$5,600.00	
		Plaza Tables	5	EA	\$ 600.00	\$3,000.00	
		Plaza Benches/Chairs	30	EA	\$ 600.00	\$18,000.00	
		6' Wooden Fence	185	LF	\$ 30.00	\$5,550.00	
		Earthwork Slide	1	EA	\$ 12,000.00	\$12,000.00	
Site Lighting		Uplighting (Pathways)	20	EA	\$ 600.00	\$12,000.00	
		Uplighting (Trees)	10	EA	\$ 600.00	\$6,000.00	
		Pole light	3	EA	\$ 3,000.00	\$9,000.00	
Signage		Post mounted educational signs	4	EA	\$ 1,500.00	\$6,000.00	
Art		Mural/Sculpture/Etc. - ALLOWANCE	1	EA	\$ 30,000.00	\$30,000.00	
Tree Preservation and Arborist		Allowance	1	EA	\$ 5,000.00	\$5,000.00	
Green Roof Pavilion		Green Roof (all materials) included below	360	sf	\$ 25.00		
		Pavilion - ALLOWANCE	1	EA	\$ 60,000.00	\$100,000.00	
Planting		Trees	13	EA	\$ 500.00	\$6,500.00	
		Ornamental/ Evergreen Trees	18	EA	\$ 250.00	\$4,500.00	
		Shrubs	40	EA	\$ 100.00	\$4,000.00	
		Perennials, Groundcovers, Grasses	7,200	SF	\$ 10.00	\$72,000.00	
		Sodded Lawn Area	2,500	SY	\$ 2.50	\$6,250.00	
		Boulders/Natural Play Features - ALLOWANCE	1	EA	\$ 10,000.00	\$10,000.00	

NOTE: THESE QUANTITIES ARE BASED ON A CONCEPTUAL PLAN AND ARE FOR PLANNING PURPOSES ONLY. COST ESTIMATE WILL NEED TO BE UPDATED AS THE DESIGN EVOLVES.

		Subtotal	\$403,510.00
		Contractor OH&P	20% \$80,702.00
		Electrical Work	15% \$12,105.30
		Subtotal	\$484,212.00
		Design and Construction Contingency	20% \$96,842.40
		Total	\$581,054.40

#

Hollywood Gateway Park
Project Advisory Committee

Name	Affiliation	Phone	E-mail
Terry Schum	City DPCED	240-487-3838	tschum@collegeparkmd.gov
Eileen Nivera	M-NCPPC	301-699-2522	eileen.nivera@pgparks.com
Laurence Bleau	Resident/APC	301-474-1338	lbc1@gmail.com
John Krouse	Resident/NCPCA	301-345-1242	johnkrouse@yahoo.com
Jack Sullivan	LA, UM	301-405-0106	jack@umd.edu
Angel Tau	PE, SHA	410-545-8763	ATao@sha.state.md.us
Yun Lung Yang	Property Owner	301-502-8265	YungLungYang@mcpsmd.org
Robyn McCoy	H Elem. School		robin.mccoy@pgcps.org mdgypsy@verizon.net
Samantha Vernon	PGCAPP	301-883-6201	svernon@co.pg.md.us
Allen Rackers	Property Owner	410-310-0253	AJRackers36@hotmail.com
Steve Halpern	City Engineer	240-487-3597	shalpern@collegeparkmd.gov
Brenda Alexander	City DPW	240-487-3595	balexander@collegeparkmd.gov
<u>Consultants:</u>			
Zolna Russell	Project Manager Floura Teeter	410-528-8395 Ext. 18	zrussell@ftla.com
Joan Floura	Principal	410-528-8395 Ext. 10	jfloura@ftla.com
Randy Hughes	WBCM	410-512-4500 410-512-4534	rhughes@wbcm.com

2.

**Randolph
Macon
Development
Project**

MEMORANDUM

TO: Mayor and Council

FROM: Terry Schum, Planning Director, *tas*
Joseph L. Nagro, City Manager, *JLN*

DATE: May 3, 2013

SUBJECT: Declaration of Covenants, Lien and Agreement Regarding Land Use for the Randolph Macon Avenue Project

ISSUE

A Declaration of Covenants, Lien and Agreement Regarding Land Use (attached) has been drafted by the City Attorney to address the relationship between the City of College Park and the property owners (Kidwell and Hardisty) for the construction of Randolph Macon Avenue and the proposed development to occur along this street. The terms of the covenants and agreement must be agreed to prior to any work beginning on this project.

SUMMARY

The project involves the construction of a road and related improvements within the 30-foot unimproved right-of-way between Rhode Island Avenue and Dartmouth Avenue in the Old Town neighborhood to enable the construction of seven single-family homes. The design and permitting of the road is being coordinated and paid for by Robert Kidwell with oversight from the City Engineer. The construction of the roadway improvements will be done by the City of College Park with the costs of construction reimbursed by the property owners to the City on a pro-rata basis upon the sale of each home. A Community Development Block Grant in the amount of \$127,000 was awarded in Program Year 38 to help reduce the total cost of the project.

This project is contingent upon each of the seven homes being owner occupied and not rented for a minimum of twenty years. This restriction shall be included in any deed to any of the properties. The only exception is that the property may be rented for up to one year if the owner is required to live outside of the Washington Metropolitan Area for a temporary period for work, education or similar purposes. The University of Maryland would also be able to acquire the property for use as faculty or staff housing (but not student housing) and satisfy this requirement.

RECOMMENDATION

Staff recommends review and discussion of the terms of the covenants and agreement prior to authorization for signature.

ATTACHMENT

1. Declaration of Covenants, Lien and Agreement Regarding Land Use.

EXHIBIT A



DARTMOUTH

RHODE

College Avenue

Norwich Road

GIRARD ROAD

ISLAND

NORWICH

AVENUE

16

11

2

7

10

WINDSOR

MICOM

AVENUE

ST

ST

D

6



DRAFT
DECLARATION OF COVENANTS, LIEN AND AGREEMENT
REGARDING LAND USE

THIS DECLARATION OF COVENANTS, LIEN, AND AGREEMENT REGARDING LAND USE ("Agreement"), is made this ____ day of _____, 2013 by and between Josephine K. Kidwell, Trustee ("Kidwell") and John T. Hardisty ("Hardisty") (hereinafter collectively referred to as "the Owners"), and the CITY OF COLLEGE PARK, MARYLAND (the "City") a municipal corporation of the State of Maryland, all collectively referred to as the "Parties".

WHEREAS, Kidwell is the owner of certain real property (hereinafter "the Kidwell Property") located in Prince George's County, Maryland, with addresses of 4705, 4707, 4708, 4710, 4712 and 4714 Randolph Macon Avenue, being Block 1, Lots 29 and 30 and Block 2, Lots 10-12, in the 21st Election District in Prince George's County, Maryland (hereinafter the "Kidwell Property") as shown on the plat attached as Exhibit A; and

WHEREAS, Hardisty is the owner of real property (hereinafter "the Hardisty Property") located on Randolph Macon Avenue, being Block 1, Lots 10, 11 and 12 of Easterday and Halderman's Subdivision, in the 21st Election District in Prince George's County, Maryland, as shown on Plat No. A-0806, with Tax ID number 21-2342194; and

WHEREAS, Randolph Macon Avenue between its intersections with Dartmouth Avenue and Rhode Island Avenue is a thirty foot wide unimproved right of way currently under the jurisdiction and control of the City of College Park; and

WHEREAS, the Owners have requested that the City construct the road, curb and gutter, sidewalk, and street light improvements for Randolph Macon Avenue ("the Improvements") between its intersections with Dartmouth Avenue and Rhode Island Avenue to provide a one way westbound roadway with a five foot (5') wide sidewalk on the north side of the street and to

construct the water mains, sanitary sewer, storm water sewer, and water and sewer connections to the properties, to enable said Owners to create seven (7) buildable lots along Randolph Macon, one on the Hardisty Property and six on the Kidwell Property. In this Agreement, the Hardisty Property and the Kidwell Property may be referred to individually as the "Property" and collectively as the "Properties"; and

WHEREAS, the City has agreed to construct said Improvements upon certain conditions, which shall be executed by Owners, jointly and severally, in the form of these covenants running with the land and binding the titles to the Properties, as set forth below, which covenants may be enforced by the parties; and

WHEREAS, Kidwell has agreed as part of the consideration for this Agreement and the construction of the Improvements that at no time will the owner of the Kidwell Property convey or in any way transfer any portion of 4707 Randolph Macon Avenue (Lot 30) to any other owner, and/or allow any portion to be re-subdivided to be included as part of any other property unless, as part of that transfer, the provisions of this Agreement are made applicable to and are recorded against the entire re-subdivided property; and

WHEREAS, Owners have agreed as part of the consideration for this Agreement and the construction of the Improvements to provide for and fund the design of the Improvements and to obtain required building and other permits from Prince George's County and the City ; and

WHEREAS, it is estimated that the cost for the construction of the Improvements will be approximately \$260,000.00; and

WHEREAS, the City has applied for and received a grant in the amount of \$127,000.00 in PY 38 Community Development Block Grant ("CDBG") funds, to construct the Improvements; and

WHEREAS, the City has agreed, subject to receipt of the CDGB funds and full CDBG approval including Environmental Review, to provide the remaining funds to construct the said road improvements, in a sum not to exceed \$133,000.00; and

WHEREAS, the Owners have agreed that any development on the Properties shall be of single family home construction, which shall be consistent with the Old Town College Park Historic District; and

WHEREAS, the Owners have agreed that the plans for development on the Properties, and each of them, shall be subject to City approval prior to building permit; and

WHEREAS, the Owners have agreed that development of the Properties shall be accomplished as set out in this Agreement; and

WHEREAS, the Owners have agreed that the Properties will be subject to the restriction that, from date of construction of each single family home (the "Homes"), the Homes and each of them will be owner-occupied and not rented for a minimum of twenty (20) years and that such restriction shall be included in each deed of a property; and

WHEREAS, upon the sale of each of the Properties, the City shall be reimbursed the pro-rata share (one seventh) of the cost of construction of the Improvements, certified by the City as hereinafter provided.

NOW, THEREFORE, in consideration of the aforesaid, and of other consideration the receipt and sufficiency of which is hereby acknowledged, the City and the Owners hereby declare and agree on behalf of themselves, their successors and assigns that the Properties shall be held, transferred, sold, leased, rented, hypothecated, encumbered, conveyed or otherwise occupied subject to the following covenants, conditions, restrictions, limitations and obligations which shall run with and bind the Properties, and each of them and any part thereof and shall inure to the benefit and be

enforceable by the City, its successors and assigns and the Parties, their successors and assigns, as follows:

1. The recitals set forth above as well as the foregoing "NOW, THEREFORE," are incorporated herein as operative provisions of the Covenants.

2. On or before date, the Owners shall provide, and pay the costs in full, for the design of the Improvements. The design shall be subject to the approval of the City.

3. On or before date, and after approval of the design by the City, the Owners shall obtain all required permits for construction of the Improvements.

4. The City shall construct road, curb and gutter, sidewalk, and street light improvements

("the Improvements") between the intersections with Dartmouth Avenue and Rhode Island Avenue to provide a one way westbound roadway with a five foot (5') wide sidewalk on the north side of the street and to construct the water mains, sanitary sewer, storm water sewer, and water and sewer connections to the properties, together with related WSSC inspection costs.

5. Within *** months of the issuance of all required permits for the Improvements, the City shall begin construction. The construction shall be completed on or before *****.

6. Prior to obtaining any building permit for any of the Properties, the Owners shall obtain approval for any building plans from the City. All plans for development of the improvements to the Properties shall be approved by the City. The City shall generally support the approval of the construction of single family homes on the Properties so long as they are found by the City to be in substantial conformance with the development plans previously shown to and endorsed by the City and are consistent with the Old College Park Historic District and be LEED certified with a target of gold.

7. All major utilities will be sited under the roadway to be constructed by the City. The City shall coordinate with all utilities for this purpose.

8. At the time of construction of the Improvements, the City shall make provision through the Washington Suburban Sanitary Commission (“WSSC”) to provide a stub connection for water service for each of the Properties at its expense. The City shall be entitled to any reimbursement from WSSC.

9. At the conclusion of construction of the Improvements, the City shall provide the Owners with a verified net cost. The net cost of the Improvements paid by the City, less the CDBG funds and any WSSC reimbursement, shall be reimbursed on a pro-rata (one seventh) basis upon the sale of each of the Properties. The pro-rata amount to be reimbursed constitutes a lien upon each of the Properties, to the extent of the one-seventh obligation of the verified net cost, as referenced herein.

10. Owners, their heirs, executors and assigns, have agreed that the Properties will be subject to the restriction that, from date of construction of each of the single family homes (“the Homes”), the Homes and each of them will be owner-occupied and not rented as defined herein for a minimum of twenty (20) years and that such restriction (the “Rental Restriction”) shall be included in any deed to the Properties and each of them. At any time during the term of the twenty (20) year Rental Restriction an Owner while residing at one of the Properties may rent that Property to up to two other persons. If not residing at the Property, the Owner shall not rent to any other person during the twenty (20) year period, except as specified in this paragraph. In the event that the Owner is required to live outside of the Washington Metropolitan Area for a temporary period for work, education or similar purposes, the Property may be rented when the Owner is not in residence for a period of up to one year. This period can be extended by the City

at the request of the Owner for good cause. Any period spent not residing at the Property for a temporary period shall not be counted as part of the twenty (20) year period.

12. This Declaration shall constitute a lien upon each of the Properties but shall be immediately released by the City upon the expiration of the applicable twenty year term.

13. Each person accepting a deed, lease or other instrument conveying any interest in the Properties or any of them shall be bound by the terms of this Agreement whether or not the same is incorporated or referred to in such deed, lease or instrument and this Agreement is hereby incorporated by reference in any deed or other conveyance of all or any portion of each person's interest in any real property subject hereto.

14. These obligations are subject to and contingent upon final determination to proceed, as set out herein.

15. This Agreement shall be effective immediately as to the Owners and shall be binding on their heirs, successors and assigns subject to the terms and conditions hereof.

16. The Properties shall be held, conveyed, encumbered, sold, leased, rented, used, and/or occupied subject to the terms and provisions of this Agreement, which shall run with the land.

17. The Parties shall have the right to enforce, by any proceeding at law or in equity, including injunction, all restrictions, terms, conditions, covenants and agreements hereby imposed upon the Properties pursuant to the provisions of this Agreement. The Parties agree that if the Owners, or any of them, should breach the terms of this Agreement, the remaining parties would not have an adequate remedy at law and would be entitled to bring an action in equity for specific performance of the terms of this Agreement. In the event the City is required to enforce this Agreement and the Owners, or any of them, are determined to have violated any provision of

this Declaration, the Owners will reimburse the City for all reasonable costs of the proceeding including reasonable attorneys' fees. Should Owners prevail in any action brought by the City to enforce a provision of this Agreement, the City shall reimburse said party for all reasonable costs of the proceeding including reasonable attorneys' fees.

18. This Agreement may not be amended or modified except in a writing executed by the City and the Owner of the affected Property, and no waiver of any provision or consent hereunder shall be effective unless executed in writing by the waiving or consenting party.

19. This Agreement shall be construed in accordance with the laws of the State of Maryland, excepting its conflict of law provisions. The provisions of this Agreement shall be deemed severable, so that if any provision hereof is declared invalid or violative of any federal, state or local law or regulation, all other provisions of this Agreement shall continue in full force and effect.

20. In the event that any provision of this Agreement is in direct conflict with any provision mandated by any government agency with jurisdiction, to the extent that the provision in this Agreement is by necessity precluded, then that provision shall be null and void, provided, however, that the remainder of this Agreement shall remain in full force and effect.

21. From date of occupancy permit of each single family home on the Properties, and each of them, the Homes will be owner-occupied and not rented for a minimum of twenty years. Such restriction shall be included in any deed to any of the Properties.

22. Notwithstanding anything to the contrary herein, in the event that the University of Maryland or a related entity acquires any of the Properties to be used as housing for University faculty or staff, then the Rental Restriction shall not apply to the period during which any Property

is so owned and used. If said ownership and use equals twenty (20) or more years, then the Rental Restriction period shall be deemed to have been satisfied.

23. In the event that a bank or other lending institution forecloses on any of the Properties, the bank or lending institution will not be in violation of this agreement while the Property is not owner occupied and remains empty pending a sale to a new owner. This Agreement will bind the new owner for the remainder of the 20 year performance period, once a sale is completed.

IN WITNESS WHEREOF, the parties have caused these presents to be executed and delivered.

WITNESS/ATTEST:

Title: _____

STATE OF MARYLAND)
)
) ss:
COUNTY)

I HEREBY CERTIFY, that on this __ day of _____ 2013, before me, a Notary Public in and for the State aforesaid, personally appeared _____, and that he, being authorized so to do, executed the foregoing Declaration of Covenants for the purposes therein contained by signing in my presence.

WITNESS my hand and Notarial Seal.

_____(SEAL)
Notary Public
My Commission Expires: _____

I HEREBY CERTIFY that on this ____ day of _____, 2013, before me, the subscriber, a Notary Public in the State and County aforesaid, personally appeared Joseph L. Nagro, who acknowledged himself to be the City Manager of the City of College Park, and that he, as such City Manager, being authorized so to do, executed the foregoing Declaration of Covenants and Agreement Regarding Land Use for the purposes therein contained by signing, in my presence, the name of said City of College Park, by himself, as City Manager.

WITNESS my hand and notarial seal.

_____(SEAL)
Notary Public
My Commission Expires: _____

THIS IS TO CERTIFY that the within instrument has been prepared under the supervision of the undersigned Maryland attorney-at-law duly admitted to practice before the Court of Appeals.

Suellen M. Ferguson

This document shall be recorded in the Land Records of Prince George's County. After recording, please return to:

Suellen M. Ferguson, Esq.
Council, Baradel, Kosmerl & Nolan, P.A.
P.O. Box 2289
Annapolis, MD 21404-2289

3.

Free
Summer
Saturday

-- Downtown
Parking Garage

MEMORANDUM

TO: Mayor and City Council

THROUGH: Joseph Nagro, City Manager 

FROM: Robert W. Ryan, Public Services Director 

DATE: May 3, 2013

SUBJECT: Free Parking in the City Garage on Summer Saturdays

ISSUE

Last year the Council authorized free City garage parking on summer Saturdays to help attract customers to the downtown businesses. Staff is ready to implement a similar program this summer.

SUMMARY

The Council authorized a summer 2012 pilot project to assess the feasibility of allowing free parking in the City garage on summer Saturdays to attract customers downtown on summer weekends. This program was generally considered a success. Lost revenue for a typical summer is expected to be approximately \$6,000.00. City staff is ready to implement a similar program for the summer of 2013, upon Council approval. With lessons learned from last summer, staff anticipates an even more successful, smoothly run program. The first weekend after UM graduations begin would be the May 25, 2013. The City's "Buy Local Week" ends on August 17, 2013.

RECOMMENDATION

It is recommended that the Council approve the implementation of free Saturday parking during this summer from Saturday, May 25 through Saturday, August 17, 2013.

4.

FY 2014

Action

Plan

MEMORANDUM

TO: Mayor and City Council
FROM: Chantal R. Cotton, Assistant to the City Manager *CRC*
THROUGH: Joseph L. Nagro, City Manager
DATE: May 7, 2013
SUBJECT: FY 2014 Action Plan Discussion Prior to Adoption

SUMMARY

Council brainstormed ideas for the FY 2014 Action Plan between February 5th and February 13th. The Council discussed these brainstormed ideas at the February 19th worksession. Staff compiled Council's suggestions into a short version DRAFT action plan with all new or edited items specific to the FY 2014 Action Plan shown in **BOLD** letters and grey highlights. The attached DRAFT retains those indicators for new or edited items although it represents the March 6th short version reformatted into the longer, standard action plan layout.

Council held a public forum on April 9th and invited residents to send comments to staff on the Action Plan up until April 30th.

DISCUSSION

Community Comments received: to date, staff received only the email shown in Attachment 2 as commentary on the Action Plan.

Public Forum (April 9th) Comments from the public: the following community members gave these comments at the April 9th Action Plan public forum:

1. Harriet McNamee: She would like to see a new item or objective added to the action plan, maybe in Goal 1, Objective 3, or Goal 4, Objective 3 which would say something to the effect of: "Recognize and support animal welfare as a vital component of a family-friendly community." Ms. McNamee stated that many residents have pets and she believes that College Park could be considered as a progressive city if we focused on the care of animals. She would like to see the City recognize animal welfare as an important city service by incorporating it into the action plan and she will work with the Animal Welfare Committee to come up with some specific measurable steps.
2. Christine Nagle: She echoed Ms. McNamee's comments about the Animal Welfare program. Ms. Nagle also stated that she likes the item added about an Ad Hoc Committee for Aging in Place. She would like to see some progress made on the bike plan and the citywide parks and recreation inventory. She would really like community input on these projects.

RECOMMENDATION

Staff recommends that Council discuss this Action Plan draft and make final updates to prepare the plan for adoption at next week's regular Council Meeting.

ATTACHMENTS

1. Short Version of the Strategic Plan FY 2014 Action Plan (March 6, 2013 DRAFT)
2. Email on Action Plan

ATTACHMENT 1

City of College Park Strategic Plan 2010 – 2015 FY 2014 Action Plan (May 3, 2013 DRAFT (only a format change from the March 6th Draft))

This action plan aligns with the Strategic Plan adopted by City Council August 10, 2010. As an annual road map for strategic plan implementation, this action plan intentionally focuses on a relatively manageable and strategic set of actions for approximately one fiscal year. Most of the steps included in this plan are assumed to have a finite scope (ideally within 1 year) and are strategically oriented towards change and improvement in College Park. Before the end of FY 2014, City Council and City Staff will develop an action plan for the final year of the strategic plan, FY 2015. It is understood that some activities in the FY 2014 action plan will be repeated in the plan for FY 2015 because they span multiple years and are considered ongoing. The steps in this action plan are in addition to ongoing daily operations and recurring annual activities in the City.

Resource needs indicate those resources required beyond existing staff and staff time.

To date, City Council and City Staff annually reviewed and updated the action plan in conjunction with the budget development process. Action steps not completed in one year have carried forward into to the next year. The FY 2015 Action Plan should bring most items to a close as it is the final year of this strategic planning period.

Following is a list of organization and initiative abbreviations that may appear throughout the action plan. The organizations represent some of the many supporting partners of the City identified in the strategic plan.

ATHA – Anacostia Trails Heritage Area
CBE – Committee for a Better Environment
COG – Metropolitan Washington Council of Governments
COPS – Community Oriented Police Services
CPAE – College Park Arts Exchange
CPNW – College Park Neighborhood Watch
CPCUP – College Park City-University Partnership
DCPMA – Downtown College Park Management Authority
DOT – Department of Transportation
EAC – Education Advisory Committee
EPA – Environmental Protection Agency
ESL – English as a Second Language
HUD – Department of Housing & Urban Development
MHAA – Maryland Heritage Areas Authority
M-NCPPC – Maryland-National Capital Park & Planning Commission
NSQLWG – Neighborhood Stabilization and Quality of Life Workgroup
PG DPW&T- Prince George's County Department of Public Works & Transportation

PGPD - Prince George's County Police Department
PGPOA Prince George's Property Owners Association
SHA – State Highway Administration
SRTSP – Safe Routes to School Program
TMA – Transportation Management Authority
UMD – University of Maryland
UMPD – University of Maryland Police Department
WMATA – Washington Metro Area Transit Authority
YSB – Youth Services Bureau

TBD – To Be Determined

Goal I: Consistent high quality and cost-effective public services that contribute to a safe and welcoming City for all.

Objective 1: Improve public safety and reduce crime by utilizing contract police officers, collaborating with other police agencies, and encouraging community participation.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Work with UMD to explore expansion of the concurrent jurisdiction area to additional areas in the City.	Public Services, City Council	Q1	Q4	UMPD	
b. NEW ITEM: consider expanding security cameras to additional streets.	City Council, Public Services	Q1	Q4		
c. NEW ITEM: review and implement where applicable, recommendations and considerations related to public safety from the NSQLWG and from the CPCUP Public Safety Workgroup.	City Council, Public Services	Q1	Q4	NSQLWG	

Action Plan Notes:

Goal I: Consistent high quality and cost-effective public services that contribute to a safe and welcoming City for all.

Objective 2: Improve local schools that serve City of College Park residents through collaboration with strategic partners including the Prince George's County Public Schools and the University of Maryland.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. NEW ITEM: Continue to work to find a permanent home for the College Park Academy and assess performance progress after one year of operation.	CPCUP, City Council	FY 2013	Q4	College Park Academy executive director, UMD	
b. NEW ITEM: Measure success through outcomes achieved as a result of school grants.	EAC, City Council	Q1	Q4		

Action Plan Notes:

Goal I: Consistent high quality and cost-effective public services that contribute to a safe and welcoming City for all.

Objective 3: Expand recreational, social and cultural activities for city residents.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. NEW ITEM: explore options for funding the creation of a micro-grant program which would incentivize and support neighborhoods in organizing block parties.	City Council	Q1	Q4	Rec Board	

Action Plan Notes:

Goal I: Consistent high quality and cost-effective public services that contribute to a safe and welcoming City for all.

Objective 4: Strengthen well-being of residents that seek assistance through youth, family and seniors program.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Expand public information about available senior programs and recreation activities to seniors in homes throughout the city.	Seniors staff	Ongoing	Ongoing		
b. NEW ITEM: consider inviting outside agencies to share information and resources with seniors in homes for women and men who need regular "check-ins" (separate from Youth, Family, & Services).	City Council	Q1	Q4	Seniors Services staff members, outside agencies	
c. NEW ITEM: create a seniors "aging in place" ad hoc committee of the Council to explore options for the creation of an "aging in place" program in College Park to help seniors to remain in their homes.	City Council	Q1	Q4	Aging in Place examples in nearby communities (Greenbelt, Hyattsville, etc.)	

Action Plan Notes:

Goal I: Consistent high quality and cost-effective public services that contribute to a safe and welcoming City for all.

Objective 5: Improve customer / constituent service to better serve College Park residents.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Provide ongoing staff training in resident relations / constituent services and customer service, including timely responses to phone calls.	Human Resources with department directors	Ongoing	Ongoing	Additional funding if this exceeds the training budget.	
b. NEW ITEM: coordinate with the County Department of Planning, Inspections, and Enforcement to streamline the county and city permitting processes.	City Council, Planning Dept., Public Services	FY 2013	Q4	Prince George's County	
c. NEW ITEM: analyze options for initiating online permitting services.	Public Services	Q1	Q4		

Action Plan Notes:

Goal II: Convenient transportation options that improve local travel and manage congestion.

Objective 1: Advocate for state and other resources to rebuild Route 1 to improve its safety, efficiency, and appearance.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Lobby State Legislature, State Highway Administration and County Council to allocate funding to rebuild Route 1.	City Council	Ongoing	Ongoing		
b. Work with M-NCPPC and SHA to require Route 1 developers to implement street improvements with new development or, if not feasible, pay a fee-in-lieu.	City Council, Planning Dept.	Ongoing	Ongoing		
c. Establish a Tax Increment Financing (TIF) district strategy to help fund infrastructure improvements.	City Council, Planning Dept.	FY 2012	Q4		
d. NEW ITEM: develop and implement a complete streets policy with community input. (A complete streets policy seeks to develop integrated, connected networks of streets that are safe and accessible for all people, regardless of age, ability, income, ethnicity, or chosen mode of travel).	City Council, Planning Dept.	Q1	Q4+	<i>Smart Growth America</i> resources	

Action Plan Notes:

Goal II: Convenient transportation options that improve local travel and manage congestion.

Objective 2: Support development of transit options that increase convenience, accessibility, and mobility.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Continue to market and brand THE BUS Route 17 as a Route 1 Main Street shuttle.	City Council	FY 2012	Ongoing	PG DPW&T, COG, WMATA	
b. Implement Route 1, Rhode Island Ave., Campus Drive, and other bus corridor enhancements.	City Council	FY 2012	Ongoing	PG DPW&T, COG, WMATA	
c. Participate in Purple Line design and preliminary engineering for alignment and stations.	Planning Dept., City Council	Ongoing	Ongoing	Include Community input	
d. Continue funding and promoting use of Shuttle-UM pass for city residents and employees. Work with DOTS to get more reliable statistics.	City Council, City Manager's staff	Ongoing	Ongoing		
e. Continue to provide input and participate in the DOTS 10-year strategic plan process where possible. Encourage DOTS to work on collaboration between Shuttle-UM and other bus services.	City Council	FY 2012	Q4		Council provided survey response input to DOTS in May 2012.
f. Develop a city-wide bicycle plan.	Planning Dept., City Council	FY 2012	Q4	Mapping assistance	

Action Plan Notes:

Goal II: Convenient transportation options that improve local travel and manage congestion.

Objective 3: Develop and implement Transportation Demand Management (TDM) strategies [on Route 1].

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Support establishment of a Route 1 TDM District.	City Council, Planning Dept.	Ongoing	Ongoing	Support from M-NCPPC, PG District Council	
b. Require developers to prepare trip reduction plans for new development.	City Council	Ongoing	Ongoing	Support from County Council, Planning Board	
c. Seek funding for infrastructure improvements including bike trails and amenities and sidewalk construction.	Planning Dept.	Ongoing	Ongoing		
d. Direct traffic to least congested arterial and connector routes with improved signage and websites.	City Council, City Engineer	Ongoing	Ongoing	Support from UM, City, SHA, Prince George's County DPW&T	

Action Plan Notes:

- a. Includes a trip reduction goal for Route 1.

Goal II: Convenient transportation options that improve local travel and manage congestion.

Objective 4: Improve traffic, pedestrian, and bicycle safety.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Explore options to provide safer access to major arteries from all City neighborhoods.	Planning Dept., City Engineer	Ongoing	Ongoing	SHA, County Council, PG DPW&T	

Action Plan Notes:

Goal III: Lead the College Park community in environmental conservation, protection, restoration, and energy efficiency.

Objective 1: Implement strategies to improve energy efficiency and reduce greenhouse gas emissions.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. EDITED ITEM: develop and implement a community emissions action plan as part of the Sustainable Maryland Certified Green Team. Obtain bronze certification through Sustainable Maryland Certified program and continue to pursue projects for higher-level certifications.	City Council, Green Team, CBE	FY 2011	Q4+	COG	
b. NEW ITEM: receive a current sustainability report from CBE to determine next steps.	CBE, City Council	Q1	Q4	Green Team	
c. Establish a LEED-based sustainability standard for new development projects within the City jurisdiction.	City Council, CBE	FY 2011	Q4+		Our Route 1 development districts already have this standard because of the Sector Plan.
d. Promote greater use of carpooling and public transit by City staff.	City Council, HR, Green Team	FY 2011	Ongoing		
e. Encourage greater City staff participation in energy efficient practices.	Planning Dept, Human Resources, Public Works	Ongoing	Ongoing		
f. Pursue other grant resources to support activities addressing energy efficiency.	City staff	FY 2011	Ongoing		
g. Continue to pursue legislation for a home energy loan program for residents to make energy efficiency improvements. If legislation passes, pursue development of the program.	City Staff	FY 2011	Ongoing		

Action Plan Notes:

Goal III: Lead the College Park community in environmental conservation, protection, restoration, and energy efficiency.

Objective 2: Develop strategies to effectively manage local water resources and storm water runoff.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Review site plans for developer compliance with new storm water regulations.	Planning Dept., City Council	FY 2011	Ongoing	County Council	
b. Incorporate best practices for storm water management into all City projects to the extent feasible.	Planning Dept., Engineer, Public Works, CBE	Ongoing	Ongoing		
c. Encourage reduction of impervious surfaces in public and private property.	City Council, Planning Dept.	Ongoing	Ongoing	M-NCPPC	
d. Work with the Prince George's Police and develop education materials to discourage illegal dumping and enforce anti-dumping laws in the City.	Public Works, Contract Police, Public Safety Officer	FY 2011	Ongoing		

Action Plan Notes:

Goal III: Lead the College Park community in environmental conservation, protection, restoration, and energy efficiency.

Objective 3: Increase and enhance parks and green spaces.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Develop a citywide parks and recreational facility inventory in preparation for future improvements and new green spaces.	Planning Dept., Public Works, Rec. Board	FY 2012	Q4+	M-NCPPC support, funding for document preparation	
b. NEW ITEM: explore options for community gardening at the Endelman property in North College Park. Discuss options with property owners.	Planning Dept., Public Works	Q1	Q4+	Community input	
c. Proceed with construction phasing of Duvall Field renovation with community input.	City Council, Planning Dept.	FY 2013	Q4+	Developer contribution or other funding.	

Action Plan Notes:

Goal III: Lead the College Park community in environmental conservation, protection, restoration, and energy efficiency.

Objective 4: Divert waste from landfills by continuing to increase participation in reduce/reuse/recycle programs.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Plan and execute a public education program to promote recycling, with a focus on newly accepted recyclables.	Public Works, CBE, Green Team	FY 2011	Ongoing	Printed materials; outreach opportunities; funding	
b. Promote increased business participation in recycling.	City Council, Public Works, CBE	FY 2011	Ongoing	Local businesses (e.g., DCPMA)	

Action Plan Notes:

Goal IV: Neighborhoods that are safe, peaceful, attractive and retain their community character.

Objective 1: Effectively and fairly enforce city and county codes and ordinances.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. NEW ITEM: explore options for expanding noise enforcement capabilities according to recommendations from the CPCUP Public Safety Workgroup.	City Council, Public Services	Q1	Q4+	CPCUP Public Safety Workgroup	
b. NEW ITEM: review and implement where applicable, NSQLWG recommendations and considerations related to code enforcement.	City Council	Q1	Q4	NSQLWG	

Action Plan Notes:

Goal IV: Neighborhoods that are safe, peaceful, attractive and retain their community character.

Objective 2: Increase the rate of home ownership.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Cultivate relationships with residential realtors to increase their knowledge of College Park's assets and positive attributes.	City Council, Economic Development	Ongoing	Ongoing		
b. NEW ITEM: create an annual report of city accomplishments which will be used to market the city.	City Manager Designee, Economic Development	Q1	Q4+	Resources from the Marketing Campaign	

Action Plan Notes:

Goal IV: Neighborhoods that are safe, peaceful, attractive and retain their community character.

Objective 3: Preserve and promote neighborhood resources that build a sense of community for all residents.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. EDITED ITEM: work with residents and the Farmers' Market Committee to explore options regarding a craft fair or farmers' market in the Hollywood Commercial District.	City Council	Q1	Q4		

Action Plan Notes:

Goal V: Expand the local economy and tax base with socially responsible development.

Objective 1: Encourage revitalization of the Route 1 corridor consistent with the desires and needs of the local community.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Develop and track inventory of sites available for rent and redevelopment.	Planning Dept.	Ongoing	Ongoing		
b. Work with developers to help identify businesses for new retail space.	Planning Dept.	Ongoing	Ongoing		
c. EDITED ITEM: Pursue Tax Increment Financing (TIF) to support public infrastructure improvements associated with new development.	City Council	FY 2011	Q4		
d. NEW ITEM: explore collaboration with the University of Maryland to market the city as a tourist destination.	City Council, Economic Development	Q1	Q4		

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 2: Encourage revitalization of the Hollywood Commercial District.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. EDITED ITEM: complete design of the Hollywood Commercial District streetscape plan and explore options for funding.	Planning Dept.	Ongoing	Q4+	UM Landscape Architecture program	
b. Continue to work with business owners interested in forming a Hollywood Merchants association or other type of support network.	City Council, Planning Dept.	FY 2011	Q4		

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 3: Support and attract diverse locally-owned high-quality retail and restaurant businesses with unique character and a commitment to local quality of life.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Identify and promote available commercial space to prospective tenants.	Planning Dept.	Ongoing	Ongoing		
b. Market downtown College Park as a destination location.	City Council, Economic Development	Ongoing	Ongoing		
c. Expand the sign grant program to include façade improvements.	City Council, Planning Dept.	Q1	Q4		
d. NEW ITEM: work with SBA and SPTDC to assist and market current College Park businesses and to attract new businesses.	Economic Development, City Council	Q1	Q4	Development plans	
e. NEW ITEM: develop an economic development committee which would solely look at the potential to develop a marketing / business plan for the city to help attract business in the area.	Economic Development, City Council	Q1	Q4	Local business owners	

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 4: Increase the diversity of job opportunities.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Encourage University incubator businesses to remain in College Park by marketing suitable available space.	Planning Dept.	Ongoing	Ongoing		
b. Work with Small Business Development Center to provide support to existing business owners and encourage new entrepreneurs to locate in College Park.	Planning Dept.	Ongoing	Ongoing		

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 5: Increase the diversity of available quality housing.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Identify developers to build corridor infill housing consistent with the Route 1 Corridor Sector Plan.	City Council, Planning Dept.	Ongoing	Q4+	Planning Board	
b. EDITED ITEM: Encourage affordable graduate student housing in University development plans and encourage future developers to set aside a certain percentage of housing for graduate students in other project opportunities.	City Council	Ongoing	Ongoing		

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 6: Facilitate development in the College Park Metro Station area.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Work with WMATA on joint development projects.	Planning Dept., City Council	Ongoing	Ongoing	County Council, State Legislation	
b. Market public property in the Transit District Overlay Zone to the private sector.	Planning Dept.	Q1	Ongoing	UM, WMATA, Prince George's County	

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 7: Encourage revitalization of the Berwyn Commercial District.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update
a. Evaluate Berwyn Commercial District zoning and consider expanding usage.	City Council, Planning Dept.	FY 2012	Ongoing	County Council	
b. Settle outstanding issues related to the completion of the Berwyn portion of the College Park Trolley Trail.	City Council, City Attorney	Ongoing	Ongoing		

Action Plan Notes:

ATTACHMENT 2

From: Patrick L. Wojahn
Sent: Tuesday, April 09, 2013 8:11 PM
To: Janeen S Miller
Subject: Fwd: Tuesday's Council Meeting

Janeen - please see below for some testimony for the public record on the FY 2014 Action Plan.
Thanks.

Sent from my iPad

Begin forwarded message:

From: Margaret.Kane@kp.org [Margaret.Kane@kp.org]
Sent: Monday, April 08, 2013 2:32 PM
To: Patrick L. Wojahn
Subject: Re: Tuesday's Council Meeting

Couple of questions and a comment on the Action Plan:

Goal 2, number one: what is a "complete streets policy"?

Goal 3, number three: Where is the Endelman property for proposed community gardening?

Goal 4, number three: I don't think the City of College Park is large enough to support FOUR farmers markets. We already have three (Wells Ice rink, Downtown, and University), not to mention a fourth one very close by on Sunnyside in Beltsville. I think it may make more sense to support a craft fair in North College Park, but I'm not sure that would fall under the responsibility of the Farmers Market Committee. One of our members already looked into it and the problem is procuring a location. The owners of the plaza where REI and Mom's are will not entertain the idea.

Thanks.
Peggy

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5. Boards and Committees

City of College Park
Board and Committee Appointments

Shaded rows indicate a vacancy or reappointment opportunity.
The date following the appointee's name is the date of initial appointment.

Advisory Planning Commission			
Appointee	Represents	Appointed by	Term Expires
Larry Bleau 7/9/02	District 1	Mayor	12/15
Rosemarie Green Colby 04/10/12	District 2	Mayor	04/15
VACANT (formerly Huffman)	District 2	Mayor	11/14
James E. McFadden 2/14/99	District 3	Mayor	04/16
Clay Gump 1/24/12	District 3	Mayor	01/15
Charles Smolka 7/8/08	District 4	Mayor	08/14
Mary Cook 8/10/10	District 4	Mayor	08/13
<p>City Code Chapter 15 Article IV: The APC shall be composed of 7 members appointed by the Mayor with the approval of Council, shall seek to give priority to the appointment of residents of the City and assure that there shall be representation from each of the City's four Council districts. Vacancies shall be filled by the Mayor with the approval of the Council for the unexpired portion of the term. Terms are three years. The Chairperson is elected by the majority of the Commission. Members are compensated. Liaison: Planning.</p>			

Airport Authority			
Appointee	Resides in	Appointed by	Term Expires
James Garvin 11/9/04	District 3	M&C	07/14
Jack Robson 5/11/04	District 3	M&C	02/14
Anna Sandberg 2/26/85	District 3	M&C	03/16
Gabriel Iriarte 1/10/06	District 3	M&C	04/16
Christopher Dullnig 6/12/07	District 2	M&C	10/13
VACANT		M&C	
VACANT		M&C	
<p>City Code Chapter 11 Article II: 7 members, must be residents and qualified voters of the City, appointed by Mayor and City Council, <i>term to be decided by appointing body</i>. Vacancies shall be filled by M&C for an unexpired portion of a term. Authority shall elect Chairperson from membership. Not a compensated committee. Liaison: City Clerk's Office.</p>			

Animal Welfare Committee			
Appointee	Resides in	Appointed by	Term Expires
Cindy Vernasco 9/11/07	District 2	M&C	09/13
Linda Lachman 9/11/07	District 3	M&C	09/13
Marcia Booth 3/9/10	District 1	M&C	03/13
Dave Turley 3/23/10	District 1	M&C	03/16
Christiane Williams 5/11/10	District 1	M&C	05/13
Patti Brothers 6/8/10	Non resident	M&C	06/13
Taimi Anderson 6/8/10	Non resident	M&C	06/13

Harriet McNamee 7/13/10	District 1	M&C	07/13
Suzie Bellamy 9/28/10	District 4	M&C	09/13
Harleigh Ealley 12/14/10	District 1	M&C	12/13
Christine Nagle 03/13/12	District 1	M&C	03/15
10-R-20: Up to fifteen members appointed by the Mayor and Council for three-year terms. Not a compensated committee. Liaison: Public Services.			

Board of Election Supervisors			
Appointee	Represents	Appointed by	Term Expires
John Robson (Chief) 5/24/94	Mayoral appt	M&C	03/15
Terry Wertz 2/11/97	District 1	M&C	03/15
Maxine Gross 3/25/03	District 2	M&C	03/15
VACANT	District 3	M&C	
Charles Smolka 9/8/98	District 4	M&C	03/15
City Charter C4-3: The Mayor and Council shall, not later than the first regular meeting in March of each year in which there is a general election, appoint and fix the compensation for five qualified voters as Supervisors of Elections, one of whom shall be appointed from the qualified voters of each of the four election districts and one of whom shall be appointed by the Mayor with the consent of the Council. The Mayor and Council shall designate one of the five Supervisors of Elections as the Chief of Elections. This is a compensated committee. For purposes of compensation the year shall run from April 1 – March 31. Per Council action (item 11-G-66) effective in March, 2013: In an election year all of the Board receives compensation. In a non-election year only the Chief Election Supervisor will be compensated. Liaison: City Clerk's office.			

Cable Television Commission			
Appointee	Resides in	Appointed by	Term Expires
Jane Hopkins 06/14/11	District 1	Mayor	06/14
Blaine Davis 5/24/94	District 1	Mayor	12/15
James Sauer 9/9/08	District 3	Mayor	09/14
Tricia Homer 3/12/13	District 1	Mayor	03/16
Clay Gump 3/12/02	District 3	Mayor	11/13
City Code Chapter 15 Article III: Composed of four Commissioners plus a voting Chairperson, appointed by the Mayor with the approval of the Council, three year terms. This is a compensated committee. Liaison: City Manager's Office.			

College Park City-University Partnership			
Appointee	Represents	Appointed by	Term Expires
Robert T. Catlin	Class A Director	UMD President	01/13
Rob Specter	Class A Director	UMD President	01/13
Linda Clement	Class A Director	UMD President	01/11
Brian Darmody	Class A Director	UMD President	01/12
Andrew Fellows	Class B Director	M&C	01/14
Maxine Gross	Class B Director	M&C	01/15

Senator James Rosapepe	Class B Director	M&C	01/13
Stephen Brayman	Class B Director	M&C	01/14
Dr. Richard Wagner	Class C Director	City and University	01/13
<p>The CPCUP is a 501(c)(3) corporation whose mission is to promote and support commercial revitalization, economic development and quality housing opportunities consistent with the interests of the City of College Park and the University of Maryland. The CPCUP is not a City committee but the City makes appointments to the Partnership. Class B Directors are appointed by the Mayor and City Council; Class C Directors are jointly appointed by the Mayor and City Council and the President of the University of Maryland.</p>			

Citizens Corps Council			
Appointee	Represents	Appointed by	Term Expires
	CPNW	M&C	
Michael Burrier 3/14/06	BVFCRS	M&C	03/15
Matthew Cardoso 3/27/12	CPVFD	M&C	03/15
Dan Blasberg 3/27/12		M&C	03/15
David L. Milligan (Chair) 12/11/07		M&C	02/14
<p>Resolution 05-R-15. Membership shall be composed as follows: A Citizen Corps Coordinator for each neighborhood shall be nominated and appointed by the Mayor and Council and serve as a potential member of the CPCCC for the term of their respective office in the neighborhood group. Mayor and Council shall nominate and appoint 5 to 7 residents to serve as community coordinators and to serve on the CPCCC. At least one member of the CPCCC shall be the Neighborhood Watch Coordinator, and at least one member shall represent each of the other Citizen Corps programs such as CERT, Fire Corps, Volunteers In Police Service, etc. Each member of the CPCCC shall serve for a term of 3 years, and may be reappointed for an unlimited number of terms. The Mayor, with the approval of the City Council, shall appoint the Chair and Co-Chair of the CPCCC from among the members of the committee. The Director of Public Services shall serve as an ex officio member. Not a compensated committee. Liaison: Public Services.</p>			

Committee For A Better Environment			
Appointee	Resides in	Appointed by	Term Expires
Kennis Termini 11/9/04	District 1	M&C	05/14
Janis Oppelt 8/8/06	District 1	M&C	09/15
Stephen Jascourt 3/27/07	District 1	M&C	05/13
Suchitra Balachandran 10/9/07	District 4	M&C	01/14
Donna Weene 9/8/09	District 1	M&C	12/15
Ballard Troy 10/13/09	District 3	M&C	09/15
Alan Hew 1/12/10	District 4	M&C	01/13
Gemma Evans 1/25/11	District 1	M&C	01/14
Benjamin Mellman 1/10/12	District 1	M&C	01/15
Richard Williamson 05/08/12	District 3	M&C	05/15
Macrina Xavier 08/14/12	District 1	M&C	08/15
Stephen Brimer 02/26/13	District 1	M&C	02/16
<p>City Code Chapter 15 Article VIII: No more than 25 members, appointed by the Mayor and Council, three year terms, members shall elect the chair. Not a compensated committee. Liaison: Planning.</p>			

Education Advisory Committee			
Appointee	Represents	Appointed by	Term Expires
VACANT	District 1		
Kennis Termini 11/09/11	District 1	M&C	11/13
Charlene Mahoney	District 2	M&C	12/14
VACANT	District 2	M&C	
Harold Jimenez 4/14/09	District 3	M&C	11/13
Araceli Jimenez 4/14/09	District 3	M&C	11/13
Melissa Day 9/15/10	District 3	M&C	11/14
Carolyn Bernache 2/9/10	District 4	M&C	02/14
Doris Ellis 9/28/10	District 4	M&C	09/13
Peggy Wilson 6/8/10	UMCP	UMCP	02/14

Resolutions 97-R-17, 99-R-4 and 10-R-13: At least 9 members who shall be appointed by the Mayor and Council: at least two from each Council District and one nominated by the University of Maryland. Two year terms. The Committee shall appoint the Chair and Vice-Chair of the Committee from among the members of the Committee. Not a compensated committee. Liaison: Youth and Family Services.

Ethics Commission			
Appointee	Represents	Appointed by	Term Expires
Edward Maginnis 09/13/11	District 1	Mayor	09/13
Forrest B. Tyler 3/24/98	District 2	Mayor	06/13
Sean O'Donnell 4/13/10	District 3	Mayor	04/12
Gail Kushner 09/13/11	District 4	Mayor	09/13
Robert Thurston 9/13/05	At Large	Mayor	09/12
Alan C. Bradford 1/23/96	At-Large	Mayor	11/12
Frank Rose 05/08/12	At-Large	Mayor	05/14

City Code Chapter 38 Article II: Composed of seven members appointed by the Mayor and approved by the Council. Of the seven members, one shall be appointed from each of the City's four election districts and three from the City at large. 2 year terms. Commission members shall elect one member as Chair for a renewable one-year term. Commission members sign an Oath of Office. Not a compensated committee. Liaison: City Clerk's office.

Farmers Market Committee			
Appointee	Represents	Appointed by	Term Expires
Margaret Kane 05/08/12	District 1	M&C	05/15
Robert Boone 07/10/12	District 1	M&C	07/15
Leo Shapiro 07/10/12	District 3	M&C	07/15
Julie Forker 07/10/12	District 3	M&C	07/15

Kimberly Schumann 09/11/12	District 1	M&C	09/15
VACANT			
VACANT		M&C	
VACANT	Student	M&C	

Established April 10, 2012 by 12-R-07. Up to 7 members. Quorum = 3. Three year terms. Not a compensated committee. Liaison: Planning Department. Agreement reached during July 3, 2012 Worksession to fill the seven positions as outlined above. Effective September 11, 2012 by 12-R-17: Membership increased to 8.

Housing Authority of the City of College Park			
Helen Long 11/12/02		Mayor	05/01/17
Betty Rodenhauen 04/09/13		Mayor	05/01/18
John Moore 9/10/96		Mayor	05/01/14
Thelma Lomax 7/10/90		Mayor	05/01/15
Carl Patterson 12/11/12	Attick Towers resident	Mayor	05/01/16

The College Park Housing Authority was established in City Code Chapter 11 Article I, but it operates independently under Article 44A Title I of the Annotated Code of Maryland. The Housing Authority administers low income housing at Attick Towers. The Mayor appoints five commissioners to the Authority; each serves a five year term; appointments expire May 1. Mayor administers oath of office. One member is a resident of Attick Towers. The Authority selects a chairman from among its commissioners. The Housing Authority is funded through HUD and rent collection, administers their own budget, and has their own employees. The City supplements some of their services.

Neighborhood Stabilization and Quality of Life Workgroup		
	Appointee	Represents
1	Andrew M. Fellows	Mayor
2	Patrick L. Wojahn	District 1 Councilmember
3	Monroe Dennis	District 2 Councilmember
4	Stephanie Stulich	District 3 Councilmember
5	Marcus Afzali	District 4 Councilmember
6	Lisa Miller	PGPOA Representative
7	Paul Carlson	PGPOA Representative
8	Richard Biffl	Landlord selected by Council
9	Andrew Foose	Landlord selected by Council
10	Jackie Pearce Garrett	District 1 Resident selected by Council
11	Jonathan Molinatto	District 1 Resident selected by Council
12	Robert Thurston	District 2 Resident selected by Council
13		District 2 Resident selected by Council
14	Kelly Lueschow-Dineen	District 3 Resident selected by Council
15	Sarah Cutler	District 3 Resident selected by Council
16	Suchitra Balachandran	District 4 Resident selected by Council
17	Bonnie McClellan	District 4 Resident selected by Council
18	Dr. Andrea Goodwin	UMD representative selected by University

19	Gloria Aparicio Blackwell	UMD representative selected by University
20	Chief David Mitchell (Jagoe – alt.)	University of Maryland Police Department rep
21	Josh Ratner	University of Maryland Student Government Liaison
22	Samantha Zwerling	Student Government Association representative
23	David Colon Cabrera	Graduate Student Government Association rep
24	Greg Waterworth	IFC/PHA representative
25	Robert W. Ryan	Director, College Park Public Services Department
26	Jeannie Ripley	Manager, College Park Code Enforcement Division
27	Major Rob Brewer (or alternate)	Prince George’s County Police Department
Established September 25, 2012 by Resolution 12-R-18. No terms. Not a compensated committee. Liaison: City Clerk’s office.		

Neighborhood Watch Steering Committee			
	Resident of:	Appointed By:	Term Expires:
Robert Boone 04/12/11	District 1	M&C	04/15
Aaron Springer 02/14/12	District 3	M&C	02/14
VACANT	District 4	M&C	
The Neighborhood Watch Steering Committee was created on April 12, 2011 by Resolution 11-R-06 as a three-person Steering Committee whose members shall be residents. Coordinators of individual NW programs in the City shall be ex-officio members. Terms are for two years. Annually, the members of the Steering Committee shall appoint a Chairperson to serve for a one-year term. Meetings shall be held on a quarterly basis. This Resolution dissolved the Neighborhood Watch Coordinators Committee that was established by 97-R-15. This is not a compensated committee. Liaison: Public Services.			

Noise Control Board			
Appointee	Represents	Appointed by	Term Expires
Mark Shroder 11/23/10	District 1	Council, for District 1	11/14
Harry Pitt, Jr. 9/26/95	District 2	Council, for District 2	03/16
Alan Stillwell 6/10/97	District 3	Council, for District 3	09/16
Suzie Bellamy	District 4	Council, for District 4	12/16
Adele Ellis 04/24/12	Mayoral Appt	Mayor	04/16
Bobbie P. Solomon 3/14/95	Alternate	Council - At large	12/12
Larry Wenzel 3/9/99	Alternate	Council - At large	12/12
City Code Chapter 138-3: The Noise Control Board shall consist of five members, four of whom shall be appointed by the Council members, one from each of the four election districts, and one of whom shall be appointed by the Mayor. In addition, there shall be two alternate members appointed at large by the City Council. The members of the Noise Control Board shall select from among themselves a Chairperson. Four year terms. This is a compensated committee. Liaison: Public Services.			

Recreation Board			
Appointee	Represents	Appointed by	Term Expires
Wade Price 12/14/05	District 1	M&C	02/15
Sarah Araghi 7/14/09	District 1	M&C	07/15
Alan C. Bradford 1/23/96	District 2*	M&C	02/14
VACANT	District 2	M&C	
Adele Ellis 9/13/88	District 3	M&C	02/14
VACANT	District 3	M&C	
Barbara Pianowski 3/23/10	District 4	M&C	03/13
VACANT	District 4	M&C	
Bettina McCloud 1/11/11	Mayoral	Mayor	01/14
Solonne Privett	Mayoral	Mayor	04/16

City Code Chapter 15 Article II: 10 members: two from each Council district appointed by the Mayor and Council and two members nominated by the Mayor and confirmed by the Mayor and Council. The Chairperson will be chosen from among and by the district appointees. 3 year terms. Not a compensated committee. Liaison: Public Services.

*Although Mr. Bradford lives in what is now considered District 1, his residence was part of District 2 when he was appointed. The designation of his residence was changed to District 1 during the last redistricting. He is still considered an appointment from District 2.

** Effective April 2012: Jay Gilchrist, Director of UMD Campus Recreation Services, changed his status from Rec Board member (Mayoral Appointment) to UM liaison to the Rec Board, similar to the M-NCPPC representative.

Rent Stabilization Board			
Appointee	Represents	Appointed by	Term Expires
Justin Fair 1/11/11	Member	M&C	01/14
VACANT		M&C	
Richard Biffi 6/6/06	Landlord	M&C	09/13
Bradley Farrar 6/14/11	Landlord	M&C	06/14
VACANT (formerly R. Day)		M&C	
VACANT		M&C	
Chris Kujawa 10/11/11	Resident	M&C	10/14

City Code Chapter 15 Article IX: Board shall have between 5 - 7 members appointed by M&C with priority given to the appointment of residents and to owners of real property located in the City. Three year terms. Vacancies shall be filled for unexpired portions of a term. At least two members should be tenants and two members should be landlords. Chairperson chosen by the Board from among the members. This is a compensated committee. Liaison: Public Services.

→7/10/12: Ordinance was extended until September 1, 2013, and the administration and enforcement of the law was suspended until September 1, 2013. The RSB is on hiatus. There is no need to maintain a quorum at this time.

Sustainable Maryland Certified Green Team		
Appointee	Represents	Term Expires
Denise Mitchell 04/10/12	City Elected Official	04/14
Patrick Wojahn 04/10/12	City Elected Official	04/14
Jonathan Brown	City Staff	04/14
Loree Talley 05/08/12	City Staff	05/14
Ballard Troy 05/08/12	CBE Representative	05/14
	A City School	
James Jalandoni 04/10/12	UMD Student	04/14
Eric Maring 04/10/12	UMD Faculty or Staff	04/14
Chrissy Rey - Pongos 05/08/12	City Business Community	05/14
Ben Bassett - Proteus Bicycles 09/25/12	City Business Community	09/14
Rebecca Hayes 04/10/12	Resident	04/14
Christine Nagle 04/10/12	Resident	04/14
	Resident	
	Resident	
<p>Established March 13, 2012 by Resolution 12-R-06. Up to 14 people with the following representation: 2 elected officials from the City of College Park, 2 City staff, 1 representative from the CBE, 1 representative of a City school, 1 student representative from the University of Maryland, 1 faculty or staff representative from the University of Maryland, 2 representatives of the City business community, up to 4 City residents. Two year terms. Not a compensated committee. A quorum shall be 6 people. The SMC GT shall select a Chair and a Co-Chair from among the membership on an annual basis. The SMC GT should meet at least bi-monthly. The liaison shall be the Planning Department.</p>		

Tree and Landscape Board			
Member	Represents	Appointed by	Term Expires
Dennis Herschbach 3/26/02	Citizen	M&C	07/13
John Krouse	Citizen	M&C	11/14
VACANT	Citizen	M&C	
Mark Wimer 7/12/05	Citizen	M&C	02/14
Amelia Murdoch 9/9/97	Citizen	M&C	11/11
Ballard Troy – liaison to CBE	CBE Chair		
John Lea-Cox 1/13/98	City Forester	M&C	12/14
Jonathan Brown	Planning Director		
Brenda Alexander	Public Works Director		
<p>City Code Chapter 179-5: The Board shall have 9 voting members: 5 citizens appointed by M&C, plus the CBE Chair, the City Forester, the Planning Director and the Public Works Director. Two year terms. Members choose their own officers. Not a compensated committee. Liaison: City Clerk's office.</p>			

Veterans Memorial Improvement Committee			
Appointee	Represents	Appointed by	Term Expires
Winston Hazard 1/7/01		M&C	03/14
Deloris Cass 11/7/01		M&C	12/15
Joseph Ruth 11/7/01	VFW	M&C	12/15
Leonard Smith 11/25/08		M&C	03/15
Blaine Davis 10/28/03	American Legion	M&C	12/15
Rita Zito 11/7/01		M&C	02/15
Doris Davis 10/28/03		M&C	12/15
Mary Cook 3/23/10		M&C	03/13
VACANT		M&C	
Resolution 01-G-57: Board comprised of 9 to 13 members including at least one member from American Legion College Park Post 217 and one member from Veterans of Foreign Wars Phillips-Kleiner Post 5627. Appointed by Mayor and Council. Three year terms. Chair shall be elected each year by the members of the Committee. Not a compensated committee. Liaison: Public Works.			

6.

Cafritz

MEMORANDUM

TO: Mayor and Council

THROUGH: Joseph L. Nagro, City Manager *ts*
Terry Schum, Planning Director

FROM: Miriam H. Bader, Senior Planner *MB*

DATE: May 3, 2013

SUBJECT: Preliminary Plan of Subdivision 4-13002
Detailed Site Plan, DSP-13009
Special Permit, SP-130002
Cafritz Property
Calvert Tract, LLC

ISSUE/PROPOSAL

The Applicant, Calvert Tract, LLC, for the Cafritz Property, has filed an application for a Preliminary Plan of Subdivision (4-13002, previously 4-12004) and Detailed Site Plan, DSP-13009 which are being reviewed concurrently. In addition, the following has been filed: Special Permit, SP-130002 (a Special Permit is required for proposed residential townhouse and multifamily residential units in the M-UTC zone), and a request for three Variations from the Prince George's County Code related to: 1) removal of specimen trees, 2) allowance for a subdivision with alleys, and 3) reduction of the required lot depth for residential properties adjacent to an existing or planned transit right-of-way. Also, the Applicant is requesting ten Secondary Amendments from the Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan for various roadway, landscaping and architectural requirements.

Specifically, the Applicant proposes to build approximately 1,200,000-1,950,000 square feet of retail, commercial, office, and residential uses with associated parking and infrastructure. Multi-family and townhomes are proposed for most of the eastern portion of the site. The western side of the site will be comprised of primarily retail, commercial, and office. The FAR is 0.85-1.27. Specifically, the proposed development will include 981 dwelling units (855 multi-family and 126 townhomes), a 120-room hotel (requires a separate application for a Special Exception), 22,000 square feet of office space and 168,200 square feet of retail space.

The Prince George's County Planning Board will hear the Preliminary Plan application on May 16, 2013 and the Detailed Site Plan application on May 23, 2013. The Maryland-National Capital Park and Planning Commission (M-NCPPC) technical staff

reports (one for the Preliminary Plan and one for the Detailed Site Plan, Special Permit, Secondary Amendments and Variation requests) may be available on May 8, 2013.

SUMMARY

Location

The property is located approximately 1,500 feet north of the intersection of Baltimore Avenue (US Route 1) and East-West Highway (MD 410), on the east side of Baltimore Avenue where it intersects with Van Buren Street, south of the intersection with Albion Road.

Surrounding Uses

The surrounding uses to the property are as follows:

North - Vacant property owned by the Washington Metropolitan Area Transit Authority (WMATA) in the R-55 Zone in the City of College Park. The Metro Green line subway emerges and continues east on surface tracks.

South - U.S. Postal Service distribution facility in the R-55 Zone, U.S. Army Reserve Center, and metal fabrication shop.

West - Baltimore Avenue (US 1) and beyond, single-family detached dwellings in the R-55 Zone in the Town of University Park.

East - CSX railroad tracks. Across the railroad tracks is Historic Site #68-022 located on land owned by the University of Maryland, also known as the ERCO subdivision. An office building, the American Center for Physics, is also located east of the railroad tracks.

Site/Proposal Information

The site consists of approximately 37.73 acres (the abandoned trolley right of way is included in this area). Most of the development is located in the Town of Riverdale Park, 36.10 acres, and is mainly zoned Mixed-Use-Town Center (M-U-TC). However, two parcels totaling 1.63 acres are located in the City of College Park and are zoned R-55. One parcel is identified as Parcel I on the Preliminary Plan and as Lot 7 on the Detailed Site Plan (DSP). It consists of 54,441 sq. ft. This lot/parcel is proposed to be developed as a Storm Water Management Pond to be dedicated to the Home Owners Association (HOA). The other parcel located in College Park is identified as Parcel H on the Preliminary Plan and as Parcel G on the Detailed Site Plan. This 16,595 square foot parcel consists of a 50 foot-wide abandoned trolley right-of-way. The Applicant proposes to develop this parcel as an extension of the Rhode Island Avenue Hiker/Biker Trail (Trolley Trail) by constructing a 10 foot-wide path and dedicating the entire parcel to M-NCPPC

Environmental Features

The site is approximately 88 percent wooded. Large groups of trees can be found along the western and northeastern boundaries of the site. The applicant is proposing a variance request for the removal of 25 of the 35 existing specimen trees. This variance request is discussed in more detail below under District Council Condition 10.c. of this report. The site does not contain any streams or steep slopes 15 percent or greater, however, there is a small, isolated wetland (0.02 acres) at approximately the mid-point of where the Woodberry Street extension is proposed to be located. This isolated wetland is not regulated by the Maryland Department of the Environment as a jurisdictional wetland. There is no FEMA floodplain on the property; however, there is a 100-year County Floodplain located on site. It is located in the southeastern side of the property and takes up 0.06 acres of the site. 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. 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. The property is located in the Northeast Branch watershed of the Anacostia River basin. According to the approved Countywide Green Infrastructure Plan, the site contains Evaluation Areas and Network Gaps. In summary, the Preliminary Plan proposes the following environmental impacts: stream buffer impact of 0.12 acres due to fill and the location of the stormwater management pond; floodplain impact of 0.06 acres for development of a local street; and 0.02 acres of unregulated wetland impact due to the extension of Woodberry Street.

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 Metro line located to the north of the site, has also been identified as a noise and vibration generator. A revised noise study was submitted on March 7, 2013. There are no designated scenic and historic roads located adjacent to this property; however, Phase I and II archeological surveys were completed on the subject property in March 2008. An ice house feature, found on a portion of archeological site 18PR259, was found on site and will be preserved.

Transportation/Circulation

Vehicular access to the site will be provided from US 1 (Baltimore Avenue), Maryland Avenue, and Rivertech Court via a CSX crossing from the property to Rivertech Court. The main entrance will be a signalized intersection at Van Buren Street with full access into the site. Access into and out of the site from University Park will be prohibited. Right-in/right out at Woodberry Street and a right-in only at the southern site entrance opposite Underwood Street is proposed. No vehicular access is proposed from the property into the Calvert Hills residential neighborhood located north of the subject property. A southern access is proposed from the property to Maryland Avenue and an eastern access via Rivertech Court across the CSX tracks is also proposed. Note: The

January 2013 application proposed the CSX crossing at the northeastern part of the property to the ACP property, the current application shows the crossing at the southeastern part of the property; and, a revised Preliminary Plan received on April 27, 2013 relocates the CSX crossing to the center of the site at Van Buren Street. The CSX crossing is proposed to be constructed as a two way roadway with 12-foot wide outside travel lanes and on-road bike lanes. This would offer the travelling public, residents, employees, and visitors a convenient and direct non-automobile based commuting route between US 1 and Kenilworth Avenue (MD 201), and would support the justification for trip reduction credits allowed by the Planning Board's *Guidelines for the Analysis of the Traffic Impacts of Development Proposals*.

A Traffic Impact Study was completed July 10, 2012, with additional updated information submitted September 5, 2012, March 5, 2013, and March 15, 2013 (Attachments 6 and 7). The traffic study concluded that under background conditions, which include growth plus traffic from approved developments, all of the study intersections will continue to operate at acceptable levels of service. The proposed development of the Cafritz property will generate 452 new AM peak hours trips, 756 new PM peak hour trips, 652 Mid-day peak hour trips and 1,016 Saturday peak hour trips.

In addition, the Applicant submitted a Transportation Management Plan which laid out strategies to reduce the amount of traffic the proposed use could create. Such as by providing a shuttle service to the metro, providing bicycle accommodations, offering preloaded Metrorail to new residents, etc. Based on the analysis conducted by the Applicant's traffic engineer, it was concluded that all the study intersections will operate under acceptable LOS with the proposed development.

Review Criteria

The subject applications are required to be reviewed for conformance with the 2002 General Plan, the Zoning Ordinance, the Subdivision Regulations, the M-U-TC zone, the *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan-Cafritz Property* (as amended in 2012 during the approval of A-10018) and the District Council conditions of approval, titled Zoning Ordinance 11-2012 (Attachment 1).

City staff has focused its review on compliance with the conditions of approval of A-10018 as well as issues of specific concern to the City such as: US 1 Streetscape Improvements, the Rhode Island Avenue Hiker/Biker Trail connection, the CSX Crossing, LEED Certification, Aviation Policy Regulations, Traffic and Transportation Management.

Preliminary Plan

The conditions of A-10018 that are required to be met at the time of the Preliminary Plan are listed below (in bold font) along with their current status.

3. Prior to acceptance of any application for a Preliminary Plan of Subdivision, the following information shall be provided:

a. The Preliminary Plan shall reflect the unmitigated 65 dBA Ldn from noise generators.

Done. An updated Phase 1 Noise Analysis dated 3/7/12 was provided.

b. The plan shall delineate the 300-foot lot depth from the right-of-way (CSX railroad tracks) for residential development in accordance with Section 24-121(a)(4) of the Subdivision Regulations. The preliminary plan may establish additional restrictions on the layout if it is determined that noise and vibration issues are associated with the railroad tracks.

Done. The plan delineates the 300-foot lot depth from the CSX railroad tracks and from the metro rail. Note: The Applicant is requesting a variation request from the lot depth requirement.

c. The applicant shall provide information and verify that the right-of-way extending north and south through parcel 81 has, in fact, been abandoned and/or provide information of the disposition of that area of land, as appropriate.

Done. The Applicant has adequately demonstrated that the Trolley Trail right-of-way has been abandoned and provided information on the current ownership in the March 8, 2013 memorandum from Brian H. Siegel to Whitney Chellis. This confirms that the right-of-way is available for construction of the master plan trail through the subject site.

d. Documents shall be provided so that the trail will be dedicated to public use within a maintenance easement or other suitable agreement.

Not Done. The Preliminary Plan notes that Parcel H (the north part of the trail) and Parcel W (the south part of the trail) will be dedicated to M-NCPPC for public use. Curiously, Parcel Q which contains 3,192 square feet and a portion of the trail and is located between Parcel H and Parcel W is dedicated to the Home Owners Association (HOA). City staff is recommending a condition that will clarify that this section of the trail is also dedicated to public use.

e. Provide one east-west bicycle route through the site either along Van Buren Street or Woodberry Street, in order to accommodate east-west bicycle movement through the site, to the trolley trail, to the planned bicycle facilities along Baltimore Avenue (US 1), and across the CSX crossing.

Done. The Applicant proposes to provide the east-west bicycle route along Woodberry Street but M-NCPPC Transportation Planning Staff and City staff

prefer that connection be relocated to Van Buren Street since the bikeshare station is proposed to be located on Van Buren and the CSX crossing will be relocated to Van Buren Street. Relocating the bike lane from Woodberry to Van Buren would allow easier access to the bikeshare station, the commercial destinations, the signalized intersection on US 1 and the CSX crossing.

f. The applicant shall provide a draft report detailing the Phase II archeology investigations.

Done. A Phase II Archeological Site Examination of MacAlpine (18PR259), Calvert Tract, MD Route 1, Hyattsville, Prince George's County, Maryland, prepared by James G. Gibb, Archaeological Consultant, dated March 29, 2012 was submitted.

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

While the Preliminary Plan shows all private streets, the applicant has agreed that the streets will be owned and maintained by the Town of Riverdale Park and shall be public streets. The road cross sections have been reviewed by M-NCPPC Transportation Planning Staff and sufficient accommodations for bicycles and pedestrians have been made. Sidewalks, crosswalks, and curb extensions have been provided at appropriate locations. Additional pedestrian safety treatments are recommended where the Trolley Trail crosses Van Buren Street. M-NCPPC Transportation Planning Staff has recommended a condition to address this concern and City staff is also recommending this condition. As for ownership and maintenance of the CSX crossing bridge, DPW&T states in a memo dated April 29, 2013, that "the CSX crossing bridge and roadway connections shall be owned and maintained by the Town of Riverdale Park." The memo also states that "the site lies within the Town of Riverdale Park. The Town of Riverdale Park has requested that 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."

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.

Done. The Historic Preservation Commission met on December 18, 2012 to review the initial preliminary plan and again on April 16, 2013 to review the revised preliminary plan and the Detailed Site Plan. The HPC is recommending that the ice house be preserved in place. Also, the HPC is recommending interpretive signage be erected to address the significance of the ice house, the nearby Engineering Research Corporation (ERCO) factory, the Calvert Homes development, and the historic trolley right-of-way.

10. The Environmental Planning Section recommends the following conditions:

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).

Done. Both a Type 1 Tree Conservation Plan and Type 2 Tree Conservation Plans were submitted. M-NCPPC Environmental Planning Staff has concluded that “every effort has been made to meet the woodland conservation threshold on-site to the fullest extent practical for development within the M-U-TC and R-55 zoned property.

c. At the time of Preliminary Plan, 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.

Done. A variance request was submitted to permit the removal 25 of the existing 35 specimen trees, resulting in the retention of 10 existing specimen trees. Some of the trees to be removed are in fair or poor condition and 4 of the trees are located within the required right-of-way dedication so cannot be counted. Note: SHA may require an additional 13-17 feet of dedication from the centerline of US 1 for a deceleration lane, resulting in the loss of more trees. M-NCPPC Environmental Planning Staff has concluded that the current plan demonstrates that efforts have been made to preserve specimen trees onsite to the extent possible.

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.

Done. The 65 dBA Ldn noise contour is shown on the Preliminary Plan of Subdivision. A Phase 1 Noise Analysis dated 3/7/13 was provided. A vibration analysis was previously provided. The Applicant submitted a variation request from Section 24-121 (a) (4) for the residential lot depth requirement of 300 feet when adjacent to an existing or planned transit right-of-way. M-NCPPC Environmental Planning Staff reviewed the variance and is recommending approval with conditions.

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.

Not Done. A revised stormwater management concept plan dated revised January 2013 was submitted; however, this plan has not be approved by DPW&T.

14. Prior to acceptance of an application for a Preliminary Plan of Subdivision, the following information shall be provided:

a. A revised Stormwater Management Concept Plan that designates the property as a new site and complies with the stormwater management provisions contained in CB-15-2011 (Subtitle 32) to provide more environmental site design to the maximum extent practicable, with the goal of no new impact on the tributary drainage into the northeast Branch of the Anacostia River. The proposed plan shall show the use of environmental site design technologies such as bio-retention, infiltration, and especially green roofs to the maximum extent practicable.

Not Done. See 10 f. above.

b. The applicant shall provide evidence that copies of all stormwater submittals were provided 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 and notification of an invitation to all meetings between the applicant and DPW&T.

Not Done. No evidence was provided to show that the revised January 2013 Stormwater Management Plan was submitted to DPW&T.

c. A Revised Traffic scoping agreement and Impact Study that:
(1) Accurately reflects the development proposal and anticipated phasing;
(2) Eliminates corridor averaging for all intersections included in the Study;

- (3) Analyzes midday and Saturday (10:00 a.m. – 6:00 p.m.) traffic impacts;**
- (4) Analyzes all proposed connections, including the proposed CSX Crossing and Maryland Avenue;**
- (5) Analyzes the impact of the development on the intersections as specified in the scoping agreement and those in the July 27, 2011 study, as well as the evaluation of the existing prevailing conditions and traffic impact of the development on Queensbury Road, existing Maryland Avenue, Rhode Island Avenue south of Town Center, Lafayette Avenue, Natoli Place, River Road, and other roads as appropriate;**
- (6) Provides for vehicle trip reduction through measures including but not limited to rideshare, Zipcar (or similar) programs, bikeshare, enhanced transit service such as a shuttle and/or circulator bus, and the CSX crossing;**
- (7) Considers all future development and its effects on the corridor and intersections as identified in (c)(5) above for any projects that have an approved detailed site plan or Preliminary Plan of Subdivision within the study area to include at a minimum the eastern portion of the 2004 approved M-U-TC Zone area; and**
- (8) Does not take a discount by redirecting existing traffic on East-West Highway that would not otherwise travel up Baltimore Avenue to the Cafritz Property.**

Done. A Traffic Impact Study was done, dated July 10, 2012. A Traffic Impact Study Addendum was completed on March 5, 2013, and additional data analysis was submitted dated March 15, 2013. These studies were completed consistent with the above requirements. The Applicant has taken the maximum trip reduction credit (30%) permitted under the guidelines for the developed tier, proximity to transit and utilization of a TMP.

- 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.**

Not Done. As stated previously under condition 3. All the streets in the proposed subdivision are labeled as private roads and not as public streets. It is City staff's understanding that the Town of Riverdale Park wants all the streets dedicated as public streets and not as private streets as notated on the plans. In addition, M-NCPPC notified the Applicant that the private streets will be conditioned to be public streets unless a variation request is submitted. Variation requests are required to be submitted 30 days before the Planning Board hearing and need to

be reviewed at SDRC per Section 24-113 (source: e-mail from Quynn Nguyen to Applicant dated 12-18-2012).

- 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.**

Partially Done. The Applicant submitted evidence of an application to USGBC for SLL prerequisite review and that it was approved (see Attachment 10). However, the Applicant did not submit evidence of LEED-ND 2009 Stage 1 (pre-entitlement) approval, which is the next step. Without the results of this review, it is not known whether or not full certification under LEED-ND is practical. City staff is recommending a condition requiring prior to signature approval of the Detailed Site Plan, the Applicant apply and provide results of LEED-ND Stage 1 review. If practical, the Applicant shall pursue full LEED-ND certification.

- 17. At the time of Preliminary Plan of Subdivision submission, the applicant shall submit a Transportation Management Plan ("TMP") for the entire development. The TMP shall include provisions to provide for the full funding of the TMP by the owners of the property. The TMP and funding obligations shall run with the land until such time as a Transportation Demand Management District ("TDMD") is established and includes the property. The TMP shall identify and establish a series of measures to achieve a maximally-efficient use of the adjacent transportation facilities. As the project is developed and occupied, modifications and additions to the TMP shall establish vehicle trip reduction goals with reporting and monitoring provisions subject to independent verification by DPW&T. Specifics of the TMP shall include the following elements referenced in the applicant's letter to Susan Lareuse dated November 15, 2011, pages 9-10, and car and bike share and residential and employee subsidies. The TMP shall**

also provide for a private shuttle to be provided as the applicant and the applicant's heirs, successors, and/or assignees' expense.

Partially Done. A revised Transportation Management Plan was submitted. The Applicant states under the Program Funding section of their TMP that "the owner of the property will provide for full funding of the provisions of the TMD as set forth in [the TMD] document. This funding obligation shall run with the land until such time as a Transportation Demand Management District ("TDMD") is established, and included the property." The Town of University Park, working with their traffic consultant and the other municipalities has offered an alternative TMP plan that better addresses this condition. City staff is recommending a condition that the TMP submitted by the Town of University Park be substituted for the TMP provided by the Applicant.

- 18. Prior to approval of a Preliminary Plan of Subdivision, the applicant shall provide a commitment to organize and achieve a private shuttle vehicle to and from the Prince George's Plaza Metro station and the College Park Metro station as necessary to achieve a 15-minute headway between 6:30 a.m. to 9:00 a.m. and 4:30 p.m. to 7:00 p.m., Monday through Friday. This requirement may be provided as part of the TMP and may be satisfied privately or by participating in one or a combination of existing or future adjacent public transportation services. Specifications and assurances for any shuttle service shall be provided prior to issuance of any use and occupancy permit. Service is to continue until there is a preferred alternative approved by the municipalities and the applicant may substitute an equivalent to the private shuttle service.**

Partially Done. According to a memorandum from Nancy Randall of Wells & Associates to Steven D. Foster of SHA, dated November 18, 2012, "The Cafritz at Riverdale Park will be providing its own shuttle from the opening of the project and will continue to provide until such time as an expanded public system is provided." Also, the Applicant's TMP Plan states that the Applicant will "provide a project shuttle to serve resident tenants and patrons connecting to the existing Metro, MARC, and future Purple Line stations." The TMP submitted by the Town of University Park clearly states on page 5 that: "Upon initial occupancy, provide a private shuttle service, or equivalent, to and from the Prince George's Plaza and to and from the College Park Metrorail stations. This service will be fully funded by Cafritz and will operate at 15 minute headways on Mondays through Fridays between 6:30 and 9:00 AM and between 4:30 and 7:00 PM. This service is to continue until there is a preferred alternative approved by College Park, Hyattsville, Riverdale Park and University Park." Since the private shuttle is more clearly defined in the University Park TMP, City staff is recommending that the Town of University Park TMP be substituted for the Applicant's TMP. See comments above for number 17.

In addition, City staff is recommending that the Applicant work with Prince George's County DPW&T to enhance the existing Bus Route #17 (Route 1 Ride). A bus stop is shown on the DSP Sheet A004 just north of Van Buren Street and every effort should be made to include a Bus #17 stop at this location.

- 19. Prior to approval of the Preliminary Plan, the applicant shall provide details of its commitment to participate in a circulator bus program, whether as part of a TDMD or other effort, and shall contribute funds for this purpose.**

Not Done. The Applicant has submitted a revised TMP however, details are not provided concerning their commitment to participate in a circulator bus program. They have submitted a bus traffic pattern plan, Sheet L0-00, that shows proposed bus stop locations and a proposed route. However, it is unclear if this is for a shuttle bus, a circulator bus, or other bus. The revised TMP includes a table that estimates the annual TMP program budget and states that "the owner of the property will provide for the full funding of the provisions of the TMP as set forth in [the TMP];" however, the TMP does not clearly state that the Applicant will participate in a circulator bus program. The University Park TMP on page 6 clearly states that the Applicant shall "participate with surrounding local governments in a circulator bus program initially at a maximum level of \$120,000 per year, to be adjusted per CPI, whether as part of the Transportation Demand Management District (TDMD) or other program. Provide details of the circulator bus program at DSP." City staff agrees with this recommendation.

- 22. Establish a trip cap of 548 AM new peak hour trips and 902 PM new peak hour trips for full build-out of the development that may be amended, but not increased at the time of Preliminary Plan. The trip cap will not include purely internal trips.**

Done. A trip cap was established in the Traffic Impact Study (Source: Cafritz Property at Riverdale Park Traffic Impact Study, Prince George's County, Maryland prepared by Wells and Associates, Inc. July 10, 2012 p. 64.) And an addendum to the July 10, 2012 Traffic Impact Study was done on March 5, 2013. The purpose of the addendum was to update the trip counts using 2012 data. The previous study used 2011 counts. The new counts show that the proposed development of the Cafritz Property will not exceed the maximum trip cap established by the District Council. According to page 6 of the Addendum, the development will generate 452 new AM peak hour trips and 756 new PM peak hour trips.

- 24. Prior to the approval of the Preliminary Plan of Subdivision, the applicant shall do the following, subject to the opportunity for review and comment by the Town of Riverdale Park and the Town of University Park:**
- a. The Preliminary Plan shall show a roadway connection from the first phase of the development on the property to existing Maryland Avenue at the southern boundary of the property (the "Van Buren Extension").**

Done. This connection is shown on Sheet 3 of 5 of the Preliminary Plan received 4-12-13.

- b. Applicant shall make provisions at Preliminary Plan of Subdivision to construct, to at least a similar standard as the existing Maryland Avenue roadway to the immediate south of the property, an extension of Maryland Avenue from the southern boundary of the property to where the existing roadway ends north of Tuckerman Street (the “Maryland Avenue Extension”). Provided that right-of-way exists, construction of the Maryland Avenue Extension must be completed before Prince George’s County issues the first use and occupancy permit for any retail, office or hotel use on the Property. No portion of any building on the Property may be used or occupied until construction of the Maryland Avenue Extension has been completed and opened for travel by public safety vehicles.**

Done. This connection is shown on Sheet 3 of 5 of the Preliminary Plan received 4-12-13.

- 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:**

- a. The Preliminary Plan shall show a crossing over the adjacent CSX railroad tracks (the “CSX Crossing”). The “CSX Crossing” shall mean a bridge, raised roadway, underpass or any other type of way, including on-site and off-site approaches, for vehicles, bicycles and pedestrians to pass across the railroad right-of-way to travel between the subject property and lands to the east of the property with a connection to a public road.**

Done. A detail of the proposed CSX bridge crossing and a detail of the bridge cross section was submitted (Attachment 4). Note: The location of the bridge has been changed and is proposed to be changed again. In the previous submittal, the bridge was located at the end of Woodberry Street connecting to Rivertech Court to the east of the American Center for Physics building. The current Preliminary Plan submittal shows the bridge connecting at the southeastern part of the site (Attachment 4). However, a more recent submittal shows the bridge coming in at the middle of the site (Van Buren Street-see Attachment 5). This is called J option 3.300 and is supported by the University of Maryland.

- 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.**

Not Done. A funding mechanism using a combination of public and private funds has not been finalized. The Town of Riverdale Park adopted a resolution on 4/1/13 approving the design and creation of a Special Taxing District and a County Council resolution is pending that would also designate the Calvert Tract as a Special Taxing District. In order to meet the APF, funding for the bridge must be established.

- c. Provide letters from the CSX and University of Maryland (or the affected land owner), that recommend approval of the CSX Crossing as shown on the Preliminary Plan and identify the land or right-of-way acquisition cost, if any, necessary for the construction of the CSX Crossing on land owned by the University (or the affected land owner).**

Not Done. The bridge crossing will now land on University of Maryland property and the University of Maryland supports the J.3.300 option; however, no letter of approval has been received. The Applicant is in the process of acquiring a letter of approval from the University of Maryland. This letter needs to be submitted prior to the Planning Board Preliminary Plan Hearing on May 16, 2013. It is unclear whether the previous letter of approval from CSX is applicable to the new crossing.

- 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.**

Not Done. Cost estimates for the design, permitting and construction of the CSX Crossing have not been provided. This condition needs to be met prior to the Planning Board hearing on May 16, 2013. See 25 b. above.

Detailed Site Plan

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.**
- Not Done. High visibility crosswalks and pedestrian signals at Van Buren Street and US 1 shall be marked and labeled on the DSP, and details should be provided. City staff is recommending a condition that the DSP be revised to include ADA curb cuts and ramps at all locations where sidewalks intersect with roadways.
- b. **The plans shall indicate that crosswalks providing appropriate pedestrian safety features are provided throughout the site.**
- Mostly done. The submitted plans include curb extensions, pedestrian refuges, and crosswalks at many locations but not at all locations. See comments above.
- 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.**
- Partially done. Bicycle parking is shown however it needs to be clarified as to type, location, and number of bicycle parking spaces and storage spaces. City staff is recommending a condition to ensure that this requirement is met.
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.**

Done. Architectural plans, see Sheet A001 and A100, show that the impact of the surface parking lots are mitigated. There is a building along Van Buren Street that contains a monument clock tower, landscaping is shown, and the Applicant is proposing a “pedestrian oasis” in the middle of the block labeled “Village Square.”

10. 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.**

Not done. A new Tree Conservation Plan was submitted on April 29, 2013; however, the plan does not clearly state that a 10% tree canopy will be provided. City staff has added a condition to address this requirement.

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 Applicant is proposing a buffer of 105 feet, which meets the Development Plan standard of 90-120 feet, however, this buffer will probably be reduced due to the required SHA dedication which presently requires an additional 13-17 feet of ROW dedication rather than the 45 feet from centerline shown on the Applicant’s plans (DSP, Sheet A007). If the land for the required ROW dedication is taken out of the buffer, this will leave a buffer of 88-92 feet. City staff supports a wide buffer but not to the exclusion of basic facilities such as sidewalks along Route 1.

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. Even though this condition requires that “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”, the actual configuration of these two access points needs to correctly reflect the requirements and design criteria of SHA. That being said, it is important to note that the submitted plan shows the southern access as right-in only.

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**
- (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.**

Done. The Applicant has submitted a Parking and Phasing Analysis, dated April 25, 2013, that demonstrates compliance with these two requirements.

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

Comment: The Applicant needs to clearly specify the design features that will be employed that address environmental health, air and water quality, energy

efficiency, and carbon neutrality. These features will help the Applicant achieve the required LEED certification.

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

Done. The Landscape Plan, dated 3-26-13, shows an enhanced park feature called Village Green located at the termination of Van Buren Street. This park contains a large lawn (oval shaped but roughly 80' wide and 150' long) located in the center space surrounded by landscaped pocket parks, benches, trash receptacles, a gazebo, two playgrounds, swings and a slide.

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

Comment: 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. Marlboro clay is not found to occur on this property. The Applicant did not specifically state in their plans if these soils can support the use of porous pavements.

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: This DSP is for the entire Cafritz development. A revised DSP is being submitted that will exclude the multi-family buildings to the east of the site. The Tree Conservation Plan Type I, dated 4-29-13, General Note 5. states that "cutting, clearing, or damaging woodlands contrary to this plan, as modified by a Type 2 Tree Conservation Plan, or in the absence of an approved Type 2 Tree Conservation Plan, without the expressed written consent of the Prince George's County Planning Board or designee shall be subject to appropriate mitigation which may include restoration of the disturbed area and a fine not to exceed \$9.00 per square foot of woodland disturbed."

RECOMMENDATION

Preliminary Plan 4-13002

At this time, it is staff's recommendation to disapprove the Preliminary Plan because the following conditions have not been addressed in whole or in part: 3d., 10f., 14a., 14.b., 15, 16, 17, 18, 19, 25 b., 25 c., 25 d. Should these conditions be met at or before the Planning Board Hearing, Staff recommends the following conditions:

1. Prior to signature approval of the Preliminary Plan, the Applicant shall revise the Preliminary Plan to show the SHA- required Route 1 right-of-way dedication which shall be sufficient to include all required streetscape elements such as bike lanes and sidewalks.
2. The TMP submitted by the Town of University Park dated 1-15-13 is recommended to be substituted in its entirety for the TMP provided by the Applicant. The TMP shall be revised prior to signature approval of the Preliminary Plan and be described in covenants executed by relevant parties including the City of College Park.
3. Prior to signature approval of the Preliminary Plan, the Applicant shall revise the plans to show a 30' trail easement to be dedicated to public use on Parcel Q. The liber folio should be included on the appropriate record plats and the easement records should reflect the use, operation, and maintenance of the trail and trail easement.
4. Prior to the first use and occupancy permit, the Applicant shall work with Prince George's County DPW&T to provide a Route #17 (Route 1 Ride) bus stop on Route 1 at or near the Van Buren Street entrance to the property.
5. Prior to signature approval of the Preliminary Plan, a copy of the Stormwater Management Concept Approval Letter and associated plan shall be submitted to the City of College Park.

Detailed Site Plan 13009

At this time, it is staff's recommendation to disapprove the Detailed Site Plan because the following conditions have not been addressed in whole or in part: 6a., 6b., 6c., 10d. Should these conditions be met at or before the Planning Board Hearing, Staff recommends the following conditions:

1. Prior to signature approval of the DSP, revise the Site Plan to:
 - A. Show pedestrian-oriented street lights between the curb and sidewalk along the Route 1 frontage that are 14' in height and spaced not more than 50' apart. The Applicant should also consider replacing existing street lights with upgraded fixtures.

- B. Show building heights on all buildings located in APA-6 in order to demonstrate compliance with CB-51-2002.
 - C. Minimize trail user conflict on the trolley trail by redesigning the alley along the north property line so that it does not cross the trolley trail or provide a raised crosswalk and appropriate signage.
 - D. Provide details for high visibility crosswalks and pedestrian signals at Van Buren Street and US 1 shall be marked and labeled on the DSP, and details shall be provided.
 - E. Provide a bicycle parking exhibit that shows the location, number, and type of bicycle parking on the subject site consistent with the LEED-ND Bicycle Network and Storage Credit as recommended per Condition 6c of A-10018.
2. Prior to signature approval of the DSP, revise the Landscape Plan to:
 - A. Conform with the Development Plan requiring trees to be planted [or saved] in the US 1 landscaping/pedestrian amenity strip every 30 to 40 feet (relative to full growth size), and shall be a minimum of 2 ½ inch to 3-inch caliper.
 - B. Submit a detail with the Landscape Plan that includes the northern section of the Hiker/Biker Trail and shows it landscaped with a similar mix of Canopy, Evergreen and Ornamental trees as the rest of the trail.
 3. Prior to signature approval of the Detailed Site Plan, the Applicant shall provide a construction phasing plan that indicates which buildings and other improvements are anticipated to be constructed under which building permits along with anticipated dates for construction.
 4. Prior to signature approval of the Detailed Site Plan, the Applicant shall apply and show results of LEED-ND Stage 1 review. If conditional approval is obtained, the Applicant shall employ every effort to obtain full LEED-ND certification and provide documentation of such. If conditional approval is not obtained, the Applicant shall make every effort to achieve U.S. Green Building Council (USGBC) LEED-Silver certification under LEED-NC and LEED Homes, or if available, equivalent standards for all buildings. Specifically the Applicant shall follow the process below:
 - a. Prior to DSP certification, the Applicant shall:
 - 1) Designate a LEED-accredited professional (“LEED-AP”) who is also a professional engineer or architect, as a member of their design team. The Applicant shall provide the name and contact information for the LEED AP to the municipalities and M-NCPPC.
 - 2) Designate a representative from M-NCPPC and each municipality, should they wish to participate, as a team member in the USGBC’s LEED Online system. These team members will have privileges to

review the project status and monitor the progress of all documents submitted by the project team.

- b. Prior to the issuance of the first use and occupancy permit, the Applicant shall provide documentation that the project has obtained the appropriate LEED certification. If certification has not been completed, the Applicant shall submit certification statements from their LEED-AP that confirms the project list of specific LEED credits will meet at least the minimum number of credits necessary to attain the appropriate LEED certification.
5. The Applicant shall demonstrate meeting the ten percent tree canopy coverage requirement through the preservation of existing mature woodland, specimen trees and other large existing trees, and landscaping.
6. Prior to the issuance of the first building permit, the Applicant shall show a final location for the proposed Bikeshare Station (11 docks and 6 bikes) that measures 31 feet in length and 6 feet in width in the vicinity of the location shown on the Preliminary Plan. If the Capital Bikeshare Program or similar program is operational, the applicant, its successors and assigns, shall pay the sum of \$45,000 to the Operator of the Bikeshare Program for the installation and 12-month operation of an 11 dock/6 bike station.
7. Prior to the issuance of the first use and occupancy permit, the Applicant shall construct a sidewalk (a minimum of 5' wide) along Route 1 between Albion Road and the subject site, across the property owned by WMATA, and subject to the Applicant obtaining a public use easement from WMATA.
8. Prior to issuance of the third building permit, or concurrent with the construction of the Rhode Island Avenue hiker/biker trail, the Applicant shall construct the hiker/biker trail connection identified on Parcel H on the Preliminary Plan and as Parcel G on the DSP.

ATTACHMENTS

1. District Council Conditions, Case No.: A-10018, Cafritz Property, Zoning Ordinance No. 11-2012
2. Preliminary Plan, 4-12-13
3. Tree Conservation Plan, 4-10-13
4. CSX Crossing, Southern Option
5. CSX Crossing, "J.3.300" Proposal
6. Excerpts from Traffic Impact Study, dated 3-5-13
7. Updated Intersection Count Comparison, 3-15-13
8. Applicant's TMP
9. University Park TMP
10. USGBC-LEED application and SLL results
11. Detailed Site Plan, 3-22-13
12. Landscape Plan, 3-26-13
13. Architectural Plan, 3-26-13

Case No.: A-10018

Applicant: Calvert Tract, LLC

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 11-2012

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, by approving a Mixed-Use Town Center (M-U-TC) Zone and an amendment to the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan*, subject to certain conditions, in accordance with Subtitle 27 of the Prince George's County Code.

WHEREAS, Application No. A-10018, as amended, was filed for property described as the Cafritz Property, about 35.71 acres, in the R-55 Zone, 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, to rezone the property to the M-U-TC Zone by expanding the boundary of the Town of Riverdale Park M-U-TC Zone; and

WHEREAS, Application No. A-10018, as amended, was also filed to request an amendment to the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Development Plan*; and

WHEREAS, 35.71 acres of the subject property is located within the municipality of the Town of Riverdale Park; and

WHEREAS, the Town of Riverdale Park has recommended approval of the application, as amended; and

WHEREAS, the application, was reviewed by the Technical Staff of the Prince George's County Planning Board, which filed a report with recommendations; and

WHEREAS, the application was advertised and the property was posted prior to public hearings, in accordance with all requirement of law; and

WHEREAS, public hearings on the application were held before the Prince George's County Planning Board, which filed a recommendation of approval with conditions, as reflected in PGCPB Resolution No. 12-09, adopted February 16, 2012; and

WHEREAS, the Prince George's County Planning Board transmitted its recommendation of approval to rezone the property from One-Family Detached Residential (R-55) Zone to the M-U-TC Zone and to amend the 2004 *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* to the District Council on February 21, 2012; and

WHEREAS, the application was advertised prior to public hearings, in accordance with all requirement of law; and

WHEREAS, public hearings on the application were also held before the District Council; and

WHEREAS, having reviewed the record in this case, the District Council has determined that Application No. A-10018, as amended, should be granted; and

WHEREAS, as the basis of this action, the District Council adopts as its findings and conclusions the recommendations of the Planning Board in PGCPB Resolution No. 12-09; and

WHEREAS, as the basis of this action, the District Council voted 7-2 to approve the application, as amended, that is in conflict with or contrary to the 1994 Approved Master Plan and Sectional Map Amendment for Planning Area 68.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland–Washington Regional District in Prince George’s County, Maryland is hereby amended by 1) rezoning the property which is the subject of Application No. A-10018, as amended, and 2) approving the proposed amendment to the 2004 *Approved Town of Riverdale Park Mixed–Use Town Center Zone Development Plan*.

SECTION 2. Application No. A-10018, as amended, is approved subject to the following conditions:

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.
 - 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.
 - 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.

- 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.

2. Prior to signature approval of the Development Plan the following revisions shall be made:
- a. Revise the general notes on Sheet 1 of 7 of the Plan Sheets to include the adjacent historic site and historic districts, provide the tax map, grid, and parcel number, and clearly indicate if the abandoned right-of-way is a part of the gross tract area.
 - b. Revise Sheet 3 of 7 of the Plan Sheets to label the right-of-way for ingress/egress for the post office from Baltimore Avenue (US 1), and that it was conveyed to the United States of America by quitclaim deed recorded in the Prince George's County Land Records in Liber 3624, Folio 948.
 - c. Revise the Plan Sheets to delineate the boundary of Aviation Policy Analysis Zone 6 and the municipal boundaries of the City of College Park and the Town of Riverdale Park.
 - d. Revise the Development Plan to include streetscape details as indicated on Gateway Park and Street Sections for Baltimore Avenue (US 1) that provide for a safe and attractive pedestrian zone.
 - e. Provide information and verify that the right-of-way extending north and south through Parcel 81 and the Washington Metropolitan Area Transit Authority (WMATA) property has, in fact, been abandoned and that the issue is settled and/or provide information of the disposition of that area of land, as appropriate.
 - f. Revise the Development Plan to conform to the amended boundary as reflected in the applicant's January 12, 2012 request.

- g. Revise Map 1: Concept Plan A and Concept Plan B and Maps 2 and 3 so that the townhouses front on streets, have ample front yards for tree plantings, and that the units are oriented so that the alleys are parallel to the roadways serving the fronts of the units.
- h. Revise the sign standards to reflect the level of detail provided in the 2004 *Town of Riverdale Park Mixed-Use Town Center Zone Development Plan* and consolidated into one area of the Guidelines.
- i. Revise the Guidelines to add the following:
 - (1) Development that increases existing gross floor area (GFA) by 5 percent or 2,500 square feet, whichever is smaller, shall subject the site to full review for compliance with the design standards. Lesser changes to the site, and additions to single-family residential dwellings, shall not subject the entire site to review for compliance, only the portion impacted by the improvement.
 - (2) Gas stations may add a maximum of 30 feet to the build-to line in order to place a pump between the station and the sidewalk. The additional setback may not be used for customer parking, loading, or outdoor storage.
 - (3) All new gas stations shall have a maximum of two 18-foot-wide driveways.
 - (4) Gas stations should minimize the area of impermeable surface.
 - (5) Car repair businesses may have a maximum of two curb cuts that are a maximum width of ten feet each.
 - (6) Buildings shall occupy a minimum of 50 percent of the net lot area for each lot.
 - (7) The building façade shall occupy a minimum of 66 percent of the build-to-line for each lot.
 - (8) Drive-through windows are inconsistent with the pedestrian orientation of the town center and are strongly discouraged. Drive-through windows may only be considered if accessed by alleys and located on the rear of the property.
 - (9) Pedestrian-accessed ATMs may be located on the front or side of the building along a street line. Vehicular oriented ATMs shall not be visible from Woodberry Street, 45th Street north of Van Buren, or Van Buren Street.
 - (10) The maximum number of off-street parking spaces permitted for commercial (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. If structured parking is provided, this maximum number may be increased.

- (11) Car repair businesses may not store vehicles in front of or alongside the building, but may store cars inside or in the rear, with appropriate screening if adjacent to a residential use.
 - (12) Healthy trees shall be preserved within proposed green areas, landscape strips, streetscapes, and parking lots, where feasible. Where they cannot be preserved on-site, a professional arborist may transplant them to a new location on-site or within the Town of Riverdale Park, where feasible.
- j. Revise the Development Plan to combine blocks 6d and 6e into one block 6d.
3. Prior to acceptance of any application for a Preliminary Plan of Subdivision, the following information shall be provided:
- a. The Preliminary Plan shall reflect the unmitigated 65 dBA Ldn from noise generators.
 - b. The plan shall delineate the 300-foot lot depth from the right-of-way (CSX railroad tracks) for residential development in accordance with Section 24-121(a)(4) of the Subdivision Regulations. The preliminary plan may establish additional restrictions on the layout if it is determined that noise and vibration issues are associated with the railroad tracks.
 - c. The applicant shall provide information and verify that the right-of-way extending north and south through parcel 81 has, in fact, been abandoned and/or provide information of the disposition of that area of land, as appropriate.
 - d. Documents shall be provided so that the trail will be dedicated to public use within a maintenance easement or other suitable agreement.
 - e. Provide one east-west bicycle route through the site either along Van Buren Street or Woodbury Street, in order to accommodate east-west bicycle movement through the site, to the trolley trail, to the planned bicycle facilities along Baltimore Avenue (US 1), and across the CSX crossing.
 - f. The applicant shall provide a draft report detailing the Phase II archeology investigations.
 - g. The proposed cross sections, roadbeds, streetscape dimensions, and the use of medians shall be fully incorporated into the application of the preliminary plan so that the width and configuration of the streets can be reduced, yet adequate in design to address the traffic patterns within the development and vehicular and emergency

access. The use of public streets in accordance with the standards of the Department of Public Works and Transportation (DPW&T) shall also be considered to serve certain uses and to determine future maintenance of the transportation facilities, including a bridge over the CSX railroad.

4. When off-site parking is necessary to meet parking requirements, the applicant shall provide satisfactory documentation such as affidavits, leases, or other agreements to show that off-site parking is available permanently.
5. The Historic Preservation Commission 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.
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.
 - 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.
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.
8. Prior to any ground disturbance or the approval of any grading permits, if Phase III archeological mitigation is proposed, the applicant shall provide a final report detailing the

Phase II and Phase III investigations and ensure that all artifacts are curated in a proper manner.

9. Prior to final plat, the applicant and the applicant's heirs, successors, and/or assignees shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of the Phase I, Phase II, and Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the Historic Preservation Commission and the Maryland-National Capital Park and Planning Commission staff archeologist.
10. The Environmental Planning Section recommends the following conditions:
 - a. All future applications shall include a valid approved Natural Resources Inventory under the current environmental regulations that addresses the required information as outlined in the current Environmental Technical Manual.
 - b. At the time of Preliminary Plan, the Type 1 tree conservation plan shall demonstrate that the woodland conservation threshold has been met on-site to the fullest extent practicable. At a minimum, preservation shall be focused on the highest priority areas (Forest Stands 1 and 3).
 - c. At the time of preliminary plan, condition analysis shall be submitted for all specimen trees within Stands 1 and 3 that are outside any proposed woodland conservation area. Every effort shall be made to preserve the healthiest trees on-site.
 - d. Prior to approval of a special permit, special exception, detailed site plan, or grading permit, whichever is first, every effort shall be made to meet the ten percent tree canopy coverage requirement through the preservation of existing mature woodland, specimen trees and other large existing trees, and landscaping.
 - 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.
 - f. At the time of preliminary plan, a revised stormwater management concept plan shall be submitted. The proposed plan shall show the use of environmental site design techniques such as bioretention, infiltration, and green roofs. The concept shall be correctly reflected on the Type 1 tree conservation plan.
 - g. At the time of site plan or permit review, whichever is required first, the lighting plan for the subject property shall demonstrate the use of full cut-off optics to ensure that light intrusion into residential and woodland conservation areas is minimized. Details of all lighting fixtures, along with details and specifications that the proposed fixtures

are full cut-off optics, and a photometric plan showing proposed light levels at an intensity that minimizes light pollution shall be submitted for review.

PROFERRED CONDITIONS

The applicant proffered the following conditions, which the Planning Board has reviewed and modified for purposes of clarification and enforcement purposes:

11. Revise the Guidelines as follows:

- a. To page iii under Overall Design Principles, add the following bullet points to the list of bullet points:
 - (1) Low impact design principles shall be incorporated into the overall community design.
 - (2) Create a community that respects and supports equally all modes of transportation. The development will encourage pedestrian, bicycle, and public transit modes of transportation.
 - (3) Demonstrate design features for sustainability that address environmental health, air and water quality, energy efficiency, and carbon neutrality.
- b. On page ii, insert at the end of the section Public Spaces the following language:

“Public spaces such as parks, plazas, and squares should promote activity, in front of buildings or public right-of-ways, and be focal points within the community.”
- c. Page ii, in the first sentence of the second paragraph under Public Spaces, add “appropriate” between “all” and “intersecting”.
- d. All standards from the 2004 Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan relating to gas stations and auto-repair should be reinserted into the standards.
- e. On Page 5, remove Intent under building placement and streetscape, and add the following language:

Enhance the Town Center’s sense of place by developing a coherent identity through buildings that relate to the street and open spaces. Create buildings that frame the street and open spaces, and encourage close proximity of retail, offices, residential units, and services.

- f. On Page 7, under Services, Utilities, and Stormwater, replace #1 Standard to read as follows:
- All utility lines added during development shall be underground. All utility meters and access points shall be on the rear of the property. Utilities shall include, but are not limited to, electric, natural gas, fiber optic, cable television, telephone, water and sewer service.
- g. On Page 7, under Services, Utilities, and Stormwater, add the following to the last sentence of Intent: “sidewalks, open spaces, and MARC train.”
- h. Page 7, under Services, Utilities, and Stormwater, add to the beginning of #6 under Standards: “All lot-level development shall”.
- i. Strike Standard #11 from page 10, under Parking and Loading Design.
- j. On Page 11, under Lighting, change Standard #5 to add “and design” after “intensity.”
- k. Page 11, under Landscaping, add “2004 Approved” before “Town” in the first sentence.
- l. Page 11, under Landscaping, to Standard #6 “Appendix B” add “of the 2004 Approved Town of Riverdale Park Mixed-Use Town Center Development Plan.”
- m. Page 11, under landscaping, Standard #2, after “green areas” add “and where possible in parking areas.”
- n. Page 12, Building Height, add a new Standard #4, to read as follows:
- Single-story buildings shall match or exceed the height of the adjacent buildings bases, and shall be not less than 20 feet in height. However, single-story buildings are discouraged.
- o. Page 14, Architecture, remove Standard #13.
- p. Page 13, Architecture, amend Standard #9 to remove “Townhomes” and replace with “Residences.”
- q. Page 13, Architecture, Standard #5 add to the end of the first sentence the following language: “with exception of cementitious siding.”
- r. Page 13, Architecture, Standard #5, after the new amendment above, strike the remaining language in the standard and replace it with the following language:

“Materials other than masonry, brick, wood, and clear glass may be approved if material samples are provided and examples of existing buildings that use such materials in the proposed way are submitted, and the M-U-TC Design Review Committee (in the review of the SP process) and the Planning Board (in the review of the DSP process) finds that it meets the Intent of this section.”

s. Page 13 Architecture, Standard #6, remove “all” in first sentence, strike “surrounding” in first paragraph, strike C and strike E.

t. Page 15, Building Openings, strike Standard #5 and replace with:

“Tinted and colored windows may not be used unless the M-U-TC Design Review Committee (in the review of the SP process) and the Planning Board (in the review of the DSP) finds that the windows meet the intent of this section.”

u. Page 16, Signage, strike Standard #8.

v. Page 16, Signage, move all standards (except 8) to page 10.

w. Page 16, Signage, strike the Intent section.

x. Page 16, Signage, include all old standards #8 and #10-19 not specific to historical core.

y. Page 18, Landscaping and Pedestrian Amenity Zone, Standard #5, strike “as irrigation” and replace with “or absorption.”

z. Page 20, Parks and Plazas, strike Standard 12 and replace with:

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

aa. Page 7, Access and Circulation Standard #4, substitute with the following:

“The number of vehicle-oriented ATMs shall be less than the number of pedestrian-oriented ATMs on a building-by-building basis, and vehicle-oriented ATMs shall not be visible from primary streets.

bb. Page 7, Access and Circulation, Standard #2, change “windows” to “services”. Limit number of service lanes to two. Drive-through lanes for restaurants are prohibited.

cc. Include provisions for loading dock requirements such that they are screened from the street and any adjacent residential development.

- dd. Page 7, Services, Utilities, and Stormwater Management, Standard #5 strike “should” in the first sentence and substitute the word “shall”.
 - ee. Pages 7 and 8, Services, Utilities, and Stormwater Management, Standard #6(1) substitute with the following:
 - “Lot-level Best Management Practices (BMP’s) that include green roofs, dispersion trenches, rain gardens, cisterns, rain barrels, pervious pavements, and/or other BMPs;”
 - ff. Page 10, Parking and Loading Design, add a new Standard #18 stating the following:
 - Parking pads on surface lots shall include permeable paving subject to a soil study identifying the top soils and subsoils and their appropriateness to support the use of porous pavement.
 - gg. Page 12, Building Height, substitute entirety of Standard #2 with the following:
 - “An additional two stories may be considered, not to exceed six stories.”
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.
 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.
 14. Prior to acceptance of an application for a preliminary plan of subdivision, the following information shall be provided:
 - a. A revised Stormwater Management Concept Plan that designates the property as a new site and complies with the stormwater management provisions contained in CB-15-2011 (Subtitle 32) to provide more environmental site design to the maximum extent practicable, with the goal of no new impact on the tributary drainage into the northeast Branch of the Anacostia River. The proposed plan shall show the use of environmental site design technologies such as bio-retention, infiltration, and especially green roofs to the maximum extent practicable.

- b. The applicant shall provide evidence that copies of all stormwater submittals were provided 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 and notification of an invitation to all meetings between the applicant and DPW&T.
 - c. A Revised Traffic scoping agreement and Impact Study that:
 - (1) Accurately reflects the development proposal and anticipated phasing;
 - (2) Eliminates corridor averaging for all intersections included in the Study;
 - (3) Analyzes midday and Saturday (10:00 a.m. – 6:00 p.m.) traffic impacts;
 - (4) Analyzes all proposed connections, including the proposed CSX Crossing and Maryland Avenue;
 - (5) Analyzes the impact of the development on the intersections as specified in the scoping agreement and those in the July 27, 2011 study, as well as the evaluation of the existing prevailing conditions and traffic impact of the development on Queensbury Road, existing Maryland Avenue, Rhode Island Avenue south of Town Center, Lafayette Avenue, Natoli Place, River Road, and other roads as appropriate;
 - (6) Provides for vehicle trip reduction through measures including but not limited to rideshare, Zipcar (or similar) programs, bikeshare, enhanced transit service such as a shuttle and/or circulator bus, and the CSX crossing;
 - (7) Considers all future development and its effects on the corridor and intersections as identified in (c)(5) above for any projects that have an approved detailed site plan or preliminary plan of subdivision within the study area to include at a minimum the eastern portion of the 2004 approved M-U-TC Zone area; and
 - (8) Does not take a discount by redirecting existing traffic on East-West Highway that would not otherwise travel up Baltimore Avenue to the Cafritz Property.
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.

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.
17. At the time of Preliminary Plan of Subdivision submission, the applicant shall submit a Transportation Management Plan ("TMP") for the entire development. The TMP shall include provisions to provide for the full funding of the TMP by the owners of the property. The TMP and funding obligations shall run with the land until such time as a Transportation Demand Management District ("TDMD") is established and includes the property. The TMP shall identify and establish a series of measures to achieve a maximally-efficient use of the adjacent transportation facilities. As the project is developed and occupied, modifications and additions to the TMP shall establish vehicle trip reduction goals with reporting and monitoring provisions subject to independent verification by DPW&T. Specifics of the TMP shall include the following elements referenced in the applicant's letter to Susan Lareuse dated November 15, 2011, pages 9-10, and car and bike share and residential and employee subsidies. The TMP shall also provide for a private shuttle to be provided as the applicant and the applicant's heirs, successors, and/or assignees' expense.
18. Prior to approval of a Preliminary Plan of Subdivision, the applicant shall provide a commitment to organize and achieve a private shuttle vehicle to and from the Prince George's Plaza Metro station and the College Park Metro station as necessary to achieve a 15-minute headway between 6:30 a.m. to 9:00 a.m. and 4:30 p.m. to 7:00 p.m., Monday through Friday. This requirement may be provided as part of the TMP and may be satisfied privately or by participating in one or a combination of existing or future adjacent public transportation services. Specifications and assurances for any shuttle service shall be provided prior to issuance of any use and occupancy permit. Service is to continue until there is a preferred alternative approved by the municipalities and the applicant may substitute an equivalent to the private shuttle service.
19. Prior to approval of the Preliminary Plan, the applicant shall provide details of its commitment to participate in a circulator bus program, whether as part of a TDMD or other effort, and shall contribute funds for this purpose.

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.
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
 - (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.
 - b. Design features for sustainability that address environmental health, air and water quality, energy efficiency, and carbon neutrality.
 - c. Termination of Van Buren Street at a building or enhanced park feature.
 - d. A soils study identifying the top soils and subsoils and their appropriateness to support the use of porous pavements.
22. Establish a trip cap of 548 AM new peak hour trips and 902 PM new peak hour trips for full build-out of the development that may be amended, but not increased at the time of Preliminary Plan. The trip cap will not include purely internal trips.

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.
24. Prior to the approval of the Preliminary Plan of Subdivision, the applicant shall do the following, subject to the opportunity for review and comment by the Town of Riverdale Park and the Town of University Park:
 - a. The Preliminary Plan shall show a roadway connection from the first phase of the development on the property to existing Maryland Avenue at the southern boundary of the property (the "Van Buren Extension").
 - b. Applicant shall make provisions at Preliminary Plan of Subdivision to construct, to at least a similar standard as the existing Maryland Avenue roadway to the immediate south of the property, an extension of Maryland Avenue from the southern boundary of the property to where the existing roadway ends north of Tuckerman Street (the "Maryland Avenue Extension"). Provided that right-of-way exists, construction of the Maryland Avenue Extension must be completed before Prince George's County issues the first use and occupancy permit for any retail, office or hotel use on the Property. No portion of any building on the Property may be used or occupied until construction of the Maryland Avenue Extension has been completed and opened for travel by public safety vehicles.
 - c. Prior to the issuance of use and occupancy permits for more than 100,000 square feet of commercial (retail, office or hotel) space and more than 100 residential dwelling units, the construction of the Van Buren Extension shall be complete as verified by the Town of Riverdale Park.
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:
 - a. The Preliminary Plan shall show a crossing over the adjacent CSX railroad tracks (the "CSX Crossing"). The "CSX Crossing" shall mean a bridge, raised roadway, underpass or any other type of way, including on-site and off-site approaches, for vehicles, bicycles and pedestrians to pass across the railroad right-of-way to travel between the subject property and lands to the east of the property with a connection to a public road.
 - 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.

- c. Provide letters from the CSX and University of Maryland (or the affected land owner), that recommend approval of the CSX Crossing as shown on the Preliminary Plan and identify the land or right-of-way acquisition cost, if any, necessary for the construction of the CSX Crossing on land owned by the University (or the affected land owner).
- 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.

26. The implementation of the CSX Crossing shall be in accordance with the following:
- a. Prior to the issuance of any permits for development on the property, the applicant (1) shall submit a roadway plan for the location and design of the CSX Crossing to CSX, or to AECOM or other agent designated by CSX, and to the University of Maryland (or the affected land owner), and (2) shall submit letters received from both of them that approve the construction of the CSX Crossing in accordance with the roadway plan, subject to approval and authorization of the final construction plan, and verification by the Prince George's County Department of Public Works and Transportation that the roadway plan meets the American Association of State Highway and Transportation Officials' (AASHTO) standards and is appropriate for construction of the CSX Crossing, and has been approved by CSX and the University of Maryland (or the affected land owner).
 - b. Prior to the issuance of building permits for more than 100,000 square feet of commercial (retail, office or hotel) space and more than 120 residential dwelling units, the applicant (1) shall have received all necessary permits and approvals for construction of the CSX Crossing, (2) shall have provided the Prince George's County Department of Public Works and Transportation with all approved financial assurances and performance security to ensure completion of construction of the CSX Crossing, and (3) shall have commenced construction of the CSX Crossing as verified by the Prince George's County Department of Public Works and Transportation.

- c. Prior to the issuance of use and occupancy permits for more than 100,000 square feet of commercial (retail, office or hotel) space and more than 120 residential dwelling units, the construction of the CSX Crossing shall be at least fifty percent complete as verified by the Prince George's County Department of Public Works and Transportation shall have verified that all approved financial assurances and performance security to ensure completion of construction of the crossing remain in full force and effect.
 - d. Prior to the issuance of building permits for more than 382 residential dwelling units, the CSX Crossing shall be open for use by public vehicular traffic as verified by the Prince George's County Department of Public Works and Transportation.
 - e. Applicant shall timely provide the Towns of Riverdale Park and University Park, the City of College Park, and the Prince George's County Department of Public Works and Transportation with copies of all submittals, notices, approvals and determinations made pursuant to this condition.
27. The applicant, the Town of Riverdale Park, and the Town of University Park will work together to petition the District Council to initiate and establish a Transportation Demand Management District ("TDMD") program under the Prince George's County Transportation Demand Management District Ordinance Subtitle 20A. Consideration should be given to establishing the boundaries of the TDMD to extend from Paint Branch Parkway to Queensbury Road. Once a TDMD is established, the applicant will provide financial support and the "TMP" will become part of the District and will be monitored by the Transportation Management Authority ("TMA"). The TDMD should provide for traffic reduction goals and periodic independent verification of monitoring whether the goals have been met, including restricting the maximum allowable density to a level that will generate average net additional daily vehicle trips on Baltimore Avenue that are not more than 20% above current levels, and net additional peak hour trips that are no more than 20% above current peak-hour vehicle trips at AM (06:00-09:00), mid-day (11:00-14:00), PM (16:00-19:00), and Saturday (10:00-18:00). These counts will be performed at a fixed location specified in the TDMD between East-West Highway and the southern entrance, and between Queens Chapel Road and the northern entrance, to the project and will be based upon traffic estimates that have been reviewed and determined to be reasonably accurate by the Transportation Planning Section of M-NCPPC. If the goals of the TDMD are not met, additional vehicle trip reduction measures to resolve the problem will be required pursuant to the requirements of Subtitle 20A.

CONSIDERATIONS:

- 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.

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

ORDERED this 12th day of July, 2012, by the following vote:

In Favor: Council Members Campos, Davis, Franklin, Harrison, Patterson, Toles and Turner.

Opposed: Council Members Olson and Lehman.

Abstained:

Absent:

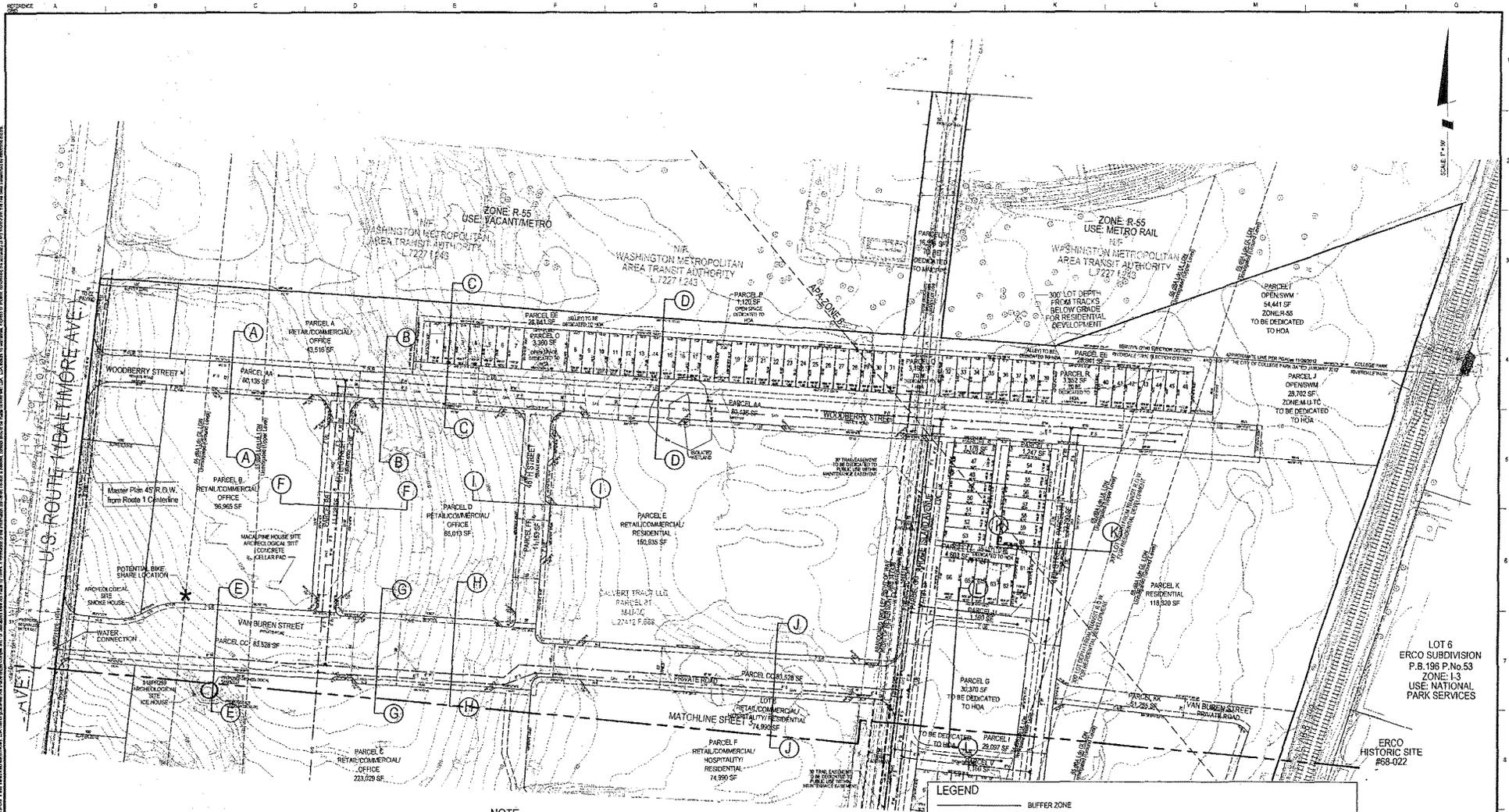
Vote: 7-2

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON
REGIONAL DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: _____
Andrea C. Harrison, Chair

ATTEST:

Redis C. Floyd
Clerk of the Council



NOTE

1. ALL PRIVATE ROADS AND ALLEYS TO BE DEDICATED TO HOME OWNERS ASSOCIATION OR THE BUSINESS OWNERS ASSOCIATION.
2. PUBLIC ROAD TO BE DEDICATED TO THE TOWN OF RIVERDALE PARK.

LEGEND

—	BUFFER ZONE	Ⓐ	ROAD SECTION (SEE SHEET 4 AND 5 FOR SECTIONS)
---	MATCHLINE	Ⓐ	EASEMENT
*	PRELIMINARY LOCATION OF BIKE SHARE LOCATION	---	PROPERTY BOUNDARY
---	NOISE LINE (65 dBA Ldn 1L, Ldn)	---	PROPOSED LOT LINES
---	PMA	---	PROPOSED WATER
---	PRIMARY MANAGEMENT AREA	---	PROPOSED SEWER
---	STREAM BUFFER	---	15% - 25% Slope
---	NON-TIDAL WETLANDS BOUNDARY	---	Greater Than 25% Slope
---	NON-TIDAL WETLANDS BUFFER	---	
---	100 YEAR FLOODPLAIN LIMITS		

SURVEYOR'S AND ENGINEER'S CERTIFICATION

I HEREBY CERTIFY TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF THAT THE INFORMATION AND PROPERTY LINES SHOWN HEREON WERE TAKEN FROM A FIELD BOUNDARY SURVEY ON AVAILABLE RECORDS.

Michael J. Morgan
 MICHAEL J. MORGAN
 PROFESSIONAL ENGINEER
 MD REG. NO. 10229
 EXP. DATE: 01-31-2015

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 10229, EXPIRATION DATE: 01/31/15.

LANHAM OFFICE
 4300 Forbes Boulevard, Suite 230
 Lanham, MD 20706
 I 301.754.7555 / 301.794.7559

NO.	REVISION	DATE	BY	CHKD.
1	PRELIMINARY PLAN	02/01/2012	JM	JM
2	REVISED SITE PLAN	02/01/2012	JM	JM
3	REVISED SITE PLAN	02/01/2012	JM	JM

MISS UTILITY NOTE

ANY INFORMATION CONCERNING EXISTING UTILITIES SHOULD BE OBTAINED FROM THE UTILITY COMPANIES AND THE TOWN OF RIVERDALE PARK. THE USER OF THIS PLAN SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE UTILITY COMPANIES AND THE TOWN OF RIVERDALE PARK. THE USER OF THIS PLAN SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE UTILITY COMPANIES AND THE TOWN OF RIVERDALE PARK.

OWNER/DEVELOPER/APPLICANT
 CALVERT TRACT LLC
 1628 L STREET NW SUITE 703
 WASHINGTON, D.C. 20036
 PHONE 202-483-8733
 CONTACT NAME: MR. CALVIN CAFRITZ
 MS. JANE CAFRITZ

NO.	REVISION	DATE	BY	CHKD.
1	PRELIMINARY PLAN	02/01/2012	JM	JM
2	REVISED SITE PLAN	02/01/2012	JM	JM
3	REVISED SITE PLAN	02/01/2012	JM	JM

PLAN VIEW - NORTH

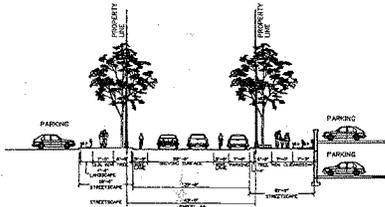
PRELIMINARY PLAN OF SUBDIVISION 4-13002
CAFRITZ PROPERTY

RIVERDALE (19th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

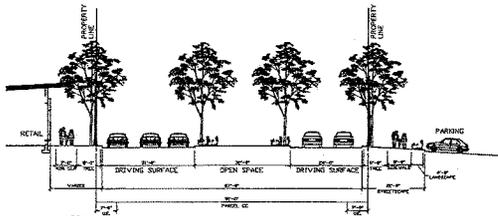
DATE: 02/01/2012

SCALE: 1" = 50'

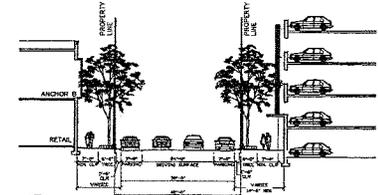
PROJECT NO: 2011-04-00



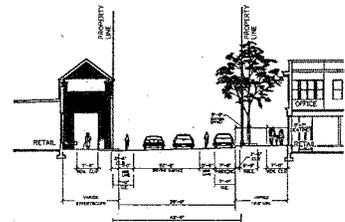
AA WOODBERRY ENTRY - PRIVATE ROAD
SCALE: 1" = 16'-0"



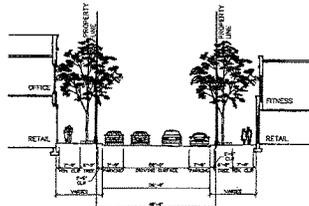
EE VANBUREN ENTRY - PRIVATE ROAD
SCALE: 1" = 16'-0"



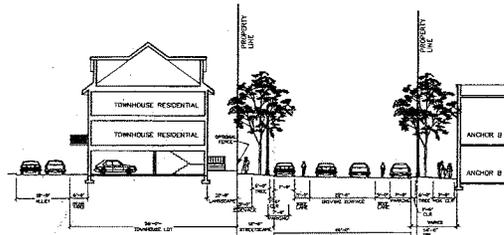
II 46TH ST - PRIVATE ROAD
SCALE: 1" = 16'-0"



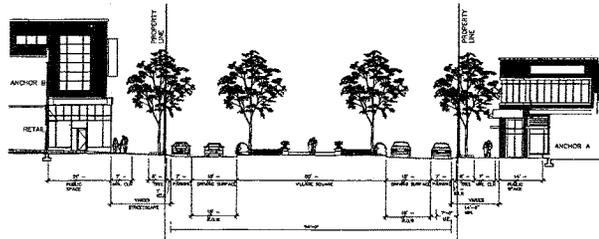
BB WOODBERRY AT ARCADE - PRIVATE ROAD
SCALE: 1" = 16'-0"



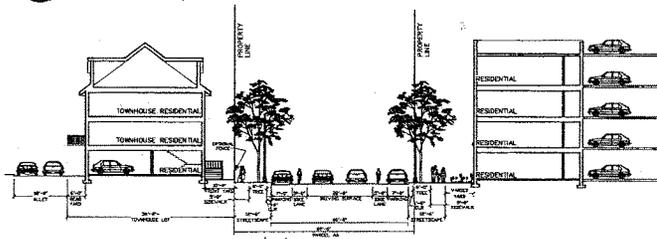
FF 45TH ST - PRIVATE ROAD
SCALE: 1" = 16'-0"



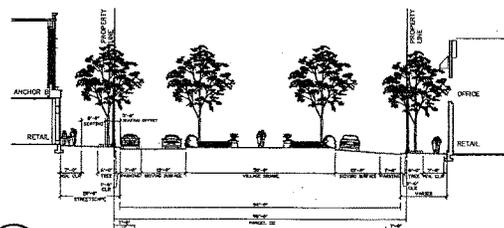
CC WOODBERRY AT TOWNS AND ANCHOR - PRIVATE ROAD
SCALE: 1" = 16'-0"



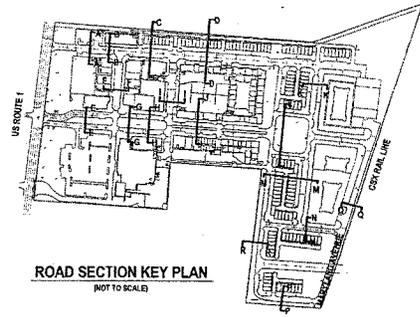
GG VAN BUREN VILLAGE SQUARE EATING AREA - PRIVATE ROAD
SCALE: 1" = 16'-0"



DD WOODBERRY AT TOWNS AND MULTI FAMILY - PRIVATE ROAD
SCALE: 1" = 16'-0"



HH VAN BUREN VILLAGE SQUARE - PRIVATE ROAD
SCALE: 1" = 16'-0"



ROAD SECTION KEY PLAN
(NOT TO SCALE)

The Maryland-National Capital Park and Planning Commission	
PRELIMINARY PLAN	_____
TCP	_____
PLANNING BOARD ACTION	_____
PER PC/CR RESOLUTIONS	_____
ADOPTION DATE	_____
SIGNATURE APPROVAL DATE	_____
AUTHORIZED SIGNATURE	

LS Landmark Survey Associates, Inc.
 Lanham Office
 4303 Forbes Boulevard, Suite 230
 Lanham, MD 20706
 T 301.794.7555 F 301.794.7556
 www.LSlandmark.com

NO. 1	PROPOSED 20' LANEWAY	RESIDENTIAL	DATE: 07/28/2011	BY: [Signature]
DATE:	07/28/2011	BY:	DATE:	07/28/2011

MISS UTILITY NOTE
 THE INFORMATION CONTAINED HEREIN IS FOR INFORMATIONAL PURPOSES ONLY AND DOES NOT CONSTITUTE A CONTRACT. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE PROTECTION OF ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES.

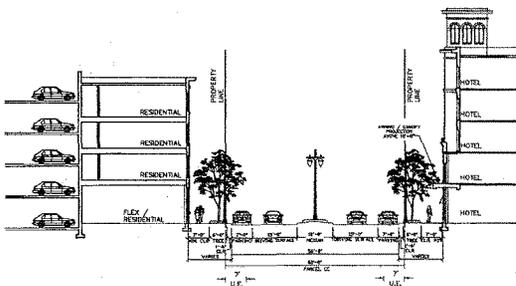
OWNER/DEVELOPER/APPLICANT
CALLVERT TRACT LLC
 1500 L STREET NW SLATE 703
 WASHINGTON, D.C. 20036
 PHONE 202-463-9793
 CONTACT NAME: **MR. CALVIN CAFRITZ**
MS. JANE CAFRITZ

PRELIMINARY PLAN OF SUBDIVISION - ROAD SECTIONS

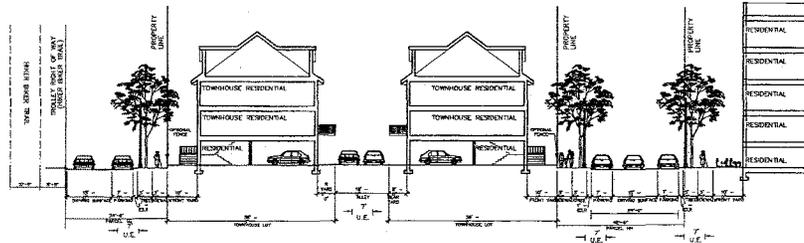
PRELIMINARY PLAN OF SUBDIVISION 4-13002
CAFRITZ PROPERTY

RIVERDALE (1988) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

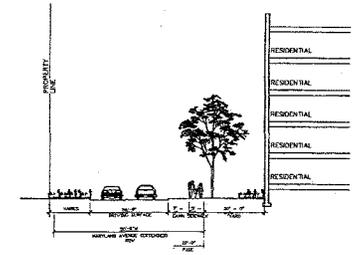
DATE: 07/28/2011
 BY: [Signature]
 DATE: 07/28/2011



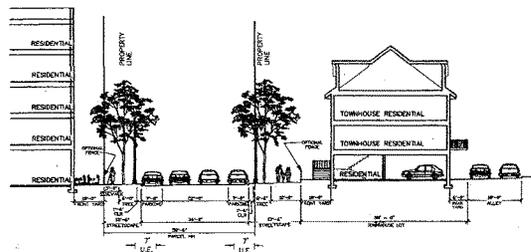
JJ VAN BUREN AT HOTEL - PRIVATE ROAD



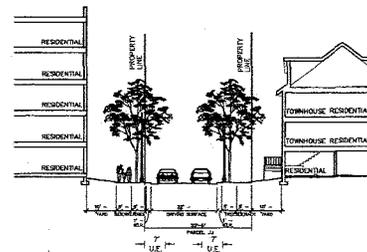
MM RHODE ISLAND AT TOWNS - PRIVATE ROAD



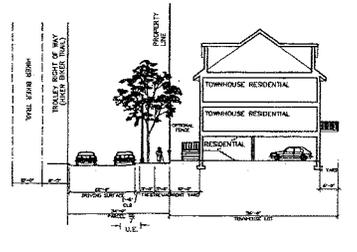
QQ MARYLAND AVENUE - PRIVATE ROAD



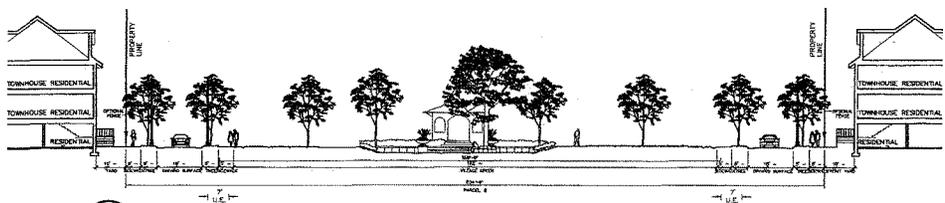
KK 47th STREET TOWNS AND MULTI FAMILY - PRIVATE ROAD



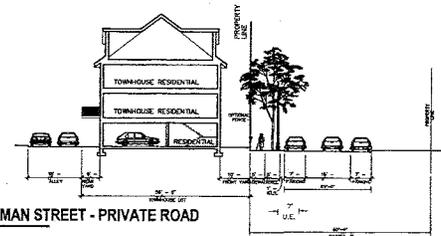
NN UNDERWOOD STREET - PRIVATE ROAD



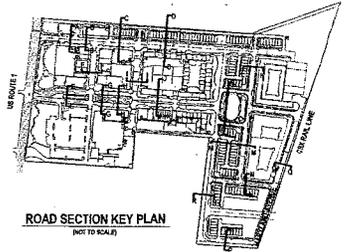
RR RHODE ISLAND AT TOWNS - PRIVATE ROAD



LL VILLAGE GREEN - PRIVATE ROAD



PP TUCKERMAN STREET - PRIVATE ROAD



ROAD SECTION KEY PLAN
(NOT TO SCALE)

THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 PRELIMINARY PLAN _____
 TOP _____
 PLANNING BOARD ACTION _____
 PER PROPOSER RESOLUTION _____
 ADOPTION DATE _____
 SIGNATURE APPROVAL DATE _____
 APPROVED SIGNATURE _____

LS Lanham
 Robert Lanham, Inc.
 LANHAM OFFICE
 4300 Forbes Boulevard, Suite 250
 Lanham, MD 20706
 T. 301.794.7655 F. 301.794.7655
 www.lanham.com

DATE	DESCRIPTION	BY	APPROVED
02/14/2012	REVISIONS	GM	02/14/2012
02/14/2012	REVISED SITE LAYOUT	GM	02/14/2012

MISS UTILITY NOTE
 INFORMATION PROVIDED BY THE OWNER IS SUBJECT TO THE ACCURACY OF THE RECORD DRAWINGS AND FIELD SURVEY. THE ENGINEER HAS CONDUCTED VISUAL INSPECTIONS OF THE RECORD DRAWINGS AND FIELD SURVEY. THE ENGINEER HAS NOT CONDUCTED ANY OTHER INVESTIGATION TO VERIFY THE ACCURACY OF THE INFORMATION PROVIDED BY THE OWNER. THE ENGINEER IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE INFORMATION PROVIDED BY THE OWNER. THE ENGINEER IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE INFORMATION PROVIDED BY THE OWNER.

OWNER/DEVELOPER/APPLICANT
 CALVEST TRACT LLC
 1628 L STREET, NW SUITE 703
 WASHINGTON, D.C. 20036
 PHONE: 202.462.8773
 CONTACT NAME: MS. CALVIN CAFRITZ
 MS. JANE CAFRITZ

NO.	DESCRIPTION	DATE
1	PRELIMINARY PLAN	02/14/2012
2	REVISED SITE LAYOUT	02/14/2012

PRELIMINARY PLAN OF SUBDIVISION - PLAN VIEW
PRELIMINARY PLAN OF SUBDIVISION 4-13002
CAFRITZ PROPERTY
 RIVERDALE (19B) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND
 PROJECT NO: 19190400
 SCALE: 1" = 50'-0"

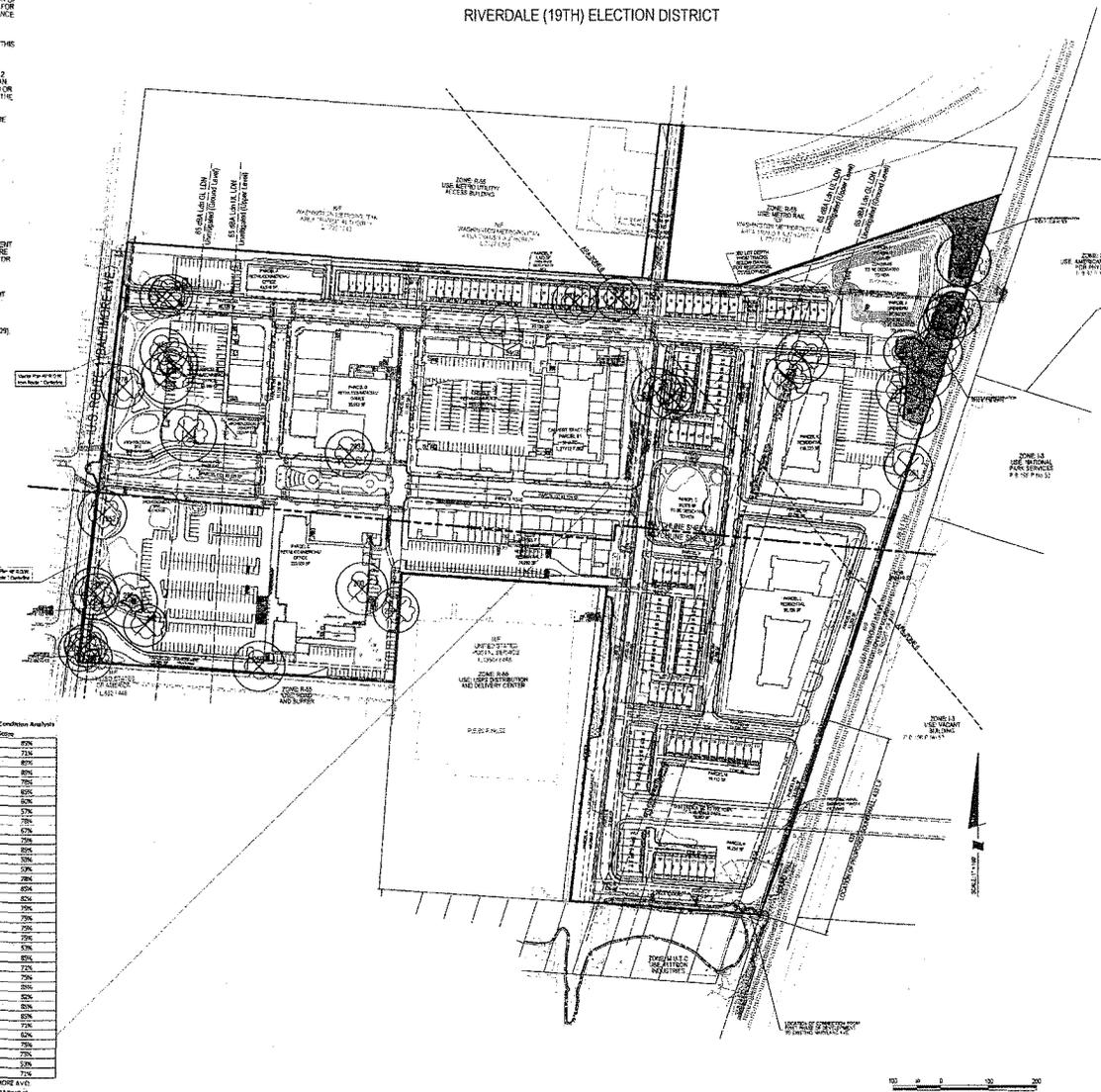
GENERAL NOTES

1. THIS PLAN IS CONCEPTUAL IN NATURE AND IS SUBMITTED TO FULFILL THE WOODLAND CONSERVATION REQUIREMENTS FOR A 4-1300Z. IF A 4-1300Z EXPIRES, THEN THIS TOPIC ALSO EXPIRES AND IS LONGER VALID.
2. THE TOPIC WILL BE MODIFIED BY A TYPE 3 TREE CONSERVATION PLAN IN CONJUNCTION WITH THE APPROVAL OF A DETAIL SITE PLAN, A SPECIFIC DESIGN PLAN, AND/OR GEOTECHNICAL APPLICATION, WHICHEVER COMES FIRST.
3. THE TYPE 3 TREE CONSERVATION PLAN WILL PROVIDE SPECIFIC DETAILS ON THE TYPE AND LOCATION OF PROTECTION BARRIERS, RELOCATION, AND FORESTRY. THE OTHER DETAILS NECESSARY FOR THE IMPLEMENTATION OF THE REQUIREMENT ON THIS SITE, THE DETAILED LIMITS OF DISTURBANCE SHOWN ON THIS TOPIC SHALL BE CONSISTENT WITH ALL OTHER PLANS FOR THIS PROJECT, INCLUDING THE STORMWATER MANAGEMENT PLAN AND THE EROSION AND SEDIMENT CONTROL PLAN.
4. CHANGES TO THE TYPE, LOCATION, OR EXTENT OF THE WOODLAND CONSERVATION REFLECTED ON THIS PLAN ARE SUBJECT TO THE CONFORMANCE PROVISIONS OF SECTION 26-18(b) OF THE WOODLAND CONSERVATION ORDINANCE.
5. EXISTING CLEARINGS OR DAMAGED WOODLANDS CONTRARY TO THIS PLAN AS MOVED BY A TYPE 2 TREE CONSERVATION PLAN, OR IN THE ABSENCE OF AN APPROVED TYPE 3 TREE CONSERVATION PLAN WITHIN THE EXPIRES WRITTEN CONSENT OF THE PRINCE GEORGE'S COUNTY PLANNING BOARD OR DISBURSE SHALL BE SUBJECT TO APPROPRIATE MITIGATION WHICH MAY INCLUDE RESTORATION OF THE DISTURBED AREA AND A FIVE (5) FOOT BUFFER FOR EACH SQUARE FOOT OF WOODLAND DISTURBED.
6. THE DEVELOPER OR BUILDER OF THE LOTS OR PARCELS SHOWN ON THIS PLAN SHALL NOTIFY FUTURE BUYERS OF ANY WOODLAND CONSERVATION AREAS THROUGH THE PROVISION OF A COPY OF THE APPROVED TOPIC AT THE TIME OF CONTRACT SIGNING. FUTURE OWNERS OF THE PROPERTY ARE ALSO SUBJECT TO THIS REQUIREMENT.
7. THE MAJORITY OF THE PROPERTY IS WITHIN THE DEVELOPED TIER AND IS ZONED M-1. A SMALL TRIANGLE IS THE NORTH EAST CORNER AND THE SCENIC BYWAY DESIGNATED THE WALKER SITE ZONED R-16.
8. THE SITE IS NOT ADJACENT TO A ROADWAY DESIGNATED AS SCENIC, HISTORIC, A PARKWAY, OR A SCENIC BYWAY.
9. THE PROPERTY IS ADJACENT TO BALTIMORE AVENUE (U.S. ROUTE 1) WHICH IS CLASSIFIED AS A COLLECTOR ROADWAY.
10. THIS PLAN IS NOT GRANDFATHERED BY CG 27-210, SECTION 55.119(d).
11. PLANS FOR STORMWATER MANAGEMENT ARE CONTAINED IN CONCEPTUAL STORMWATER MANAGEMENT PLAN #1580-2018. THE PROPOSED STORMWATER MANAGEMENT FACILITIES SHOWN ON THIS TOPIC ARE IN CONFORMANCE WITH THE CONCEPT PLAN APPROVAL. THE TOPIC SHOWS THE FINAL CONCEPT STORMWATER MANAGEMENT IN CONFORMANCE WITH THE APPROVED FINAL STORMWATER MANAGEMENT PLAN.
12. BASED UPON MAA OBSTRUCTION EVALUATION OF THE SITE, AS LONG AS THE PROPOSED BUILDINGS ARE BELOW THE SITE, THE SITE WILL COMPLY WITH CONAR 11-0105 AND PART FIVE 17. NO BUILDING HEIGHT WILL EXCEED 18'.
13. THE SITE IS SUBJECT TO APPROVED MRYZ06.
14. HISTORIC SITES ADJACENT TO THE PROPERTY: ERDC HISTORIC SITE (86-022); UNIVERSITY PARK (86-029); CALVERT HILLS (86-021); AND WINDSOR'S PARK (88-004) NATIONAL REGISTER HISTORIC DISTRICTS.
15. ARCHAEOLOGICAL SITES (MPOB) IS LOCATED ON THE PROPERTY.

CAFRTZ PROPERTY

TREE CONSERVATION PLAN TYPE I

RIVERDALE (19TH) ELECTION DISTRICT



LEGEND

- PROPERTY BOUNDARY
- LIMIT OF DISTURBANCE
- PRIMARY MANAGEMENT AREA
- 100-YEAR FLOODPLAIN
- EXISTING TREE LINE
- SOILS BOUNDARY
- SOILS BOUNDARY WITH CRITICAL ROOT ZONE (1" DBH + 1.5' CRZ)
- SPECIMEN TREE PROPOSED FOR REMOVAL
- SPECIMEN TREE TO SAVE
- STEEP SLOPES
- CLEARING FLOODPLAIN (C/F)
- BIORETENTION
- WOODLAND PRESERVATION AREA
- WOODLAND PRESERVED (NOT CREDITED)
- DIRECTIONAL ARROWS
- FORDOUS PAVEMENT

Woodland Conservation Worksheet
by Prince George's County

Zone	Area (Acres)	WCT	RCT
Gross Tract	15.25	1.00	1.00
Floodplain	0.06	0.06	0.06
Priority Disturbed Land	0.00	0.00	0.00
Net Tract (NAT)	15.19	1.00	1.00

Property Description or Subdivision Name: **CAFRTZ PROPERTY**
Is this site subject to the 1998 Ordinance? **Y**
Rehabilitation Requirement Retention Question:
Is this site (1) single family (A/F) (Y/N) **N**
Are there prior TCP approvals which include a combination of this lot and/or other lot (Y/N) **N**
Is this a Mitigation Bank **N**
Break-even Point (preservation) = **11.21** acres
Clearing permitted w/o restoration = **21.85** acres

Woodland Conservation Calculations:

	Net Tract (acres)	Floodplain Impacts (acres)	CR Site (acres)
Existing Woodland	15.25	0.06	0.00
Woodland Conservation Threshold (NAT) =	15.25	0.06	0.00
Smaller of a or b	3.75	0.00	0.00
Woodland above WCT	27.31	0.00	0.00
Woodland cleared	22.26	0.00	0.00
Smaller of d or e	27.31	0.00	0.00
Clearing above WCT (0.25, 1) replacement requirement	4.98	0.00	0.00
Clearing below WCT (2-1 replacement requirement)	15.00	0.00	0.00
Attenuation Threshold (ATP)	15.00	0.00	0.00
CR Site Mitigation (restoration) being provided on this property	0.00	0.00	0.00
Woodland Conservation Required	17.61	0.00	0.00

Woodland Conservation Provided:

Woodland Preservation	0.65
Rehabilitation / Restoration	0.00
Area approved for fee-in-lieu	19.56
Credits for CR Site Mitigation on another property	0.00
CR Site Mitigation (preservation) being provided on this property	0.00
CR Site Mitigation (restoration) being provided on this property	0.00
Total Woodland Conservation Provided	17.61

Area of woodland not cleared: **0.65** acres
Woodland retained net part of requirements: **0.12** acres

Prepared by: *[Signature]*

NOTE: THE OPTION OF USING FEE IN LIEU OF OFFSETTING WOODLAND CONSERVATION PRELIMINARY PLAN # 13002

APPROVAL

PRINCE GEORGE'S COUNTY PLANNING BOARD
APPROVAL
DATE: _____

TCP # _____

APPROVED BY: _____ DATE: _____
 01 REVISION
 02 REVISION
 03 REVISION
 04 REVISION

Cafritz Property: Specimen Tree List (ISA No. 3411-01-00)

NO.	Species	Common Name	Comments	DBH	Condition	Disposition	Condition Analysis
247	Quercus falcata	S. Red Oak		35	Good	Remove	85%
248	Hicoria rubra	Red Maple	See # 247	33	Fair	Remove	80%
249	Quercus falcata	S. Red Oak		33	Good	Remove	80%
250	Quercus phellos	Willow Oak		36	Good	Remove	80%
251	Quercus falcata	S. Red Oak		34	Fair	Remove	75%
252	Quercus phellos	Willow Oak		33	Good	Remove	80%
253	Quercus falcata	S. Red Oak	Some white bark, no insect damage	32	Fair	Remove	80%
254	Quercus falcata	S. Red Oak		32	Fair	Remove	80%
255	Quercus falcata	S. Red Oak	Some white bark, no insect damage	32	Fair	Remove	80%
256	Quercus phellos	Willow Oak		36	Fair	Remove	75%
257	Hicoria rubra	Red Maple		32	Fair	Remove	80%
258	Quercus alba	White Oak		32	Fair	Remove	75%
259	Quercus phellos	Willow Oak		M	Good	Remove	80%
260	Quercus phellos	Willow Oak		33	Fair	Remove	75%
261	Quercus alba	White Oak	Some white bark, no insect damage	33	Fair	Remove	75%
262	Quercus falcata	S. Red Oak	Some white bark, no insect damage	38	Fair	Remove	50%
263	Quercus alba	White Oak	Some white bark, no insect damage	38	Fair	Remove	50%
264	Quercus alba	White Oak	Some white bark, no insect damage	37	Fair	Remove	50%
265	Quercus alba	White Oak	Some white bark, no insect damage	35	Good	Save	85%
266	Quercus falcata	S. Red Oak		33	Fair	Remove	75%
267	Quercus alba	White Oak		33	Fair	Save	75%
268	Quercus alba	White Oak	Some white bark, no insect damage	31	Fair	Save	80%
269	Quercus alba	White Oak	Some white bark, no insect damage	38	Fair	Save	75%
270	Quercus alba	White Oak		38	Poor	Save	50%
271	Quercus alba	White Oak		37	Fair	Remove	80%
272	Quercus alba	White Oak		37	Fair	Remove	80%
273	Quercus alba	White Oak		35	Fair	Remove	75%
274	Quercus phellos	Willow Oak		32	Good	Remove	80%
275	Quercus rubra	Red Oak		31	Good	Remove	80%
276	Quercus rubra	Red Oak		30	Good	Remove	80%
277	Quercus rubra	Red Oak		30	Good	Remove	80%
278	Quercus phellos	Willow Oak		30	Good	Remove	80%
279	Quercus alba	White Oak		30	Fair	Remove	75%
280	Quercus phellos	Willow Oak		30	Good	Remove	80%
281	Quercus alba	White Oak		31	Fair	Save	75%
282	Quercus phellos	Willow Oak		30	Fair	Remove	75%
283	Quercus falcata	S. Red Oak		31	Fair	Remove	80%
284	Quercus alba	White Oak	Some white bark, no insect damage	31	Fair	Remove	75%

MISS UTILITY NOTE

OWNER/DEVELOPER/APPLICANT: **CAFRTZ TRACT LLC**
 1881 STREET NW
 SUITE 200
 WASHINGTON, DC 20006
 PROJECT: **CAFRTZ PROPERTY**
 CONTRACT: **CAFRTZ**

DATE: **JUNE 2011**

SCALE: **AS SHOWN**

COVER SHEET

TREE CONSERVATION PLAN TYPE I
4-1300Z
CAFRTZ PROPERTY

RIVERDALE (19TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

APPROVAL

PRINCE GEORGE'S COUNTY PLANNING BOARD
APPROVAL
DATE: _____

TCP # _____

APPROVED BY: _____ DATE: _____
 01 REVISION
 02 REVISION
 03 REVISION
 04 REVISION

ANNEX

ANNEX 1: **CAFRTZ PROPERTY**

ANNEX 2: **CAFRTZ PROPERTY**

ANNEX 3: **CAFRTZ PROPERTY**

ANNEX 4: **CAFRTZ PROPERTY**

ANNEX 5: **CAFRTZ PROPERTY**

ANNEX 6: **CAFRTZ PROPERTY**

ANNEX 7: **CAFRTZ PROPERTY**

ANNEX 8: **CAFRTZ PROPERTY**

ANNEX 9: **CAFRTZ PROPERTY**

ANNEX 10: **CAFRTZ PROPERTY**

ATTACHMENT 3




L&S
 Engineering, Inc.
 1295 Forbes Boulevard
 Lanham, MD 20706
 P: 301.794.7555 F: 301.794.7556
 www.lse.com

NO.	REVISION	BY	DATE
	1.0		08/08/2008

DATE	08/08/2008	BY	VB
CHECKED			

MAP	NO.	DATE
42-02	02	08/08/2008

DATE	08/08/2008
------	------------

CAFRTZ PROPERTY
 RIVERDALE (19th) ELECTION DISTRICT
 PRINCE GEORGE'S COUNTY, MARYLAND

Kosack, Jill

From: Lareuse, Susan
Sent: Monday, April 29, 2013 9:02 AM
To: Adams, Steven; Kosack, Jill
Subject: FW: Cafritz: University of Maryland Support for J Crossing
Attachments: CSX Crossing J.3.300.pdf; maginnis.vcf

FYI

-----Original Message-----

From: Piret, Fern
Sent: Monday, April 29, 2013 8:48 AM
To: Hirsch, Alan; Chellis, Whitney; Lareuse, Susan
Subject: FW: Cafritz: University of Maryland Support for J Crossing

-----Original Message-----

From: Ed Maginnis [<mailto:maginnis@umd.edu>]
Sent: Friday, April 26, 2013 6:02 PM
To: tmaloney@jgllaw.com; dmglaros@co.pg.md.us; dsiannucci@co.pg.md.us; bwfrome@co.pg.md.us; varcher@gmail.com; varcher@riverdaleparkmd.gov; akthompson@riverdaleparkmd.gov; jebbler@riverdaleparkmd.gov; afellows@collegeparkmd.gov; mayor@upmd.org; mtartaro@hyattsville.org; Andre J. Gingles; Larry Taub (ltaub@omng.com); Jim Soltesz, P.E.; Tim Davis, RLA, AICP; Piret, Fern
Cc: William Joyce; Irene Redmiles; Robert M. Specter
Subject: Cafritz: University of Maryland Support for J Crossing

All:

It has come to the University's attention that there might be some confusion about what is meant by the term "J Crossing" and the University's support for such a crossing, connecting the Cafritz Project to River Road through University of Maryland property. The University supports that crossing of the CSX tracks as shown on the plan attached to this email and identified as Option J.3.300. The University intends to send a letter to the Planning Board supporting this alignment. For precision, Option J.3.300 should be referred to when using the shorthand phrase "J Crossing."

Ed Maginnis
University Counsel



WELLS + ASSOCIATES

Date: March 5, 2013

To: Faramarz Mokhtari, PhD
 Maryland-National Capital Park & Planning Commission (M-NCPPC)
 Transportation Planning Section
 14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772

Subject: Cafritz Traffic Study Addendum
 Preliminary Plan Cafritz Property
Prince George's County, Maryland

Introduction

The Cafritz Property at Riverdale Park Traffic Impact Study Report, dated July 10, 2012, conducted by Wells + Associates was submitted in support of the preliminary plan application for the Cafritz Property at Riverdale Park. The study included analysis for the total proposed development comprising 981 dwelling units, a 120-room hotel, 22,000 square feet of office space, and 168,200 square feet of retail space. A subsequent memorandum (dated December 6, 2012), considering maximum allowable transit reductions and re-assignment of traffic due to the proposed CSX crossing, was submitted to the County and is contained in Appendix A.

This study serves as an addendum to our earlier submitted traffic impact study and December 6, 2012 memorandum. This addendum is based on MNCPPC Transportation Review Guidelines, Part I, 2012 (here after referred to as 2012 MNCPPC Guidelines), and presents the results of the analysis updated using the latest counts or using the counts that were projected to reflect the increase in traffic that may have occurred in 2012. This addendum includes analysis of all the study intersections for AM, PM, Mid-day and Saturday peak hours as contained in the July 10, 2012 traffic study.

Accordingly, the following three intersections that were operating at or above Level of Service (LOS) "C" with the proposed development project were recounted:

- US 1/Paint Branch Parkway (during AM, PM and Saturday peak hours)
- US 1/MD 410 (during AM, PM and Saturday peak hours)
- MD 201/River Road (during AM and PM peak hours)

The weekday traffic counts for the aforementioned intersections were collected on January 30, 2013 from 6:00 AM to 9:00 AM and 4:00 PM to 7:00PM. Saturday traffic counts for the above cited intersections were collected on February 9, 2013 from 10:00 AM to 6:00 PM. All traffic counts collected are included in Appendix B.

The remaining intersections, during all time periods, were anticipated to operate at a CLV LOS "B" or better under total future conditions in the July 10, 2012 study and likely to remain well under a

congestion standard of 1,600 CLV. The existing traffic on the aforementioned intersections was projected to the build out year of 2017 using a regional growth rate of 0.5%. For intersections (along US 1) not recounted and for the other study peak hours of the above referenced three intersections, growth rate was added through the proposed build-out year plus one year to reflect the increase that may have occurred in 2012. The recounts of all the intersections, other than the three aforementioned intersections and time periods, will be conducted and submitted to the County on or before March 15, 2013 for volume verification purposes.

This addendum reports the level of service analysis for the existing conditions, background conditions and total future conditions as outlined below.

Existing Levels of Service

Existing analysis for AM, PM, Mid-day and Saturday peak hours was conducted based on the existing peak hour traffic counts shown on Figures 1 and 2, existing lane use and traffic control (see Figure 3 of the traffic study, dated July 10, 2012), the MNCPPC critical lane analysis procedure for signalized intersections, and the Highway Capacity Manual (HCM) method for unsignalized intersections, in accordance with the MNCPPC guidelines.

The existing conditions CLV analysis worksheets are contained in Appendix C and summarized in the attached Tables 1 and 2. The results of the analysis for the existing conditions indicate that all of the study intersections are currently operating within the Developed Tier standard.

Background Condition Analysis

Background Traffic Forecasts

The background traffic forecasts for build-out year (2017) conditions included a regional growth rate of 0.5%, and nine (9) other approved, but unbuilt, development projects within the site vicinity. It should be noted that for intersections (along US 1) not recounted and for the other study peak hours of the aforementioned three intersections, growth rate was added through the proposed build-out year plus one year to reflect the increase that may have occurred in 2012. The approved background developments are the same as contained in the July 10, 2012 report. These approved developments are listed on Page 15 of the July 10, 2012 report.

The background site trip generation was based on the rates established in the 2012 MNCPPC Guidelines and on rates/equations established in the ITE Trip Generation manual, 9th Edition. The trip generation for the approved pipeline developments is shown on Table 3. As noted in Table 3, the background developments are anticipated to generate a total of 2,939 AM new peak hour trips, 3,110 PM new peak hour trips, 2,168 mid-day new peak trips and 1,795 Saturday new peak hour trips to the area road system. The resulting combined approved developments for AM/PM and Mid-Day/Saturday peak hours are shown in Figures 3 and 4, respectively. The individual development site trip assignments are shown in the forecasting sheets contained in Appendix D of this addendum.

The combined approved development peak hour trips and the regional growth through project build-out year were then added to the existing peak hour volumes, shown in Figures 1 and 2 to yield the future background traffic volumes. The background traffic volumes are shown on Figures 5 and 6 of this addendum report.

Background Levels of Service

Background peak hour levels of service were calculated at the 18 study intersections based on the lane use and traffic control shown on Figure 10 of the traffic study, dated July 10, 2012, the background traffic volumes shown on Figures 5 and 6 of this addendum, the MNCPPC critical lane analysis procedure for signalized intersections, and the Highway Capacity Manual (HCM) method for unsignalized intersections, in accordance with the 2012 MNCPPC Guidelines.

The following roadway improvements are considered for background condition analysis:

- Additional right turn lane on the east bound approach of MD 201/River Road Intersection
- Additional left turn lane on the north bound approach of MD 201/River Road Intersection
- A second northbound left turn lane on US 1 at MD 410.

The improvement at MD 410/US 1 is in the Maryland State Highway Administration (SHA) Consolidated Transportation Program (CTP). The improvements at MD 201/River Road have been conditioned upon recently approved M-Square development (DSP -09028). All three improvements cited above are bonded or funded for construction.

The results are presented in Appendix E and summarized in Tables 4 and 5 (of this addendum). It should be noted that the Mid-day level of service analysis is conducted for only intersections 3, 7, 8, 9, 10, 11, 12, 16, 17, and 18 per the scope agreement included in Appendix A (of traffic study, dated July 10, 2012).

Table 4 indicates that all intersections will continue to operate within the MNCPPC standards for the developed tier during the AM and PM peak hours. It should be noted that per HCM methodology for unsignalized intersections, the River Road/Rivertech Court intersection operates with a delay greater than 50 seconds on North-South approaches along Rivertech Court. In such cases, the new MNCPPC Transportation Review Guidelines, Part 1, 2012 suggests using two-way stop controlled CLV methodology, with a CLV threshold of 1,150 as an acceptable standard. The subject intersection will have a CLV of 811 or less during any of the analyzed peak hours. Therefore, the subject intersection operates within an acceptable standard during AM and PM peak hours.

Table 5 indicates that all intersections will continue to operate within the MNCPPC standards for the developed tier during the Saturday and Mid-day peak hour.

Total Future

Site Access Concept

The vehicular access to the site will be provided via three access points on US 1. The main entrance will be located directly across from Van Buren Street and provides full access to the site. The northern site driveway will be either a right-in and right-out access or a right-out only access. As a worst case scenario, we have analyzed this driveway as a right-out access only. The southern site driveway will provide right-in access only. Additionally, connection between the site and River Road will be provided via the proposed CSX Crossing.

Site Generated Traffic

The proposed development will consist of 981 dwelling units, a 120-room hotel, 22,000 square feet of office space, and 168,200 square feet of retail. Full build-out of the Cafritz Property at Riverdale Park will generate 452 new AM peak hour trips, 756 new PM peak hour trips, 652 new Mid-day peak hour trips and 1,016 Saturday peak hour trips, as shown in Table 6.

The site trip generation for AM, PM and Saturday peak hours was developed using the MNCPPC trip generation rates, and ITE 9th edition Trip Generation report. The Mid-day site trip generation was based on review of diurnal rates established in the ITE 9th Edition Trip Generation report and data collection efforts from other studies. This information is included in Appendix F of this addendum.

Trip generation considers reduction of vehicular trips due to the synergy between the different uses proposed. These trips are "captured" and stay within the project. The internal capture rate between the uses within the site was calculated based on the ITE Trip Generation Handbook, March 2001. Copies of the internal capture calculations are presented in Attachment A of this addendum. A pass-by rate of 40% (as required by 2012 MNCPPC Guidelines) was applied for retail land uses during AM and PM peak and a 34% pass-by (obtained from ITE Trip Generation Handbook, Second Edition) was applied for Mid-day and Saturday peak hours.

Transit reduction was based on the 2012 MNCPPC Guidelines. These guidelines allow for a reduction of site trips of 30 percent for transit oriented development that meet certain standards of design. Based on the Transit Oriented Development (TOD) checklist, Cafritz at Riverdale Park would be eligible for the 30% transit reduction scoring over the 92 points needed for an excellent rating. A copy of the TOD checklist is included in Appendix F.

A transit reduction of 30% was applied to residential, hotel and office land uses. For retail, a transit reduction of 15% was applied as a conservative measure.

Site Traffic Distribution

The directional distributions used for this analysis are in accordance with the traffic distributions shown in the scoping agreement contained in Appendix A of the July 10, 2012 report. This distribution of the site traffic assumes the connection to Maryland Avenue as well as the CSX crossing from the site to Rivertech Court. Figures 7 and 8 show the resulting site AM and PM new and pass-by traffic,

respectively. Figures 9 and 10 show the resulting site Saturday and Mid-day new and pass-by traffic, respectively.

Due to the proposed CSX crossing with the connection to Rivertech Court, the approved development project M-Square will have access to and through the Cafritz Property at Riverdale Park. Therefore, the trip assignments for the M-Square project were adjusted to reflect this new connection in the total future condition. The adjusted trip assignments for M-Square and the resulting adjusted background peak hour volumes are located in Appendix G. Figures G-1 and G-2 show the reassigned combined approved development volumes for the AM and PM peak hours, and the Mid-day and Saturday peak hour volumes, respectively. The background development volumes for AM & PM and Mid-day & Saturday peak hours are shown in Figures G-3 and G-4, respectively. These figures are contained in Appendix F.

CSX re-assignments of the existing traffic to and from US 1 at MD 410 are in accordance with the justification letter, dated December 13, 2012, submitted to the County. This justification letter is included in Appendix A. These reductions for AM & PM and Mid-day & Saturday peak hours are shown in Figures G-5 and G-6, respectively and are included in Appendix G.

The site volumes shown in Figures 5, 6, 7 and 8 were then added to the background traffic volumes shown on Figures G-3 and G-4, and Figures G-5 and G-6 to yield the total future traffic forecasts for the weekday AM and PM peak hours and the Mid-day and Saturday peak hour volumes as shown on Figures 11 and 12, respectively. The site assignments for the individual uses proposed are shown on the forecast worksheets in Appendix C.

Future Levels of Service WITH the Development of Cafritz Property at Riverdale Park

Future peak hour levels of service with the proposed development of the Cafritz Property at Riverdale Park were calculated for the 18 study intersections based on the background lane use and traffic control shown on Figure 10 (see Page 23, of the traffic study, dated July 10, 2012), the total future traffic forecasts shown on Figures 11 and 12 of this addendum, the MNCPPC critical lane analysis procedure for signalized intersections, and the Highway Capacity Manual (HCM) method for unsignalized intersections, in accordance with the 2012 MNCPPC Guidelines.

A signal is proposed to be installed at US 1/Van Buren/Future site access with this first phase of development. Therefore, the subject intersection has been analyzed as a signalized intersection for total future conditions. A signal warrant analysis indicating that this intersection will meet the warrants is included in Appendices I through L of the July 10, 2012 report. The improvements noted in the 'Background Levels of Service' section have been used for total future conditions as well.

The total future analysis worksheets are contained in Appendix G and results are summarized in Tables 7 and 8. Table 7 indicates that all intersections will continue to operate within the MNCPPC standards during AM and PM peak hours. It should be noted that per HCM methodology for unsignalized intersections, the River Road/Rivertech Court intersection operates with a delay greater than 50 seconds on north-south approaches along Rivertech Court. In such cases, the new MNCPPC Transportation Review Guidelines, Part 1, 2012 suggests using two-way stop controlled CLV methodology, with a CLV threshold of 1,150 as acceptable standard. The subject intersection will have a

CLV of 1,110 or less during any of the analyzed peak hours. Therefore, the subject intersection will operate within an acceptable standard during AM and PM peak hours.

Table 8 (Mid-day and Saturday peak hours) indicates that all intersections will continue to operate within the MNCPPC standards for the developed tier during the Mid-day and Saturday peak hours.

Conclusions

This traffic analysis addendum for proposed development of the Cafritz Property at Riverdale Park includes analysis of existing, background and total future conditions. The major findings and conclusions of this supplemental analysis are as follows:

1. Three Intersections - US I/Paint Branch Parkway, US I/MD 410 and Kenilworth/River Road that were operating at or above LOS "C", were recounted. AM, PM and Saturday counts were collected at the intersections of US I/MD 140 and US I/Paint Branch parkway. AM & PM counts were collected at the Kenilworth/River Road.
2. Under existing conditions, all of the existing study intersections are operating at acceptable levels of service.
3. For the three intersections that were recounted, a regional growth rate of 0.5% per year compounded through the year 2017 was applied. For intersections not recounted, the analysis is based on the counts reported in the July 10, 2012 study. These existing volumes were projected to background conditions using a regional growth rate of 0.5% per year compounded through to build-out year plus one year to reflect the increase that may have occurred in 2012.
4. The approved background developments will add a total of 2,939 AM peak hour trips, 3,110 PM peak hour trips, 2,168 Weekday Mid-day peak hour trips and 1,795 Saturday peak hour trips to the area road system.
5. Under background conditions, which include growth plus traffic from approved developments, all of the study intersections will continue to operate at acceptable levels of service during AM and PM peak hours. The intersection of River Road/Rivertech Court operates within acceptable MNCPPC standards based on the CLV methodology for unsignalized intersections contained in the MNCPPC Transportation Review Guidelines, Part I 2012 report. During Mid-day and Saturday peak hours, all of the study intersections are anticipated to operate at acceptable levels of service.
6. The proposed development of the Cafritz Property at Riverdale Park will generate 452 new AM peak hour trips, 756 new PM peak hour trips, 652 Mid-day peak hour trips and 1,016 Saturday peak hour trips.

7. Under total future conditions, all of the study intersections will continue to operate at acceptable levels of service during AM and PM peak hours. The intersection of River Road/Rivertech Court operates within acceptable MNCPPC standards per the guidelines on CLV methodology for unsignalized intersections contained in the 2012 MNCPPC Guidelines. During Mid-day and Saturday peak hours, all of the study intersections will continue to operate at acceptable levels of service.
8. All intersections and time periods not recounted in this addendum document will be recounted for volume verification purposes and will be submitted to the County on or before March 15, 2013.

Should you have any comments or questions, please contact me at (410) 266-5723.

Sincerely,



Nancy Randall, AICP
Principal Associate

C:\PROJECTS\4501-5000\4782 RIVERDALE CAFRITA\FEB 25, 2013\4782 - RPT GRAPHICS - FEB 25 - 013.DWG

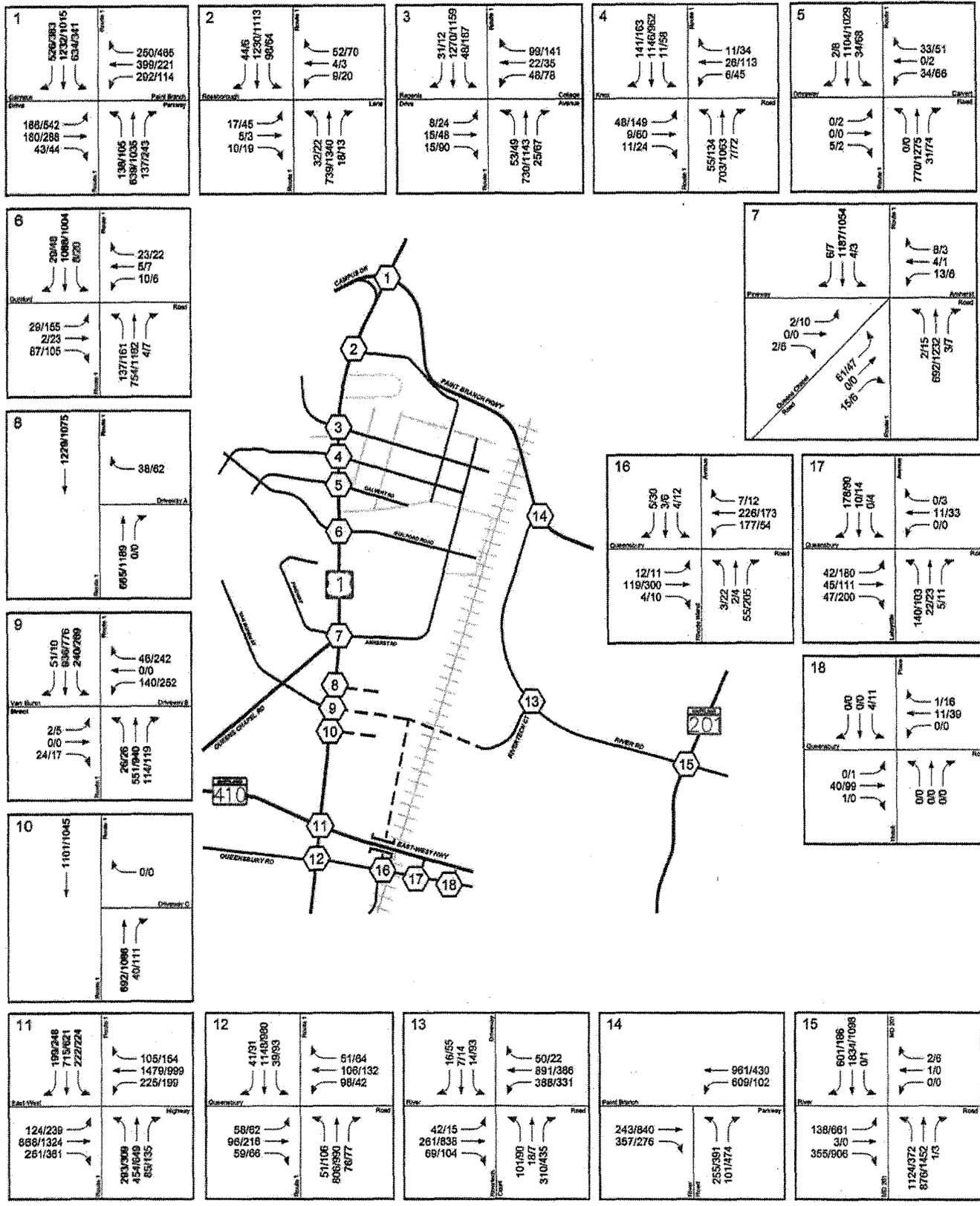


Figure 11
Total Future Peak Hour Traffic Forecasts with CSX - AM & PM



Carfriz Property at Riverdale Park
Prince Georges County, Maryland

Wells + Associates, Inc.

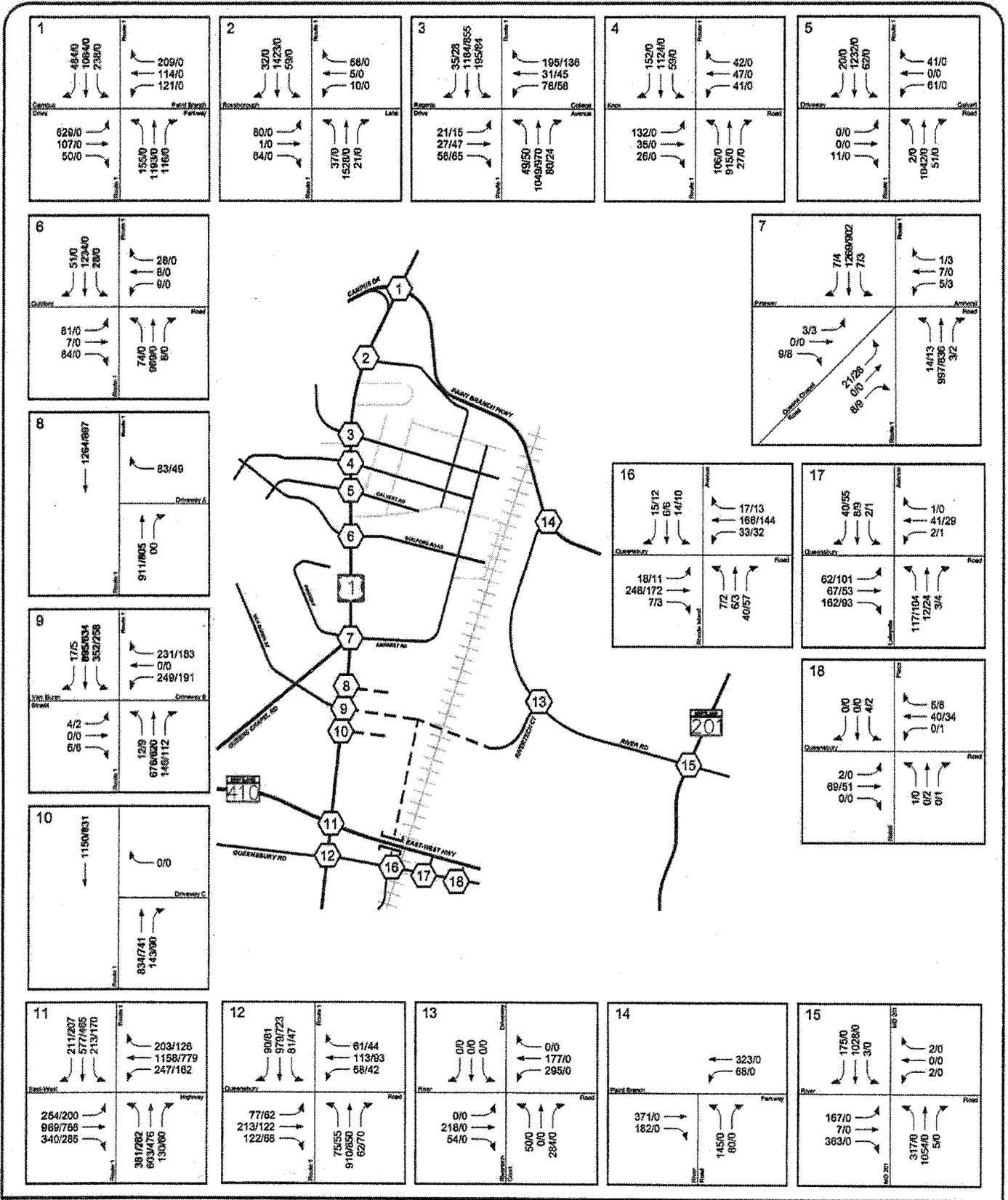
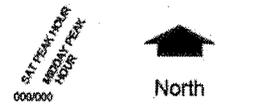


Figure 12
Total Future Peak Hour Traffic Forecasts with CSX - SAT & MID DAY



Notes: 1. Saturday Peak Hour Turning Movement Volumes shown for all Intersections
 2. Mid-day Peak Hour Turning Movement Volumes shown for Intersections 3,7,8,9,10,11,12,16,17 & 18 per MNCPPC Scoping Agreement

Carfitz Property at Riverdale Park
 Prince Georges County, Maryland



Table 7

Cafritz Property at Riverdale Park

Total Future Intersection Level of Service Summary - AM and PM peak hours

Intersection	Operating Condition	Approach/ Movement	Existing		Background		Total Future	
			AM	PM	AM	PM	AM	PM
1: US 1/Paint Branch Parkway	Signalized	Overall	B (1081)	B (1095)	C (1250)	D (1395)	C (1231)	D (1379)
2: US 1/Rosborough Lane	Signalized	Overall	A (692)	A (767)	A (752)	A (859)	A (764)	A (878)
3: US 1/College Avenue	Signalized	Overall	A (754)	A (857)	A (839)	B (1065)	A (855)	B (1095)
4: US 1/Knox Road	Signalized	Overall	A (775)	A (993)	A (841)	B (1090)	A (855)	B (1099)
5: US 1/Calvert Road	Signalized	Overall	A (572)	A (768)	A (637)	A (849)	A (647)	A (880)
6: US 1/Guilford Road	Signalized	Overall	A (712)	A (754)	A (781)	A (871)	A (819)	A (940)
7: US 1/Amherst Road	Signalized	Overall	A (659)	A (619)	A (717)	A (688)	A (762)	A (760)
8: US 1/North Site Access (Future)	Unsignalized	WB	N/A	N/A	N/A	N/A	B [10.5]	B [13.6]
9: US 1/Van Buren/Future Site Access	Unsignalized	NBL EB	B [10.9] B [12.8]	A [10.0] B [13.3]	B [11.5] B [13.5]	B [10.8] B [14.8]		
Improvements ¹	Signalized	Overall	N/A	N/A	N/A	N/A	A (716)	B (1044)
10: US 1/South Site Access (Future)	Unsignalized	WB	N/A	N/A	N/A	N/A	B [10.4]	B [12.5]
11: US 1/MD 410 ²	Signalized	Overall	D (1442)	E (1593)	D (1400)	E (1586)	D (1389)	E (1590)
		With CSX Re-assignments ²						
12: US 1/Queensbury Road	Signalized	Overall	A (934)	A (941)	A (993)	B (1023)	A (958)	B (1019)
13: Rivertech Court/River Road	Unsignalized (HCM Methodology)	NB SB EBL WBL	D [27.6] C [24.1] A [8.0] A [8.2]	C [17.4] C [22.7] A [7.7] A [8.2]	F [199.9] F [250.2] B [10.6] A [9.0]	F [52.8] F [264.2] A [8.3] B [10.6]	F [418.8] F [933.8] B [10.5] A [9.5]	F [628.8] F [6462] A [8.2] C [15.3]
		MNCPPC CLV Methodology			643	811	713	1110
14: River Road/Paint Branch Parkway	Signalized	Overall	A (662)	A (634)	A (690)	A (819)	A (682)	A (758)
15: Kenilworth Road/River Road ³	Signalized	Overall	B (1044)	B (1025)	D (1358)	C (1164)	D (1441)	C (1203)
16: Rhode Island/Queens Bury Road	Unsignalized	Overall	B [10.72]	B [11.15]	B [10.72]	B [11.15]	B [10.79]	B [11.43]
17: Lafayette Avenue/Queens Bury Road	Unsignalized	Overall	A [8.59]	B [12.94]	A [8.59]	B [12.94]	A [8.60]	B [13.09]
18: Natoli Place/Queens Bury Road	Unsignalized	NB SB EBL WBL	A [8.8] A [8.8] A [7.2] A [7.3]	A [9.4] A [9.5] A [7.3] A [7.4]	A [8.8] A [8.8] A [7.2] A [7.3]	A [9.4] A [9.5] A [7.3] A [7.4]	A [8.8] A [8.8] A [7.2] A [7.3]	A [9.5] A [9.5] A [7.3] A [7.4]

Notes: Numbers in parentheses () represent the critical lane volume at signalized intersections.

Numbers in square brackets [] represent delay at unsignalized intersections in seconds per vehicle.

1) Signalized intersection.

2) Includes SHA Improvements providing second northbound left turn lane on US 1 for background and total future conditions

3) Includes Riverside Subdivision Phase I Improvements for background and total future conditions

Table 8

Cafritz Property at Riverdale Park

Total Future Intersection Level of Service Summary - SAT and Mid-day peak hours

Intersection	Operating Condition	Approach/ Movement	Existing		Background		Total Future	
			SAT	MID DAY	SAT	MID DAY	SAT	MID DAY
1: US 1/Paint Branch Parkway	Signalized	Overall	B (1050)	-	C (1299)	-	D (1318)	-
2: US 1/Rossborough Lane	Signalized	Overall	A (893)	-	A (987)	-	B (1007)	-
3: US 1/College Avenue	Signalized	Overall	A (759)	A (684)	A (977)	A (857)	B (1017)	A (818)
4: US 1/Knox Road	Signalized	Overall	A (952)	-	B (1020)	-	B (1074)	-
5: US 1/Calvert Road	Signalized	Overall	A (639)	-	A (708)	-	A (763)	-
6: US 1/Guilford Road	Signalized	Overall	A (735)	-	A (819)	-	A (908)	-
7: US 1/Amherst Road	Signalized	Overall	A (604)	A (446)	A (667)	A (505)	A (760)	A (562)
8: US 1/North Site Access (Future)	Unsignalized	WB	N/A	N/A	N/A	N/A	B [12.2]	B [11.2]
9: US 1/Van Buren/Future Site Access	Unsignalized	NBL EB	B [10.6] C [15.5]	A [9.2] B [11.9]	B [11.2] C [16.9]	A [9.6] B [12.6]		
Improvements ¹	Signalized	Overall	N/A	N/A	N/A	N/A	A (963)	A (784)
10: US 1/South Site Access (Future)	Unsignalized	WB	N/A	N/A	N/A	N/A	B [11.4]	B [10.8]
11: US 1/MD 410 ²	Signalized	Overall	E (1507)	C (1164)	D (1433)	B (1126)		
With CSX Re-assignments ²			-	-	-	-	D (1442)	B (1122)
12: US 1/Queensbury Road	Signalized	Overall	A (989)	A (722)	B (1055)	A (783)	B (1056)	A (785)
13: Rivertech Court/River Road	Unsignalized (HCM Methodology)	NB SB EBL WBL	A [9.8] A [0.0] A [7.4] A [7.6]	- - - -	B [10.4] - A [7.6] A [7.9]	- - - -	B [15.0] - A [7.6] A [8.7]	- - - -
MNCPPC CLV Methodology					201	-	500	-
14: River Road/Paint Branch Parkway	Signalized	Overall	A (270)	-	A (340)	-	A (332)	-
15: Kenilworth Road/River Road ³	Signalized	Overall	A (606)	-	A (647)	-	A (691)	-
16: Rhode Island/Queens Bury Road	Unsignalized	Overall	A [9.09]	A [8.42]	A [9.09]	A [8.42]	A [9.30]	A [8.52]
17: Lafayette Avenue/Queens Bury Road	Unsignalized	Overall	A [9.32]	A [9.04]	A [9.32]	A [9.04]	A [9.41]	A [9.09]
18: Natoli Place/Queens Bury Road	Unsignalized	NB SB EBL WBL	A [9.2] A [9.2] A [7.3] A [7.3]	A [9.3] A [9.1] A [7.3] A [7.3]	A [9.2] A [9.2] A [7.3] A [7.3]	A [9.3] A [9.1] A [7.3] A [7.3]	A [9.2] A [9.3] A [7.3] A [7.4]	A [9.3] A [9.2] A [7.3] A [7.3]

Notes: Numbers in parentheses () represent the critical lane volume at signalized intersections.

Numbers in square brackets [] represent delay at unsignalized intersections in seconds per vehicle.

Mid Day analysis performed only for 3,7,8,9,10,11,12,16,17 & 18 per MNCPPC Scoping Agreement

1) Signalized intersection.

2) Includes SHA Improvements providing second northbound left turn lane on US 1 for background and total future conditions

3) Includes Riverside Subdivision Phase I Improvements for background and total future conditions



WELLS + ASSOCIATES

December 13, 2012

Faramarz Mokhtari, PhD
Maryland-National Capital Park & Planning Commission (M-NCPPC)
Transportation Planning Section
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Subject: Supporting Transportation Document
Preliminary Plan Cafritz Property
Prince George's County, Maryland

Dear Dr. Mokhtari:

The purpose of this letter is to provide supporting transportation documentation for the CSX crossing and transit reductions noted in our letter dated December 6, 2012 updating the analysis for the intersection of US1/MD 410. On December 7th, 2012 in an email, you requested supporting transportation documents. Below please find the supporting documents requested in items 1a, b, and c of your email.

Items a and b. – Additional transit reductions-

As indicated in our original study, the transit reductions taken were based on the WMATA 2005 Development- Related Ridership Survey standard transit ridership reduction formulas for residential, office, hotel, and retail uses due to the proximity to the existing transit services (8 bus routes on US 1, the Marc Station, and the College Park Metro Station). The WMATA transit ridership survey is based on data collected at developments near Metro Stations (inside and outside the beltway) to determine the expected ridership generated by a development due to its proximity to the Metro Station. The survey also included other mode share data including other forms of transit ridership, walking, and auto.

The WMATA based transit reductions contained in the July 10, 2012 report did not consider the expected increase in transit ridership due to the TDM program or the other measures as outlined in the Cafritz Property TDM program that will reduce the Single Occupant Vehicle (SOV) usage from this site. As noted in our report we did not take into consideration the TDM plan including the Site Shuttle, bike share programs, the new bike trails that will connect the Marc Station, the future Purple Line and the College Park Metro station, as well as pedestrian sidewalk connections to transit services along US 1. Also not considered in the

analysis were the other measures including carpool, vanpool programs, and rideshare programs that will further reduce the SOV's from the site. The TDM program as provided in the July 10, 2012 report outlines in detail the extensive TDM program proposed and the variety of means available to increase transit ridership and reduce SOV's from the site. A copy of the TDM program is attached in Appendix A. The additional reductions taken for the TDM program results in a total reduction (transit and TDM combined) of 30 percent for the residential, office and hotel uses, and a 15 percent for the retail uses.

In my opinion, these reductions are reasonable, especially given the MNCPPC Transportation Review Guidelines Part I 2012 that were recently adopted by the Planning Commission on October 11, 2012. These Guidelines allow for a reduction of site trips of 30 percent for transit oriented development that meet certain standards of design. Based on the Transit Oriented Development (TOD) Checklist, Cafritz at Riverdale Park would be eligible for the 30 percent transit reduction scoring over the 92 points needed for an excellent rating. A copy of the TOD check list is contained in Appendix B.

Item c. CSX Reductions-

On US 1, between the University of Maryland at Paint Branch Parkway and Port Towns in the Bladensburg area (a distance of 3.5 miles) MD 410 is the only major east/west connection between US 1 and MD 201 that crosses the CSX and the Anacostia Northeast Branch. There are two minor local street connections south on MD 410 that provide an east west connection across the CSX and/or the Northeast Branch – (1) Riverdale Road/Queenstown Road an indirect route through the town of Riverdale Park and (2) Decatur Street. On US 1 between Paint Branch Parkway and MD410 (a distance of 1.7 miles) there are no east-west connections. Providing another local east-west connection will provide opportunity for the existing local traffic to travel to and from the east via the new connection.

On July 4th, 2008 ICF International issued a report, which is available on the City of College Park website, titled "Transportation Study of the US Route 1 College Park Corridor" that indicates the traffic on US 1 along the College Park corridor is approximately 85 percent local traffic. A copy of the reference pages of this report is contained in Appendix C. There are approximately 300 homes in Calvert Hills, 900 homes in University Park (both located south of the University), and a portion of the 50,000 students and faculty that live in the area that would use the new local east west connection between US 1 and MD 201. The residents and local businesses on the southern end of College Park will have an opportunity and will have local knowledge to use the new CSX crossing to gain access to the east side of the CSX tracks to MD 201 rather than travel through the intersection of MD US 1/MD 410.

The reductions/reassignments for the specific volume to and from US I at MD 410 are as follows:

1. 15 percent of the existing northbound and southbound US I through volume;
2. 15 percent of the existing southbound US I left turn volume left turn; and
3. 15 percent of the westbound to northbound right turn movement only.

The resulting reassigned volumes that were included in my letter dated December 6, 2012 are contained in Appendix D.

If you have any questions or require any additional information please contact me at (410)266-5723.

Sincerely,



Nancy Randall
Principal Associate

CC: Eric Foster
Jane Cafritz
Chip Reed
Chris Hatcher

Table A
 Cafritz
 Intersection Count Comparison

Intersection	Peak	Intersection	Intersection
		Volumes	Volumes
		November 2011 and February 2012	January, February and March 2013
1: US 1/Paint Branch Parkway	AM	3631	3215
	PM	4311	3817
	Saturday	3969	3572
	Mid-Day	-	-
2: US 1/Rosborough Lane	AM	1973	2032
	PM	2290	2608
	Saturday	2875	2396
	Mid-Day	-	-
3: US 1/College Avenue	AM	2021	1852
	PM	2502	2625
	Saturday	2443	2815
	Mid-Day	2005	2125
4: US 1/Knox Road	AM	1917	1600
	PM	2499	2199
	Saturday	2299	2300
	Mid-Day	-	-
5: US 1/Calvert Road	AM	1756	1568
	PM	2187	2090
	Saturday	2100	1988
	Mid-Day	-	-
6: US 1/Guilford Road	AM	1832	1714
	PM	2252	2179
	Saturday	2080	1928
	Mid-Day	-	-
7: US 1/Amherst Road	AM	1671	1490
	PM	1921	1643
	Saturday	1852	1735
	Mid-Day	1449	1496

Table A
 Cafritz
 Intersection Count Comparison

Intersection	Peak	Intersection	Intersection
		Volumes	Volumes
		November 2011 and	January, February and
		February 2012	March 2013
9: US 1/Van Buren/Future Site Access	AM	1651	1529
	PM	1892	1849
	Saturday	1781	1732
	Mid-Day	1399	1423
11: US 1/MD 410	AM	5041	4926
	PM	5279	5648
	Saturday	4842	4868
	Mid-Day	3677	4003
12: US 1/Queensbury Road	AM	2438	2263
	PM	2643	2511
	Saturday	2595	2357
	Mid-Day	2054	1919
13: Rivertech Court/River Road	AM	894	786
	PM	1078	994
	Saturday	345	278
	Mid-Day	-	442
14: River Road/Paint Branch Parkway	AM	1915	1644
	PM	1934	1685
	Saturday	965	786
	Mid-Day	-	-
15: Kenilworth Road/River Road	AM	3456	3387
	PM	3288	3353
	Saturday	2339	2056
	Mid-Day	-	1952
16: Rhode Island/Queens Bury Road	AM	605	444
	PM	813	720
	Saturday	537	471
	Mid-Day	439	350

Table A

Cafritz

Intersection Count Comparison

Intersection	Peak	Intersection	Intersection
		Volumes	Volumes
		November 2011 and February 2012	January, February and March 2013
17: Lafayette Avenue/Queens Bury Road	AM	498	469
	PM	519	757
	Saturday	504	484
	Mid-Day	465	355
18: Natoli Place/Queens Bury Road	AM	51	83
	PM	147	240
	Saturday	108	184
	Mid-Day	83	102



WELLS + ASSOCIATES

CAFRTZ TRANSPORTATION MANAGEMENT PLAN (TMP)

TMP PROGRAM MANAGEMENT

An onsite Transportation Coordinator/TMP Program Manager will be designated and responsible for the TMP plan and implementation. This individual will serve as a central point of contact and manage the overall TMP program and work plan. The location of the Program Manager's office will be publicized broadly within the site, and the manager will be available for consultation during regular office hours.

TMP Program Manager's responsibilities will include:

- Develop TMP Action Plan which will outline the activities to be implemented in before the opening of the project and updated as the project is built and occupied.

- Promote transportation alternatives to all owners, residents and office/retail/hotel employees, including Cafritz shuttle.

- Remain available to answer questions about all aspects of the TMP program.
- Manage a volunteer network of Transportation Coordinators composed of individual Transportation Coordinators located at residential and office/hotel buildings, and provide these coordinators with materials and information to distribute about the TMP program and organize periodic and regular meetings with these coordinators.

- Recruit and engage participants (residential and office/hotel/retail) for any outreach events or campaigns associated with the TMP program over time.

- Coordinate with Prince George's County's Employer Services program to conduct TMP outreach to employers located in office/retail space at the site.

- Coordinate with other regional TMP providers including MWCOG and Commuter Connections to avoid duplication of services and obtain support for program implementation.

- Work with residential sales and leasing staff to train them on TMP program elements and information so they can provide these materials to tenants as they move in or to use as a recruitment tool.

- Coordinate and manage IT efforts associated with the TMP program.

- Participate in any future County Transportation Demand Management District.

TMP Program Marketing

An initial step in the promotion and marketing of the TMP program is the development marketing materials, which may include e-newsletters, the program web site, print ads, brochures, flyers, premiums and news releases. Advertising of the TMP program will be provided several times a year to residents, and commercial tenants. Included in the materials will be information about transit options and schedules, and ridesharing programs so that all new residents and tenants are informed of the TMP program.

Program Web Site

The TMP Program Manager will develop a central web site to serve as a hub of transportation-related information for residents, employees, and visitors to the site. The web site will contain links to area transit, rideshare, and other relevant agencies for scheduling and route information as well as providing opportunities for users to learn more about transportation options. If an existing property-wide website exists, a link to the TMP program Web Site will be created and maintained.

Promote Real-time Transit Information

WMATA now offers real-time transit information through its web site and applications are available for smart phones that allow travelers to access real-time schedule information. Because real-time transit information has been found to decrease perceived wait times and increase rider satisfaction with transit systems, the Cafritz TMP program will promote applications and web sites that provide real-time travel information. In addition, through this platform, the TMP Program Manager can monitor new technology that can be used to increase the use of non-single occupant vehicle (SOV) travel modes. The information provided will include, but not be limited to, the following:

- Traffic conditions, road hazards, construction work zones, and road detours.
- Arrival times and delays on Metrorail and area bus routes.
- Arrival/departure times for the Cafritz Shuttle.

Site-Based Transportation Access Guide

A local access guide will be made available to all traveler groups to the site, including residents, employees, hotel guests, and visitors. The guide will provide them with information about how to access transportation options, parking, retail, and services, as well as provide them with a sense of amenities and destinations within walking and biking distance. When possible these access guides will be provided to new residents as part of their move-in packet as well as to all new employees in office and retail space.

The purpose of the local access guide is to familiarize residents and employees with what is available in and around the project site.

Live-Work-Play Marketing

A live-work-play marketing program will be implemented to encourage tenants of the residential uses to work, shop, and eat within the area. This marketing encourages residents to shop at, eat at, and visit businesses that are within walking distance of their homes or accessible via transit.

Bicycle Accommodations

Secure locations will be provided throughout the Cafritz project as development occurs. Outdoor racks will be designed to provide support at both the bicycle's wheel and frame. Racks will be placed near building entrances and in well-lit areas. The outdoor racks will largely serve as an amenity for visitors and will provide other access options for shoppers and diners. Recommended spacing dimensions for "Inverted U" bicycle rack parking are can be found in the in the Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines.

Bicycle storage options that protect bikes from weather and offer higher security will be offered for those who commute to work via bicycle and store their bicycle onsite for long time periods.

Car Sharing Placement and Services

Car sharing refers to a short-term automobile rental service available to the general public. Car sharing providers offer a small fleet of vehicles for a limited timeframe, typically only a few hours. Third party car sharing providers are available on a contract basis, and would be appropriate for residential buildings within the Cafritz Riverdale area. The TMP Program Manager will pursue car sharing placement and services for the project. If opportunities exist to coordinate with other property owners in the vicinity, then a joint effort will be pursued. If such service is established, the TMP Program Manager will work with FCDOT to provide a minimum of two strategically located parking spaces throughout the project to accommodate such a car share program.

Commuter Café

A Commuter Café offers a relaxed and inviting environment to discover transportation options. The Café is typically transportation information center providing internet access to transit options and schedules, along with program brochures and promotional pieces. The Cafe would provide site residents and employees access to participate in the regional incentives offered to alternative commuters. The Commuter Café can be a supplement to the property management office.

Other Site Wide Elements

Provide a taxi loading/waiting zone

If permitted/desired by the public transit services (MTA, The Bus, UM Shuttle) a bus shelter will be provided on the property frontage of US 1 and/or within the site as directed by the transit services.

Provide project shuttle to serve resident tenants and patrons connecting to the existing Metro, Marc, and future Purple Line stations.

RESIDENTIAL TMP STRATEGIES

In addition to the site-wide TMP program elements; there are several residential specific TMP program elements that will be implemented in each individual residential building planned for the property. These strategies are meant to evolve over time as the location reaches full build-out. However, the core of the following strategies will be implemented:

Residential Transportation Coordinators

The Transportation Coordinator/TMP Program Manager will be the point of contact for the TMP program. A residential coordinator may also be designated by the on-site property management company, residential leasing agents, or others who have responsibility for the ongoing operation and maintenance of the building(s). The individual will have the following responsibilities:

Promote and distribute information about the TMP program. This information will be produced by the project-wide TMP Program Manager and the only responsibility of the residential transportation coordinators will be to distribute it within their building(s).

Inspect the condition and functionality of the bicycle storage located within or on the grounds of the building(s). Report any issues to the project-wide TMP Program Manager.

Respond to questions or concerns about TMP program elements, provide information, and coordinate with the project-wide TMP Program Manager as necessary

Business Center

A minimum of one business center with designated work space and including appropriate technology that may include computers, access to printer(s), copier(s) and fax machine(s) will be located within one of the multi-family residential buildings in the development. This center should take advantage of the building-wide high speed Internet and/or wireless Internet access that is likely to be incorporated in the building design and construction.

Metrorail Preloaded Pass Cards and Try Transit Campaign

Some new residents to Cafritz Riverdale will not be accustomed to using transit or other forms of transportation alternatives; however, they might be interested in learning more about Metrorail. Try Transit campaigns, in which travelers who do not normally use transit are given free transit passes, have been shown to be very effective at increasing transit use. During lease up, the TMP Program Manager will distribute, Metrorail SmarTrip® cards loaded with \$65 funds to all initial residents allow the recipients to use all the available transit options.

EMPLOYEE TMP STRATEGIES

In addition to the site-wide TMP program elements outlined in the previous section, several TMP strategies will be implemented for employees of the commercial space associated with the Cafritz development. These strategies leverage the property-wide TMP program elements, as well as several regional TMP strategies. The strategies include:

Onsite Transportation Coordinators

The TMP Program Manager will work with representatives from companies and organizations who are leasing or own space. Depending on their size, some companies and/or organizations may be large enough that they designate their own transportation program personnel and are running several programs in addition to the Cafritz Riverdale

TMP program. These personnel will be encouraged to coordinate with the property-wide TMP Program Manager.

Pretax Metrorail, Vanpool, and Bicycle Benefit Programs

Established in 2001 by the United States Internal Revenue Service (IRS), the Section 132(f) transit and vanpool pretax benefit enables commuters to pay for transit passes, vanpool fares, bicycle commuting costs, and parking costs through their employer on a pre-tax basis. The limits vary by mode used and are generally updated annually by the IRS. For the 2009 tax year, the benefit levels were \$230 per month for transit and vanpool services and \$230 per month for parking. The bicycling commuter benefit was recently introduced with a pre-tax benefit of \$20 per month.

The TMP Program Manager will conduct outreach to inform employers and employees of this program element and its associated benefits as long as the tax law allows for this benefit.

Carpool Matching Program

Carpooling and vanpooling (i.e., "ridesharing") are important vehicle trip reduction strategies given the office and hotel development associated with Cafritz Riverdale and the current residential location of many workers who will work at the site. The location of many potential employees necessitates having a strong ridesharing program since the Metrorail service cannot be expected to serve all of the residential locations. Ridesharing can also be a very cost effective strategy for reducing single occupant vehicle trips. However, the challenge is matching riders and passengers, which can be facilitated today through online matching programs.

A Ridematching program is provided at no cost to employers of the metropolitan Washington region through the Washington Metropolitan Council of Governments (MWCOC) *Commuter Connections* Program and also by NuRide. The TMP Program Manager will assess which program is most appropriate for the tenant mix and select a final product for the TMP program. The TMP Program Manager will conduct outreach to inform Onsite Transportation Coordinators, employers and employees of the program and its associated benefits.

Should a ridematching program be created for the surrounding area, the TMP Program Manager will work with the County's representative to market and promote the program to employers and employees.

Telework and Flextime

The Cafritz Riverdale development will likely employ individuals that can occasionally or frequently telework (e.g., work from home) or have considerable flexibility on when they can arrive or depart from their office. Given that some of the employees will likely choose housing options greater than 15-20 miles from the TOD, promoting the option to telework or flex arrival time could become a significant recruitment and retention tool for employees. This strategy will spread out or significantly reduce peak hour trips. The TMP Program Manager will encourage and assist companies with the development and implementation of telework and variable work schedules policies and procedures.

PROGRAM FUNDING

As required in Condition 17 of Zoning Ordinance No. 11-2012, the owner of the property will provide for the full funding of the provisions of the TMD as set forth in this document. This funding obligation shall run with the land until such time as a Transportation Demand Management District ("TDMD") is established, and includes the property.

Table 1
TDM Estimated Annual TDM Program Budget

	Estimated Start Up Costs	Estimated Annual Pre CSX Costs	Estimated Annual Costs and Project Build Out
SITE WIDE TDM PROGRAM			
Property wide TDM Program Manager (Property Manager and Sales Staff)		0.25 FTE	0.5 FTE
TDM Program Marketing			
Logo and graphic design			
Promotions, Access Guide, printed materials, Live Work Play Campaign, displays and giveaways	\$7,500	\$3,850	\$15,750
Program Website			
Initial website development	\$9,250	\$	\$
Website management and maintenance		\$	\$
Promote Real Time Transit Information			
Regional resources	\$	\$	\$
Carsharing Placement and Services			
Design, production and installation of Carshare signs (vendor responsible)	\$	\$	\$
Commuter Café			
Designated space in development	\$	\$	\$
IT requirements for access to internet and other online program tools as well as maintenance	\$	\$750	\$750
Promotional materials and printing for Commuter Café	\$	\$750	\$750
EMPLOYEE			
Onsite Transportation Coordinators			
Employer Transportation Coordinators assigned by office or retail tenants	\$	\$	\$
Pretax MetroRail, Vanpool and Bicycle Benefit Programs			
Promotional materials and printing for Pretax MetroRail, Vanpool and Bicycle Benefit Programs	\$	\$500	\$500
Guaranteed Ride Home			
Regional program provided by MWCOG via their Commuter Connections program	\$	\$	\$
Carpool Matching Program			
Regional programs provided by MWCOG via their Commuter Connections program and NuRide			
Promotional materials and printing for Carpool Matching Program	\$	\$750	\$750
Telework and Variable Work Schedules			
State Telework program provided by TeleworkVA	\$	\$	\$
Promotional materials and printing for Telework and Variable Work Schedules	\$	\$500	\$500
RESIDENTIAL			
Residential Transportation Coordinators			
Residential Transportation Coordinators assigned by property management	\$	\$	\$
Business Center			
No additional costs outside of building construction costs	\$	\$	\$
MetroRail SmartTrip Cards and Try Transit Campaigns			
Promotional materials and printing for Try Transit Campaigns	\$	\$750	\$750
TOTAL ANNUAL ONGOING EXPENSES *	\$ 16,750.00	\$1	\$2

* This budget does not include costs associated with the shuttle, concierge service or bus shelter improvements.

	Estimated Start Up Costs	Estimated Annual Pre CSX Costs	Estimated Annual Costs and Project Build Out
SHUTTLE PROGRAM			
Contracted Shuttle Service to Connect with Metro			
Vehicle Purchase	\$40,000	\$	\$
Shuttle Operating Fees (Includes staff salary gas, and maintenance)	\$28,000	\$60,000	\$60,000
TOTAL TDM SHUTTLE ANNUAL TRANSPORTATION EXPENSES	\$ 84,750.00	\$7	\$8

	Estimated One Time Costs Pre CSX	Estimated One Time Costs Buildout
TRANSIT INCENTIVES		
MetroRail SmartTrip Cards and Try Transit Campaigns		
SmartTrip Cards (Based on one \$65 SmartTrip Card per Dwelling Unit)**	\$8,190	\$49,985
Total Transit Expenses	\$8,190	\$49,985

** One time expenditures for initial tenants only.



Cafritz Traffic Management Plan (TMP) Progra

In developing a menu of strategies for the Cafritz TMP program, a range of impacts and factors associated with TMP effectiveness have been considered:

- There is no single TMP recipe for success. The same elements implemented at different sites achieve different results. Variation in population demographics, convenience of travel alternatives, community culture and the energy with which the program is implemented on a continuing basis all influence outcomes.
- Literature consistently points to financial incentives and disincentives as most effective in causing mode switch. Financial incentives include mode subsidies (i.e. tax favored transit discounts or vanpool fare subsidies), parking cash-out, discounted parking for alternative mode users, and indirect financial incentives (i.e. programs awarding points toward rewards for trips and alternative modes). Parking fees, particularly those set at market rate, are the primary disincentive. Programs employing financial incentives/disincentives exhibit trip reduction rates several times those of program without these strategies.
- Travelers need to know about alternative modes and incentives in order to use them. Marketing is thus an important component of successful TMP initiatives. However, programs that involve information dissemination (i.e. transit maps or ridematching) and support programs (i.e. guaranteed ride home programs) are far less effective in the absence of financial incentive/disincentives.
- Effective TMP programs market specific incentives for attractive travel options (modes), using messages appealing to travelers' self-interest as opposed to general information about mode options.

The following sections outline the strategies to be implemented as part of the Cafritz TMP Program. Based on national research, best practices and proven results these strategies, together with TOD design elements, are intended to encourage greater use of sustainable transportation modes than might otherwise occur at the subject site.

Note: References to DSP in the remainder of this document are to DSP's not issued for grading.

SITE-WIDE TMP Program Management

TMP program management responsibilities will be designated to a single site representative associated with the Cafritz development, which may also be responsible for overall site operations and maintenance (particularly the Cafritz shuttle) at issuance of the initial building permit. This individual will serve as a central point of contact and manage the overall TMP program and work plan. The location of the program manager's office will be publicized broadly within the site, and the manager will be available for consultation during regular office hours.

TMP Program Manager responsibilities will include:

- Develop an annual TMP Work Plan which will outline the activities to be implemented in the upcoming year, provide an assessment of strategies implemented to date.

- Promote transportation alternatives to all owners, residents and office/retail/hotel employees, including Cafritz shuttle.
- Remain available to answer questions about all aspects of the TMP program.
- Manage a volunteer network of Transportation Coordinators composed of individual Transportation Coordinators located at residential and office/hotel buildings, and provide these coordinators with materials and information to distribute about the TMP Program and organize periodic and regular meetings with these coordinators.
- Recruit and engage participants (residential and office/hotel/retail) for any outreach events or campaigns associated with the TMP Program over time.
- Coordinate with Prince George's County's Employer Services program to conduct TMP outreach to employers located in office/retail space at the site.
- Coordinate with other county TMP providers including MWCOG and Commuter Connections to avoid duplication of services and obtain support for program implementation.
- Work with residential sales and leasing staff to train them on TMP Program elements and information so they can provide these materials to tenants as they move in or to use as a recruitment tool.
- Coordinate and manage IT efforts associated with the TMP Program.
- Coordinate all monitoring and evaluation activities necessary to measure the effectiveness of the TMP program.
- Develop a TMP implementation and evaluation process that takes the principles of social marketing and customizes them to transportation programs focused on the individual traveler.

TMP Program Branding

An initial step in the promotion and marketing of the TMP Program is the development of a program brand. The brand will be used on TMP program marketing materials, which may include e-newsletters, the program web site, print ads, brochures, flyers, premiums and news releases. To be successful, a brand must offer a relevant, consistent message that resonates with current and potential customers. The graphic identity of a program brand, including a logo, taglines, and a brand standards document should convey the program's ability to address the needs of the various types of employees, residents and visitors that will travel to the site. The brand should create a single point of reference for the individuals that will access the site daily. Ideally, branding will eventually be coordinated with an area or district-wide TMP program. However, unique site branding will be pursued should an area-wide TMP program not be in place at the time of development. The plan for TMP program branding will be submitted for review and approval at the time of the first DSP and will begin at the time of issuance of the initial occupancy permit.

Program Web Site

The TMP Program Management (TPM) will develop a central web site to serve as a hub of transportation-related information for residents, employees, and visitors to the site. The web site will contain links to area transit, rideshare, and other relevant agencies for scheduling and route information as well as providing opportunities for users to learn more about transportation options. If an existing property-wide website exists, a link to the TMP Program Web Site will be created and maintained. The program web site will be established at the time of issuance of the initial occupancy permit.

Promote Real-time Transit Information

WMATA now offers real-time transit information through its web site and applications are available for smart phones that allow travelers to access real-time schedule information. Because real-time transit information has been found to decrease perceived wait times and increase rider satisfaction with transit systems, the Cafritz TMP Program will promote applications and web sites that provide real-time travel information. In addition, through this platform, the TMP Program Manager can monitor new technology that can be used to increase the use of non-SOV travel modes and implement those strategies when appropriate based on costs and potential benefits. The information provided will include, but not be limited to, the following:

- Traffic conditions, road hazards, construction work zones, and road detours.
- Arrival times and delays on Metrorail and area bus routes.
- Arrival/departure times for the Cafritz Shuttle.

The real time transit information will be provided at the locations to be determined at the first DSP.

The real time transit information will be provided starting with initial occupancy and updated as project phases are completed.

Site-Based Transportation Access Guide

Prior to first use and occupancy permit, local access information will be developed to be provided to all traveler groups to the site, including residents, employees, hotel guests, and visitors. Information shall include how to access transportation options, parking, retail, and services, as well as provide a sense of amenities and destinations within walking and biking distance. The information will be provided to new residents as part of their move-in packet as well as to all hotel guests and new employees in office and retail space. The purpose of the local access information is to familiarize residents and employees with what is available in and around the project site. By doing so, the need to travel off-site is reduced and in some cases this eliminates the need for a vehicle during work hours to run errands. The local access information will be updated on an annual basis or as needed.

Live-Work-Play Marketing

A live-work-play marketing program will be developed and submitted for review and approval at the first DSP and implemented starting at initial occupancy permit to encourage tenants of the residential uses to work, shop, and eat within the area. An advanced strategy will be implemented to encourage local employees to purchase or lease housing close to their worksites through a variety of financial incentives that shall be defined in the annual TMP Work

Plan. These may include, but are not limited to, incentives like giving away bicycles to encourage biking from home to work in or SmarTrip® Cards to encourage taking transit from home to work to individuals who both live and work in the area. The TMP Program Manager will also seek discounts or coupons from local retail and service establishments and distribute those items to residents to encourage them to shop locally. This marketing encourages residents to shop at, eat at, and visit businesses that are within walking or bicycling distance of their homes or accessible via transit.

Bicycle Accommodations

At time of DSP, secure locations will be provided throughout the Cafritz project as development occurs. Outdoor racks will be designed to provide support at both the bicycle's wheel and frame. Racks will be placed near building entrances and in well-lit areas. The outdoor racks will largely serve as an amenity for visitors and will provide other access options for shoppers and diners. Recommended spacing dimensions for "Inverted U" bicycle rack parking are can be found in the in the Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines.

Bicycle storage options that protect bikes from weather and offer higher security will be offered for those who commute to work via bicycle and store their bicycle onsite for long time periods.

At DSP, provide a location for a 40 ft. by 6 ft., eleven (11) dock, six (6) bike, bike share station. Prior to the issuance of the first building permit, the Applicant shall provide full funding for the capital costs of equipment and installation and 12 months of operating costs under the Capital Bike Share or other similar program to the administrator of the local bike share program.

Car Sharing Placement and Services

Cafritz shall provide a minimum of two (2) or more, as appropriate, parking spaces for car sharing placement, at time of DSP. Car sharing refers to a short-term automobile rental service available to the general public. Car sharing providers offer a small fleet of vehicles for a limited timeframe, typically only a few hours. The cars allow travelers to accomplish short trips for errands or meetings. Car sharing encourages travelers to use alternatives to SOVs (like transit) because they can use car share vehicles for mid-day trips rather than be forced to rely on their private vehicle. In addition to being an important TMP support strategy, a strategic car sharing program can also reduce the need for fleet vehicles and thereby reduce some of the corresponding parking required for those vehicles in office building parking structures or lots. The TMP Program Manager will pursue car sharing placement and services for the project.

Vehicle Parking Management

There are several parking management techniques that can influence the use of alternative modes of transportation versus driving alone. The primary tool is charging a daily or monthly fee for parking. It is the intent of the TMP Plan to charge for parking associated with off-street garages, structures or lots as the market may dictate. In addition to using parking fees as a disincentive to driving alone (SOVs), there are several parking management techniques that incentivize travelers to use a transportation alternative. The techniques include but are not limited to:

- Establish appropriate rates for on-site parking.
- Unbundling parking for residential and office space starting at initial occupancy.

- Parking permit controls starting at initial occupancy.
- Reduced cost and preferential parking for high occupancy vehicles (HOV)

Commuter Café

A Commuter Café offers a relaxed and inviting environment to discover transportation options. The Café is typically equipped with transportation information such as transit schedules, program brochures and promotional pieces. Typically the Commuter Café is located in a visible and easily accessible location. Ideally a storefront location is preferred for the success of the establishment. The Commuter Café will be staffed by the TPM and can double as the TPM's office. The TPM or equivalent staff will be present to assist commuters with trip planning, fare purchases and other basic transportation questions. In essence the Commuter Café acts as the hub of the TMP program and is both administrative and public facing. The Cafe also provides site residents and employees free internet access to participate in the regional incentives offered to alternative commuters. The Commuter Café can be complimented or supplemented with a property concierge service through the property management office. The location of the Commuter Café will be established at DSP and will operate starting with initial occupancy.

Other Site Wide Elements

- Provide a taxi loading/waiting zone at time of DSP to be available starting with initial occupancy at locations determined at DSP.
- . At DSP, provide bus shelters on Route 1 along the property frontage and within the site at approved bus stops.
- Upon initial occupancy, provide a private shuttle service, or equivalent, to and from the Prince George's Plaza and to and from the College Park Metrorail stations. This service will be fully funded by Cafritz and will operate at 15 minute headways on Mondays through Fridays between 6:30 and 9:00 AM and between 4:30 and 7:00 PM. This service is to continue until there is a preferred alternative approved by College Park, Hyattsville, Riverdale Park and University Park.
- Include a commitment to cooperate with TMP efforts in each lease for the Project.

Residential

At DSP, identify specific TMP Program elements that will be implemented in each individual residential building planned for the property. These strategies are meant to evolve over time as the location reaches full build-out. However, the core of the following strategies will be implemented:

Residential Transportation Coordinators

A Transportation Coordinator will be designated at the use and occupancy permit for the first multi-family building to serve as a point of contact about the TMP program for the residential building(s). The Coordinator could be paid staff of the on-site property management company, residential leasing agents, or others who have responsibility for the ongoing operation and maintenance of the building(s). The individual will have the following responsibilities:

- Promote and distribute information about the TMP Program. This information will be produced by the project-wide TMP Program Manager and the only responsibility of the residential Transportation Coordinators will be to distribute it within their building(s).
- Manage the operations and maintenance of the Business Center if located in their building.
- Inspect the condition and functionality of the bicycle storage located within or on the grounds of the building(s). Report any issues to the project-wide TMP Program Manager.
- Respond to questions or concerns about TMP program elements, provide information, and coordinate with the project-wide TMP program manager as necessary.

Business Center

Designate a location for a business center for the first of the multi-family residential buildings at DSP and provide by initial occupancy permit. The business center will include computers, access to printer(s), copier(s) and fax machine(s). This center should take advantage of the building-wide high speed Internet and/or wireless Internet access that is likely to be incorporated in the building design and construction.

Circulator Bus

Participate with surrounding local governments in a circulator bus program initially at a maximum level of \$120,000 per year, to be adjusted per CPI, whether as part of the Transportation Demand Management District (TDMD) or other program. Provide details of the circulator bus program at DSP.

Metrorail Preloaded Pass Cards

- Some new residents and employees to Cafritz Riverdale will not be accustomed to using transit or other forms of transportation alternatives; however, they might be interested in learning more about Metrorail.
- Cafritz will provide pre-loaded Metro SmarTrip cards with \$65.00 Metro fare, at Cafritz's expense, one time, to the first tenants occupying the retail and office improvements. This requirement will be for 10 years following initial occupancy of any non-residential development on the property.
- Cafritz will provide one pre-loaded Metro SmarTrip card with \$65.00 Metro fare at Cafritz's expense, to the first occupant(s) of each newly constructed multifamily residential unit in the project. This requirement will be for 10 years following initial occupancy of the residential.

Onsite Transportation Coordinators

The Onsite Transportation Coordinator will coordinate TMP program implementation with representatives from companies and organizations who are leasing or own space. Depending on their size, some companies and/or organizations may be large enough that they designate their own transportation program personnel and are running several programs in addition to the Cafritz Riverdale TMP program. These personnel will be encouraged to coordinate with the property-wide TMP Program Manager.

Pretax Metrorail, Vanpool, and Bicycle Benefit Programs PLEASE UPDATE

Established in 2001 by the United States Internal Revenue Service (IRS), the Section 132(f) transit and vanpool pretax benefit enables commuters to pay for transit passes, vanpool fares, bicycle commuting costs, and parking costs through their employer on a pre-tax basis. The limits vary by mode used and are generally updated annually by the IRS. For the 2009 tax year, the benefit levels were \$230 per month for transit and vanpool services and \$230 per month for parking. The bicycling commuter benefit was recently introduced with a pre-tax benefit of \$20 per month.

The TMP Program Manager will conduct outreach to inform employers and employees of this program element and its associated benefits as long as the tax law allows for this benefit.

Guaranteed Ride Home Program

A Guaranteed Ride Home Program is a program that provides commuters who rideshare, take transit, bicycle, or use other alternative modes with a way to get home or to another location in the case of an emergency. Although the need for employees to use a guaranteed ride home is very rare, knowing it is available provides them with the assurance that their needs can be met. The industry standard for number of guaranteed rides home is up to five per calendar year.

A Guaranteed Ride Home program is provided at no cost to employers of the metropolitan Washington region through the Washington Metropolitan Council of Governments (MWCOC) Commuter Connections Program. Starting with initial occupancy, the TMP Program Manager will conduct outreach to inform employees and employers of this program and its associated benefits.

Carpool Matching Program

Carpooling and vanpooling (i.e., "ridesharing") are important vehicle trip reduction strategies given the office and hotel development associated with Cafritz Riverdale and the current residential location of many workers who will work at the site. The location of many potential employees necessitates having a strong ridesharing program since the Metrorail service cannot be expected to serve all of the residential locations. Ridesharing can also be a very cost effective strategy for reducing single occupant vehicle trips. However, the challenge is matching riders and passengers, which can be facilitated today through online matching programs.

A Ridematching program is provided at no cost to employers of the metropolitan Washington region through the Washington Metropolitan Council of Governments (MWCOC) *Commuter Connections* Program and also by NuRide. The TPM will assess which program is most appropriate for the tenant mix and select a final product for the TMP program. Starting with initial occupancy, the TPM will conduct outreach to inform Onsite Transportation Coordinators, employers and employees of the program and its associated benefits.

Should a ridematching program be created for the surrounding area, the TPM will work with the County's representative to market and promote the program to Onsite Transportation Coordinators, employers and employees.

Telework and Flextime

The Cafritz Riverdale development will likely employ individuals that can occasionally or frequently telework (e.g., work from home) or have considerable flexibility on when they can arrive or depart from their office. Given that some of the employees will likely choose housing options greater than 15-20 miles from the TOD, promoting the option to telework or flex arrival time could become a significant recruitment and retention tool for employees. This

strategy will spread out or significantly reduce peak hour trips. Starting with initial occupancy, the TMP will encourage and assist companies with the development and implementation of telework and variable work schedules policies and procedures.

Performance Monitoring

Cafritz will provide funds sufficient to pay for a transportation performance monitoring program by an independent party. A monitoring study will be performed at one year after initial use and occupancy permit for the development and each two years until final buildout of the property. The study will be performed by a qualified consultant mutually acceptable to the Park and Planning staff, Riverdale Park, University Park, and Cafritz.

Each evaluation shall include, but not be limited to building occupancy and peak hour and daily vehicle trips entering and exiting the property and generated by the project and general compliance with the requirements of the TMP. Each evaluation shall also include a survey to determine travel modes by employees, residents, patrons, visitors, guests, and others traveling to and from the project.

Performance Standards

The performance of the TMP Program will be tested against the trip caps established during DSP for Phase I and at DSP for all subsequent phases until full development of the project, with adjustments in the trip caps based on percent occupancy of each element of the development. The Phase I trip cap is currently estimated as 213 trips in the AM peak hour and 662 trips in the PM peak hour. These figures are before reductions for retail pass-by trips. The trip cap for full development of the property is currently estimated as 543 trips in the AM peak hour and 1183 trips in the PM peak hour. These figures are also before reduction for retail pass-by trips.

The performance evaluation of the TMP Program will also be tested against the standard that net daily vehicle trips generated by the project along Route 1 will be no more than 20 percent above current daily traffic levels. Also net peak hour trips generated along Route 1 will be no more than current weekday peak hour traffic in the AM (6-9 AM), mid-day (11 AM-2 PM), PM (4-7 PM), and Saturday trips (8 AM-8 PM).

If any evaluation standards are not satisfied, Cafritz, the Planning Board staff, and the Town of University Park will agree on steps to increase the effectiveness of the TMP.

This TDMTMP Program will be fully funded by Cafritz. The TMP Program and funding obligations will run with the land until such time as a Transportation Demand Management District (TDMD) is established and includes the property. Once a TDMD is established, the TMP Program will become part of the District and will be monitored by the Transit Management Authority (TMA).

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January 10, 2013

(NONLAWYER/CONSULTANT)
JOSH M. WHITE

Ms. Quynn Nguyen
Subdivision Section
Maryland-National Capital Park
and Planning Commission
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Re: Cafritz Property
Preliminary Plan 4-12004

Dear Ms. Nguyen:

In satisfaction of Condition No. 16, as it pertains to the Preliminary Plan of Subdivision for the Cafritz Property, enclosed please find the results of the Smart Location and Linkage (SLL) prerequisite review under Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND).

Your assistance in assuring that these important environmental issues are addressed is appreciated.

Sincerely,



Richard K. Reed

Enclosure

cc: Mayor John Tabori, Town of University Park
Ms. Sara Imhulse
Ms. Terry Schum
Suellen Ferguson, Esquire

SLL Prerequisite Final**04/11/201206/15/2012****0****0****0****0****Credit**

	STATUS	TYPE	POINTS: ATTEMPTED	DENIED	PENDING	AWARDED
PIf1: Development Program and Site Type	Approved		0	0	0	0
PIf2: Project Timeline	Approved		0	0	0	0
PIf3: Project Location and Base Mapping	Approved		0	0	0	0
SLLp1: Smart Location	Awarded	Stage 1	0	0	0	0
SLLp2: Imperiled Species and Ecological Communities Conservation	Awarded	Stage 1	0	0	0	0
SLLp3: Wetland and Water Body Conservation	Awarded	Stage 1	0	0	0	0
SLLp4: Agricultural Land Conservation	Awarded	Stage 1	0	0	0	0
SLLp5: Floodplain Avoidance	Awarded	Stage 1	0	0	0	0

GREEN BUILDING CERTIFICATION INSTITUTE

Payment Receipt

Dear Avneet Gujral,

Thank you for your order. Please print or save this email for your records. Your payment has been received.

Invoice Date : 01/30/2012
Invoice # : 90609616
Order # : 11361193
Credit Card # : *****156
Please see below for your order details:

Project ID	: 1000021975					
Project Name	: Cafritz Property at Riverdale Park					

Product Description	Order Quantity	Shipping Handling	List Price	Sales Tax	Total Price
LEED-ND v2009 Registration	1 EA	0.00	1,500.00	0.00	1,500.00
			0		0
Total Invoice (1,500.00)

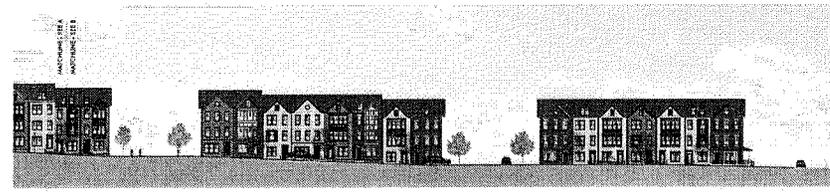
Thank you,

GBCI

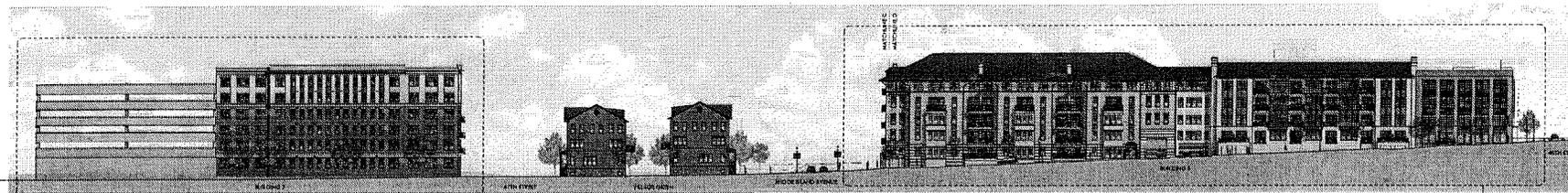
1-800-795-1746



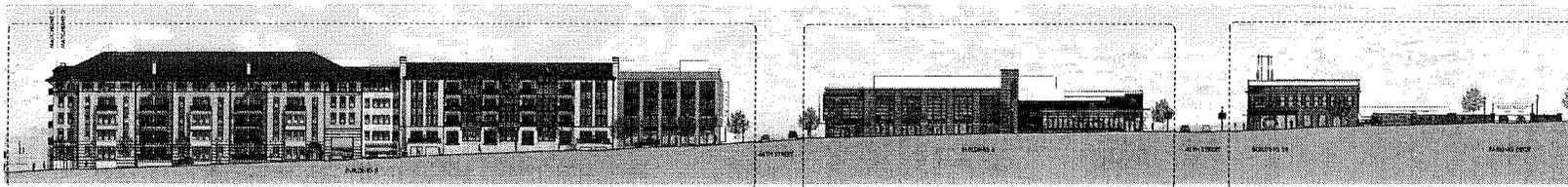
A ELEVATION @ WOODBERRY STREET-LOOKING NORTH
A301 SCALE 1" = 30'-0"



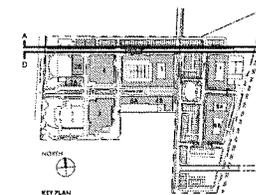
B ELEVATION @ WOODBERRY STREET-LOOKING NORTH - CONT.
A301 SCALE 1" = 30'-0"



C ELEVATION @ WOODBERRY STREET-LOOKING SOUTH
A301 SCALE 1" = 30'-0"



D ELEVATION @ WOODBERRY STREET-LOOKING SOUTH - CONT.
A301 SCALE 1" = 30'-0"



CAFRTZ PROPERTY
at Riverdale Park

DETAILED SITE PLAN & SPECIAL PERMIT
RIVERDALE PARK, MD

Client: CAFRTZ PROPERTY
11000 Riverdale Park, MD
21155-1200
301.271.1200



Solis Properties, Inc.
11000 Riverdale Park, MD
21155-1200
301.271.1200



MVA Architects
11000 Riverdale Park, MD
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301.271.1200

Parsons Brinckerhoff, Inc.
11000 Riverdale Park, MD
21155-1200
301.271.1200



SOM
11000 Riverdale Park, MD
21155-1200
301.271.1200

ELEVATION	UNITS	DATE
AA	JL	
BB	JK	03.29.13
CC		
DD		
EE		
FF		
GG		
HH		
II		
JJ		
KK		
LL		
MM		
NN		
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PP		
QQ		
RR		
SS		
TT		
UU		
VV		
WW		
XX		
YY		
ZZ		

MUNICIPAL APPROVALS			
PROJECT NAME	CLIENT	DATE	STATUS
WOODBERRY STREET DEVELOPMENT	CAFRTZ PROPERTY		
WOODBERRY STREET DEVELOPMENT	CAFRTZ PROPERTY		
WOODBERRY STREET DEVELOPMENT	CAFRTZ PROPERTY		
WOODBERRY STREET DEVELOPMENT	CAFRTZ PROPERTY		
WOODBERRY STREET DEVELOPMENT	CAFRTZ PROPERTY		
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WOODBERRY STREET DEVELOPMENT	CAFRTZ PROPERTY		
WOODBERRY STREET DEVELOPMENT	CAFRTZ PROPERTY		
WOODBERRY STREET DEVELOPMENT	CAFRTZ PROPERTY		

PROJECT NAME
WOODBERRY STREET ELEVATIONS

PROJECT NUMBER
A301

